

Sticks and Tissue No 133 – December 2017

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/>

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Raynes Park MAC 2017 Christmas Card painted by Mike Cummins

From Harry Witney

Hello James , reading through the latest S/T noticed a ref. to the All Britain Rally , this was started by the "St.Albans Cement Squeezers " as the All Herts Rally , at Radlett aerodrome by kind permission of Sir.Frederic Handly Page , and then got too big ,hence the new name .

In 1950 as one of the club members, I was officiating as the C/Line checker, length, pull test, handle, etc. when there was a shout of "LOOK OUT", I looked out and got hit smack in the middle of my forehead by a fairly large power model, luckily with dead motor. A large crowd gathered and after a bit of discussion and me being a bit dazed, it was decided to take me to St.Albans hospital for a check up. They looked me over, did a bit of cleaning up, plaster on a damaged nose, an bandage over a slowly swelling black eye, sent me off with instructions to return on the next day, Monday for an X ray and further treatment. So I got on my Vellocece and rode home, 15 miles with only one good eye.

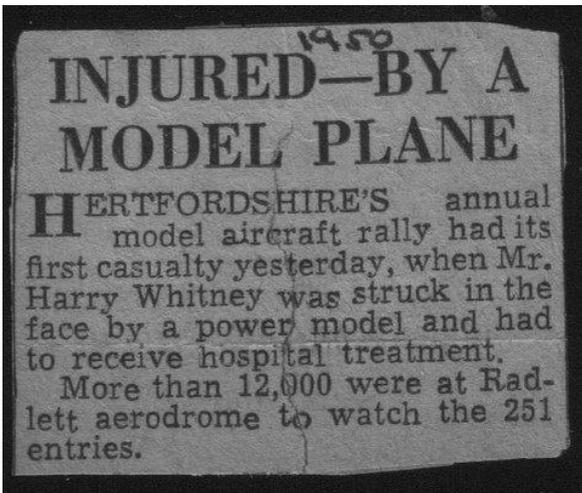
The next day X Ray found a broken nose and damage to the outer layer of my skull (sinuses), and ordered a week in for observation. This could have been a bit of a bind but was made pleasurable by daily visits from my fellow apprentices (via the fire escape) on their way to work, and the delivery of food, drink and cigarettes on their way home, and a lot of chat sitting in the sun at the top of the fire escape !

Over the years I have had quite a few after effects, migranes, sinus trouble etc, which was eventually cured by a minor operation, but have survived and will be 90 in 2018 .

ADDENDUM Fortunately the Club officials did all the correct things, took name, address, insurance details from the owner, and as they were a bit busy, put these into one of the trophies for safe keeping.

Unfortunately the trophy in question was handed to a lucky winner by the guest of the day John Cunningham, and in spite of a lot of searching and enquiries was never seen again.

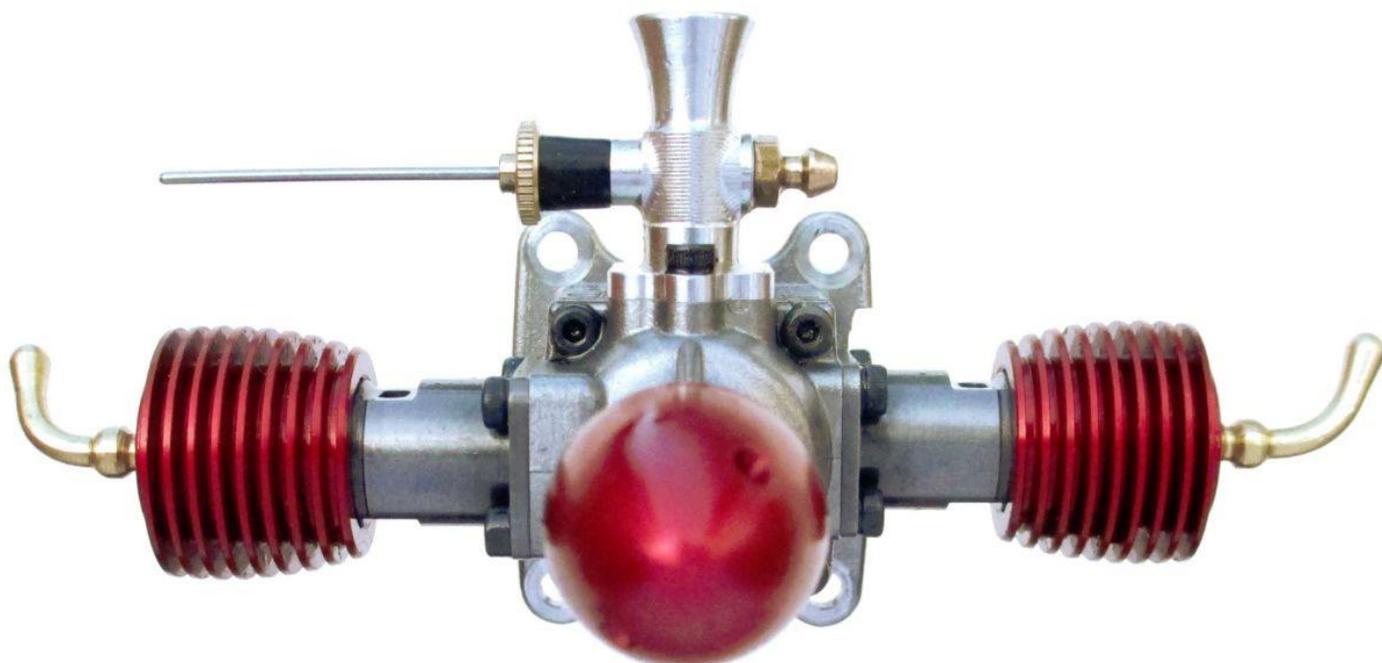
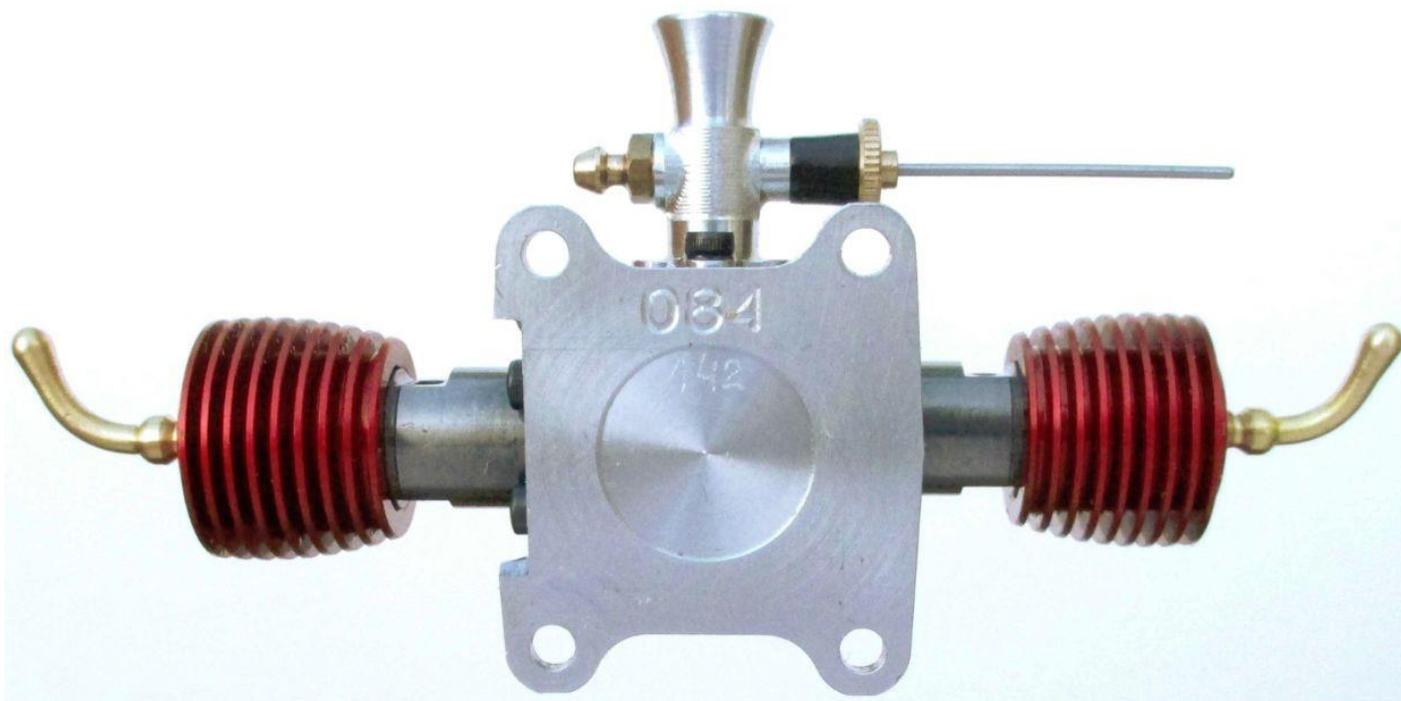
During my working life I came into quite a lot of contact with John Cunningham but never got around to asking him what happened to that piece of paper ?.



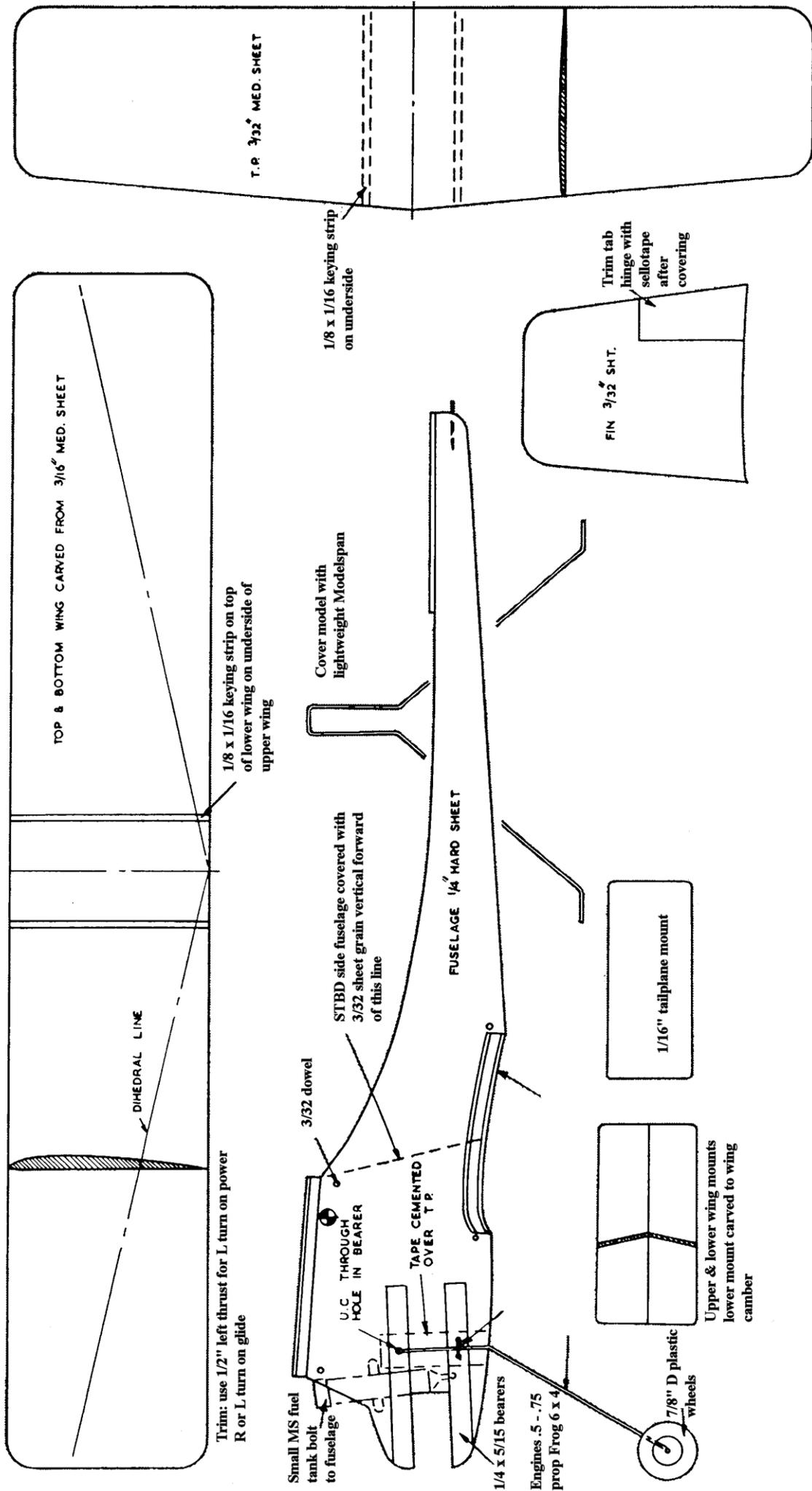
From Bill Wells

The Red Fin Twinfin the brain child Alex Phin is work of art. When I was a kid my Christmas stocking had an orange, a few walnuts and some foil covered chocolate pennies! Thanks! The modern generation would probably treat the Twinfin master piece in their Christmas Stocking with the same indifference as I did those wretched oranges. The modern generation is totally obsessed with smart phones and they just can not leave the wretched things alone. The advent of computers to deal with coded communications has a lot to answer for! But wait a minute, without computer aided design and computer numerically controlled machinery would these twins have been made? To us oldies the use of Computers to produce model engines is a black art but just wish it had been available to us when we were young. However if we had computers (Smart Phones) when we were young would we have bothered with model aeroplanes?

There is a comprehensive review of the Twinfin in Aeromodeller for April 2017 by Maris Dislers. This little 1cc twin weighs about the same as an ED Bee but to my mind looks much better in a model. Starting is easy just back off the compression on the rear cylinder and start like a single on the front cylinder. Adjust the needle valve, compression and then bring in the rear cylinder by gently increasing the compression. When the rear cylinder cuts in the RPM rises and the noise increases but is in tune with the front cylinder so it suddenly sounds like a bigger single cylinder engine because both cylinders fire at the same time. Small adjustments of compression and needle valve settings can then be made for best RPM.



<http://www.redfinengines.com/product/redfin-060-mk-tbr-rv-twinfin/>



TOP & BOTTOM WING CARVED FROM 3/16" MED. SHEET

1/8 x 1/16 keying strip on top of lower wing on underside of upper wing

Trim: use 1/2" left thrust for L turn on power R or L turn on glide

T.P. 3/32 MED. SHEET

Cover model with lightweight Modelspan

STBD side fuselage covered with 3/32 sheet grain vertical forward of this line

FUSELAGE 1/4 HARD SHEET

Trim tab hinge with sellotape after covering

FIN 3/32 SHT.

1/16" tailplane mount

Upper & lower wing mounts lower mount carved to wing camber

7/8" D plastic wheels

Small MS fuel tank bolt to fuselage

U.C. THROUGH HOLE IN BEARER

TAPE CEMENTED OVER T.P.

1/4 x 5/15 bearers

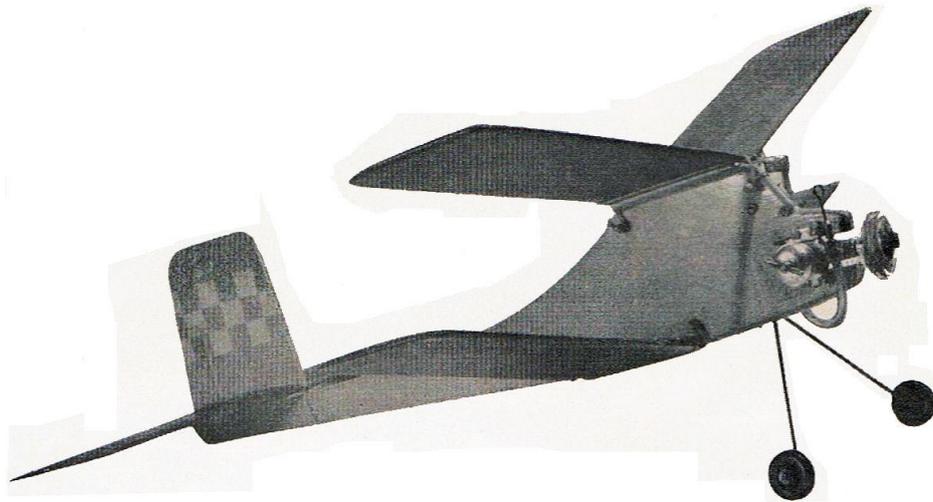
Engines .5-.75 prop frog 6 x 4

3/32 dowel

DIHEDRAL LINE

1/8 x 1/16 keying strip on underside

Clancy an all balsa free flight biplane for .5 cc engines by M Ballentyne from Model Aircraft March 1957



This model is quick and easy to build and with a hot 0.5 c.c., V.T.O.'s and tight spiral climbs are easily achieved, although the glide is rather steep owing to the high wing loading. Clancy is almost indestructible if the correct grade wood is chosen and if all joints are pre-cemented.

Wings

A complete sheet of 3/16 x 3 x 36 in. is carved and sanded to the indicated section and then cut into four 9in. lengths. The two pairs of wings are bevelled at the

centre for the dihedral and cemented together, with a cement skin over the joint after it has dried. The tips are rounded and the keying strips cemented in place on the top of the lower wings and on the bottom of the upper wings, to correspond with the edges of the wing seatings. These keying strips are most important and should not be omitted as they ensure the correct alignment of the wings and thus a consistent flight pattern. Finally, the wings are covered with lightweight Modelspan doped on.

Next step is to carve and sand the tailplane and fin, and add keying strips as on wings.

Fuselage

Cut the fuselage profile from hard 1/4 in. sheet and let in the engine bearers, cementing well. Next add the vertical 3/32 in. sheet to the side of the fuselage. When this is dry, drill the holes in the bearers for the engine and undercarriage, and "wangle" the undercarriage through the upper hole. Bind it on with strong thread, cover with linen tape, and give the whole a coating of cement.

The wing mountings are best made on the centre section of the wings themselves and thus the correct angle and camber may easily be obtained. First, smear the centre section of the wing with soap to prevent the mounts sticking to the wing. The upper mount is cut in half, and the two pieces are bevelled and stuck together on the underside of the wing and pinned there until dry. The lower mount is made in a similar manner on top of the lower wing, but has to be curved over the wing as well as dihedralled.

When these mounts are dry, remove from the wings and cement securely to the fuselage, and add the tailplane mounting. Dope on light weight Modelspan over the entire fuselage. Add dowels and colour dope if desired. It is well worth while giving the whole model a liberal coat of fuel proofer as the weight of this proofer will be less than the weight of fuel absorbed after a few hours flying.

Add the wheels, retaining them by washers soldered on, and bolt in the engine and tank with 8 B.A. bolts with lock nuts. Cut the trim tab, and hinge with Sellotape.

Flying

It is not necessary to carry out many test glides. Make sure that the rigging angles are correct and that the c.g. is in the right position and try a flight on low power using a 6 in. x 4in. Frog nylon prop and slight left thrust. Trim for left turn on power, but on no account use right turn for power; this proved fatal on the original! Do not be afraid of a tight turn to the left as the model shows no tendency to spin unless the turn is excessive. The nose can be kept up with a little right rudder.

Lastly, a word of warning. Do not forget a name and address label; the first Clancy was lost on its third flight.

North Cotswolds MAC 2018 Fun Fly

The North Cotswold MAC's Fly For Fun 2018 will be held on August 11th and 12th at Far Heath Farm, Moreton-in-Marsh, Glos.

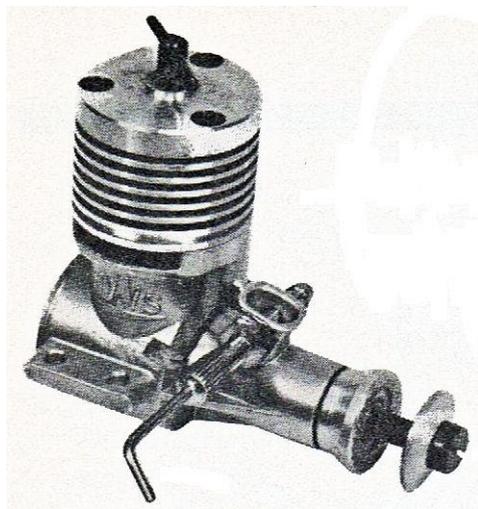
We'll be running all our regular features and the models chosen for our Designer's Events this time will be:

On the Saturday - the Keil Kraft Super 60

On the Sunday- designs by the late Dereck Woodward (we're revisiting this one as the first time we ran it, the event was hit by bad weather).

In both events, models of any size, variation and power will be welcome.

Gray



MOKI- 1D .99 cc diesel from Czechoslovakia from Aero Modeller March 1963

The MVVS—ID is the latest product of a government (Czechoslovakian) modelling institution, presumably sponsored in anticipation of a F.A.I. change of heart over the maximum capacity of International contest engines.

Contest performance—and the MVVS achieved a peak BHP figure of .132 on test—has not been achieved with any sacrifice of starting or handling characteristics. At the same time a lot of attention has obviously been given to getting detail design points “right”. This is one of those delightful engines which changes immediately from four-stroking to two-stroking, both on needle and compression

adjustment, as optimum adjustments are approached. And the fact that it develops over .13 B.H.P. per c.c. establishes a figure which would be hard to rival with a normal production engine.

Designwise and constructionally the MVVS is a more or less orthodox crankshaft rotary engine with no apparent frills or unusual features. The crankcase unit is a light alloy gravity die casting housing a hardened steel liner cased with a light alloy finned jacket and perfectly plain solid dural head, the whole cylinder assembly secured with three screws extending down into the crankcase. The large (.316 in.) diameter hardened steel crankshaft has a perfectly plain (unbalanced) web and runs in a plain (unbushed) bearing. The connecting rod is machined from dural and polished to finish and the piston is of cast iron.

Starting with the crankcase induction port, this is basically rectangular in shape with rounded ends, very cleanly finished and opening into a 3/16 in diameter hole in the shaft. The liner has a conventional rectangular exhaust port but the diametrically opposed transfer is cut on an arc and angled upwards with a narrow wedge-shaped central “pillar” supporting the liner wall—a fairly straightforward machining operation, but an unusual form on a model engine. Transfer passages (one each side) are formed in the crankcase casting and the exhaust opening is formed by a step in the casting.

The liner is a tight push fit “bottoming” on a machined flanged in the casting, the lower end being relieved in diameter to promote improved transfer gas flow. The liner otherwise is plain over its length, except for a flange at the top which “sandwiched” the finned jacket in position, with screws through the head holding every thing down.

The piston appears quite small and is relatively light. Whilst basically plain in shape the skirt incorporates two square cut-outs which presumably assist to some extent in opening up the transfer area and also provide

a measure of sub-piston induction. Gudgeon pin is of the fully floating type (and must be removed to free the piston before the engine can be disassembled). Crankcase volume is reduced to a minimum by the deep, screwed-in backplate. The contra piston is of conventional hollow-cylinder form but carries a loose slug or disc resting in it, this disc taking the pressure of the compression screw.

The compression screw itself is of conventional form with a fairly loose fitting thread and a relatively short tommy bar, yet remaining easy to adjust and holding positive settings.

The intake tube, formed integral with the crankcase casting, is very short and rectangular in section, tapering down to a circular waist. The spraybar assembly is of brass, of perfectly orthodox pattern and with a rather crude spring brass ratchet spring for the needle thimble, but the thimble is also split for locking action. This spring is about the only "cheap" feature of this engine, and we readily forgive it that because of its outstanding performance and feeling of being "right", and excellent workmanship and handling qualities.

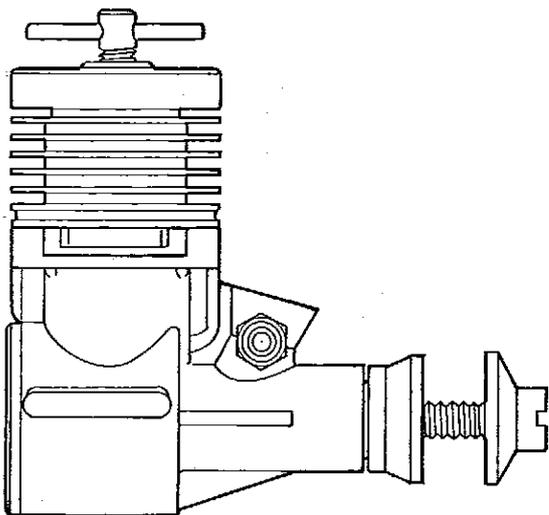
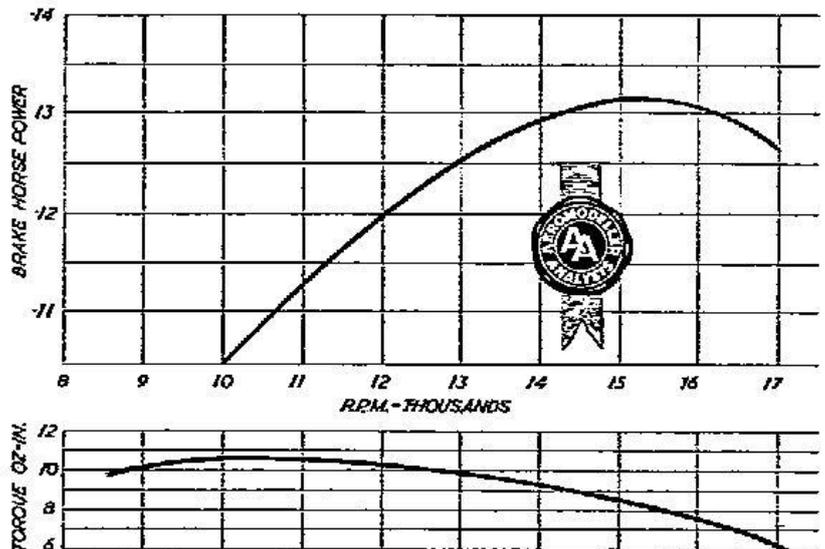
Specification

Displacement: .99 c.c. (.01622 cu. in.). Bore: .420 in (10.7 m.m.). Stroke: .430 in. (11 m.m.). Bare weight: 2 3/4 ounces. Max. power; .132 B.H.P. at 15,400 r.p.m. Max. torque: 10.8 ounce-inches at 10,500 rp.m.

Power rating: .13 B.H.P. per cc. Powerweight ratio: .048 B.H.P. per ounce.

Crankcase unit: light alloy gravity die casting Cylinder liner: hardened steel. Piston: cast iron. Contra-piston: cast iron. Con, rod: light alloy. Crankshaft: hardened steel. Cylinder jacket: turned dural. Cylinder head: dural (Solid). Crankcase back cover: turned dural. Prop. driver: turned dural Spraybar assembly: brass

Popeller	R.P.M.
7 x 6 Frog nylon	10,800
7 x 4 Frog nylon	13,200
8 x 4 K.K. nylon	10,800
7x4 K.K. nylon	12,600
6 x 4 K.K. nylon	16,000
8 x 4 Topflite nylon	10,500
7 x 4 Topflite nylon	12,500
6x4 Topflite nylon	17,000



From Spike (Mike) Spencer

"Learning to Fly"

A few 'bullet' points for learners (of any age):

- The 'Trannie-grab' instructional method only really works for stable models
- The Buddy Box system requires compatible equipment as well as emotionally-compatible flyers. There are many potential setup "Gotchas" so VERY thorough control response checks (from both Tx) are essential
- Nevertheless, Buddy Box requires a firm airborne handover discipline, absence of which can lead to the Instructor not taking over early enough. There is a fine line between allowing the student to make and correct his own mistakes (without which he will never gain self-confidence), while taking control early enough to stay within the Instructor's own ability to recover
- A Vintage type model of reasonable proportions does not disappear quickly and its orientation can more easily be determined
- Light wing loading= lower flying speed=more amenable to someone with slower reactions (+ less likely to break from Deceleration Sickness)
- While some inherently talented youngsters will quickly learn to handle a responsive aircraft that just goes where you point it (Wot4 etc.), basic stability in all axes is highly desirable for a first learner (let go of the sticks and it corrects itself)
- Simulators are (quite) good for learning 'cause and effect' of controls but do not really teach orientation of an airborne model. That seems to be the biggest learning problem for the majority to overcome
- Trimming for stability is largely a lost Art, thanks to baseline Handling Qualities being masked by the characteristics of Proportional RC systems
- Continuity is important, especially for older brains that do not readily learn new skills. Otherwise it too easily becomes "Two steps forward, three steps back" !
- Given infinite time, takeoff and flying can be taught to a monkey. Getting down safely, where you intend to, is the real skill
- There are three secrets to a good landing. Unfortunately, no one can remember what they are !
- It takes long experience to be able to control your own model and simultaneously to be able to monitor others in the same airspace. Some flyers never achieve that goal
- Aerobatics are not just a competition discipline; they teach a pilot to be able to recover safely from "Unusual Positions"
- No matter what your experience level, 'friendly' competition (Club) events will always lead to improvements in an individual's flying ability/accuracy/precision/positioning, so don't be a wallflower

There are probably many more but that's a fair starting point.

Spike

Spitfire Mk VB a 25" span control line model for 1.5 cc engines by S Bruce from Model Aircraft April 1956

In the years that have passed since the war, the name Spitfire has become legendary. Scale enthusiasts will, we are sure, welcome this C/L model of what has been described as the greatest fighter ever produced.

Fuselage

Build crutch on plan and add formers in required positions. Add hardwood engine bearers, and cement plywood nose former in place. Cement bellcrank assembly in position shown.



The fuselage is covered with soft 1/16 sheet. Cover top of fuselage leaving aperture for cockpit. Cut slot at rear for fin. Place push rod in position, then cover bottom half taking care to have the correct aerofoil section at wing root. Lightly cement or pin top nose block in place and sandpaper to correct shape, then remove and hollow out. Repeat with bottom nose block, drilling to clear engine cylinder. Cement lower block in position. Add four small dowels in top nose block for fixing. Drill engine bearers to suit motor used and add any internal cockpit details required.

Wings

Pin centre spar to plan and cement plywood Centre section in position. Position the wing ribs, and then cement. Remove from board and join other Centre spar to plywood centre piece making sure dihedral is

the same. Pin to board and cement ribs in place. Cement L.E. (first section) into place on half of wing. When dry cement second section to first and leave to dry. Repeat with other half of wing. Sandpaper L.E. to correct shape. Bind undercarriage in position and add gussets; cement well. Sheet bottom of wings with balsa. Leave ample overlap at T.E. and when dry sandpaper to conform to aerofoil. Repeat with top surfaces by starting at L.E. and working back. Allow overlap at T.E. Cement T.E. and hold together with spring clothes pegs. Trim ends and cement wing tip blocks into place. Add line guides in port wing. Sandpaper to section, cement radiator and oil cooling ducts in place.

Tail Unit

Make fin from hard grade balsa, and sandpaper to aerofoil section. After shaping Cut down rudder line as shown. Reset rudder 2-3 deg. starboard, and cement well. Cut out notch on bottom of fin to allow complete tailplane movement. Do not cement into position until tailplane has been assembled. Make the tailplane from hard grade balsa, and sandpaper to aerofoil section. Cut out elevator shape and add fabric hinges. Allow free movement up and down. Add sheet tin horn to elevator section.

Assembly and Finish

Connect push rod to elevator horn and cement tailplane in position, making sure of free elevator movement. Cement fin into position so as not to foul elevator movement. Add small scrap balsa between fin, tailplane and rear of fuselage. Cement cardboard fillet in position at rear of wings, after mating to the fuselage. Add wheel covers, made of sheet tin soldered to undercarriage wire. Cement section of bubble canopy in place after painting inside of cockpit. Cement forward windscreen in position. Add wireless mast at rear of cockpit and dummy mirror above windscreen. After sanding smooth all over, brush on six coats of sealing compound, sandpapering lightly between each coat after drying. Draw line from end of fillet, to bottom rear of fuselage, and from T.E. to nose. Paint from this line downwards and all undersurfaces, sea grey medium. Paint top surfaces dark green and dark sea grey. Authentic markings can be obtained from wartime photo graphs. Add transfers on fuselage and wings and leave to dry; then give coat of banana oil. If a "hot" engine is used, give two coats of fuel proofer and leave to dry.

Flying

Before any test flights are made check for balance. Do NOT have the model tail heavy. If desired, attach a piece of metal to the outside wing with tape; this holds the model tight on the end of the lines for testing. This weight can be removed after the feel of the model is obtained.

From Jud Bock in USA

Next years new bird...

I finally got the new Double Diamond Demon so that I could take a pic and here it is. It is exactly twice the size of the original back in 1937. They kitted it, and I was intrigued. I still lay claim to the biggest Old-T at the field. Mine, tip to tip, is 70" on the fuse and 96 on the wing. I still have a bunch of work on the fuse to get the battery to fit, but I will get it in there somehow. The diamond shape causes problems, thus the name. I ordered a new .60 size electric motor for this one, and it is nasty. I am half scared of it. You damned well better have your fingers out of the way when you fire it up or they will be laying on the ground. Later...Jud



Finished the "Diamond Demon"...Now for a warm wind free day to test.















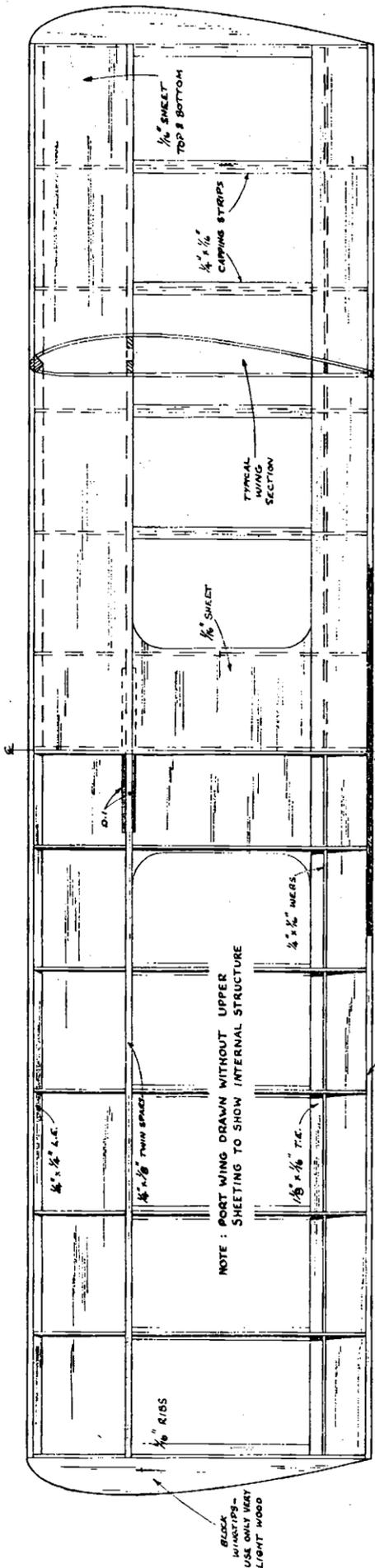






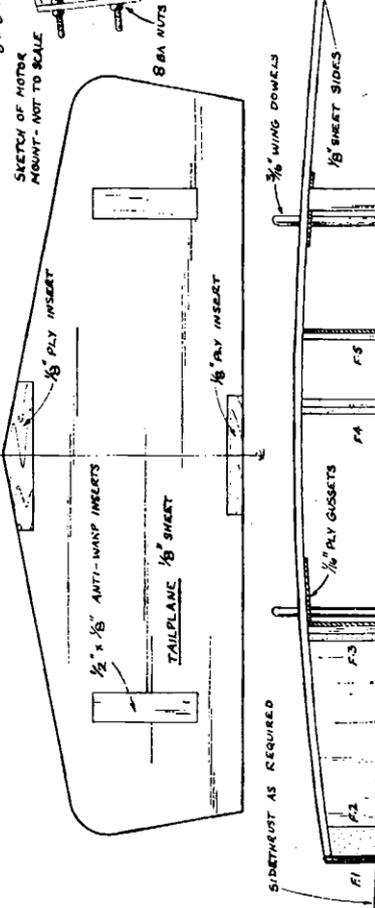
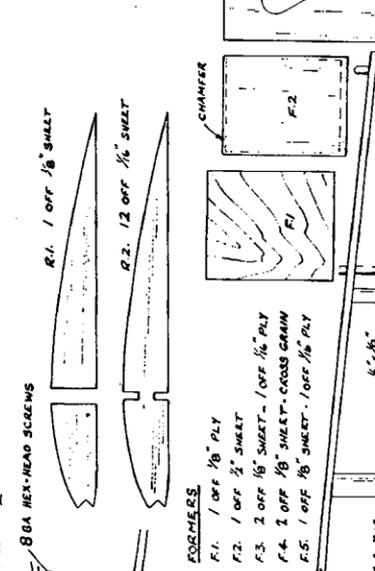
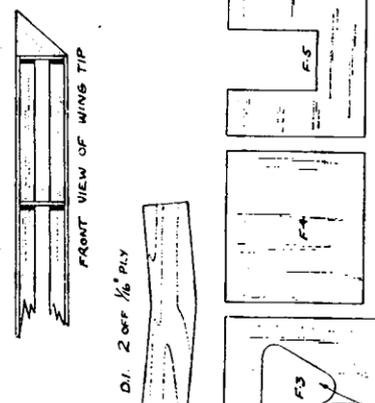






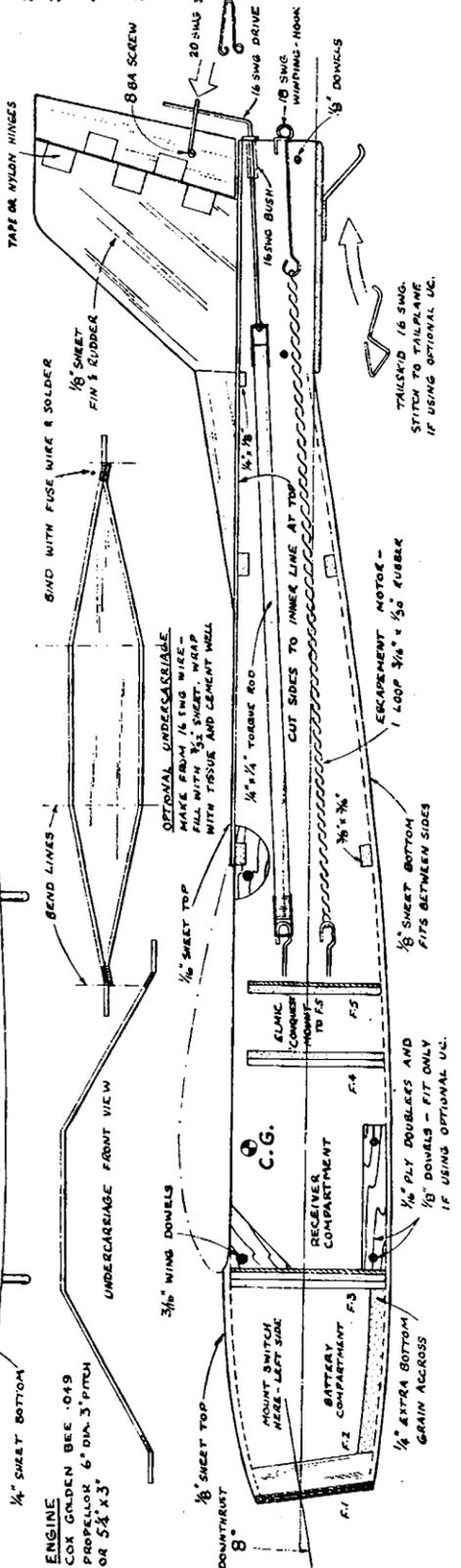
NOTE: PORT WING DRAWN WITHOUT UPPER SHEETING TO SHOW INTERNAL STRUCTURE

BLACK W/WHITE- USE ONLY VERY LIGHT WOOD

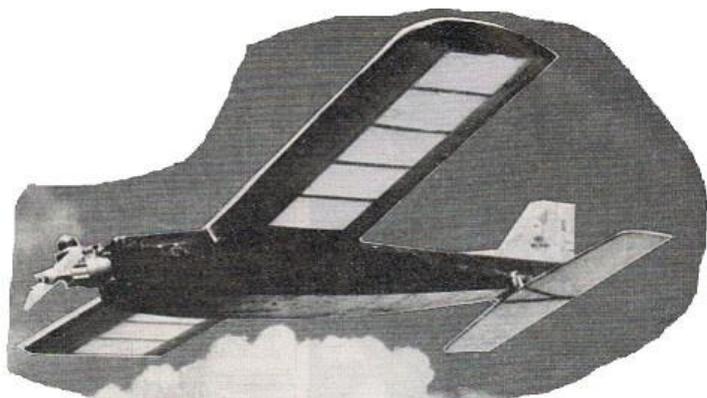


ASSEMBLY SEQUENCE - FUSELAGE

1. CUT OUT SIDES & BOTTOM.
2. STEAM TO REQUIRED CURVES.
3. ASSEMBLE LEFT SIDE TO BOTTOM, WITH ALL FORMERS.
4. INSTALL ESCAPEMENT, TORQUE ROD, WINDER HOOK, SWITCH AND ALL WIRING.
5. ADD RIGHT SIDE AND 1/8" SHEET TOP.



The Weekender S/C sport quickie for 049's by Dave Hughes from radio Modeller June 1966



The original was built, as its name implies, over a weekend, some four years ago, and has since been the source of countless hours of flying fun. If it looks rather tatty in the pictures, therefore, it is hardly surprising. Low-level passes. "control-line" type fly-it-round-yourself and "limbo" flying are all favourites with Weekender, but the "bend" rate can be quite frequent if you get that little bit too blasé. However, the structure is very strong for its size, and field-repairability almost unlimited!

The great point about Weekender is that it can be flown in most weather conditions, and the change of trim required is quickly and easily effected by adjusting tailplane incidence. A number of replicas have already been built by friends, and they have all shown the same built-in characteristics—so this is not one of those "one man model" designs, and you can get together the materials ready for the next wet weekend, with every confidence.

Yes, started on Friday evening and ready to fly—apart from letting the proofer harden—by Sunday evening, and I'm not usually a quick builder, either!

Construction

General construction is so straightforward as to need few notes other than those on the plan, but I do suggest you use my own particular method of fuselage construction. It's designed to dispense with the "framework" type of fuselage, and fiddling around with longerons and spacers. You also get a dead-true fuzz and can wire in the escapement etc. so much more easily, too. Once you've tried it, I'll bet you use it for your next own-design job. The sequence, as detailed on the plan, is thus:

1. Cut 1/8in. sheet fuselage sides and bottom (grain lengthways).
2. Steam these to curves indicated on plan and side-views respectively. This eliminates the rather brute-force method of drawing the nose and tail together with clamps while glueing, and helps to get rid of built-in stresses which lurk in this type of fuzz, waiting to burst it open at the slightest impact!
3. Assemble left-hand side to bottom, with all formers, pinning and glueing as you go. I say left-hand side because this is the side your switch will be, and you'll want to wire this up before fitting the other side—so much easier! If you are left-handed, you'll want the switch on the other side, of course, so read "right" for "left" there. left-handers.
4. Fit the Conquest escapement (and no other—please—this model is designed for "bang-bang" flying!) and all wiring. Also torque-rod and winder-hook.
5. Now fit the remaining side, then the 1/16in. sheet top rear decking, and finally the tin. sheet top nose decking.
6. Finish off with ply doublers. Dowels are fitted last thing, after covering, doping. etc. and need not be glued, so that they can easily be replaced if broken. Just make them a tight push-fit, except the tail-end one, which must be glued.

General

One or two general points. I didn't use anti-warp inserts in the original tailplane. My own method is to give a couple of coats of clear dope and rub down, before covering with tissue. Then cover with tissue and leave for 24 hours. If any sign of curvature shows up, give extra coats to the convex side.

Keep doing this (it may be to alternate sides) until it just doesn't "move" any more. However, you may get tired before the tailplane does—so fit the inserts if you prefer!

The 1/8in. ply engine mounting plate is glued flat onto the 1/2in. sheet (or laminated) nose-former F1 after fitting the engine mounting bolts and making suitable recesses in F1 for the heads.

Undercart. If you fly from tarmac, fit the u/c. If not, don't bother. In fact, the model is more zippy without, of course. With undercart fitted, the c.g. shifts forward, so you will have to re-position the batteries, but the Rx compartment is large enough to accommodate three U-7's and a Minimac or similar receiver.

Wing-tips are shown as soft block on the plan. They are stronger this way, but if you prefer, they are just as effective, aerodynamically, if made from 1/8in. sheet angled to the front-view shown for block. Support with a couple of triangular gussets.

Washout wasn't used on the original at first, but has crept in. one way or another, over the years. It can be helpful but isn't vital on this job. flying

As mentioned earlier, Weekender is for "bang bang" flying. Response is fast and you therefore need to be able to correct (i.e. give "opposite" rudder) immediately.

With c.g. as indicated, the glide should be fast, and quite steep. If you have no long grass handy, it may be better not to try a test-glide. As long as you've kept the rigging angles correct, it won't be far out. Try first flights on a short motor run (use a syringe to meter the fuel)—not more than 90 secs. Use a heavy prop too, such as a K K nylon 6x3. Then, when trimmed out and you want more zip, change to a Topflite nylon 5 1/4x3.

In calm weather, you can increase the negative incidence of the tailplane, thereby increasing the decalage (1/32 on leading edge of tailplane). In windy weather, 1/32n. packing at the trailing edge of tailplane does the trick. No more than this, or she'll be "zero'd out" multi fashion! Rigging on plan is for happy medium. The main thing is nor to have a zoomy, wallowy flight, which will happen if you use calm-weather trim in a wind. You'll never make any headway into wind with such a set-up and will end up having to spiral-in, to avoid going o.o.s. downwind.

"Bang-bang" technique

In calm weather you may find Weekender just flies in a shallow descent into the ground. This is where the bang-bang technique has to be acquired. If the model loses height and does not look like getting away even with a hefty launch—give several fairly rapid pulses—and she'll "get up on her elbows." as it were. This is because of the differential angle of attack- First one wing and then the other is swung forward, each in turn presenting a greater angle of attack due to the dihedral. The result is that the nose gets lifted and the model climbs. This effect can be put to good use in aerobatics, too. Giving several rapid pulses when approaching the top of a loop, will help the model over the top like magic when otherwise it would just have stalled. Try it.

Once trimmed out, you can get lots of really exhilarating flying with Weekender. It's just a question of timing those pulses right. For tight circles and low flying one must give almost continuous pulses. For a left-hand circle, for instance—give relatively long left pulses and very short right ones—the relatively long ones being about 3-5 sec. and the short ones just about instantaneous! Practise high up—and then bring the model lower by making the left pulses fractionally longer. You'll find you can control the height quite accurately by this means—enough to have a go at limbo flying, in fact. (Oh—you'll have plenty of plonkeros—but Weekender's tough and easily repaired, so what the heck!)

WARNING. Do not do this type of flying over, or near, groups of other modellers, spectators—or cars! You may have every confidence in your piloting skill, but even the best escapements can skip occasionally!

Don't forget, however, that this sort of continuous pulsing uses up a lot of turns. Don't make the "control-line" sessions too long on each flight. You'll get a lot more turns on 1/8in. rubber, or course, but the last quarter of them will not be very powerful and you may get a stuck escapement. Safest method is to unwind each flight, and then wind afresh counting the turns.



Few snaps from DMFG



John Taylor a few months ago ready to take off from the new hard strip although prior to improving works which will continue next spring



John again this time with his Pixie



Brian Beacham holding his excellent Apollo ready for the 600 competition run by Chris Hague



John Taylor's Miss Philadelphia



Showscene, from Dave Bishop.

The good news about the 32nd Wings & Wheels show at North Weald aerodrome is that it is confirmed as being staged 23rd & 24th June - 2018 at North Weald Airfield, Essex, CM16 6AR. I first of all presented the start-up of shows at the place by staging three shows for a trio of modellers and then Jane Stephenson took

over the event and ran it for the next thirty years. Jane has now handed the show over to her son Tom and a nicer chap you would have a job to find. I have always boasted about the best show toilets in the whole show scene because Jane was almost paranoid about the cleanliness of such show necessities. The advert claims that it is the longest running show but for many years I presented some 39 shows for the Liverpool Club under the title of the Woodvale Rally. When to 40th show was being arranged the show was suddenly stopped and the airfield closed to the public. The reason given was because asbestos had been found to be coming to the surface from buildings that had been built during the war and then buried later on. So W&W (as it is called) is a “must go to” show on the dates as above.

I have had many people telling me that Al’s Hobbies are leaving us and going abroad to Germany. Well the truth is that they Ali and Jane have certainly been to Germany recently to stock up on Horizon Products only and certainly not to stay there. So with that fact in mind we will be able to see the lovely duo at the shows this coming year including W&W and the three Modelair Old Warden events which are on May 12 -13 - May fly. July 21 – 22 –Scale and September 22 – 23 which is the Festival of Flight. The indoor flying event at the K2 arena at Crawley is on Sunday, February 4- 2018 and is well worth a visit if only for a catch-up chat with the many “stars” (top names) of modelling over many years, being present. Al’s Hobbies - Jane, tells me that her talented son Ali Junior who moved to the USA to work for Horizon Hobbies loves his job over there. He (sometimes) works very long hours, including starting at 6am in the morning, but he is the son of a famous grafter father and is very happy at what he does. The family is very happy over there with the two children being heavily involved in successful sporting activities.

Due to “circumstances” we modellers are now cut right down to the monthly (supplied) read of Aeromodeller with its cracking editor Andrew Boddington, and RCM&E under the editorship of David Ashby. What a wonderful read they both are and such sharp pictures as well. I’ll bet anything you like that both editors work much more than 9 – 5 to produce such excellence. The teams that run and present the shows for us all must also be congratulated on their hard work including the BMFA teams that help all of us modellers. May I give a huge thank you to Sticks & Tissue editor James Parry, and a happy Christmas and New Year to everyone from me and my stood down DB Sound team. Now off you all go and win the Euro Lottery and then we can buy Old Warden for us.

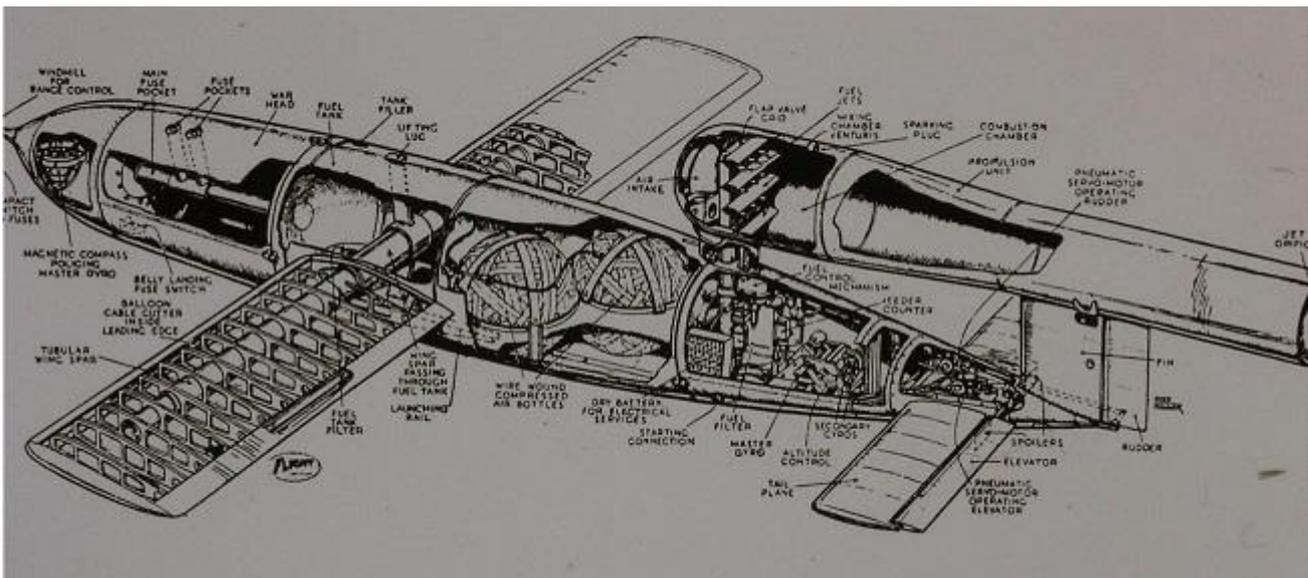
Pictures are some taken over the years from this and other countries.



This is the American Combat Stealth remotely piloted vehicle fighter unmanned aircraft being prepared for a take-off from an aircraft carrier.



One of the nicest Christmas day presents was this electric Vulcan given to me by my son James in 2011.



My teenage years when living on the south coast of Sussex saw and heard many of these pilotless revenge weapons the V1 Doodlebug pulse jet with 1,870 lbs (850Kg) of amatol-39 explosive warhead in its nose regularly flying over us towards London in 1944.



One of my best friends was the late Arthur Searle who was an armorer in the RAF. He told me that this Bristol Beaufigther twin had so much fire power that it could cut a ship clean in half.



The lovely Roger Godley (a devotee of Bob Dylan) with his scratch built own design of “The challenge CB3” with wheels mounted on top and bottom of the fuselage. He names all of his models with the initials CB in memory of his wonderful dog and almost human, Charlie Brown.



A copy of this Rogelo Hang Glider was made by a great pal and flown off the Long Man at Wilmington. He landed rather quickly on a small fence and injured some of his parts.



This cracking model Sea Vixen was on display at the 75th anniversary show of the Kenly airfield on August 16 – 2015.



This P51 Mustang is a 4 channel radio controlled model by John Measham was taken at the K2 event at Crawley in February 2017.



One of the nicest ladies and a brilliant radio controlled flyer with her husband David is Lesley Turner of the Sevenoaks club. Seen here with her Magnatilla (Eindeker type of model), Lesley always covers all of their models that they both and fly together.



This excellent diesel powered autogiro was scratch built at Old Warden.



Seen at Old Warden in September 24- 2017 was this lovely pair of chaps with the Madcap and is (apparently) available from good old Belair kits.



The beautifully made Russian aeroplane was being run up by its owner Mick Burrell at the BMFA August Nationals Championships at Grantham August 25 2013.



Two, always very helpful, BMFA officials at many shows are Keith and Christine Lomax.



A stunning Tiger Moth at Old Warden. Don't remember the name of the owner.



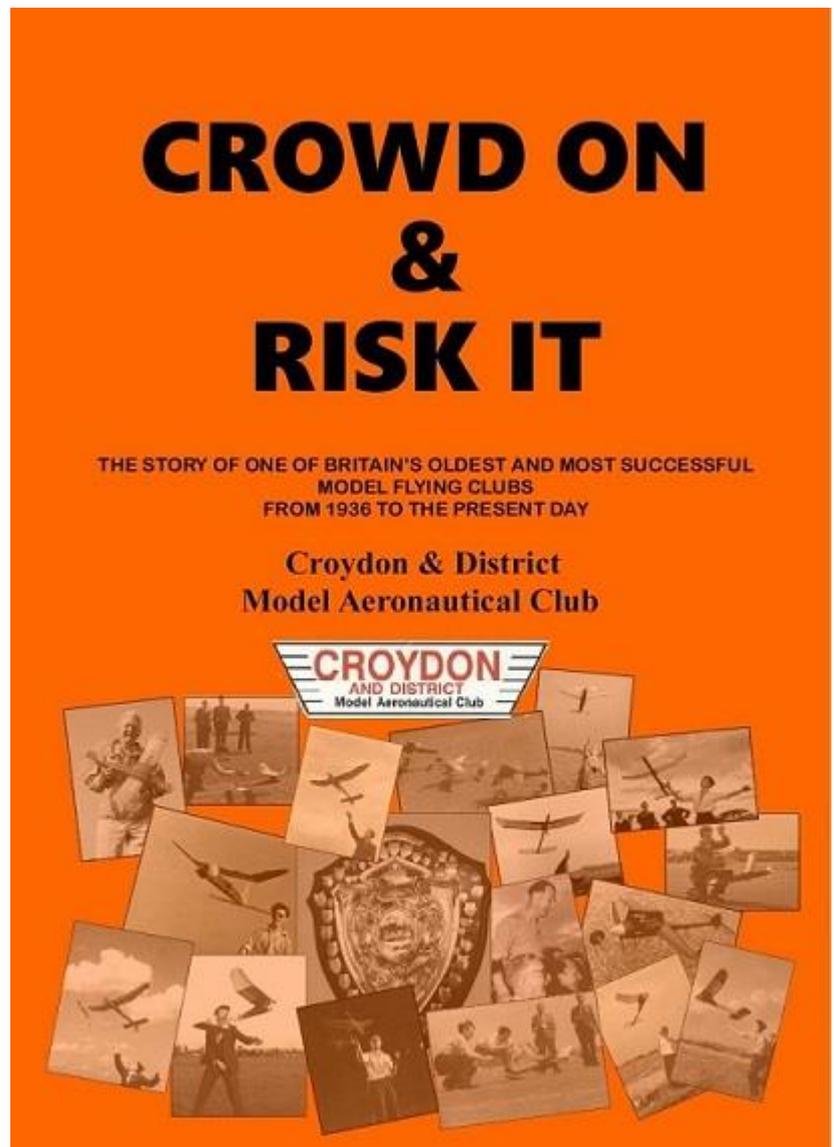
Two people definitely not moving to Germany (as wrongly rumoured) are Ali and Jane Machinchy of Al's Hobbies.



These two long time “workers” at the annual Wings & Wheels shows at North Weald aerodrome are the father and son team of Dave and Greg Hayfield with Greg’s show stopping scratch built, Pitts Python.

CROWD ON & RISK IT

This is the story of one of Britain’s oldest and most successful model flying clubs, Croydon & District MAC, from 1936 onwards. The club contributed much over the years to aviation, both model and full size, and the late Keith Miller compiled its history till around 1960. Now this up-dated 73 page version of the club’s history, copiously illustrated with many previously unpublished photos, takes the Croydon club’s saga up to the present day. Contributions by past and present members vividly capture the heyday of free-flight, with almost weekly contests at Chobham, Epsom or Bassingbourn. 53 designs by Croydon members have appeared in the model press and 24 of its members have represented Great Britain in World on European Championship teams. Several have gone on to notable careers in aerospace. Crowd On & Risk It covers all this and more. Just £8.00 by PayPal or cheque Contact Martin Dilly (martindilly20@gmail.com), phone/fax 020 87775533 or write to 20,



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11th February 2018
11th March 2018
8th April 2018

Aeronautical Models

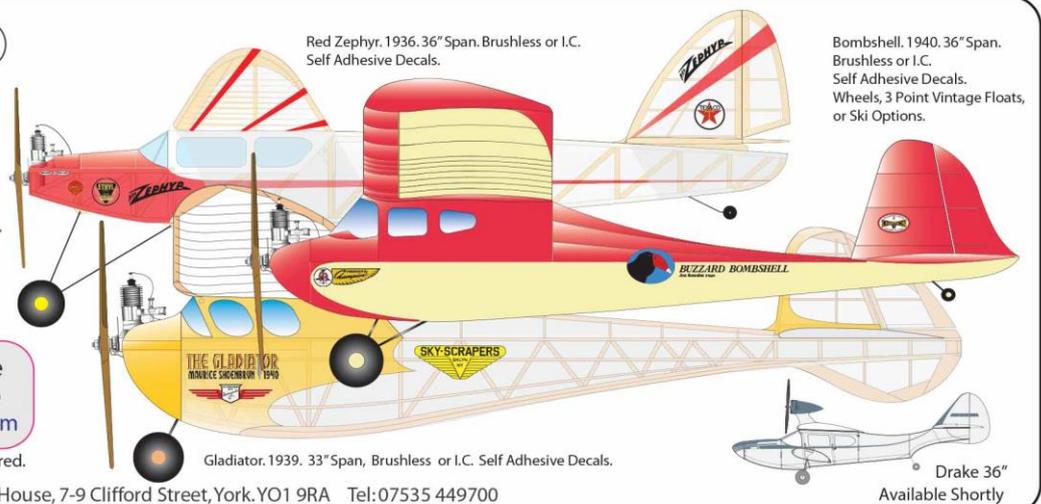
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I'm composing the Drake article and mini bombshell with float and ski gear article now.

Could you please let me know the email address (if permissible) of the person who built the Corwen Kite as per attached photo.

Gary Davie

(If anyone knows Bob Davis and he is willing to let me have a contact detail I'll send on to Gary or he can contact Gary direct JP)



Bob Davis's Corwen Kite



Small Electric Scale

Belair Kits are very pleased to have commissioned renowned scale designer, Peter Rake to produce a range of small electric scale models.

Wingspans are typically around 36 inch (1m) and all suit the economical 400 brushless motors and

mini servos. All airframes are of traditional all wood construction and no mouldings are required. Each aircraft has been thoroughly flight tested and are all proven fliers.

Call Belair on 01362 668658 or visit their online shop at www.belairkits.com

[Here are just three of the growing collection see all the others on our website](#)

Martinsyde Elephant - electric scale 50 inch

Ref: res-martele

The latest design in the Belair range of small electric scale models. Parts Set for the Peter Rake Martinsyde Elephant.

The Martinsyde "Elephant" G100, a single-seat fighting scout, was large and unwieldy - hence one explanation for the nickname "elephant". Originally introduced as a long range fighting scout it proved unsuitable in this role and from 1 July 1916 it was used predominantly for bombing duties.

Our Parts Set includes full size 3 sheet detailed construction plans, plus laser cut parts, including fuselage sides, bulkheads, formers, wing ribs, tip shapes, scale control horns, wing tip scale outlines, fin/rudder and tailplane parts, wheel cores, plus many smaller items. Buidler to add their own stripwood and covering.

Specifications

Scale 1:1.325, wingspan 50.35 inches. All wood construction, for 400 size brushless motor setups and 3 cell lipoly. 4 channel - ESC, Rudder, Elevator and Ailerons





Price: £60.00 Inc VAT
66.00 USD | 71.03 EUR

Fokker DVII Parts set and plans

Ref: res-fokkd7

The Fokker D.VII was a German World War I fighter aircraft designed by Reinhold Platz of the Fokker-Flugzeugwerke. Germany produced around 3,300 D.VII aircraft in the second half of 1918.

The D.VII quickly proved itself to be a formidable aircraft.

Our Fokker DVII is modelled at Wingspan 38" span and a scale of 1.3"=1ft. It is suitable for 400 size brushless motors and the kit includes laser cut parts in balsa and plywood plus a multi sheet plan. Builder to supply their own stripwood and wire.

Price: £60.00 Inc VAT
66.00 USD | 71.03 EUR





Price: £60.00 Inc VAT
66.00 USD | 71.03 EUR

Bellanca Skyrocket - 42 inch Electric Parts Set and Plan

Ref: res-bellsky

From the Golden Era of flight, comes the elegant Bellanca Skyrocket. With a wingspan of 42 inches, the design is traditional all wood construction and modern CAD design features.

A full size multi-sheet plan is included and the laser cut parts set includes all the balsa and plywood parts required to build the basic airframe, such as fuselage sides with spar slots and wing position holes laser cut for accuracy, formers, bulkheads, cowl components, wing ribs, shaped spars, tip shapes, trailing edges, struts plus many smaller items.

Specifications

Scale 0.9" to 1ft, 42 inch wingspan for 400 size electric brushless motors and 2 cell lipoly batteries. Rudder, elevator and motor function.

Image of laser cut parts is not for the Skyrocket, but is typical of kit contents. Builder to supply stripwood and covering to complete basic airframe.





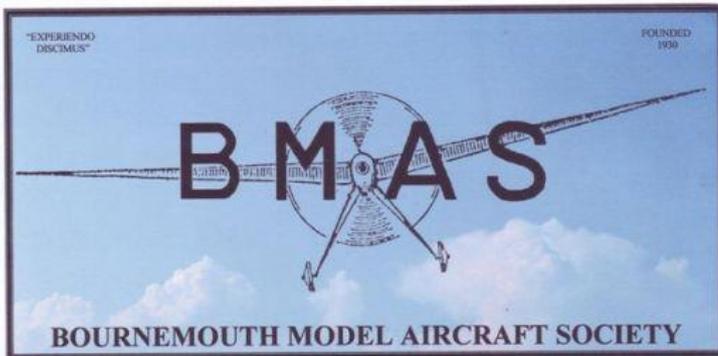
Price: £60.00 Inc VAT
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Regards,
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For your info (S&T Scoop) the two all sheet models (see pic) I had at MW are prototypes for kits...I was test flying them.....both proved to be aerobatic....the Cox powered Pippin uses the cheapest Sure Start motor....the Imp uses a PAW 0.55, but any small diesel will do.....kits probably available early next year.





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