Sticks and Tissue No 20 - July 2008

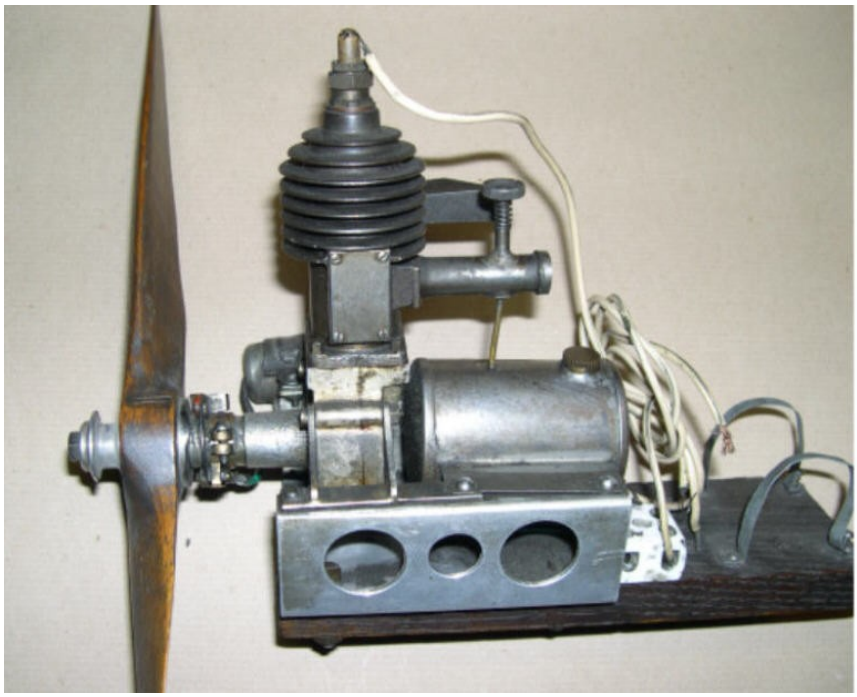
I'd like to thank the following contributors, without whom this newsletter would not be possible: Peter Renggli, Brian Austin, Alan Holmes, Bryan Targett, Tony Tomlin, Derek Foxwell, Roger Cooper and Alan Jupp for several of the plans.

If you can contribute any articles, wish to make your point of view known etc please send to james.i-parry@tiscali.co.uk or phone 01202 625825. Should you email me an article please don't use "Reply all" as it may be circulated to all recipients of the newsletter.

If you are using Word or Open Office the top and bottom margins are 2.3cm and left and right 1.9cm

The content does not follow any logical order or set out, it's "as I put it in and receive".

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



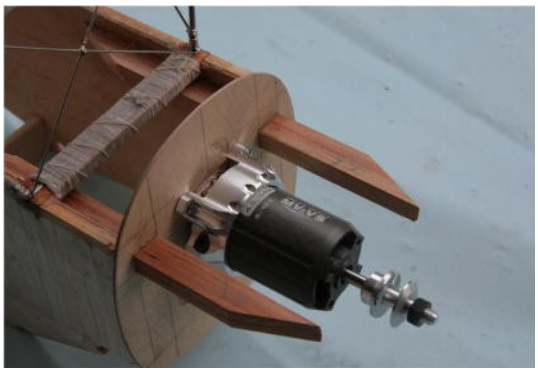
For more on this engine and its designer see article by Peter Renggli

More from Peter Scott pertaining to his excellent engine stands

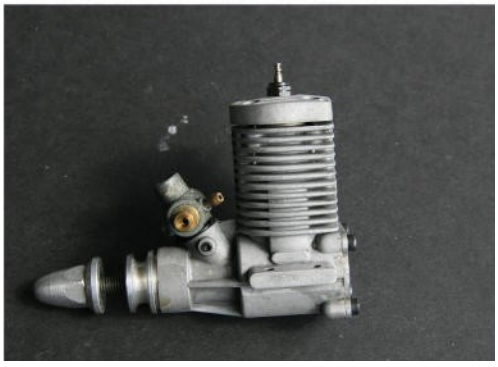
The stands are available in four sizes to display your favourite up-to-60 size engines and above. Manufactured in Europe, the quality brass and steel components are supplied “flat-packed” with an Allen Key for easy assembly. All parts are interchangeable with other sizes, so you can customise your display to suit different configurations. Carefully selected Teflon washers provide almost invisible protection for the lugs, and the low centre of gravity means they positively won’t topple over and crash into neighbouring engines. The "Tiny" (1/2A) size have special small mounting threads to pass through small lugs, and the "Large" (.60) size will support some really large engines. Prices are: Tiny (1/2A) £5; Small (.15) £5.50; Medium (.40) £6; Large (.60) £6.50; and a 10% discount for orders over ten units (any size combination). All prices plus p&p at cost.
I also have a website http://wheelwhiz.mysite.freeserve.com

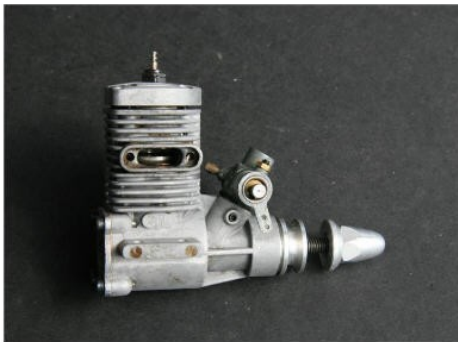
More electric conversions and engines from Bryan Targett

Thought this may be of interest to you, my latest Electric Conversion.
It is a VERON TOMTIT original kit. I am using an MVVS 4.6/840 with the MVVS mount, as you may be able to see from the photos the distance from the front bulkhead to the face of the prop driver is exactly equal to that shown on the Veron drawing. A happy coincidence!. It will run on 4s Li Po, 11x7 prop. and a 40A Opto ESC. For any one interested Box for sale best offer all monies to go to John's and Pauline's charity collection.

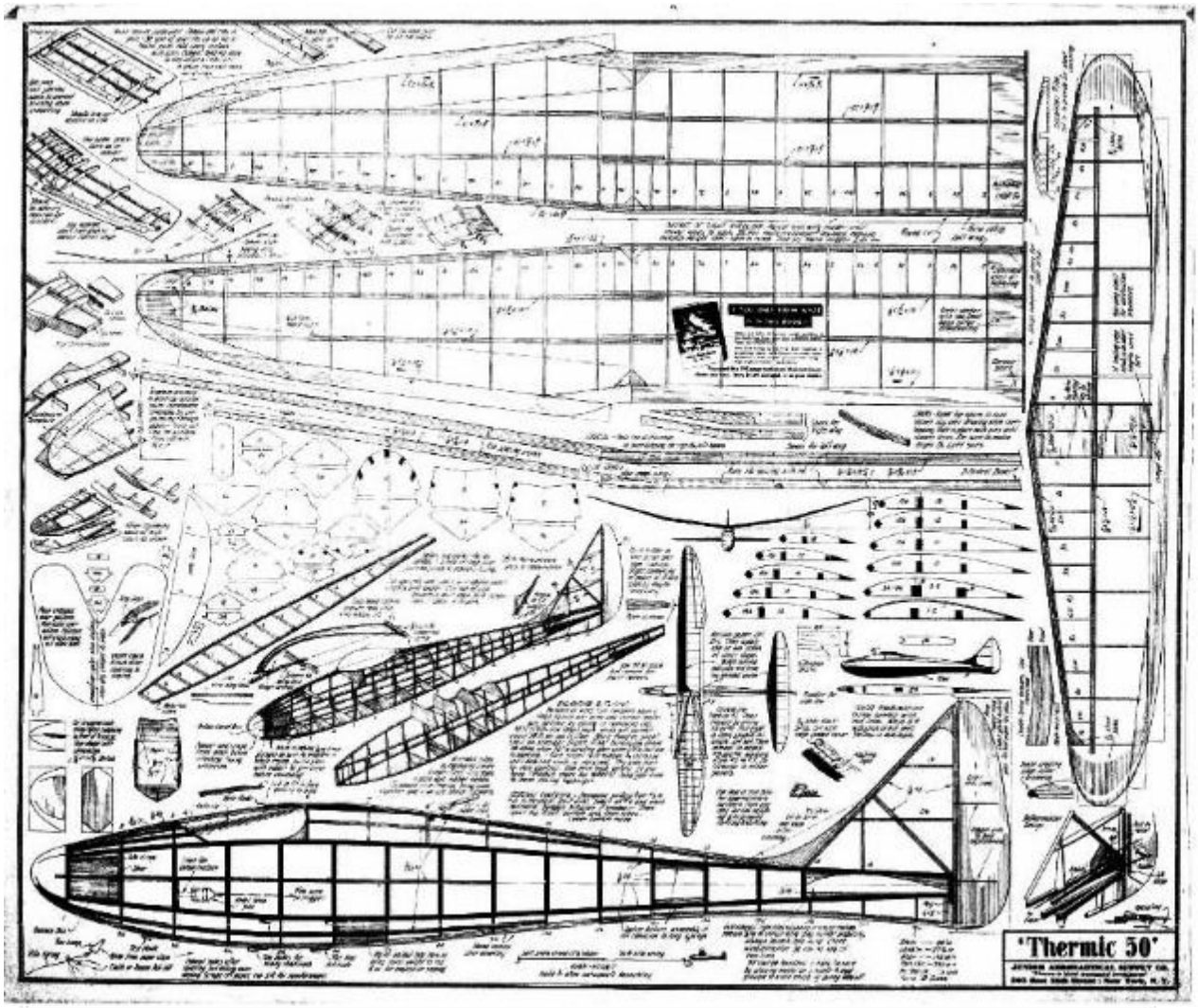


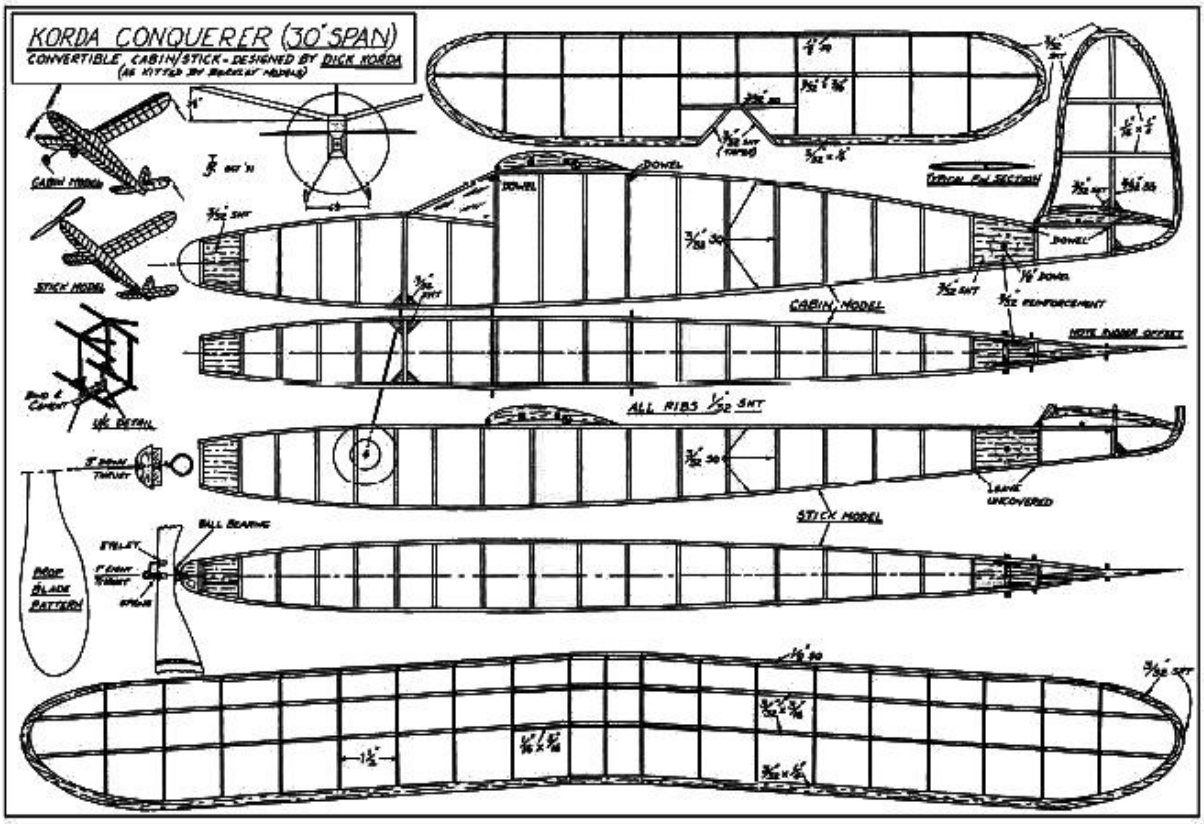
OK, there is NO sidethrust, that's what the Rudder is for





I see there is a bit on a Spanish ZOM 2.5 cc here are some pictures of the 3.5cc Glow plug version.


'Thermic 50'


KORDA CONQUERER (30' SPAN)
CONVERTIBLE CABIN/STICK - DESIGNED BY DICK KORDA
CABIN MODEL
STICK MODEL
ALL RIBS 1/32 SHT
BALL BEARING
PROP BLADE PATTERN

Who knows?

Back in late 70's there was a mention of a National Model Museum being opened at Poole with an opening date of Autumn 1980, what happened?

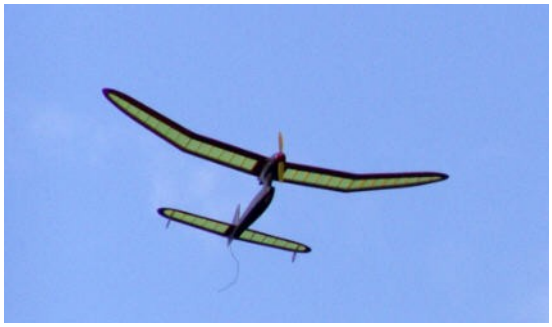
Electric powered Junior 60 by Alan Holmes

Having had a lot of experience of modern electric flight technology through my indoor R/C flying I decided to apply the technology to a Junior 60. The objective was to achieve performance equivalent to a 40 four stroke powered Junior with a similar flight duration (say 20 mins). I decided to choose a Scorpion brushless outrunner motor because they are well designed, reasonably priced and you can download free software to simulate all the Scorpion range of motors. This software allows you to assess rpm, current, power, thrust, pitch speed etc for a wide range of props before buying the motor. I decided that a Scorpion 3014 and an APC E 10x5 prop would fit the bill. A 4400mAh 11.1V LiPo brought the CG onto the spar with no extra ballast so the flying weight is a reasonable 4 pounds with the promise of good duration. Performance turned out better that expected with a short take off and brisk climb. Maximum duration is about 30 mins although I normally land at 15 to 20 to be sure of being able to overshoot and go around again if needed. Another reason for electric power was to be able to take aerial videos using the small edvr 5 in 1 video camera. Previous tests with IC power were troubled badly with vibration effects. Here are links to videos I took at recent vintage R/C meetings, you can get an impression of the brisk take off :-

http://www.vimeo.com/1142203
http://www.vimeo.com/1179914

Brian Austin has kindly sent in the following

My modelling experience extends back some 56 years, to Wanstead Flats etc, plus flying with Dave Platt, Gadjet Gibbs Mick reeves and many others. At the present time, a small group of us fly on a field near me at East Hanningfield, Essex. In that group we have some very good old modellers such as Roy Collins of Flamingo & Dolphin fame in the late 40's -50's, Bob Wells, Ray Pavely. Have attached some pictures of some of the old models of the past that we fly.



Frog Powavan

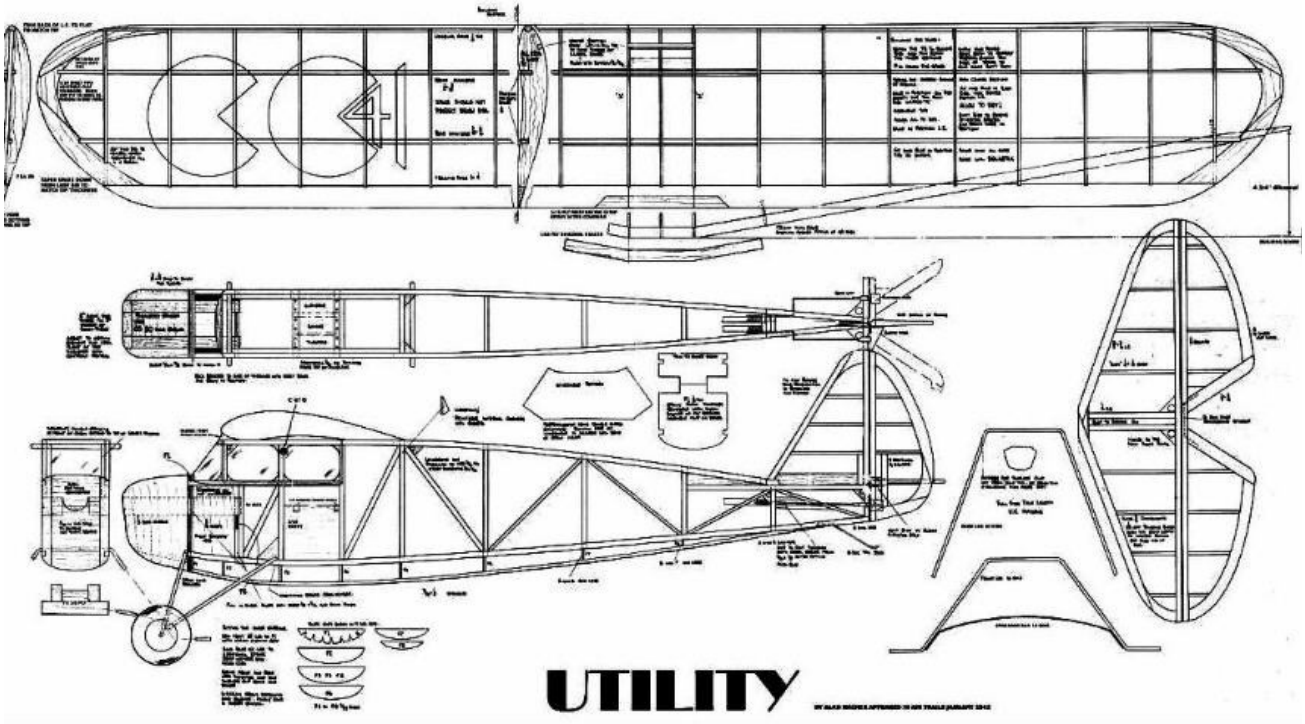
Bob Wells with Powavan

Debutant at Old Warden 2007

The logo on the Vic Smeed Cherub was done by Word Art and printing onto tissue, that was Prit stuck around the edge of A4 paper, printed off then doped onto model. Came out well.
The Powavan is an electric mod & not FF. The front wheel is a dummy made of lead to get the CG right. Bob has done many FF conversions to electric power with RC, they include the Dolphin, Southerner, Slickers etc. He has now done two Slickerneezers, one of the Slicker Mite & a 42 reduced to 36" to fit the wood size!!!!!!
I have done the Vic Smeed Double Delta from 1962, scaled up 50% for electric RC, that will be published in the next edition of RC Modelworld August issue. Also an electric version of the Debutant as well as the FF version.

Bob Wells with Snickerneezer

Brian with Double Delta



I suppose I had to include this plan sometime. I've made two (Don't ask what happened to the first one it involved a large crowd at Old Warden and a neck strap on my Tx!) of these and they are absolutely great for poodling around the skies. Powered by an OS26FS is over powered and I never use more than 50% throttle and on a 10x4 prop. I can thoroughly recommend. This is a Ben Buckle plan that I've changed around and got rid of the clutter.

Part of article published in <u>Amateur Photographer</u> from Roger Cooper

METHANOL? This takes us back to the old days! How long will it be, I wonder, before these are available for more general use, rather than purely for digital cameras? Would they develop the power for electric flight?

<u>DSLR to develop fuel cell</u>

A fuel cell claimed to provide twice as much energy as existing DSLR rechargeable battery packs has moved closer to becoming a commercial reality. An unnamed camera maker has signed an agreement to develop the technology for DSLR's, according to MTI Micro, the maker of the Mobi-on-branded fuel cell.

The system uses methanol and is designed to replace Lithium-ion and similar rechargeable battery systems. The US manufacturer said it has signed an agreement with a 'global Japanese developer of digital cameras' to evaluate the 'feasibility, development and production of Mobion products'.

Unveiled as a prototype earlier this year, the Mobion camera grip uses a Direct Fuel Cell and is designed to work like a battery pack grip on today's digital SLR's.

Its maker claims it can be refilled with methanol for 'instant power', thereby allowing photographers 'the freedom…….so on and so on.

(*All I can say is who'd have thought that methanol could be a fuel source for model aeroplanes JP?)*

David Kinsella's column

<u>Lucky for some</u>

Over 150 tickets were issued for the twenty items raffled at Old warden in June. In blazing sunshine and stiff breezes Rivers motors, champagne, Bell's whisky, The Oliver Tiger history, team race Ted

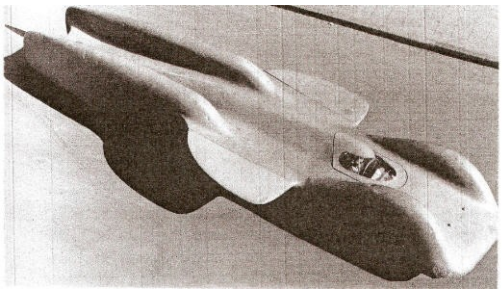
2, rare posters and several books were won. Also a Paddington Bear from a 747. If you missed it, there will be an even better one next year. First notice in S&T will be in March 2009.

Milani

On the blower to thank Terry McDonald for a plan (do try his service for Stunt and VTR designs) Cesare Milani and model soldiers crept into the conversation, the Italian enthusiast of the Waterloo period in later years. But here he is with one of his great control line models, as seen on the cover of Model Aircraft for March 1960. Now in the Imperial War Museum, the Bristol Fighter once crackled above in Kensington gardens! Writing from his hotel nearby Captain Milani was keen to offer advice, for the Brisfit preferring a petrol burning Anderson Spitfire. Not far from Christie's, I always glance across at the old building where so many fine models were made. Milani, master of Scale.

Faster Still

Built and tested but never extended, this 45 litre six wheeler from the DB works at Unterturkheim



was considered for world record runs on the Dessau auto-bahn! Here we're talking 380 mph or thereabouts. Cobb and Eyston were active, Bonneville if not Dessau, cost and choice of driver, lots to consider. The Salt Lake was only dry for a few weeks in the summer and it was thousands of miles away. Further, an accident in the USA might see the land aeroplane impounded – and it was 1939. The attempt was cancelled.

A Right Bee

A good Mk1 ED Bee is not cheap. Made next door to the VP Wine works in Kingston, Surrey, your Mk 1 should have an alloy tank, comp screw with one arm and 'ED' should appear on the front of the engine above the shaft housing. Sixty years ago Basil's Bee cost 45/- (£2.25) but these days a tidy boxed motor would leave change from £70.

Chinese Lancs

Wooden Lancasters have been made in China as part of the build up for the new Dambusters movie, CGI covering the flying sequences. One of the producers has practised bomb-dropping from an 8ft mode, but areas of the script have yet to be ironed out. Inspecting a Sopwith prop recently I was staggered when told it was a repro – made in China! All is possible.

Vikings!

Seldom seen these days but pleasing to the eye in silver and red with four little mounting feet, the 11cc flat twin Viking from the USA costs around £350 (£280 on Ebay in 2003). On show in a big model it looks great but power is not its strong point. Beware……

Some trip

We all know the Dermot Boyle Wing at Hendon. Reading a signed copy of his life, Snipe days with No 1 Squadron in Iraq were fun and adventure for the young Irishman. Hitching a lift from the desert firing range, this by lying aft with his hands on the cockpit edge, Boyle's 14 stone passenger upset the vital cg! Boyle managed it – just – but received a rocket from Flight Commander Oswald Gayford (world long distance record holder with a flight of 5,309 miles in 1933). Observed undulations often had the beefy passenger in a vertical position!

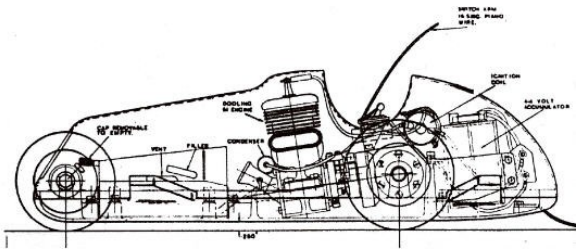
Hot 29

Given the nod by the Dooling family, a fine repro Dooling 29 giving 0.75 bhp at 17,500 rpm is available from Woody's Model Engines in the USA. At £170 plus shipping it would be a tidy addition to the cabinet. Other motors are available from Woody's Galesburg firm, also a parts list No 9.

The Great SE

Johns insisted that the Camels are coming, one Biggles yarn even boasting such a title. Yet it's solid fact that so many of the great aces scored with Folland's SE5a: Mannock, Bishop, McCudden and more. Hutson and Top Flite kits were the best, and thanks to free advertising in AMI one of the latter (designed by Dave Platt and launched in 1969) has been secured. It is a beauty.

Over the Ton



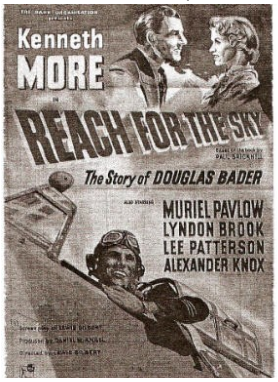
Shorter than the McCoy 60 and with tethered cars in mind, the Dooling 61 produced furious results in the right chassis. Designed sixty years ago by Ian Moore and featured in defunct Model Car News, the 61 is snugged well down and drives direct to an axle running on half inch races. The tank ahead is channelled to direct air to the choke, and the tailskid out the back keeps the show on the road as it storms to 100 mph and beyond… Modern slug-like devices now exceed 200mph.

Classical RAF

Sagittarius Rising, more ore less in print since the first edition, is an aviation classic of the Great War. Cecil Arthur Lewis wrote it, Dulwich and Oundle and the RFC behind him, and went on to write plays, film scripts and a dozen more books. He was a founder of the BBC, won an Oscar, became a beachcomber, travelled the world and attended his Squadron dinners (the famous 56, first to France with the SE5 in 'greenhouse' form and the elite unit of Ball, McCudden and Rhys Davids). Lewis retired to Corfu, in old age an enthusiastic writer of letters. Pilot training in China and farming in Africa were other activities he'd remember from long ago when all his world was young……

Top Tash

Kitchener, the great sirdar of Empire burnt dark by foreign suns, carried a moustache as famous as that pointing finger. It was also the very Everest of the item. Despite War Office urgings to grow the stuff not a soldier in any regiment could match the champion of Khartoum. But forward twenty years or so and we find in the RAF excellent examples of upper lip growth. The Wimbledon schoolboy who left the service as a Flt Lt DFC to become movie star Jimmy Edwards bore a bush a foot wide (his signed life, published 1984 shows this clearly). Whack-o! Jim's instrument was the trombone, once urging a labourer to dump his shovel and take up the tail-gate (by which the instrument is sometimes known).



Powerful Poster

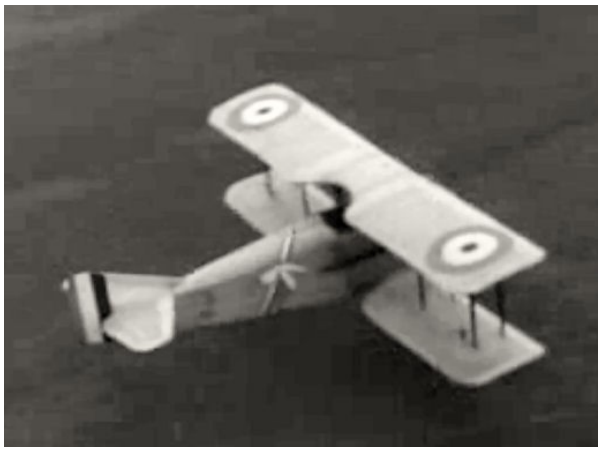
Raynes Park MAC will soon boast a colour copy of the Bader movie poster. Bader and Brickhill did well with Reach for the Sky, but there was a friction at times, the fighter ace not attending the Leicester Square launch on 5 July 1956. Kenneth More pipped Richard Burton for the gig, More declaring that

it was his best work. Years later Sir Douglas told me that he enjoyed the film, a regular on television to this day.

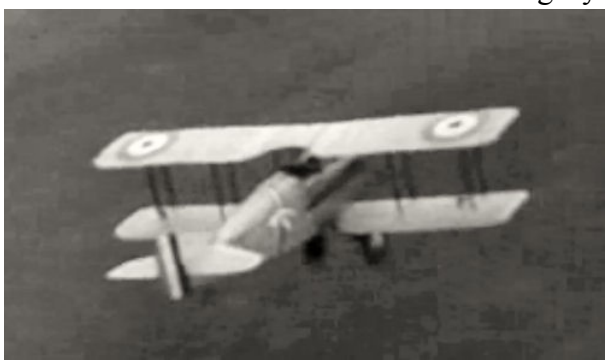
Boss is Best

Broadhurst had a personal Hurricane and Barthropp's fitters installed an extra avgas tank for extended motoring. Lord Lucan lived on his yacht when not charging about, and HMS Hood boasted coal fires, potted plants and an AC tourer for her senior officers. Beatty of Jutland fame designed his own uniforms.

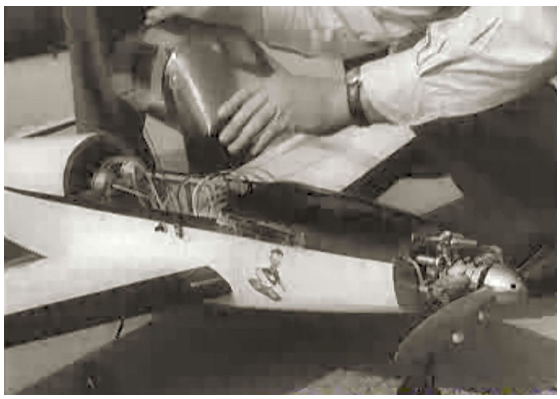
Photos from the past



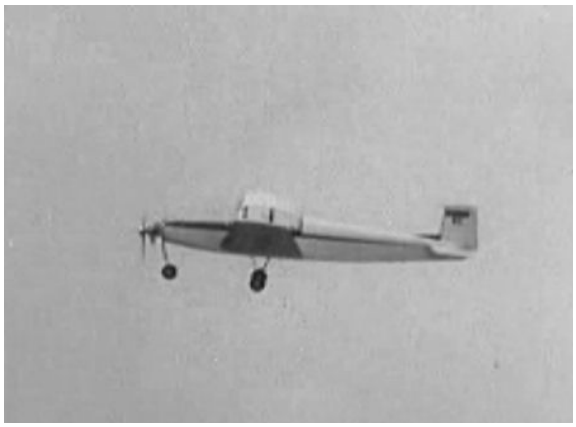
RAF Conningsby 1951



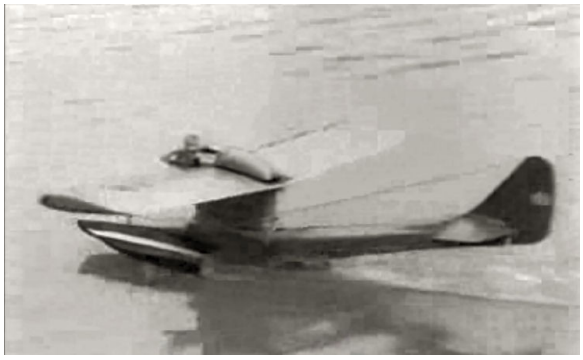
RAF Conningsby 1951

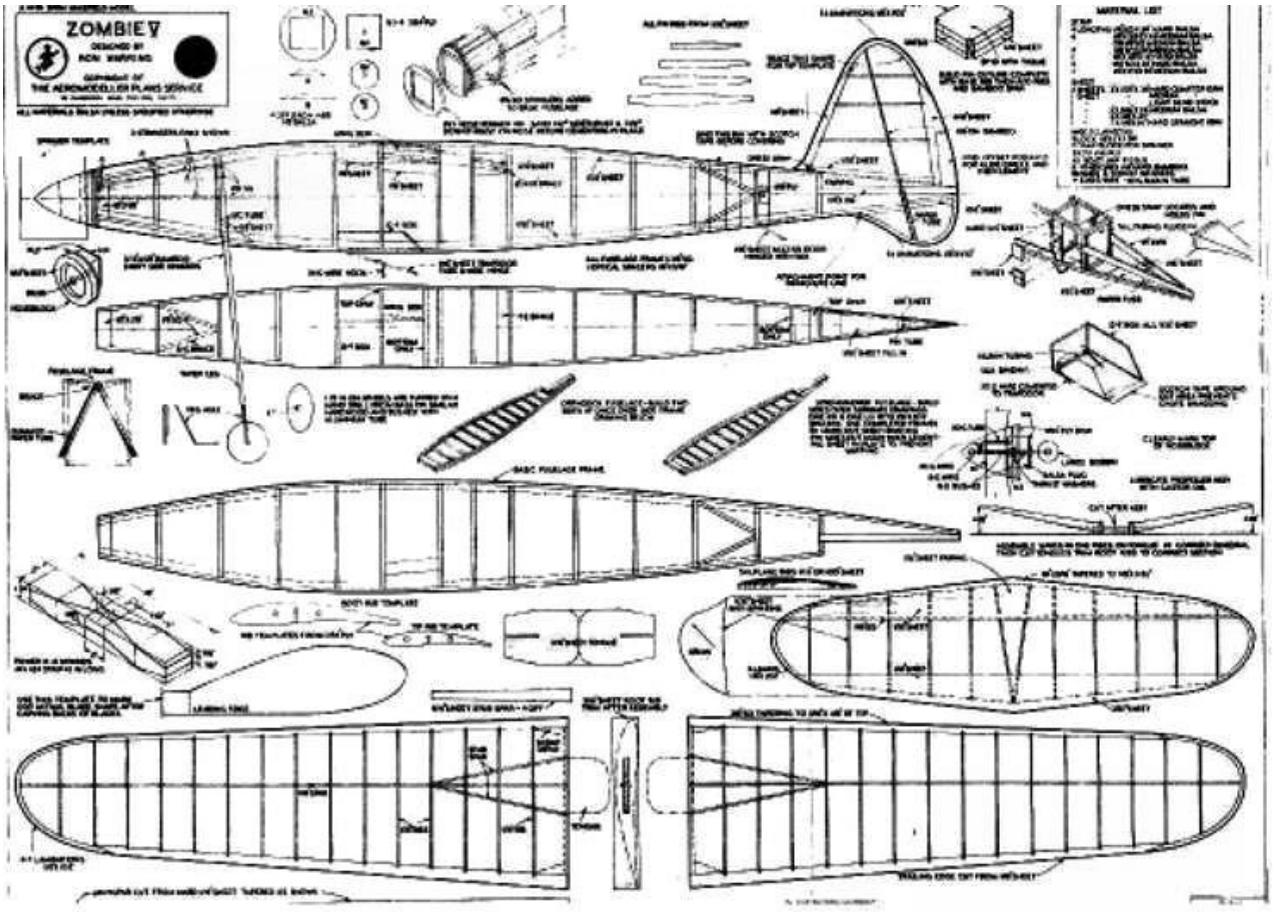


Manchin, Germany 1959



Waterplanes at Velbert, Germany 1965





More interesting stuff from Bryan Targett

Latest progress on Phil Smith's Tomtit, converted to electric.
Coming on OK, had to recess the bottom cylinder to allow access for the battery through the nose.

James here are some photos of the latest project, it is a 5 cylinder radial based on 5 Cox 0.049s. Don't know whether it will run, but it looks nice! Thought it may be of interest to readers of S&T.

Hawker Typhoon 1B – Instruction sheet P E Norman (plan follows article)

Span 32" Power: 1.5 – 2.5cc

Fuselage:

Carve a wooden mould to exact outline shape, minus 1/16" all over. Fasten a large screw eye into front and, to which a stout cord will be fastened later to extract mould from fuselage.

Place a length of 2" wide gummed paper strip along top and bottom centre lines of mould with gummed side outwards. Cut two pieces of light 1/32" sheet balsa roughly to side view of fuselage, allowing a good margin at top and bottom, and sandpaper edges of sheet to a knife edge. Take one piece, wet gummed strip, place balsa against side of mould and press firmly against gummed strip. Repeat with other sheet, squeezing cement under the overlaps.

With ½" gummed strip, and commencing from rear, wind the paper spiral fashion to the front. Repeat, working this time from front to rear, and continue in this way until the wood is entirely

covered. Allow gummed strip to dry, lightly sand smooth. Apply two wide strips horizontally along each side of fuselage, and put aside to set.

Slit fuselage on bottom surface as far back as wing trailing edge position and, with mould held firmly by attaching screw eye to suitable object, grip the shell and gently ease off the mould, having first carefully trimmed the front end true.

Mark thrust line and tail setting angles carefully on mould, replace shell on mould and carefully transfer markings. These settings must be accurate as there is no adjustment later to those settings.

Next fit interior strengthening bulkheads at correct positions, placing in position with a stick of hard balsa ready marked with depth settings. Next, two sheets of medium 1/8th sheet are cut and soaked in water, these to strengthen the front end of the fuselage from trailing edge of wing to nose. Bend near heat to conform to the shape of interior and cement firmly in position. Piece of 1/32" ply is cut to shape and cemented as shown. Fit F! in place, making certain that this is well cemented.

Cut gap for wing, ensuring that angle of incidence is exactly 3°, reinforcing sides as shown with celluloid sheet. Wing retaining hooks of 18 s.w.g. are pushed through this celluloid, and when finally shaped, the wing fairings of soft balsa are carved, sanded and glued in place, finally covering with gummed strip paper.

Wrap front of fuselage with Jap silk or nylon, doped securely into place. Slots etc are cut for mainspar and leading edge, ensuring that these are horizontal to the vertical line of fuselage. Slots are also cut for mainspar and leading edges of rudder and fin.

Rudder & fin:

Cut mainspar, insert in slot in fuselage and cement. Piece leading edge in position and cement, followed by trailing edge, first slitting rear of fuselage to accommodate this section. Insert ribs, and when dry sand and shape, ensuring that correct camber is given to fin, this helping to counteract torque.

Tailplane:

Cut mainspar and face with one layer from a piece of ply. Insert in slot, well cement, and follow with bamboo leading edge. Insert this through slot, having first soaked ends in water, bending into shape and cementing to ends of spar. These ends should also be bound to spar with thin thread. Insert balsa ribs as shown, and cross brace with thread.

Build up elevators on plan, sand to shape, and fasten to tailplane by sewing in four places as shown. Gap must be cut just behind mainspar to accommodate this section, and movement should be quite free.

Pendulum unit:

Mark cockpit situation on fuselage, and cut inside this to allow access to pendulum fitting. Bracket to support pendulum is formed from sheet celluloid, and the fitting made up as shown from 18 s.w.g. with a solder weight of ¼ oz. The link rod is formed from bamboo, with bearings of suitable brass tube to fit wire. Carefully insert link rod through fuselage bulkheads until it projects at gap for elevator fitting, and fasten elevator control horn. With fuselage in true flying position, and with elevators horizontal, mark link rod and fasten pendulum bearing. Test movement by tipping fuselage up and down. If all is correct, the elevators will react sensitively with each movement. Finally, the restricting thread is attached to the weight arm.

Wing:

Build up on plan according to details given. Leading edge of two strips of bamboo is set back at outer (slot) positions to form correct leading edge to the shortened ribs, front piece continuing to form leading edge of slot. Insert ribs, and cross brace as shown, finally checking for accuracy and dihedral.

Undercarriage:

Cut four lengths of 1/16" i/d brass tubing; clean and wrap thin fuse wire round centre of each forming a small collar, and solder. Bind and glue to lengths of bamboo, insert through holes in mainspar, and bind and cement securely to leading edge. Undercarriage is made up as indicated and

located in tubes. Plastic covering stripped from electric wire is slipped on legs, and wheel covers cut from ply or fibre are sewn in place.

Fittings:

Cannons, which are a feature of the Typhoon, are mounted in such a way that little damage can arise from a crash. Rubber car plugs form the base of each gun, and are sewn to the leading edge and cemented. Rest of guns are made up from 1/8" birch dowel, with the tips rolled from gummed strip, and finally attached to the car plugs with Bostic.

Cowling:

A wooden mould is prepared for this, and sliced vertically so that the mould can be withdrawn from this rather complicated section. Cover with thin paper which is first damped, followed by strips of ½" gummed strip building up layer on layer until required thickness and strength are obtained. (Original is approx. 1/8" thick with slight extra thickness at bottom).

When dry, remove mould and fret out holes for cooling and engine requirements.

Line holes with celluloid to avoid oil seepage, then sandpaper smooth and cover with silk or nylon well doped on. Liberally coat with varnish or fuel proofer. Rear front of 'chin' is formed from thin fibre or aluminium, and held in place with rubber bands.

Engine mount:

Cut from 1/8" sheet fibre, shaped to fit inside of cowling, and cowl retaining tubes sewn to front. Corresponding holes are drilled through cowl sides, allowing cowl to be fixed to bulkhead by means of lengths of piano wire passed through tubes. Form locating block on rear of bulkhead from synthetic rubber faced with aluminium, the whole being drilled and fastened to bulkhead with 8 b.a. screws tapped into the fibre. Form retaining hook as shown.

The complete engine mount is held firmly but flexibly against fuselage by means of stout rubber bands held at the rear by a wire passed through the celluloid at lower portion of fuselage and about 1" in front of rear wing hooks.

Propeller:

Cut blades from sheet fibre and shape to approx. Clark Y section. Then, with the aid of two pliers, hold each blade in a gentle heat and twist the necessary pitch into the blade. Check by means of a template to ensure that each blade is identical. (Pitch is subject to experiment according to engine used etc., but generally 3-bladed props. require approximately 2/3rds the pitch of normal 2-blade.)

Bolt blades to an alloy disc, and finish with spinner turned from hardwood or synthetic rubber.

Covering:

Fuselage: 1 layer of Burma paper and two coats clear dope. Wings: inner sections out to dihedral break – nylon with two coats clear dope; outer panels 2 layers Burma paper, and two coats clear dope. Tail rudder etc: 1 layer Burma paper, two coats clear dope.

Use matt dopes for colouring and follow undernoted scheme:

Upper surfaces dark green and slate grey – under surfaces light grey.

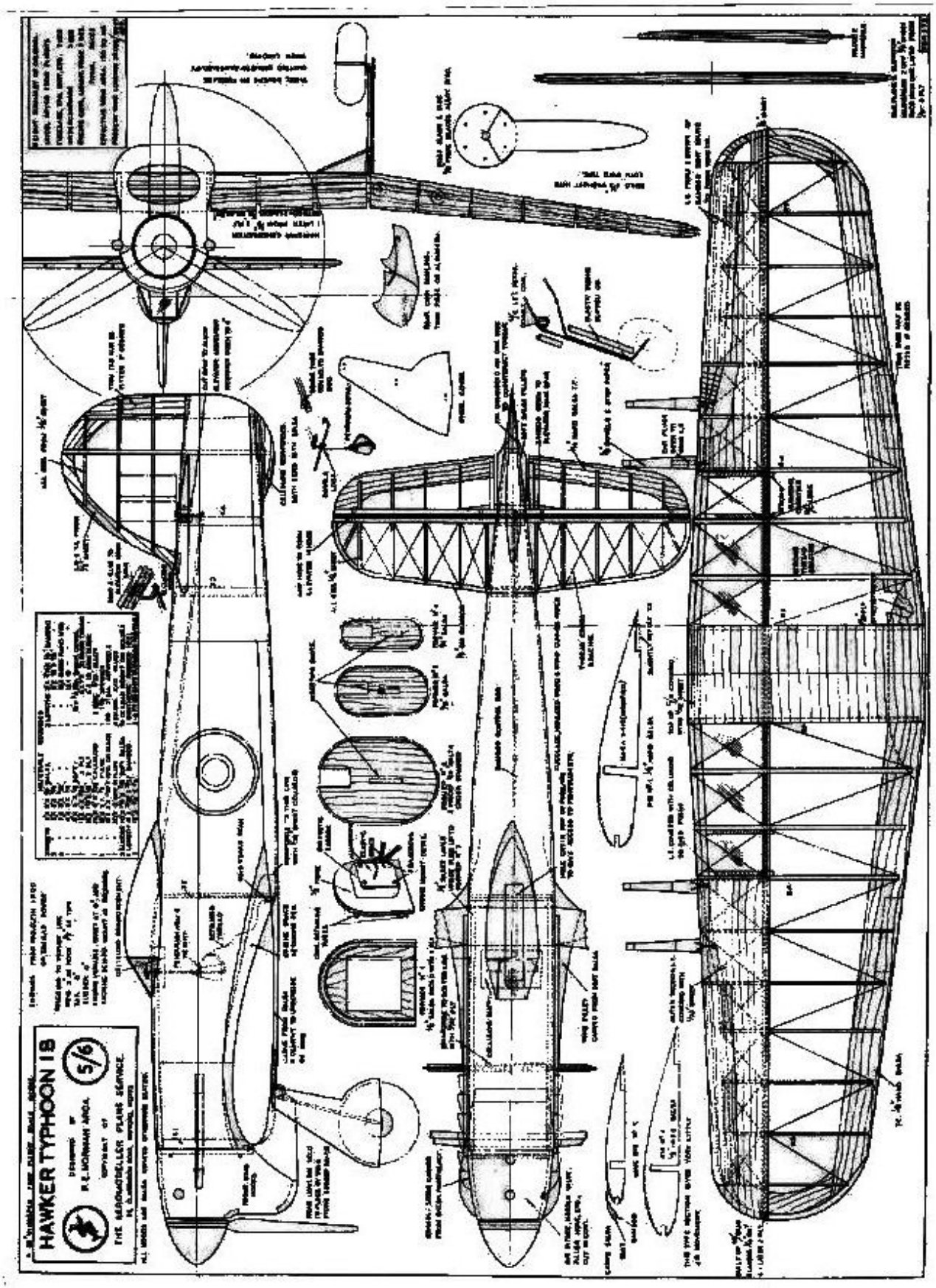
4 black stripes on white ground under each wing; upper surface carries two white stripes from inboard cannon back to trailing edge. Blue and red roundels on upper surfaces, smaller red, white and blue on under.

Fuselage carries red, white and blue roundels surrounded by narrow yellow line. Squadron letters in white or pale duck-egg blue; white or duck egg blue band around fuselage in front of tail. Fin- red, white and blue rectangle within narrow white line. Spinner – white or duck egg blue. Prop. Blades black with yellow tips. Wheel covers black and white stripes, inner sides pale grey.

Flying:

Remember you have a heavily loaded model which must fly and glide fast, so hand launch tests will be difficult, as any sudden jerking will throw the pendulum weight and give excess elevator movement. Place model on smooth ground, and, grasping the top fin, run forward and thrust the model watching to see if it lifts. Counteract any tendency for steep turning under power by offsetting engine, but on no account allow a right hand turn, which will develop into a gyroscopic spin.

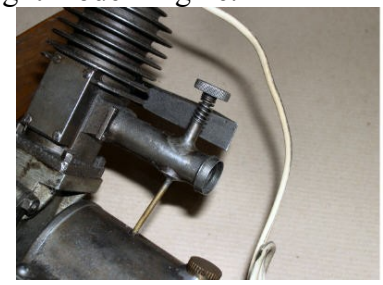
Model should take off and climb in left hand turns, but everything depends on careful and patient trimming to get the best results.

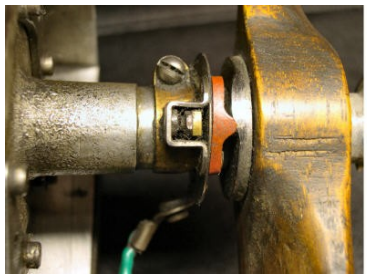


Erwin Schwab 1936, Swiss Model Engine Pioneer

A Report from Peter Renggli, Bern 24. July 2008

A model engine collector friend and I paid a visit to a lovable, kind older lady some time ago. The daughter of Erwin Schwab, a real pioneer in the long history of the Swiss model flight Scene. We were allowed to rummage in old photo albums and received insight into the busy creativity of her father.
With cake and coffee she told us stories and memories as a daughter of an eager model airman.
Wider circle is here a small choice of pictures, which is so interesting historically that we think it will be of interest to you vintage model enthusiasts.
Erwin Schwab was born on October 24th, 1896 and passed away in 1968.
He learned the profession of a car mechanic.
Within the years 1931 to 1939 he was owner of the *Railway Station Garage* in Herzogenbuchsee in the Swiss midlands. At outbreak of the Second World War most private motorcars were confiscated by the army in Switzerland. So more and more removed the work and Erwin Schwab must close his garage business. He found occupation later in the army engine and car maintenance and then got in the services of Jakob Klemenz in the DYNO factory.
This factory produced metal goods like bicycle dynamos and bicycle lamps. But the most important thing: The Swiss DYNO Diesel.
The first in larger Quantities produced Model diesel Engine. Enthusiastically admitted from many of the early modellers. The first simple and easy to operate powerful and light model Engine.
The DYNO was legendarily in our country, like approximately in England the Mills diesels. Both are collected, cared and flown lovingly on this side and on the other side of the channel until todays.
Erwin Schwab has designed and built in his workshop some Spark ignition engines and models before his DYNO engagement.
These pictures give insight into this Period and there is something in what you are interested.





His single-cylinder engine had the following technical data:

Bore	:	24 mm
Piston stroke	:	25 mm
Speed	:	5700 U/min
Propeller	:	40 cm
Pulling force	:	1.5 kg:
Weight	:	850 gramms
Ignition	:	Classic with 2 V lead accumulator

The **Swiss Automobil Revue** from the 31. March 1936 reports :
The car mechanic Mr. Schwab, owner of the Bahnhofgarage, paid a visit to our editorial staff with a his new, self-developed model - petrol engine and the accompanying Airplane model.
The local news editor ask the technical designer to demonstrate the function of his new Engine! Why not. His grumbling and his petrol smell fulfilled the whole house and everyone was fascinated by this small technical miracle.
Mr Schwab reported that his model took off of the ground for the first time on March 15th, 1936 in which it reached a height of approx. 150 metres.
The flight of the 2850 grammes heavy model takes approximately 8 minutes.
We congratulate Mr Schwab to his small masterpiece and welcome that the making and the flying of motorised model aircraft has now access to wider circles of our population.
Mr Schwab has announced that a small series production of his new engine is scheduled.
No Further Information is available, most of his documents are missing.
But a great satisfaction to know this man and his performance.


Erwin Schwab and his Masterpiece 1936


His successful model aeroplane


The next design also 1936/1937

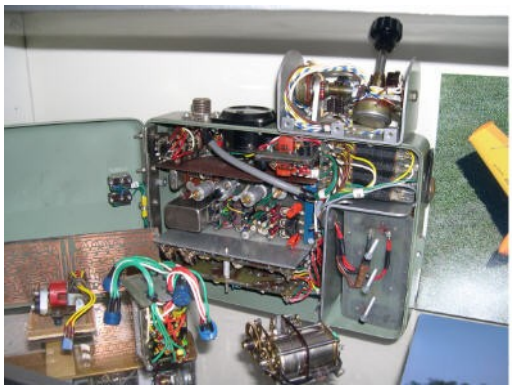
The wing under construction in the car Maintenance room

Mr Schwab, an assistant and his daughter Lily.
Thank you Lily!

My health Problem is not much better and my activities a little bit reduced. The enthusiasm is conserved.
Here are some pics for your collection:
Remo I: My first engine, made after 4 Years apprentice as a Precision mechanic in 1956.
3.5 ccm 17mm Bore /15 mm Stroke 11500 RPM
Influenced by a British Amco BB, but not enough knowledge for a real racer engine. I used it in some C/L Planes very successfully.
Now well conserved in my Cup Board.

Last month, 1km beside my Home was the Swiss Model Engine Collector Association (MECA) Exhibition. The Organiser asked me to display some of my earlier works in a small Glass showcase.
I think: why not, that's a pleasure and a lot of people manifested some interest.

After Education to Electronic engineering: The first full proportional RC-Gear in 1969
6 Channel, Tone modulated, Pulse width variation by mono flops. Works well.
Note the last surviving Servo with the Clockwork Gear and far left, the first, I think you called it Galloping Ghost Magneto Pulse actuator.



My latest RC Gear, a full proportional Transmitter 1976. Influenced by Kraft Radio Control Systems. This was the End of my self development in RC Technology, because the Market offered better and more sophisticated Systems. But this equipment was in use to the early eighties with some Competition successes.

My Fokker Eindecker E III. Built 1983 "The Fokker Scourge"
2003 mm Span. 4.4 Kg. Engine: the first Open rocker OS-FS 60 10ccm 4 Stroker. I drew the Plan on Brown Paper on the kitchen Table !! The Engine Cowl is a Chrome

Steel (keep it fresh) Box from the House ware department and gives the scale 1:4,63 to the Original plane. The short nose needs this supplementary weight. After 3 Years of intensive use, the model was stored in the attic and falls *into oblivion* (22 Years) Last Month in the June 2008 he was reactivated, a general overhaul, a new Old engine, the OS-FS 80 12.8ccm 4 Stroker and the new Multiplex RC System was fitted.
Now its a great Flyer and really pleasant to control. Quit and majestically he flew over our Heads.

In S&T No.18 you have published the Invitation for our Antikmodell Flugtag here in Berne on the 6.September 08. It is possible to welcome a delegation from Great Britain?
Now its time to prepare carefully a programme for our guests: - lodging- excursions - English speaker. I have "engaged" a member of our Club as a translator. He lives a time in GB and speaks perfectly.

(Having seen a film of last years event at Berne this undoubtedly is a meeting to attend. For further details look to S&T 18 or send me an email and I'll forward to Peter. JP.)

JOHN STEMPS OLIVER REQUEST

John is after various Oliver engines such as a Tiger Mk2 but also others. They are for use not collecting so if you have any send an email to me (JP) and I'll forward on.

Photos from Derek Foxwell

This picture was at Radlett in 1953 me and my sister and three models, we know what two of them are but what is the third one

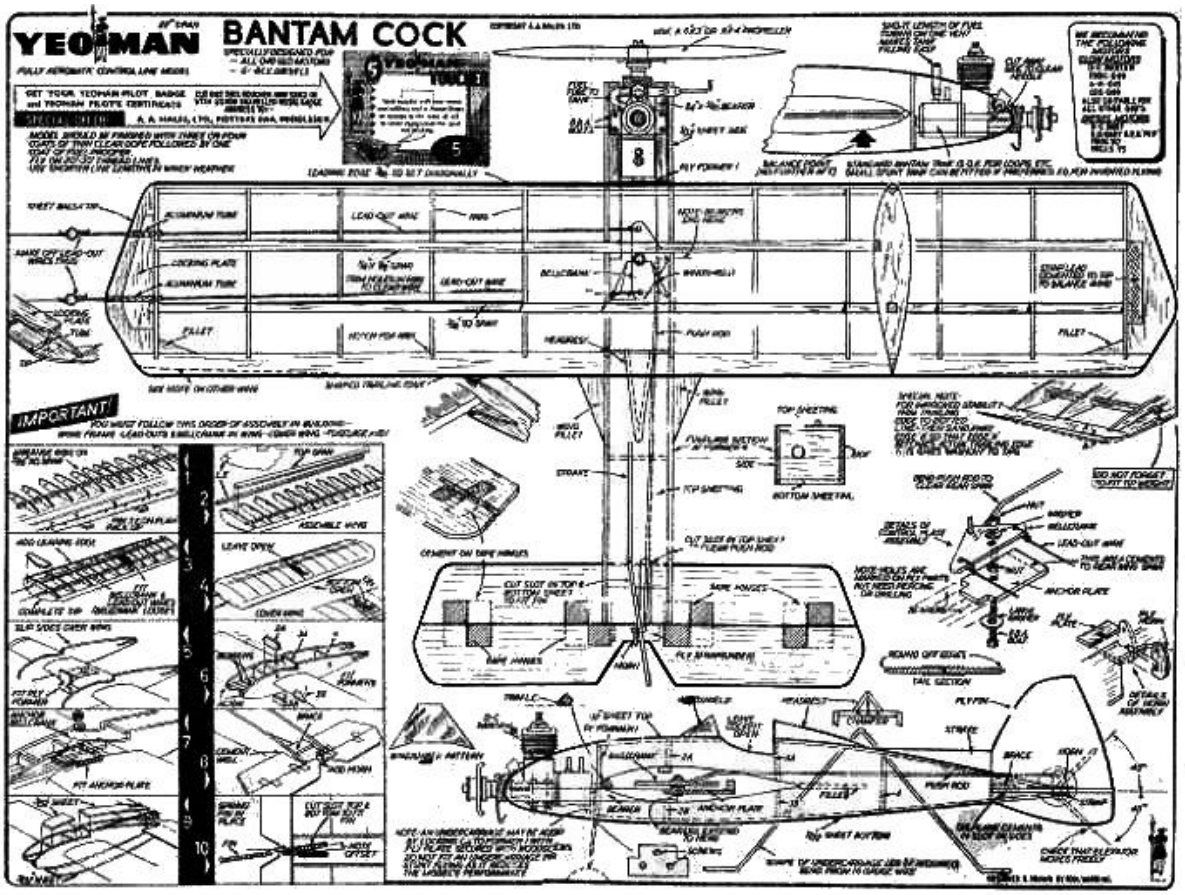
Subject to anyone else knowing better
Left Mercury Monocoupe (larger of the two versions) with altered fuselage
Mid a Debutante with normal undercarriage not trike
Right a Stentorian

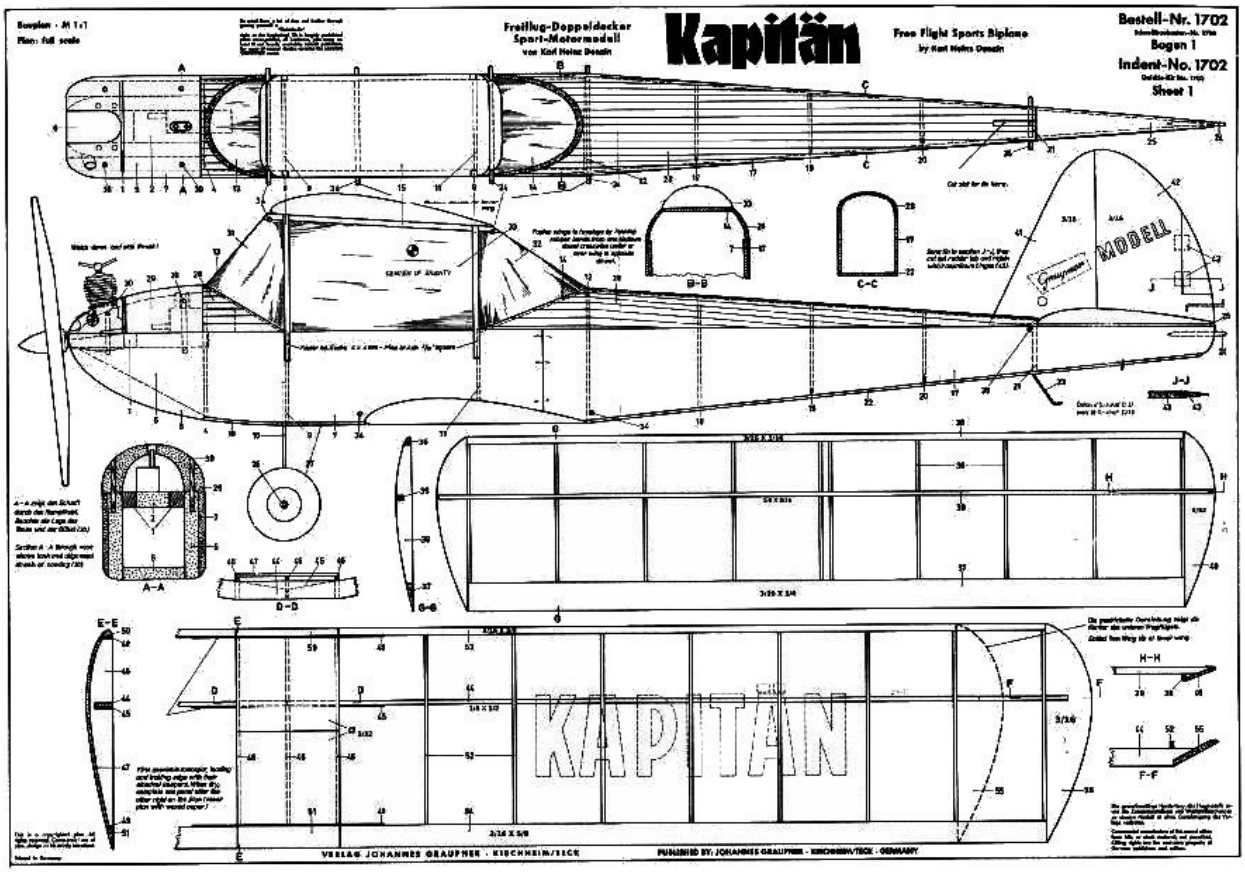
(The plans for both size Mercury Monocoupes are available from Phil Smith 01202433431. JP)

Here are a few more of Derek's photos. (One of his senior moments means captions are missing!)

Radio Queen

Derek's father with Stentorian





This plan is one of three sheets. The others contain parts and building instructions to the highest possible quality and as supplied with the Graupner kit in the 50's. According to Alan Jupp the model

flies exceedingly well and requires a DT. Who will build one for Middle Wallop and who will build one with lightweight R/C?

Events

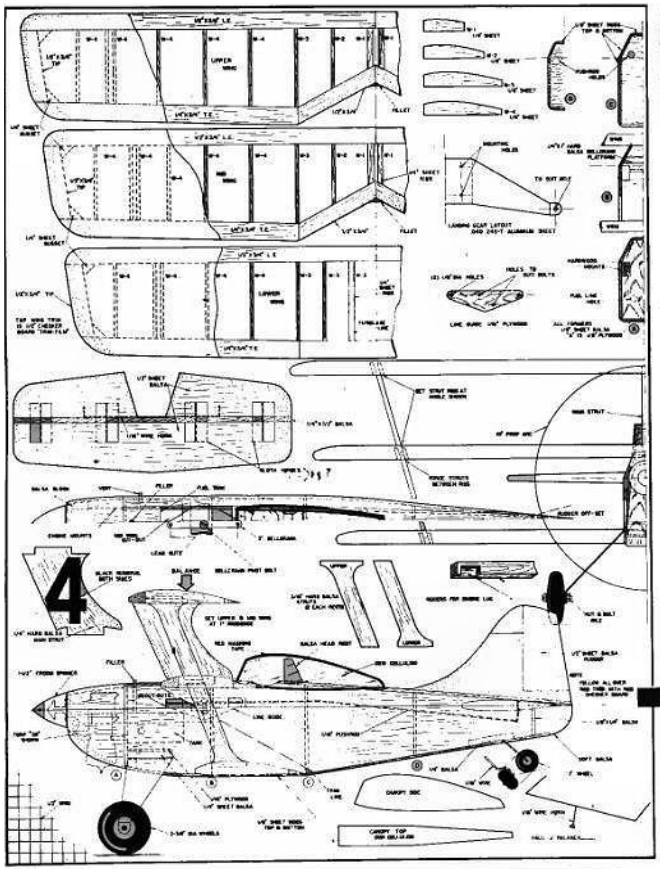
Cocklebarrow - Sunday 10 August.

Middle Wallop - Three days of the August Bank Holiday. FF all three days. RC (Tomboy contests) and CL (Any CL model with exception of wings and pulse jets) on Sunday 24 August. *(Contact me JP for details of C/L and me or Tony Tomlin for R/C))*

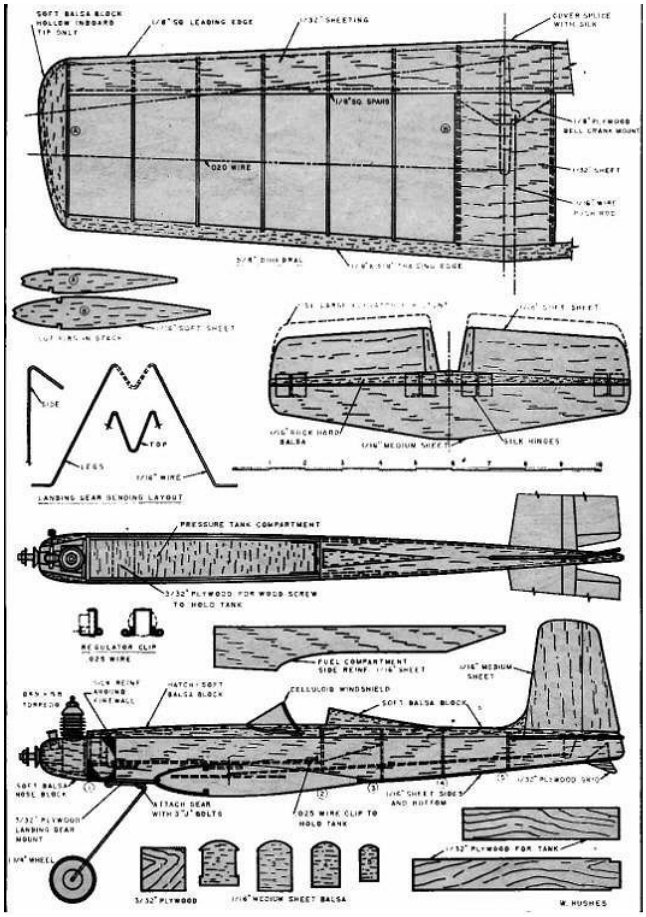
Middle Wallop September, October and November events will include the continuation of the Veron Junior Combi competition. Details from me JP.

Stuff for sale

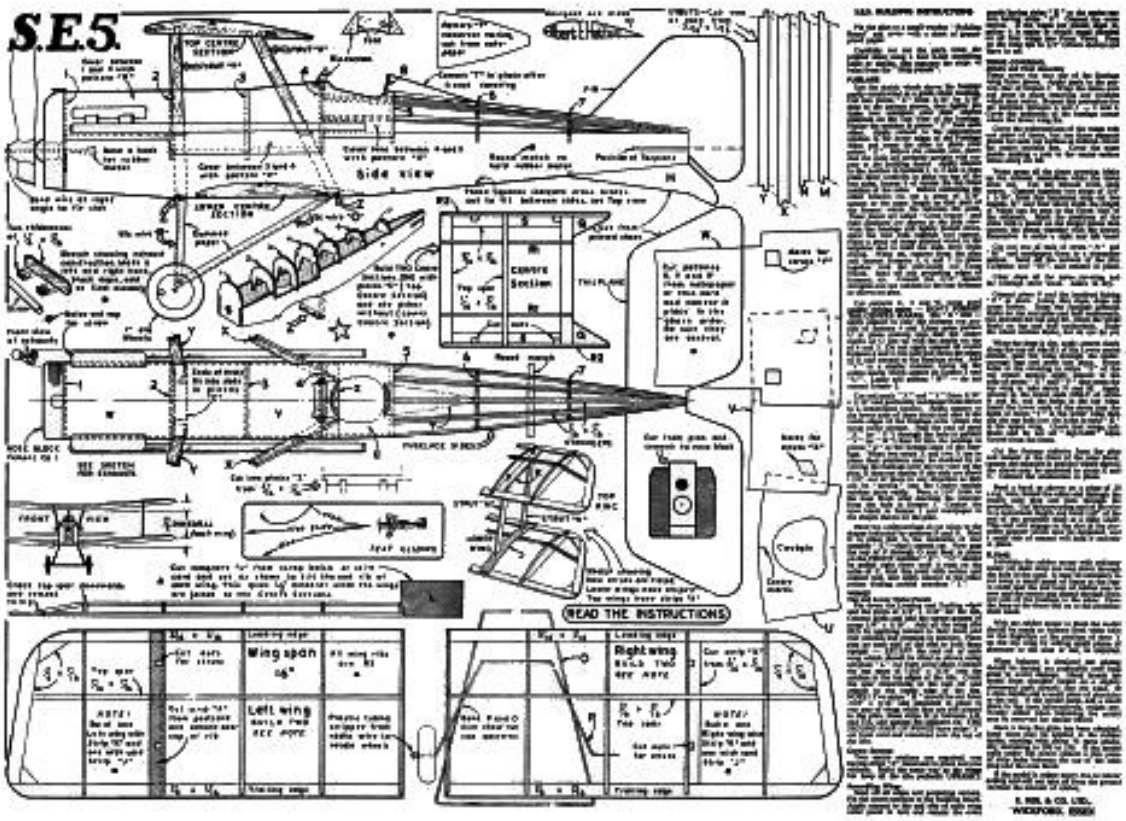
Following on from my email a couple of weeks ago Alan Jupp has sold quite a bit of his aeromodelling collection but still has more. Engines, magazines etc. 020 8401 2691



Bouncing Bertie C/L



Hi Pressure Pete C/L



St Albans R/C Vintage Competitions 2nd June 2008. By Tony Tomlin

Always the first event to be held in June, is the ever popular St Albans R/C Vintage event. Numbers were down on previous meetings due to the rather unsettled weather of the previous few days. The sun shone most of the day with enough wind to make it interesting and, by the afternoon, the clouds had rolled away and lift was in abundance.

Competitions this year had been changed to an interesting precision contest for I.C and electric models and duration events for the Vic Smeed Tomboy at 36" span, [Mills .75] and the new, scaled up to 48" span, Tomboy Senior Class, [Mills 1.3].

Precision

In this contest each competitor has 3 flights, with a maximum engine run of 90secs, and has to achieve a time, per flight, as near 5 minutes as possible, landing within a marked circle. If the 5 minutes is exceeded the flight is void. This was closely contested, the winner, Chris Ward [Fly Baby], at 14 mins 26 secs was only 30 seconds more than second place man, Mike Conrad [Jaded Maid], followed by Brian Rapier [Spartan] 30 seconds later.

Tomboy3

The Tomboy3 event had seven entries with Bill Roe flying in the event for the first time. With a little help and advice from the seasoned entrants, plus a change of prop and fuel, Bill gradually crept nearer the two 4minute maxs required to get into the fly off. Sadly it was not to be, as, when in sight of qualifying, the tailplane of his Tomboy was damaged. The other competitors who all made the fly off were an on form Tom Airey, who had achieved an excellent 16min+ flight at the Wimborne Vintage two weeks before, Stephen Powell from Kings Lynn, Tony Tomlin from Sutton and James Parry from the Wimborne Club. Tony Overton was having his first Tomboy3 event of the year with David Boddington completing the line up. Bill Roe sportingly agreed to start the event and as the final 10 second warning board was lowered all models got cleanly away. As the engines all stopped at around 2 minutes having used their 3cc of fuel, for once, all models were in lift at an eye straining height. Tom Airey and Stephen Powell were just a dot in the cloud base with Tony Tomlin slightly above the other three. For what seemed like an age all the models seemed to be gently circling until at around 6 minutes the lift was gone. David Boddington was first down recording a good time of 8 minutes 5 secs. Three seconds later he was joined by Tony Overton, followed by James Parry 31 seconds later. Tony Tomlin tried his best to make 10 minutes but missed out by 3 seconds. The two remaining fliers both used what little lift that was available, Stephen Powell eventually landing at 11 mins 6 secs. making a smiling Tom Airey the winner at 12 mins 23 secs.

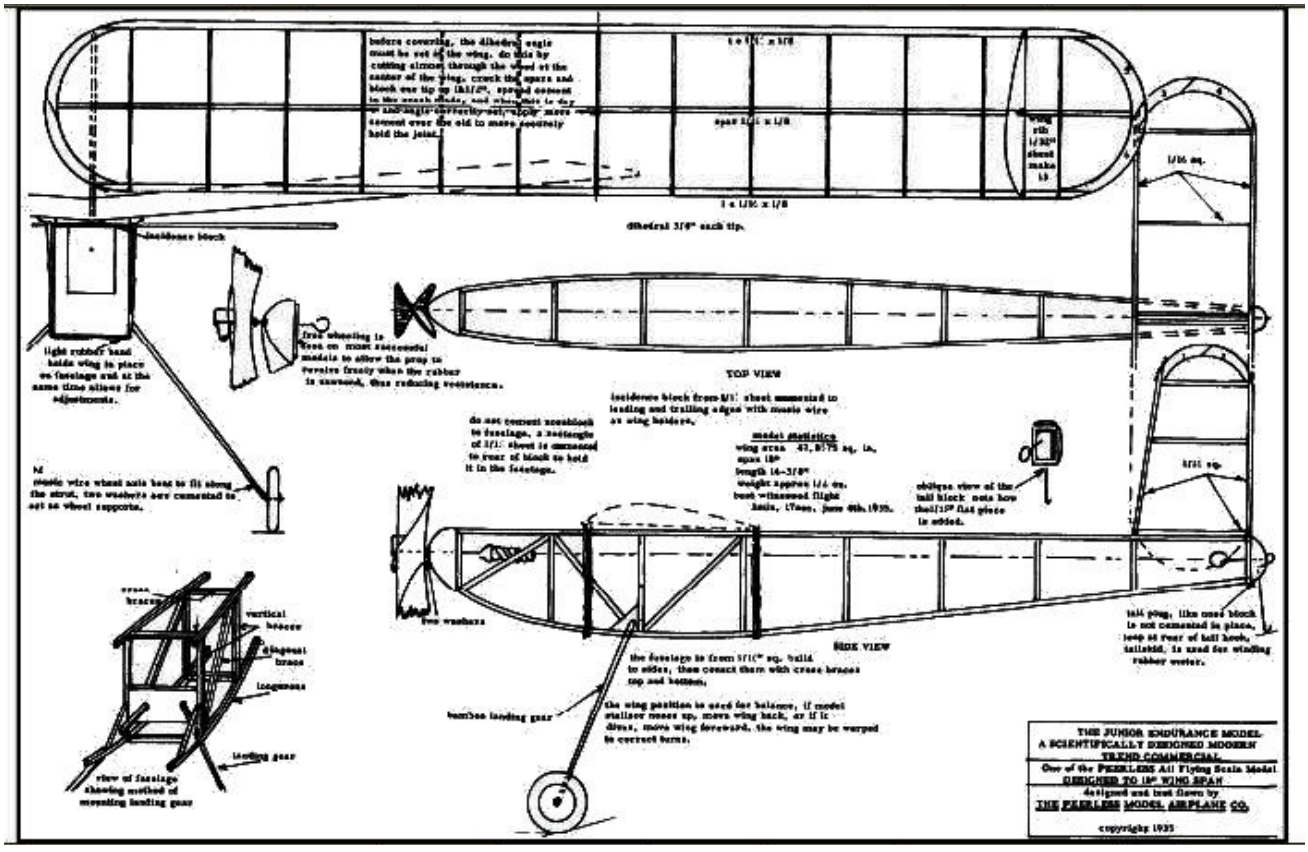
Tomboy Senior

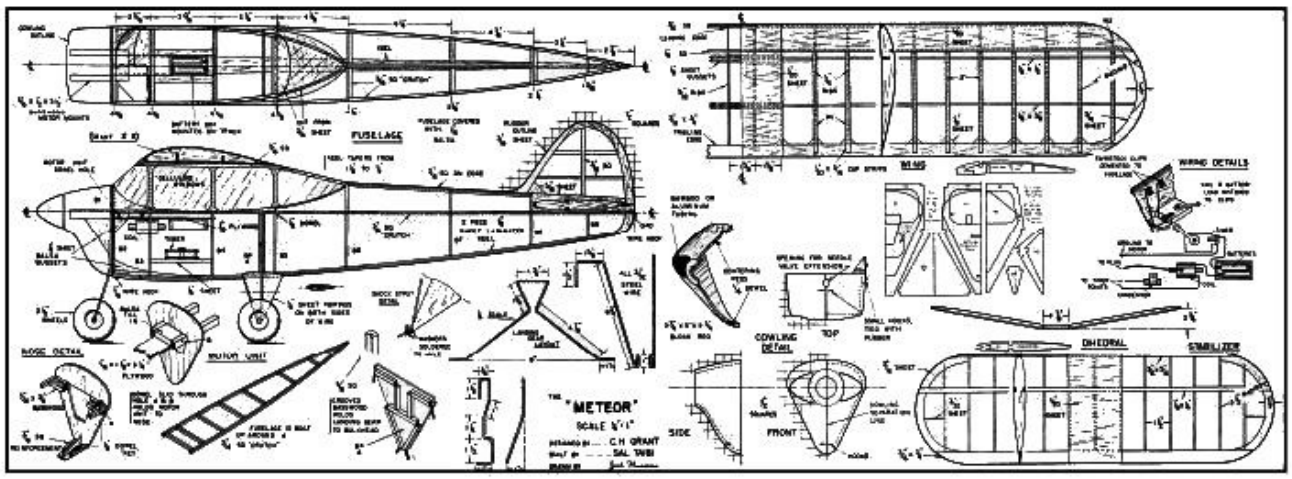
This event was being run for the first time at St Albans. Although it is known that a number of models have been completed and around 10 more are nearing completion, the entry was disappointing. Only David Boddington, Tony Tomlin and Tom Airey made the required 2 four minute qualifying flights.

Again as in all Tomboy events the competitors are allowed 90 seconds for starting followed by a 10 second count down. Unfortunately for David Boddington [who has two Tomboy Seniors], after the count down had started, he discovered that he had brought the wrong model to the fly off! Frantic attempts were made to rectify this without success. The other competitors, who were not aware of the situation, launched as the 10 second warning board dropped. The models climbed at what appeared to be a slower rate than the 'small' Tomboys, [thought to an optical illusion].

Both models were powered by Irvine 1.3 Mills replica engines. The model of Tony Tomlin initially had a faster climb but Tom's model had the benefit of an extra 10 seconds engine run. The lift was only light but due to the bigger models superior glide both descended slowly with some interesting cat and mouse flying taking place and some good natured banter! Tony Tomlin landed with an excellent time of one second less than 11 minutes, the winner Tom Airey landing 31 seconds later. It is generally agreed that this bigger Tomboy has an advantage in that when flying at a great height [I have recorded a height of a little under 1400 ft.] the model is still easy see.

The Prizes were presented by Theresa Barton and all thanks must go to Alan Blunt and his team of very willing helpers whose efforts make this meeting so very enjoyable.





Cocklebarrow Farm Vintage Tony Tomlin

June 15th saw the first of the three vintage meetings to be held at this popular Cotswold venue in 2008. The sun shone most of the day with only very light winds, in fact the perfect Vintage day. The meeting was run [for the 16th year] by Paul and Val Howkins with their efficient signing on system and well organised parking and flight line control.

Over the day 53 fliers signed on with a total of 110 models. As often seems to happen at this location, there are never more than 3-4 models in the air together, but always a great deal of aeromodelling talk going on such is the relaxed attitude of the modellers! Models that were flown went from the large scaled up 96" Pee Wee Pal of Andrew Dorling down to a flight [14 in fact] of the evergreen Vic Smeed Tomboy. Of the electric models flown, the Queen Bee of John Perry flew smoothly, powered with a Scorpion 2215-18 motor while the Taylorcraft of Andy Bloxham also flew well. Rob Smith was flying his R/C conversion of the Veron Aerobat and also a smart B A Swallow but unfortunately he had one of the very few crashes of the day with a tip stall on take off that severely damaged the nose. A new model to me was a very nice looking cabin model called a Viking [a Belair kit] flown by James Parry and adequately powered by an OS 20 F/S. Colonel Bowden designs were to be seen with the Bowden Contest of T Louwk frequently flying. The most unusual model was the 10ft. span flying wing of Mike Burke. This large vintage flying wing was a model bauplane plan [from a German magazine] which with its smooth flying characteristics at altitude made it look very much like the buzzards often seen at this location. It was deservedly voted best model of the day.

Tomboys3s

The 36" Mills .75 Tomboys [Tomboy3] were very much to the fore as the 5th round of the Tomboy League was run. Another event was for the new Tomboy Senior which is a Tomboy scaled up by 1/3rd and fitted with the Mills 1.3 engine. The Tomboy3 event was well subscribed with 12 entries, of which 10 made the 2 x 4 minute maxs required for the fly off. Peter Rose from Amesbury was flying in his first T3 event having attained one max, and then engine problems let him down. James Parry was also out of luck after one max with an engine-mounting problem.

Strong contenders for this round were last year's league winner Stephen Powell and Tom Airey,

winner of two events this year. John Bourne from Milton Keynes, who has always finishes with the leaders, was flying, as were the seasoned Tomboyists David Boddington, Tony Tomlin and Tony Overton. Chris Hague and Paul Netton were flying in their first Cocklebarrow event with local man George Ford also an entrant.

The Fly Off

Mervyn Tilbury was the Starter and as he lowered the 10 second warning board all the models got away. Uncharacteristically Tom Airey was soon in trouble with an engine problem that saw him landing after a little over one minute. The air soon become silent as engines stopped after around 2 minutes, their 3cc fuel tanks empty. George Ford was next down at 2mins 30secs after putting in strong preliminary times. The remaining models had separated into three groups, the highest being Stephen Powell, Tony Tomlin and John Bourne all in strong lift with David Boddington and Chris Hague below at around an estimated 600ft. The lowest three, now all out of lift, descended swiftly, the first down was Paul Netton followed by Dave Stock and then Tony Overton at 4mins 19secs, all separated by only 6 secs. Chris Hague, flying smoothly, was next to land at 5mins 26secs followed by David Boddington 2 secs later. Tony Tomlin and John Bourne were now descending with Stephen Powell in a class of his own, still very high. John Bourne landed at 6mins 44secs. Tony Tomlin swooped in 34secs later with his model doing the 'Tomboy Trip' as it snagged the longer grass at the end of the strip and rather ignominiously finishing upside down. Stephen Powell steadily descended, landing nearly 4 mins after Tony Tomlin to a ripple of well earned applause and ending what had been an exiting fly off enjoyed by all.

Tomboy Senior

This was the third time the new Tomboy Senior class had been run. At the present time there appears to be around 6+ models completed with possibly twice that number nearing completion. As with the smaller Tomboys a number of preliminary flights have to be made with the aim of achieving a Max. The main purpose of this event is to have a model that is easier to see when at altitude! I have flown my Tomboy Senior fitted with an onboard altimeter to close on 1400 ft and still found the model easy to see. All four models entered made the fly off with new entrant Chris Hague from Poole having his second outing. Tom Airey, David Boddington and Tony Tomlin made up the other entrants.

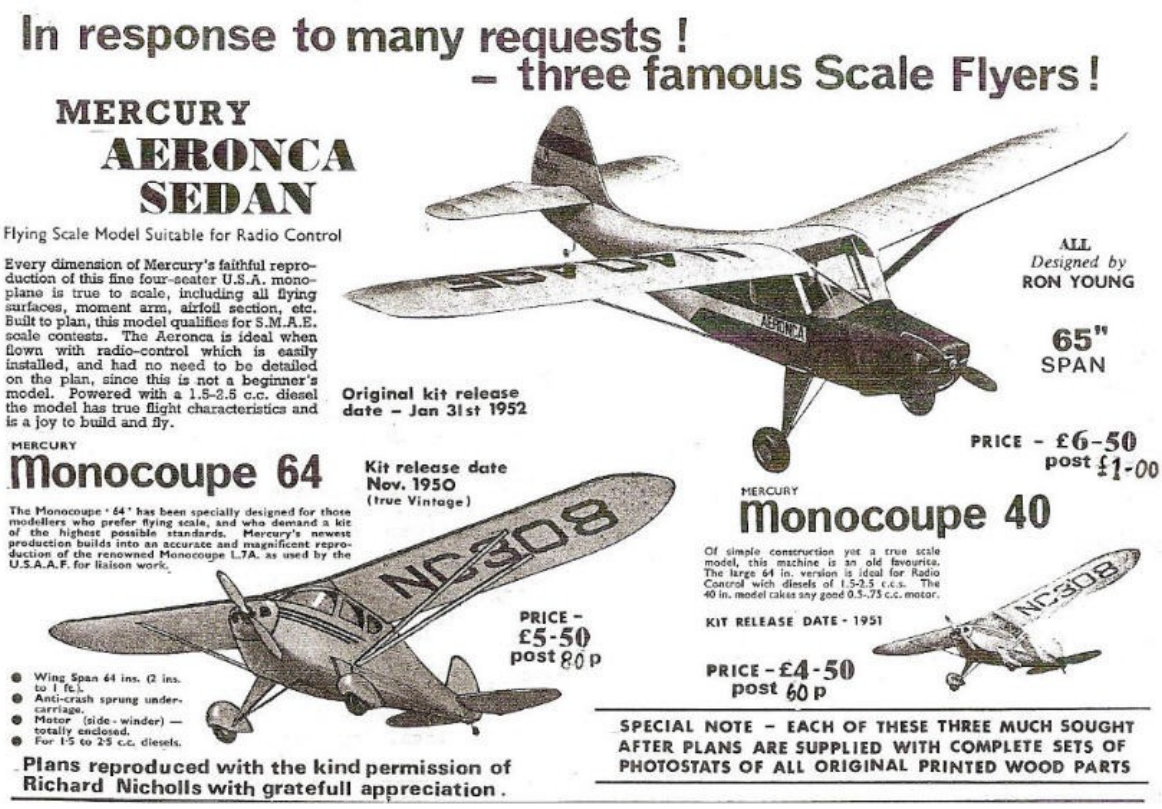
The Fly Off

As with the 'small' Tomboys competitors had 90secs start up time with a 10 second count down. Mervyn Tilbury started the fly off with all models getting away cleanly. It soon become apparent that Chris Hague's Tomboy Senior was climbing slowly. Chris was using an early Mk 1 Mills that was well down on power compared to the other competitors all using either Irvine or Mk 2 Mills 1.3. His flight came to an early end after 2mins 40secs.

The others all climbed steadily in low lift conditions with Tony Tomlin and David Boddington close and Tom Airey, who had found lift' climbing rapidly. As with the smaller Tomboys, engines cut around 2 minutes and the models settled into a smooth glide. David Boddington and Tony Tomlin descended very slowly, both very close, with David landing 3 seconds before Tony who was one second short of 7 minutes. Tom Airey 'floated' in for a textbook landing at 9mins 18secs, a just reward after his misfortunes with the Tomboy3s
At the end of the day Val Howkins presented the winners with their awards at the lighthearted prize giving. Following this a painting of the 2007 October Cocklebarrow event by Tom Payne, a local artist and modeller, was raffled in aid of the Air Ambulance and due to the generosity of those present £104 was raised. During the day Barry Finneran again gave away some copies of DVDs he has made of previous Cocklebarrow events, which are always much appreciated! As an aside, Val and Paul report that on the Saturday the farmer and an aeromodelling friend called in to see them. Paul and Mervyn Tilbury gave them a demonstration of vintage flying during which their planes were joined by the buzzards, the visitors were very impressed!!
All thanks must go to Paul and Val Howkins and friends for the tremendous amount of hard work they put into these meetings. Small wonder that the Cocklebarrow Farm Vintage is so popular.

For Tomboy3 and Tomboy Seniors information please contact;
Tony Tomlin, tel. 02086413505, email pjt2.alt2@btinternet.com

The Tomboy league hasn't changed since that published last month. JP



Please note that the prices will have changed since I scanned this. Again available from Phil Smith