

Sticks and Tissue No 119 – October 2016

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

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

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



Peter Ziegler photo of a Fieseler Fi-156 Storch at Swiss meet

From Alan Holmes

Well worth watching this film taken in the 1960's at the Keil Kraft factory. I love the health and safety precautions, large circular saws with no guards, balsa dust everywhere with no masks or extraction systems. <https://youtu.be/nIhs0ltNwK8>

There was some discussion about the date of this film at the last club meeting, obviously 1960's but which year? Someone on a forum has done a neat bit of detective work, looking at the calendars you can just make out they are open at April and that the first day of the month is a Monday. Monday was the first day of April in 1960 and 1966, the MiniSuper did not exist in 1960 so it is 1966.

From Jörgen Daun

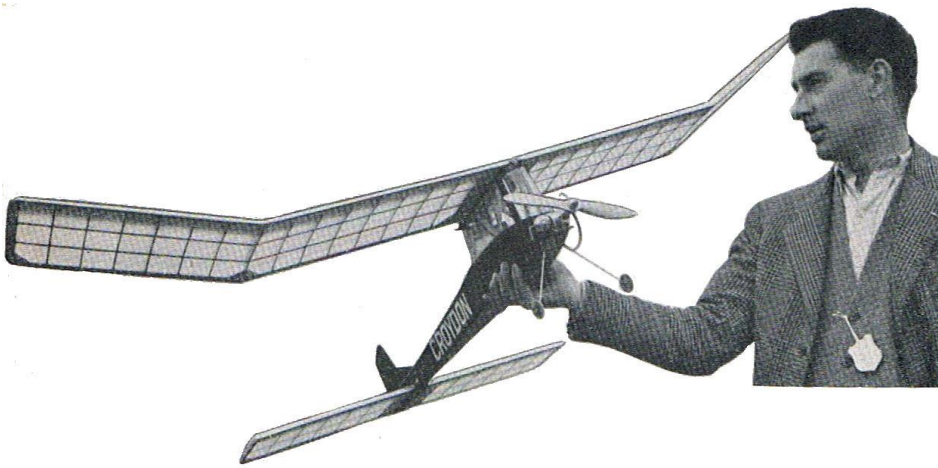
Hi James sending you some Pictures this time Indoors first is my Damzel and the Soubrette both covered with Esaki flight tissue the yellow has an CS Navo 0,75 and the other an Red Fin 0,5 tbr both are Vic Smeeds design and short kits from Douglas Wass forget to say both are single channels







Ward's Wagon Bowden trophy PAA load winner by Ron Ward from Model Aircraft September 1951



When the rules for the Bowden Trophy P.A.A.-load contest were announced the Writer decided to design a model to conform to the specification. As this seemed hardly worth while for one Contest, it was decided to make the model suitable for (a) P.A.A.-load, (b) duration contests, and (e) radio control. That the Wagon fulfils (a) was proved by its success in winning the Bowden Trophy. Flown without the dummy pilot it has a

good contest performance, but so far it has not been fitted with RC.

Fuselage

Cut sides from medium-hard sheet. Cement formers A, B and C into position and join sides at the rear, inserting piece of scrap in between. Insert $\frac{3}{16}$ in. X $\frac{3}{4}$ in. pillars and wing platform. Sheet the top of fuselage and cabin fairing. Cement in $\frac{1}{4}$ in. sq. bottom spacers.

The undercarriage is sewn and cemented between pieces of $\frac{1}{16}$ in. ply, backed by $\frac{1}{4}$ in. sheet balsa. Now cement undercarriage and fuel tank into fuselage. Sheet cover bottom up to door which is attached to fuselage with a nylon or linen hinge.

Cement diagonal cabin struts, Former D, and celluloid windshield in place. Glue nylon round nose for added strength. Cover with heavyweight Modelspan" and give two coats of dope.

Wing and Tailplane

No dihedral bracing is incorporated in the wing.— the writer having found from contest experience that in the event of a crash it is better for the Outer wing panel to be knocked off as a whole, than to be broken into pieces—making quick repair difficult. Cover with Jap tissue, or lightweight "Modelspan." Give one Coat of dope and one coat of a mixture of 2 parts dope, 1 part banana oil, adding 6 drops of castor oil to 4 oz. of this mixture.

Engine Mounting

An Elfin 2.49 engine was fitted to the original. Four 6 BA. cheese-headed bolts are inserted in the lug holes and the heads of these locate into recesses in the front former. The engine is held in place with elastic bands. The nose can be easily modified to suit other engines.

The timer and cut-off valve have been omitted from the plan for clarity.

The d/t parachute is 12 in. diameter, with a $1\frac{1}{2}$ in. hole in the centre and is attached by 3ft. of line.

Flying

If flying the Wagon as a P.A.A.-load model, make all test flights with the load in position. Use 5 sec. engine run at low revs, for first tests under power. The climb should be to the right. If the model turns left on the glide, power may be increased, but stick to 5 sec. run. Should the model climb and glide to the right be careful about increasing the power. Use side-thrust if turn under power is too tight. Adjust turn on glide by means of trim tab.



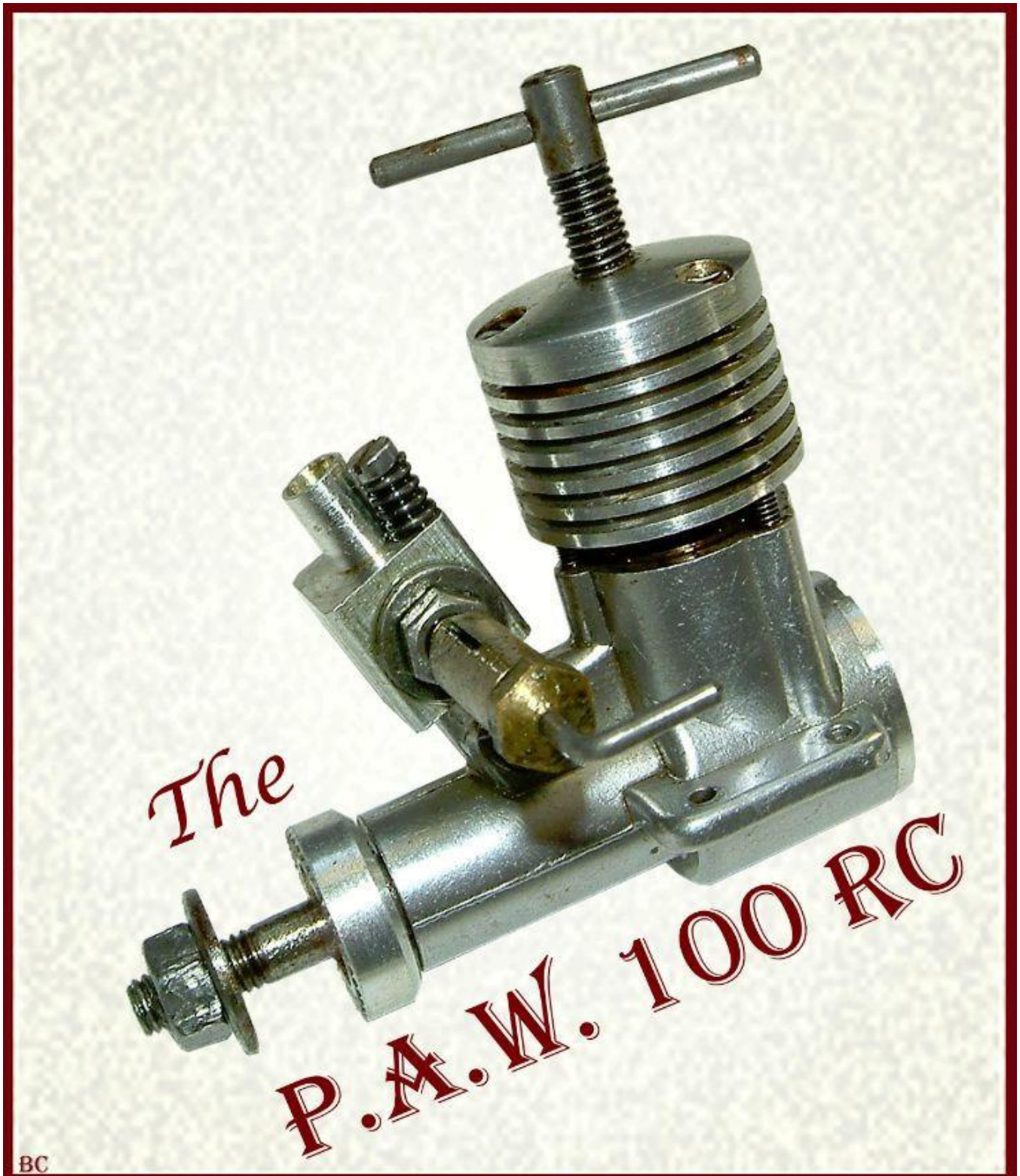
James,

This may be « only » a 1cc PAW, but it's a perfect choice for very many smallish vintage and scale models. Consider all the old APS FF scale designs for engines around 1cc, for example, and you can drift into all sorts of lovely old timer flying dreams...

Two or three people on other continents asked me to do a video showing the operation of a small PAW RC engine, so I did.

It's here:

<https://www.youtube.com/watch?v=0FwT5pKOHgw>



From Dave Platt

Two or three years ago at the evening sport-flying session at the Barkston Nats there was a fellow with a beautifully-made Halo, with a Mills .75 as I recall. Well, the Halo was a design of mine from my days with Keilkraft about 1957. Anyway, I resolved to make one again for myself so here it is. An Allbon Javelin powers it nicely for a super-sport kind of flying.



(Apologies for photos I couldn't download correctly JP)

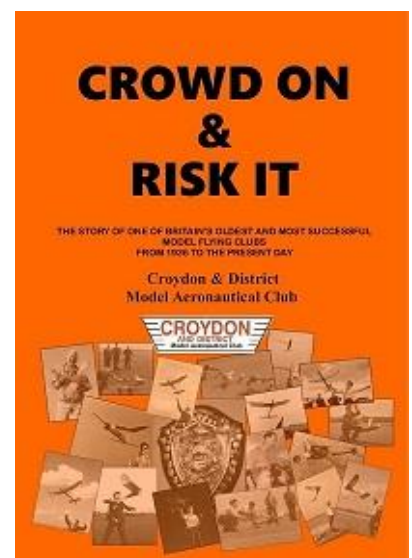
From Martin Dilly

CROYDON AIRPORT MFC

"For the avoidance of confusion could I clarify that the club that Dave Bishop repeatedly refers to as "the Croydon Club" is actually no such thing. It's actually the Croydon Airport MFC and was formed, as far as I recall in the 1970s, so let's please do them the courtesy of using their right name. They fly mainly RC.

Croydon & District MAC was founded in 1936 and flies competition free flight. It's been known as 'The Croydon Club' since it was formed; I know as I've been a member since 1949, since which time 24 of the club's members have represented Great Britain in World and European Championship teams. The club's members have included a commanding officer of the Battle of Britain Memorial Flight, the director of future programs for Boeing-Vertol, someone who pioneered the Schlieren wind tunnel photographic technique that led to supersonic flight and Concorde, one of the world's most experienced glider pilots and holder of the Gold Medal of the Royal Aero Club, and the man responsible for turbo-fan intake design and noise reduction at General Electric Engines.

S&T readers interested in a bit more model flying nostalgia will enjoy reading *Crowd On & Risk It*, a 73 page history of the club and the heyday of our sport (think Fairlop and Chobham). Here comes the plug: it's available for £8.00 from Martin Dilly, at 20, Links Road, West Wickham BR4 0QW or at martindilly20@gmail.com "



That Favourite Model

Strange I have quite a few models covering quite a bit of aeromodelling that is free flight, slope soaring, 600 RES electric thermal, vintage RC, modern RC the list goes on but out of each class I have one particular favourite. Free flight power the model is the Bi Bi a kit I bought a few years ago from OSMAF absolutely brilliant. As regards gliders well a simple KK Dolphin even from a hand launch it glides very well and

extended flight. With RC it was my Mini Super which I built in 1998 to fly while in Devon for a holiday, it fitted in the boot whole and didn't require much glow fuel. The OS15 eventually, after 12 years, reached the end of its life and was replaced by a Thunder Tiger GP15 which fitted exactly being same diemnsions of the OS it must have flown hudreds of times but with castor oil now beginning to take its toll etc etc something new was required.

So for a replacement I must thank North Cotswolds MAC because their event back in August had a couple of comps one being Vic Smeed models and other Sid King's Novice the pan and kit from Traplet. As written before I hadn't quite finished my version, 40 in span electric version, so didn't take with me – big disappointment. I finished the model and decorated with "Chimp" art and then that first flight straight line off it went and what a really excellent model it is flies fast, slow, rolls, loops and all completely stable an absolute joy. Mine is powered by a Turnigy D2822/14 1450KV and a 3 cell 1.3 li fe battery on an 8x6 yellow Kavan prop. I did make up a very crude cowl as a bare electric up front looks awful.

I was talking to Derek Foxwell about it and he got a plan, drew up the parts and laser cut one for himself although he made a proper cowl, anyway pictures below.

For OSMAF contact Derek theosmaf@gmail.com

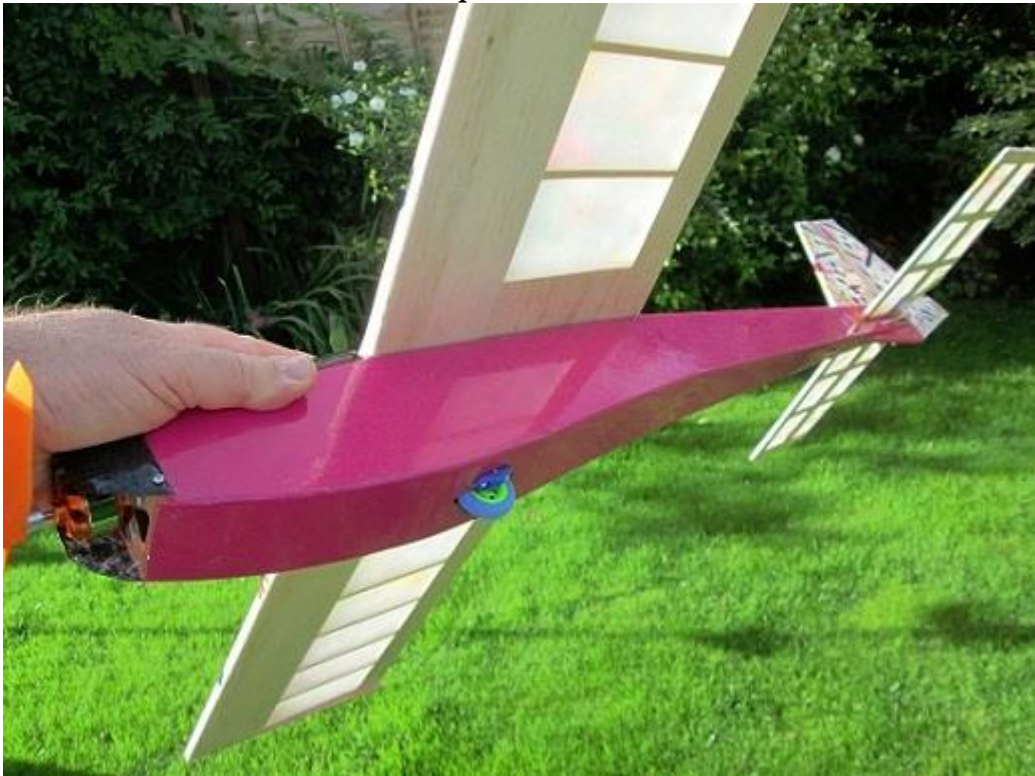


Derek's version is superb





Chimp art at its best



Wimborne MAC control line day Sunday 9 October 2016

Good turn out and reasonable flying conditions, grass just cut what more could you want?



Both types of Ace one on left is more advanced flying. Kits from Den's models



Den with control line proving airframe with retracts. 4 channel radio incorporated into handle as a removable module which can also be held separately, absolutely brilliant





Chris Hague's model







Brian Beacham built Kittyhawk flown by Chris Hague





Dick James launching



Dick Stepney



Ross King looking pleased

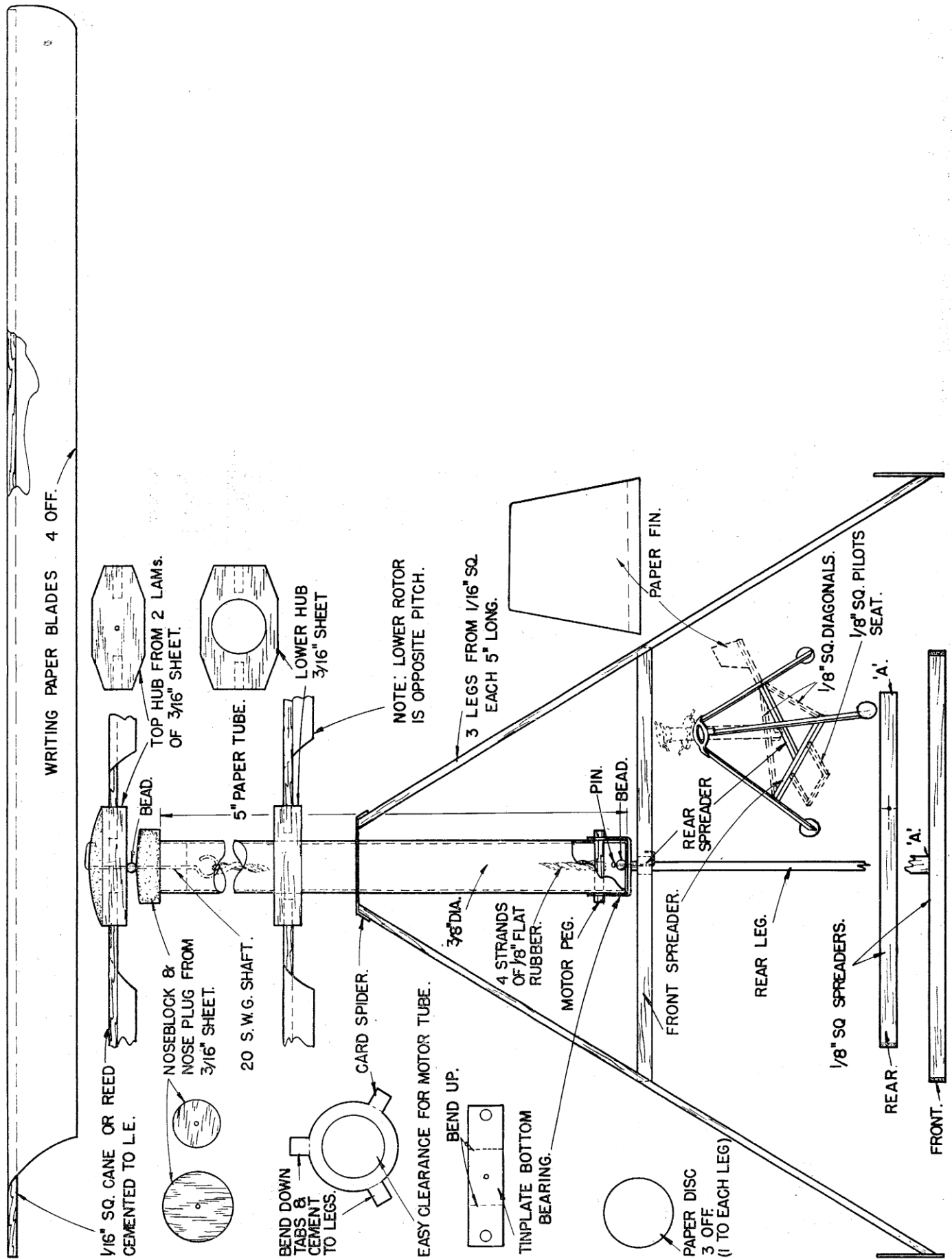


Caulkhead Gill has been competing with Den over alterbative controls for CL models. Den went RC Gill went down the mind control route with utter concentration he points to where he wants the model to go the elevator and flaps respond immediately then it crashes.

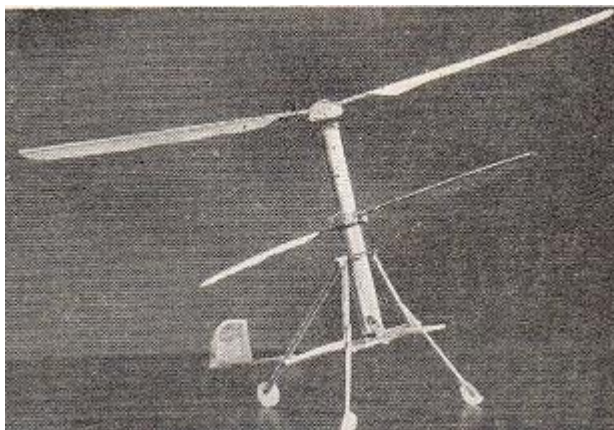


Den and Autogyro





Hoppicopter Make this indoor helicopter in an evening for a novel contest in the clubroom, suggests F. G. BOREHAM From Aeromodeler November 1955



Taking its name from a tiny single-seater co-axial American helicopter the "Hoppicopter" is a tiny frame work of fun that calls for a few strips of balsa, some cane or reed, two beads, 20 swg wire, a scrap of tinfoil and some writing paper. All set? Lets start with the 5 in. long paper tube, which we make by wrapping cement coated writing bond around a suitable 3/8in. dia. dowel. Noseblock and plug, and the two rotor hubs are shaped from 3/16in. sheet, then the writing paper rotor blades are attached to cane leading edges.

Now we can assemble the working parts, fitting a dowel motor peg in the tube and making up the 20- gauge top

rotor shaft. Plug the blades into their respective hubs, making each droop at the trailing edge to get a pitch angle, and slip four strands of 1/8 in. Rubber between shaft and peg for power. We can now experiment with the basic helicopter, adding the "fuselage" frame later.

Wind up the motor and release, pointing vertically. If the 'copter has a wavy, unstable flightpath, slide the lower rotor down the tube and try again. If you slide it too far down, the reaction might be to make the whirly-bird go head first into the ground. The medium position gives a true vertical ascent. This little demonstration illustrates the importance of the CG. Position relative to the centre of pressure, and when the fuselage is added, the lower C.G. acts as a stabiliser, enabling the rotors to go closer together.

Why not have a "Race to the ceiling" contest on your next club night?

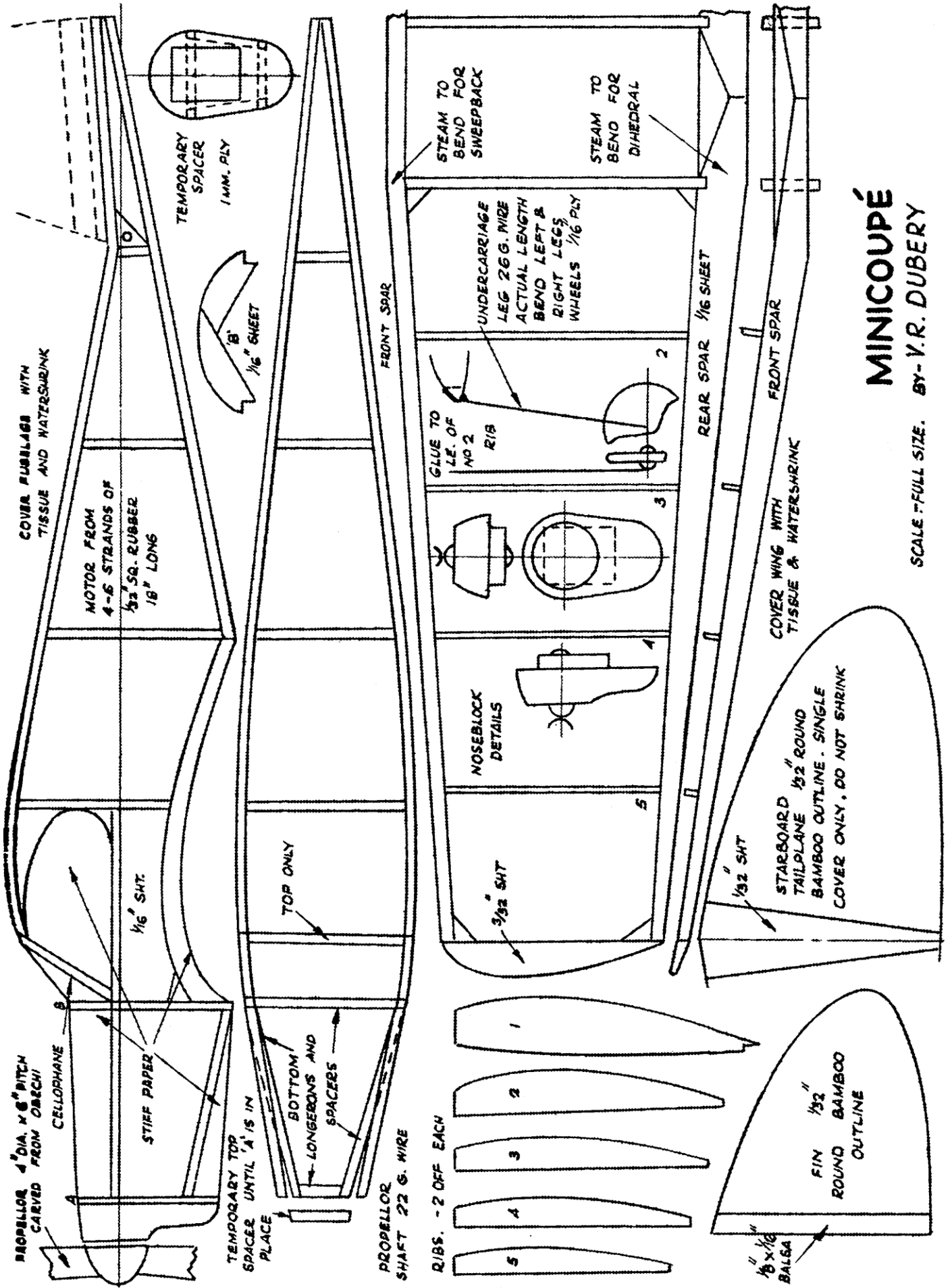
From David Bintcliffe

These include a line up in the garden, a small electric assisted glider bought partly finished at auction and looks as though it was made in the 1950 s , Hobie Hawk made by the same company that made The Hobie Cat sailing boat , a line up of seaplanes and finally the 352 delta from ? The 1970 s , a design by the "Straight and Level " article writer Peter Russell(which flies well)...the scale electric powered Schneider trophy seaplanes are Deperdussin,Nieuport,Macchi,and short Crusader.









MINICOUPÉ
 SCALE - FULL SIZE. BY - V.R. DUBERY

Minicoupe by Vic Dubery from Model Aircraft July 1950

This little model should be a pleasant diversion from competition jobs and well worth the few hours work and scraps required to build it. It makes realistic flights outdoors in a restricted space or indoors free-flight and r.t.p., and is very robust for its weight.

Though simple enough for a beginner the plan should be studied carefully before commencing building as it has been somewhat cramped to enable it to be presented full size. You will need to trace to obtain the right-hand wing and left-hand tailplane.

The fuselage is straightforward but the use of the temporary spacer to retain the nose shape until former A is cemented firmly in place should be noted. Cover the underside of the wing saddle with stiff paper and add the cellophane and other stiff paper parts as indicated. Cover the remainder with tissue, leaving a hole for access to the rear of the rubber and water shrink only.

Be careful when bending the tailplane and fin outline to keep the curve all in one plane. Single covering should be used and not shrunk. Build both wing spars in one piece, then lay one side flat on the plan and add ribs 2-5 and the wing tip. When dry, weight the other side and add the corresponding parts. Ribs No. 1 should be added after the wing has been removed from the plan as these have convex undersides. Cover the wing with tissue and water shrink but be careful to avoid warps.

The undercarriage legs are glued firmly into each leading edge at No. 2 rib. If you wish your model to have the appearance of a retracted undercarriage in flight try using sheet celluloid for wheels and the thinnest wire that will support the model.

The noseblock should be made a good fit into former A as there is a slight downward pull on the rubber which might give unwanted upthrust. A neater bearing can be made by using aluminium sheet instead of the cup washers shown. The propeller-shaft should be of 22-gauge wire. A carefully carved obechi propeller of normal proportions is more efficient than a bought balsa one and may obviate the necessity of adding ballast to the nose. A Frog Mk V interceptor propeller is also suitable.

Complete the model by cementing the tailplane and fin in place, attaching the wing with a rubber band and installing a 12 in. loop of 1/8 in. X 1/30 in rubber. The model should balance at 7/8 in. back from the leading edge at the centre section. For r.t.p. use 4-6 strands of 1/32 in. square rubber, 18 in. long should be used. Test over soft grass in the usual way, making side and downthrust adjustment with small packing pieces behind the noseblock. The original model was made to spiral steeply to the right on take off and glide straight. When adjustments are satisfactory a neat job can be made of the noseblock and the final finishing details added to taste. Civilian registration letters make no end of difference to the model's appearance.

Rubberpower meeting on the airfield Gheid in Olten, 10.22.2016 Peter Ziegler, Switzerland

After the spring meeting could not be performed due to discontinuation of the old premises in Frauenfeld, succeeded least to save the autumn meeting. Thanks to the cooperation of the SG Olten and its President Oliver Bachmann the autumn meeting was on the airfield Gheid in Olten held. Here we found ideal conditions for our occasion. Thanks to the slope of the gliding Square and its surrounding land of meadows large spaces were available for the flights of models. The groundwater-pumping stations in the southeast of the square and its surrounding trees did not interfere.

In glorious autumn weather, nine friends of rubber powered model airplane met for this year autumn meeting. In addition to the veterans of this meeting some new faces were to be seen. Two comrades traveled even to from Germany. After the morning fog had dissolved, the court commission took place with regard to the rules applicable to an active airfield. After the flight operations began and the models up in the sky. Thanks almost no wind in the morning and at midday remained long walks from the back of the pick up models. Only in the course of the afternoon the Bise (Wind from east) became noticeable and with slight detachment flew some lightweight models further west, which led to marches. Free flight is stop but "Modellsport" but a beautiful sport.

We also had access to the clubhouse the SGO, was also a good infrastructure. We were greeted and warmly welcomed by the members present SGO. This led to interesting discussions among airmen friends. They learned a lot about our division of model flight and we know much about the glider and the winch launch. This is the only permitted start mode on the airfield Gheid.

What was available on models, to let also see. There were back to admire 40 different models. Including a driven rubber-powered helicopter. Even though not visible in flight, he was an interesting object.

While some already went in the course of the afternoon on the way home, the remaining ones remained until the evening and the cozy round dissolved only as of around 18:30. Everyone agreed this was a completely successful event. Repeat requested.



Bellanca WB-2



Bellanca Citabria





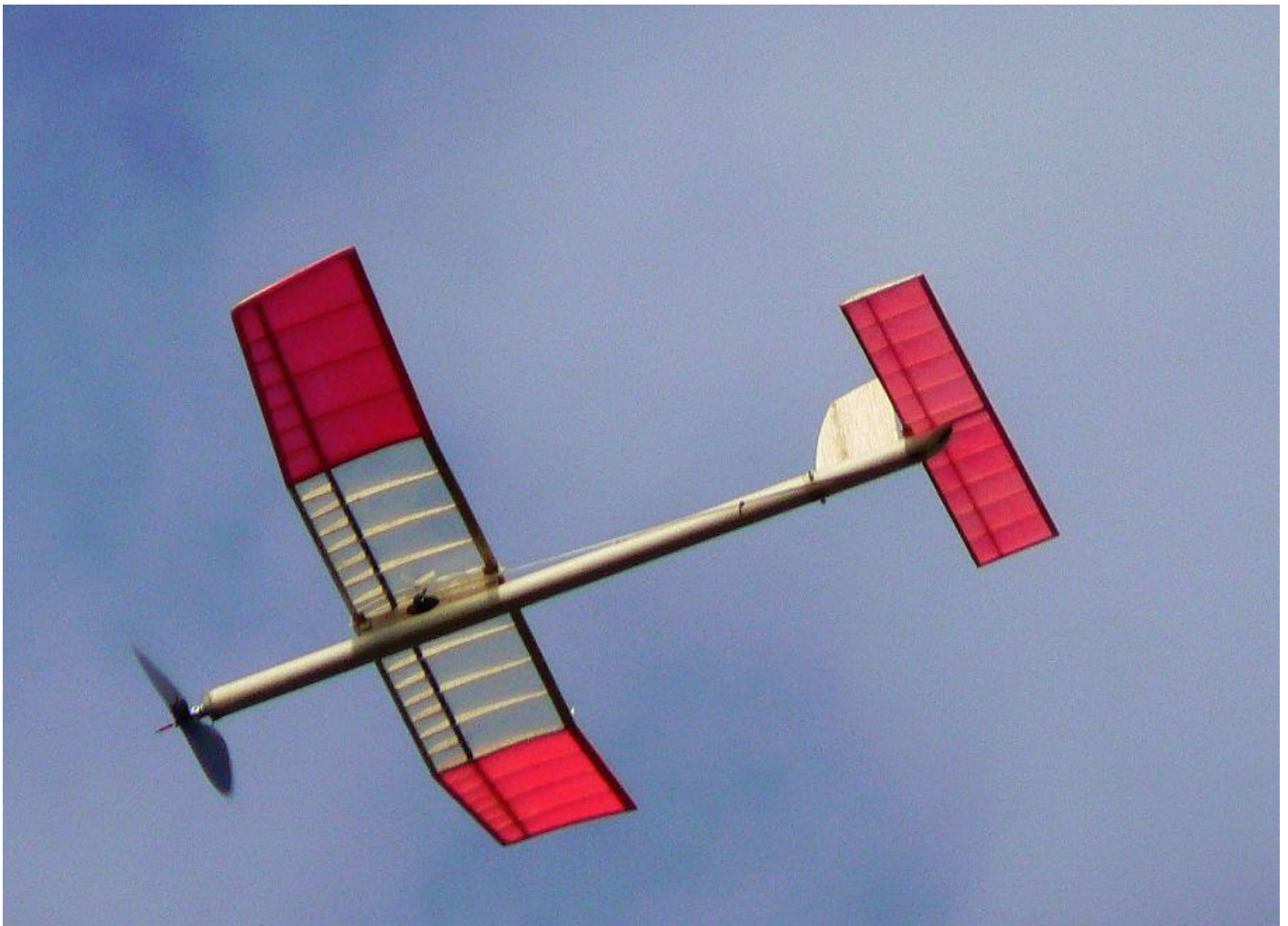




Group Portrait with Lady:

Back from left to right: Georg Kundeylakis, his daughter, Peter Hunn, Martin Lambert, Alfred Genter, Klaus Bucher, Peter Keller

Front from left to right: Pham Than, Roman Gröner, Peter Ziegler



P20 model



Frog Redwing



Guillows Javelin



Hawker Hurricane



Hiller UH-4 Commuter



Himmelsstürmer



JAK - 3



Kopie Von



NA P51-D Mustang



PC-6 Turbo porter



Praga E-114E Air Baby



Pilatus PC-9



Piper J3 Cub



Pistachio models



Proisioning area



Self construction





View East



West Wings Aries

Last weekend

There were two events planned for last weekend Saturday at DMFG and known as The bacon butty, tea and cake meeting and Sunday the end of year 600 mess around and trophy awards at Wimborne MAC. Enough of the writing now the photos.



Darren Bumpass's Spectreas designed by Peter Kessell



John Taylor and his jumbo rubber Pilatus



Roger Sims bending over



An electric model that everyone knows what it is



Roger's Black Magic



John Bainbridge's 30" swapmeet Simplex



Junior 60 with Peter Rose's 600 glider



John Taylor's other models





John Bainbridge aka Blind pew aka Free flight ballerina



Pilatus and in background a Fun Cub



It was a bit misty during the day



Aka again with smaller 30" Simplex



Stewart Hindle's control line Flea

600 next day



Rick Churchill with a many spare bits 600 model



Waiting for competitors to get into line for the mass launch



Jeff Fellow's new model

SHOWSCENE by Dave Bishop of DB Sound.

Well the news that the government will be spending a whole lot of money on chasing these Cyber Crime people has come too late for me sadly. As I have told you recently in Sticks & Tissue, my office computer that has been encrypted is now in the hands of much cleverer people than me. It seems that I have “lost” many years of work that I thought was safely stored, as even the automatic back-up was ruined as well. I was offered by these “Cyber crooks” to have my computer reinstated for £600, which was an offer that I was advised not to take up as it was guaranteed that further demands for more and more money would follow. So, many hundreds of photographs and my life stories of visits to present aeroplanes to huge

audiences at some 62 different airshows at places at home and abroad, are now lost, thanks to these awful people. So for now here are some of the pictures and places where I have had such enjoyment that I have found on various CD's along with the notes made at the time.
All the best, Dave Bishop of DB Sound.



This is the Bleriot of Henk van Hoorn that successfully crossed the English Channel on APRIL 15 – 2011.



The Sevenoaks Club members had a visit one Saturday morning, many years ago, to MERCO the famous engine manufacturer by Ron Ward. A great day out.



A young David Addison (in the 1960's) is seen starting his engine for an inter club Ripmax Spot Landing competition. David is now the chairman of the Sevenoaks Flying club.



It's amazing what wonderful details are taken for granted nowadays for scale radio controlled models and this foam T28 Trojan taken at RAF Kenley is no exception. It not only looks great but flies superbly as well.



All home built Victor bomber by Andrew Johnson of the Liverpool club which flies beautifully. Andrew stopped the show at Plumpton Racecourse many years ago with his magnificent huge foam built Concorde that made history on that particular day.



Yours truly at work on the shore at Southampton in 1981 at the 50th anniversary of the Schneider Trophy near to the Supermarine works.



Dave Neiman was “the” man flying his helicopter and this trick of me catching hold of his model was a show stopper many years ago. The exhaust was pointing downwards and the oily smoke was something one had to put up with.



Can anyone recognise any very much younger people in this picture taken at an FAI competition Cranfield? Here is a clue; one of the chaps is team manager Geoff Franklin.



Yours truly age 14 with an American designed model named Skipper powered with a Frog 100 diesel. Picture was taken at Ford aerodrome in Sussex which is now an open prison. The model flew like a dream, right off the board and in a competition, won me 6 sheets of real Japanese tissue!



Quite a “yucky” picture of the opening day at the Dubai International airshow taken in April 1998. The temperature was some 130 degrees in the desert and you can make out Dave Boddington taking pictures of the (then a young Prince and now King) who was flying a radio controlled model under the guidance of the great John Greenfield. Ali Machinchy is in the foreground.



Just some of the many models at the 1998 Dubai airshow that the Ghost Squadron employed a huge Russian aircraft to take the British aeroplanes there and back. At the show we weren't allowed to stage any explosions such as an air raid for some reason.

From Barry Mourant

I have some free flight items for sale listed below would it be possible to place them in Sticks and Tissue for me.

1. Master Airscrew Prop 9x6 & 7x6
2. Graupner Prop 8x6
3. Small silencer
4. 3 pr 55mm & 2 pr 50mm Dia Wheels
5. Small ally & rare sky streak spinners

These items are all new Regards Barry Mourant
 Tel 01483 574765
barry.mourant@outlook.com





Belair Kits are very pleased to have been appointed BRODAK dealers for the UK and Europe. Modellers can now purchase all their control accessories, including flying lines, handles, bell cranks, metal fuel tanks and many other items required to finish off their models. The Brodak range will also complement the

ever increasing range of Vintage/Classic CL models Belair Kits produce as parts sets, such as the Humongous, Peacemaker and Rascal shown.

Call Belair on 01362 668658 or visit their online shop at www.belairkits.com Our free Vintage catalogue is available, just call for your copy.





Regards,

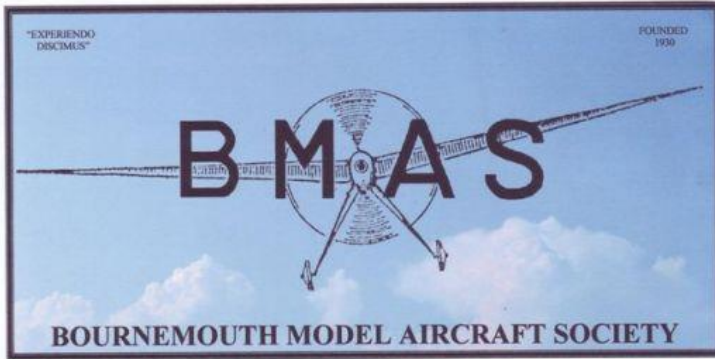
Leon Cole

Belair Kits

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 CONTACTS: JOHN TAYLOR 01202 232206

All dates are Tuesdays
 22 November

FLITEHOOK

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

Café on Site

Contact Flitehook
 E-mail flitehook@talktalk.net
 Tel. No. 02380 861541

Flyers £6, Spectators £2

Sundays 10.00a.m. to 4.00p.m.
 2nd October 2016
 6th November 2016
 4th December 2016

Tuesday 27th December 2016
 10.00a.m. to 3.00p.m.

CANCELLED

2017
Sundays

8 th January 2017	9.00a.m. to 1.00p.m.
12 th February 2017	10.00a.m. to 4.00p.m.
12 th March 2017	10.00a.m. to 4.00p.m.
9 th April 2017	10.00a.m. to 4.00p.m.

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