

Sticks and Tissue No 154

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".

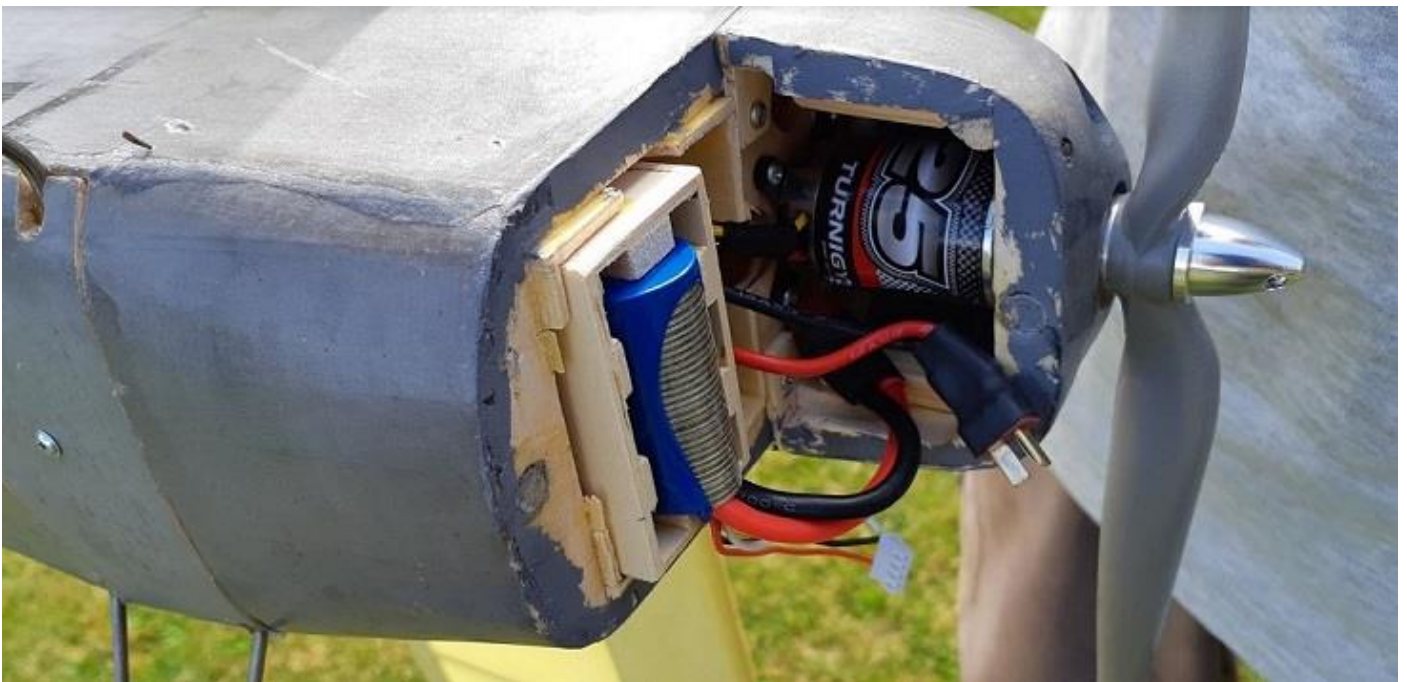
Thanks to Mark Venter back issues are available for download from <http://sticksandtissue.yolasite.com/>

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



From Hans de Vries in the Netherlands, "The Dutch Old Warden"

You may recall last month there was an article by Sid King and accompanying was a lack of photos I couldn't download, well never fear here are those photos and worthwhile to look at. JP







Sid with his Black Magic

“ THAT OLD BLACK MAGIC ”
by John Ralph

A nice old song and in our world of nostalgia for memorable model aircraft , a name that brings back memories of one in particular. I was reminded of it when I opened up a recent edition of S&T (BA's). There was my pylon racing friend of half a century ago Sid King holding his latest creation, an updated, up scaled BLACK MAGIC.

As I read Sid's storey of long ago my own similar memories came flooding back. I am full of admiration for Sid and all the other “ Old Timers” who are still building. I wish I could offer something similar but although I still fly a few of my old creations I have built nothing new recently.

However the editors of two well known current aero modelling magazines have seen fit to resurrect two of my past designs which you may have seen ? Some of you may have also come across a reproduced article of mine a couple of years ago credited to “ The LATE John Ralph “

So through this modern medium of “ Space Time Travel “ I can assure my many friends out there that I am still around and able to tell you of my bit of “ BLACK MAGIC. ” nostalgia .

I still have a copy of the September 1947 Aeromodeller which introduced me to the design. There on the cover is a picture of an attractive model climbing away into the blue. Like Sid I was just a lad in 1947 but had managed to save up the princely sum of four guineas for an ED Mk2. (I still have its box but sadly not the engine.!). I had already used the engine in a “ HALFAX TRAINER “ CL model but was itching to try free flight with it. The BLACK MAGIC looked a good design so I decided to make my simple version of it. With a sheet of wall paper laid out on my bedroom floor and a copy of the Aeromodeller to to crib from , a plan of “ MY ” BLACK MAGIC ”took shape . My version would have the same wing span but be made much simpler in various ways. The fuselage would be of rectangular cross section and constructed mainly

from ¼ sq balsa with the tail plane placed on the top, the fin being glued to it, and the unit held down by bands.

The nose was squared off, running parallel in plan from the cabin. I decided to mount the engine inverted as on the elegant original with a large “Grinning Mouth” cooling cut out in the ½ in. sheet front former. A curved removable top cover for engine access was also drawn up.

It is a long time ago but I do remember I used commercial alloy engine mounts screwed to a ply former just ahead of the cabin. Behind this former I fixed a short piece of aluminium channel to take a plug in 10swg wire undercarriage. That way I could remove the latter for transport. In those days that was in a large cardboard box strapped to the handlebars of my bike. Our (The Gloucester & Cheltenham MAC.) flying site at the time was at Staverton airfield some seven miles from Gloucester where I lived. Anyway, back to the design (I hope some of you are still reading this!).

As I said the wing span was going to be kept as the original but would be held down by bands onto the top of the cabin. I planned to use a simple way of joining the wing halves to mount in this way. The root rib of each wing would be set at the required dihedral angle. The completed halves would then be butted together and a piece strong cloth glued down across the sheeted under surface. (which has to be flat!). The wing halves are unfolded and bands are stretched between pegs on the top surface of the wings before they are banded to the fuselage. The wing is folded together for transport. I think I had seen the idea somewhere, anyway it worked well - read on.

I note that Sid does not trust “Modern” rubber bands and has wisely used bolt on wings for his RC. version.

A few weeks pocket money was needed to buy the materials and parts to build the model but eventually it was completed. Covered in tissue, with black fuselage and fin and black and white wings and tail plus 3in sponge wheels it looked splendid to my young eyes and I was rather proud of it. My Dad got out the family box camera and took the misty photos you see here.

So did it fly? - Yes, after a rather shaky first time out.

After a few hefty hand launched glides (over long grass!!) the need for nose weight was clear and this done the fuel tank was charged using my trusty “Valve Spout” (Remember those?)

The first problem was starting the inverted engine as hydraulic locks needed clearing all the time. The compression on the ED. Mk2 was a pig to adjust. A “grown up” helped me by holding the model on its side until I got the engine running then after a hefty hand launch it was away. After a minute or so of rather wavy circuits the engine cut and the model “arrived” back on Terra firma rather heavily which broke the fuselage cleanly in two! The ¼ in longerons had snapped just behind the wing where the 1/16 in side sheet finished abruptly. Lesson learnt. I should have tapered off the sheeting towards the tail. When I repaired the fuselage, I sheeted the sides all the way back to the tail.

Subsequent outings proved the model to be a reliable “Plodder” once up but starting the engine was always a problem and I got fed up with it.

I also wanted the excitement of open power contest flying that I saw being done with models like the KK Slicker; Hells Angle; Banshees etc. etc.

I eventually swapped “MY BLACK MAGIC” for a Mills Mk2 ready for my move into contest flying. But that as they say is another story. Some of you are probably thankful that this one is over!

Thanks Sid for stirring up my memories, I look forward to seeing more of your “BLACK MAGIC”. No engine starting problems for you!

I have included a few images which relate to my ramblings:-

Sid and myself getting ready to hack the pylons in about 1969; me with the model I have described above plus a few copies of pages from the Sept. 1947 Aeromodeller. Oh yes, I could not resist including one of my old ED box and finally one of me in my current “den”. Note the “Chequebook” models.

Over & out. from JR. in Penzance.







NELSON 15 *Diesels*



BC

From Brian Cox

From Jörgen

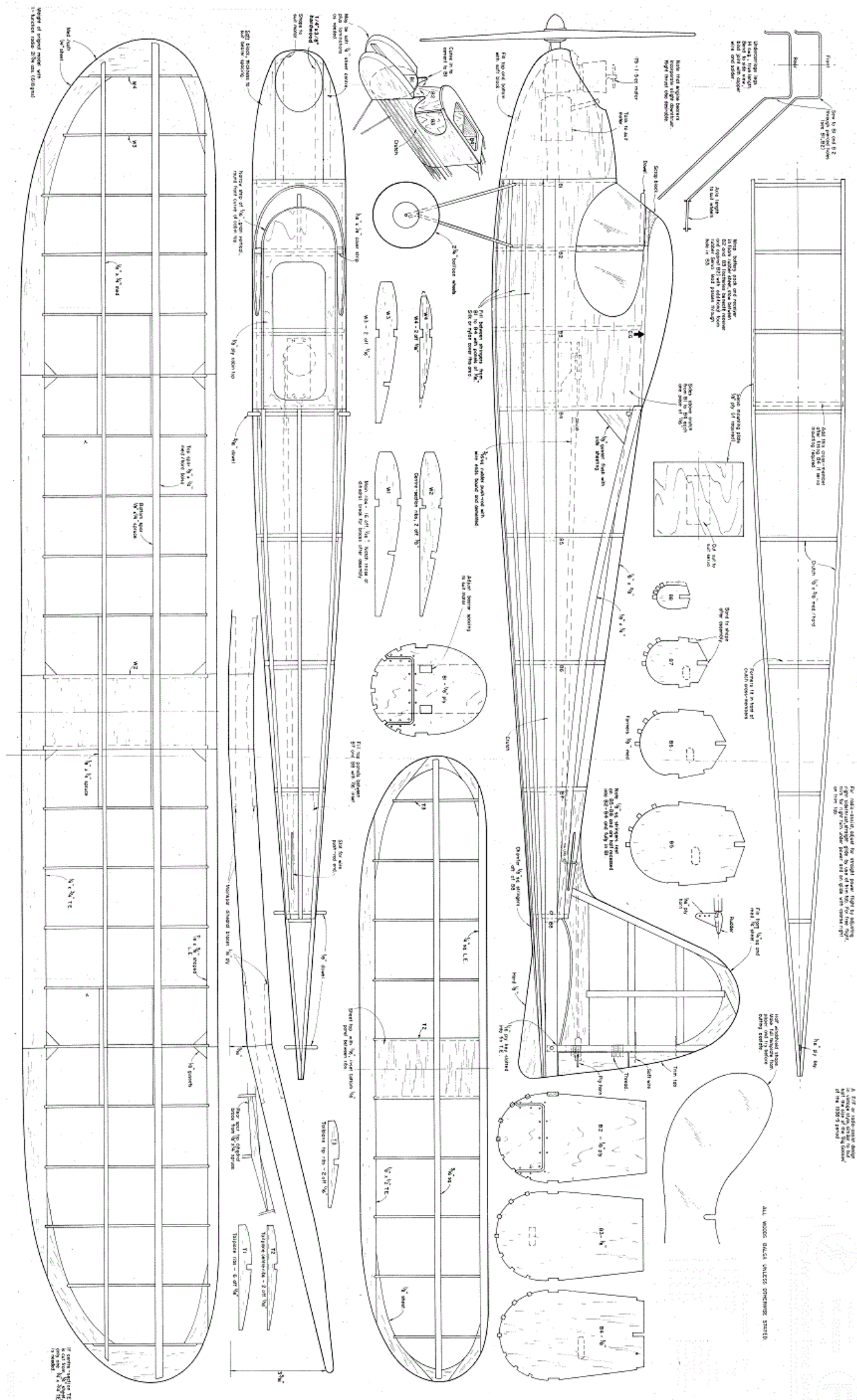
Hi James today I flew my Sam I Am for the first time flew great and SAM 50 is a gem tree flights today after the Cold stopped me 4 degrees Celsius.

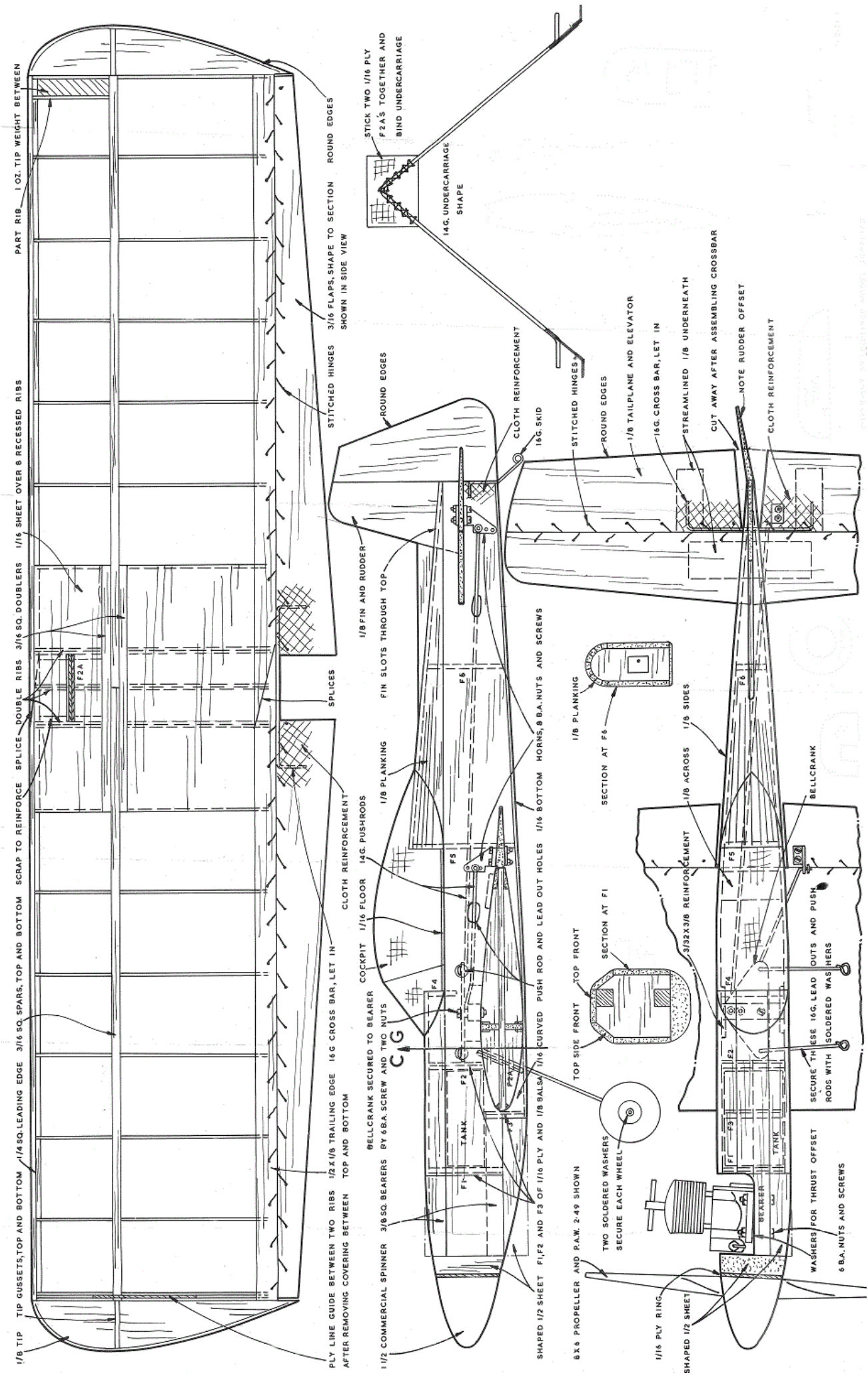


The following are two plans of models I have built two each of. The first Miss 38, overpowered with a PAW 1 cc plain bearing engine, by Vic Smeed was a really good flyer until I busted it, the replacement after much use I discarded when I moved home.

The second is a control line model Lucky Lady PAW 2.5 cc of which I wrote about in an early edition of S&T. the first I smashed up over tarmac at Croydon, Three kings site practising inverted flight and second again after some damage mainly related to fuel creep I discarded.

The Miss 38 (Peter Renggli has one), I'm determined to build again perhaps two one FF and other R/C.



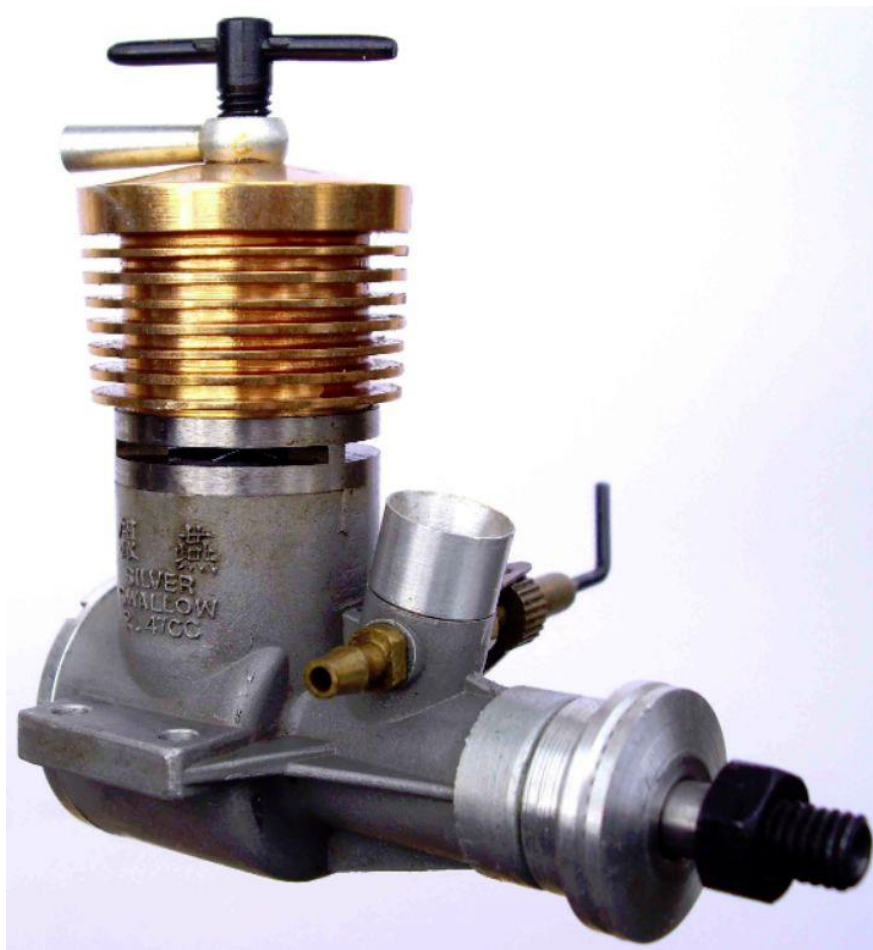


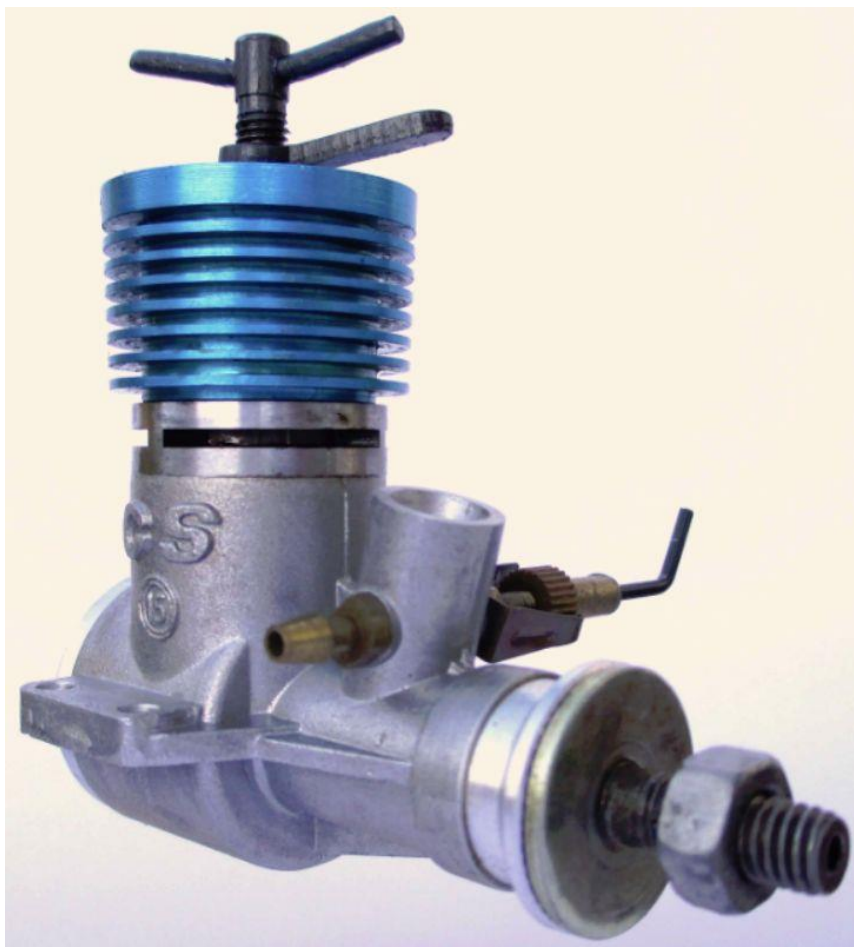
The Yin Yan or Silver Swallow 2.47cc

It really does seem a long while ago when I bought my first model engine that was made in China. These days everything seems to be made in China? In the early 1960s anything made in China was eyed with suspicion that it might not be fit for purpose. I lashed out £6-40 sometime after decimalisation in the UK (15-2-1971) to buy a new Silver Swallow 2.47 cc. The first series of these engines were named Yin Yan but by the time I bought the engine 'Silver Swallow 2.47' was cast on the right side of the crankcase leaving no doubt what the engine was called. For it's time as a general sports engine it was hard to beat and it came with an exhaust collector, a dedicated spanner, mounting screws, nuts and spring washers. Adrian Duncan's Website has a very comprehensive history and information on these engines. As there were subtle changes made during the long production of these engines Adrian has a numbering system to identify the progressive changes. Some engines have a serial numbers from which it is possible to work out when the engine was made. My engine serial number indicates it was made in November 1966 I wonder what happened in the intervening years before I bought it! These engines were well made and ran well. However some of the engines would break crankshafts after a few hours running. Adrian offers a simple solution to reduce the chance of this happening.

Two years ago at an Auction I bought another Silver Swallow 2.47 cc for £14-20. So these engines are still available because they made such a lot of them. This was a slightly later model with a smaller venturi insert. For a brief while the engines were made by Jin Shi until taken over by CS who eventually marketed the engine under their own name. The pictures show my original Gold Head engine, the later Blue head version and CS 15PP also with a blue head.







Raynes Park MAC Website by Alan Holmes

Due to a problem with the .co.nf domain the Raynes Park MAC has been unavailable for a while. I have moved the website to a new domain and the website is up and running again. You can now find the club site at www.raynesparkmac.c1.biz

I have added some new material and more will be added in due course. The current issue of "Sticks and Tissue" can once again be viewed there.

From Hans de Vries - Vintage models in the Netherlands

I have received stick and Tissue already for many years, but never sent any pictures.

There are however a number of enthusiast people in the Netherlands who still build and fly these old timer models, often using diesel engines and radio assist.

A group of these people is organised in a club called "the first aviators". They fly on a piece of Farmland in a similar setup as used at cocklebarrow farm.

Just a week ago we had a meeting where a lot of vintage models were flown and many beautiful pictures were made. Many of them are published on the "Mdelbouwforum" site.

Maybe you could use a number of these pictures in Sticks and Tissue.

To see the pictures you go to www.modelbouwforum.nl and go on the home page to the chapter "modelvliegtuigen"

You then click the topic "vrije vlucht/VRA and select "Dutch Old Warden"

On page 6 and 7 you find a lot of pictures from the last meeting.

I also add a picture of one of my own planes: a "Powerhouse" with an OS90 4-stroke engine.



Hans and his Powerhouse

The following photos were taken from the website. The website has just about everything imaginable in model flying. I downloaded quite a few of the photos which to me show a relaxed enjoyable meeting with great models. JP.































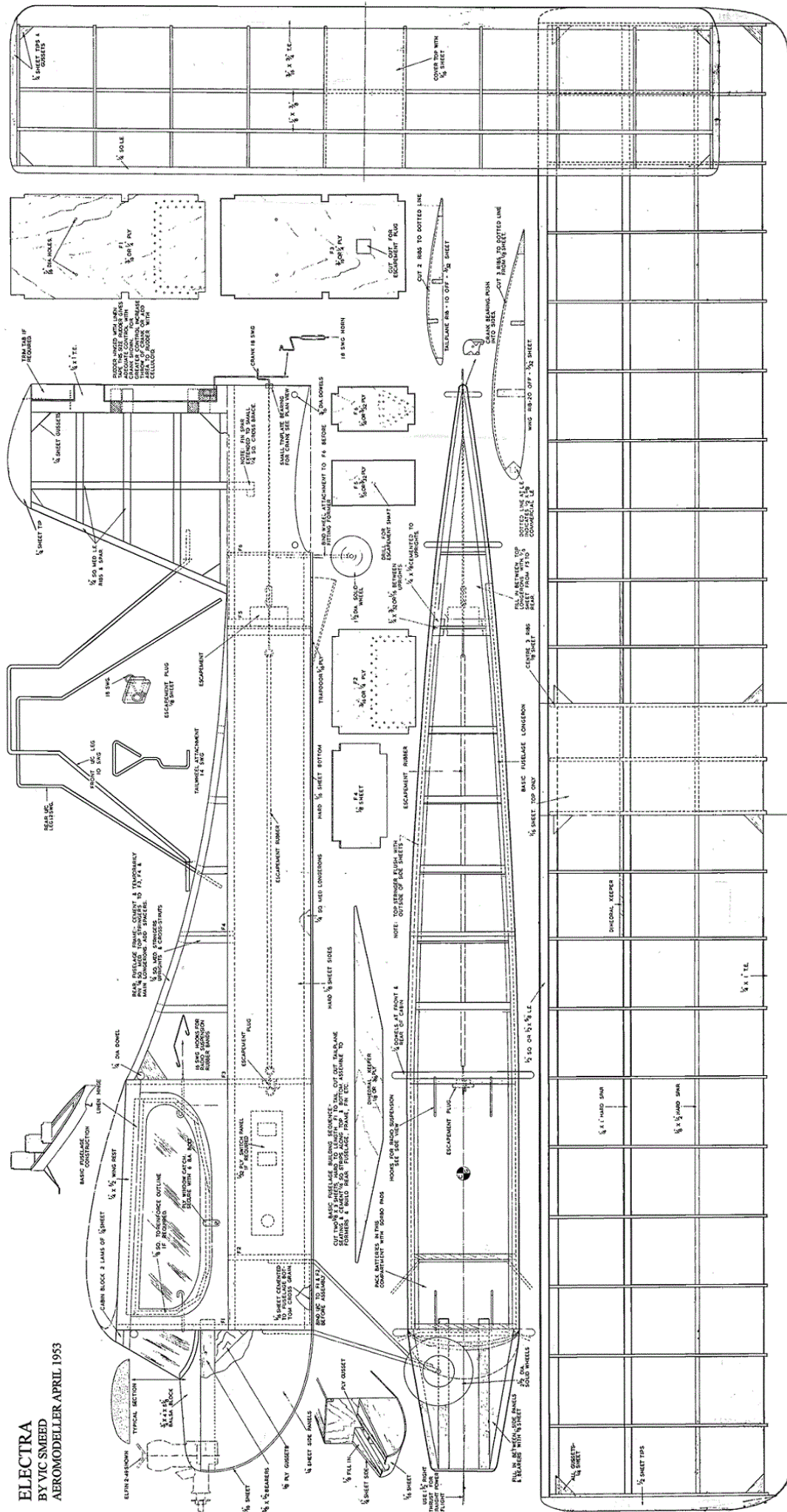








ELECTRA BY VIC SNEED AEROMODELLER APRIL 1953



Electra by Vic Smeed for 2.5 cc motors. Ideal for your first radio controlled model from Aero Modeller April 1953. 54" span.

Radio enthusiasts looking for the ideal model should pass on quickly from this page, since this job is



designed strictly for the radio tyro and far too stable for experts. In producing so stable a model, some penalty must be paid, and the chief disadvantage with this model is lack of smoothness when leaving turns. The dihedral is rather more than the expert would use, and it tends to jerk the aeroplane straight when the rudder is neutralised.

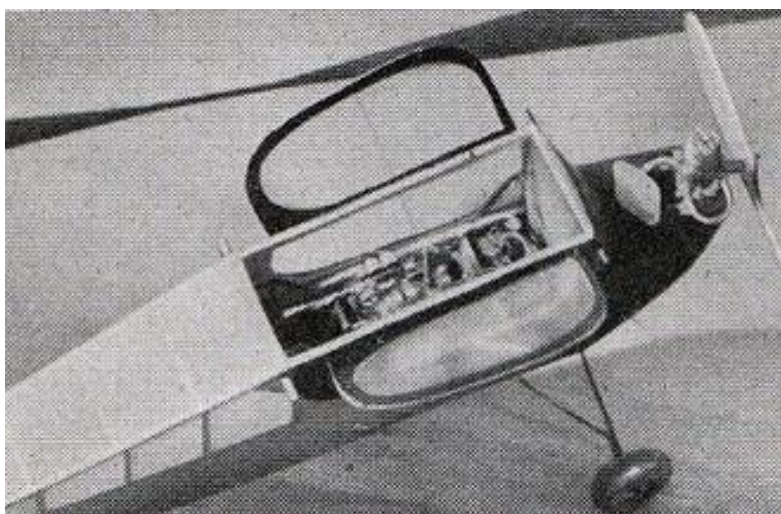
However, this is not a very serious snag for ordinary sport flying and does, if anything, make learning to fly rather easier.

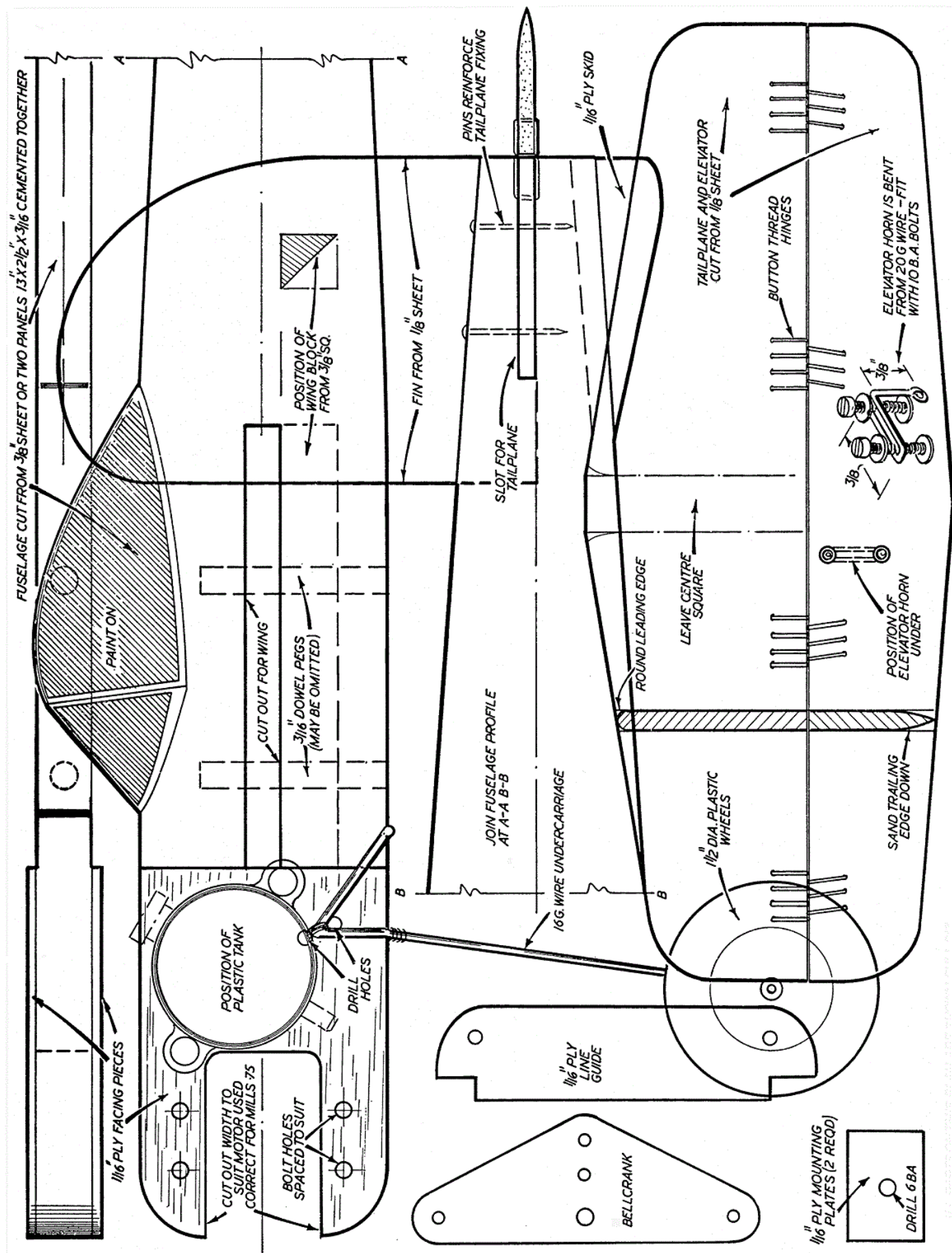
Other features of the design besides its stability are roominess and accessibility—helpful when wiring up for the first time—and extra-rugged construction. The original has been spiralled into the ground (due to a battery fault) with only very

minor superficial damage. The building procedure is, moreover, so very simple that radio experts with little modelling experience should have no difficulty in producing a flyable model. If you are a novice with a 2.5 c.c. motor, looking for a tough sport job, Electra" without radio will give you several seasons' flying with a minimum of maintenance and repair work.

With radio and batteries installed the final weight should be 47—48 ozs., and the model should balance on the rear spar or fractionally behind it. Glide test on a slight slope—in calm air it is necessary to run and launch the model hard, ensuring that the nose points down. Provided the glide is reasonable, power flights can follow two hand-glides, and should use the radio. Straight flight under power and on the glide is desirable, and a small amount of right sidethrust should be builtin. Run the motor and check the radio, then launch as before. Do not key the transmitter until a safe height has been reached, and then do not hold a turn on for more than 90°. Generally, Electra" should lose height to the right and gain to the left, although a prolonged turn will eventually lose height either way. The main thing is to avoid the feeling that you have to control the model—if built reasonably accurately and somewhere near trim it will be quite happy flying along without you panicking. The amount of rudder shown on the plan is adequate for control but not too much to get you in trouble; it can be increased as your experience grows.

Twice the amount shown produces quite a sharp turn and is as much as would ever be needed. Remember, neutralising is enough to stop any normal turn, but if you have let a spiral dive build up, opposite rudder will stop it; leave yourself plenty of height and you have nothing to worry about.





Scoot The perfect C/L model for beginners. 0.5 – 1 cc engines by Ron Warring from Model Aircraft November 1957



If you have never flown C/L before, here is just the model to start with. You can knock it up in about two to three hours—certainly in an evening—and it will last right through your flight training. All the weak points on a simple model have been eliminated and the original has put in hundreds of flights in the hands of various novices, has been crashed dozens of times and has still suffered no real damage.

Scoot is just the job, too, for flying on your front lawn, or in any space which will give you 15 to 30 ft. lines. With a Mills 0.75 for power and a fairly large prop, nobody can complain about the noise! Take-offs are possible from any reasonably smooth surface, including mown grass, and if you adjust the engine to run undercompressed, touch-and-go landings can be made, using the elevators to change the flying speed (full up and the model loses flying speed and sinks with low power). On an Allbon Merlin with a 7 X 4 in. plastic prop you can get single loops, and wingovers on 25 ft. lines. To practice inverted, fit a stunt tank and hand launch the model upside down.

Choose medium light balsa throughout for all the wood parts (except the ply pieces shown full size on the drawing). Trace the full

size fuselage profile and transfer onto a sheet of 3/8 in. balsa (or you can cement two 3/16 in. sheet panels together). Cut out the wing and tail plane slots carefully and accurately and then shape the rear of the fuselage to the correct taper. Leave the front end square.

Check that the motor you are going to use fits the cut out in the ply facing pieces. If not, adjust this width. Then cut out these two 1/16 in. ply pieces and cement well to the front of the fuselage. When set, trim the balsa fuselage to match, including the cut out. Whilst the fuselage is still in an easily handled state, give a coat or two of dope to “proof” and paint or draw on the canopy.

The wing is simply a panel of 1/4 in. balsa. See the perspective drawing on page 381 (*Below*). Mark the centre of the wing where it fits in the fuselage). Leave this centre piece square but carve and sand the rest of the wing down to a smooth aerofoil section and taper off the tips. The actual section does not really matter. Just rounding off the edges will do, but a proper aerofoil section looks much better.

The wing can now be cemented in the fuselage slot. Add the triangular blocks underneath to strengthen the joint. Then stand the fuselage vertical and drill two 3/16 in dia holes up through the wing. Fill with cement and push in 3/16 in. hardwood dowels. You will then have a wing joint which will never break loose.

A full size pattern for the tailplane and elevator is given. Simply trace this onto 1/8 in. medium light sheet balsa (preferably quarter grain) and cut out.

The hinges are sewn in place, using button thread. Those are simply “figure eight” loops of thread which give a very strong, but perfectly free hinge. The tailplane can then be cemented in the fuselage slot. Two pins pushed through the fuselage will reinforce this fixing.

The fin is cut from 1/8 in. fairly hard sheet and cements on the right-hand side of the fuselage. Double-cementing is advised as this part of the model gets a lot of hard knocks in bad landings.

Note that there is a slight step in the bottom of the fin where it fits over the tailplane.

The undercarriage is bent from 16 S.W.G. wire and clips over the bottom of the fuselage. Drilled holes through the fuselage enable it to be sewn in place. A further binding of thread around the top of the legs gives a perfectly solid fixing with the minimum amount of trouble in installing it.

The bellcrank can be a commercial item, provided it approximates to the size given on the plan.

Alternatively, you can cut this from 1/16 in. ply, or 16 S.W.G. aluminium or 1/16 in. Paxolin.

The pivot for mounting the bellcrank is a 6 B.A. screw located 1 in. out from the fuselage on the left-hand wing, and 1 1/4 in. back from the leading edge. Bore a hole through the wing at this point and assemble the screw through the wing with the small ply plates each side. Secure with a nut under the wing. Then put on the bellcrank and add another nut to hold this in place.

The elevator horn is bent from 20 S.W.G. wire, as shown, and bolted to the elevator with two 10 B.A. bolts

and a washer each side. The push rod, connecting the bellcrank to the elevator horn, is 18 S.W.G. wire. Bend to length by trial and error. Any final adjustment can be made by bending the elevator horn backwards or forwards to give "neutral" elevator position with the bellcrank parallel to the fuselage.

The leadout wire attaching to the the bellcrank can be 20 or 22 S.W.G. wire. These pass through the ply wing guide before being cut to length and made off in the form of loops. The line guide cements into a slot scored into the undersurface of the left wing 2 in. in front of the tip.

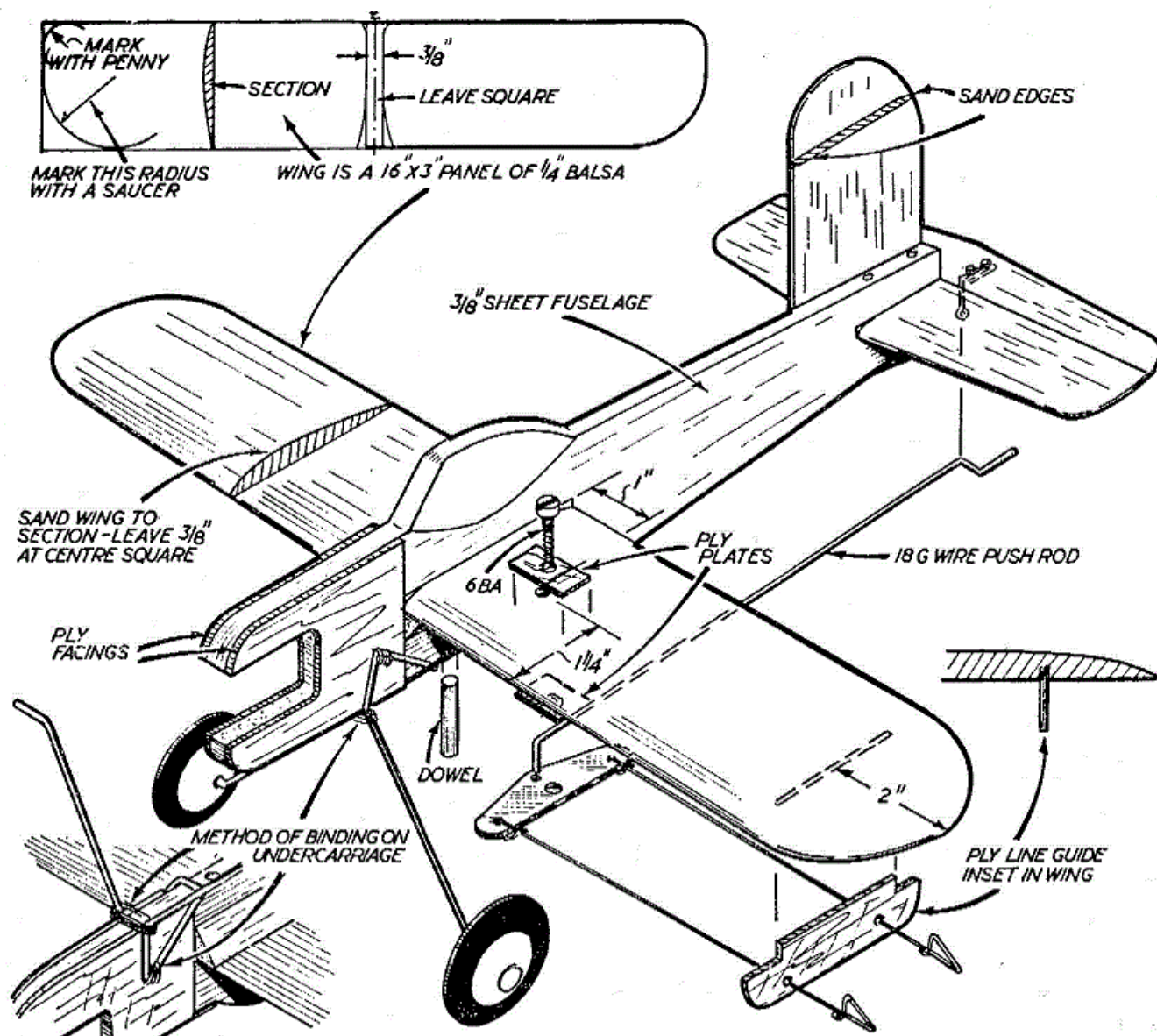
The motor is mounted with the cylinder to the right. Slip a washer between the engine lugs and the fuselage on the front bolts so that when tightened up the engine is offset slightly to the right. In the ease of engines with single hole mounting, trap a washer under the front of the lug, each side.

A F/F type plastic tank is the most convenient to fit, screwing this to the left-hand side of the fuselage. Only a short length of fuel line should then be necessary to connect to the engine. Do not position the tank too high as it will tend to flood the engine before you have started it.

For the flying lines button thread is quite adequate. You want a minimum line length of about 15 ft. The maximum line length which can be used with safety is about 30 ft.—more if you like on calm days.

Flying speed with a Mills 0.75 "tamed" with a fairly large propeller is about 30 m.p.h. Most of the flying on the original has been done on an 8 x 4 flexible plastic prop trimmed to 7 in. diameter, which is about right for general flying.

If you want to try "overhead" flying with Scoot, i.e. high circles, wingovers, etc., then it is advisable to fit a counter weight to the right wing tip. A couple of fairly large washers cemented, or bolted on will do. This will reduce the tendency for the inner wing to drop should the lines slacken off.



From David Lovegrove

The morning of Saturday 7th September saw Spike (Mike) Spencer, John Mellor, Geoff Bremner and me wheezing our way up the top of the Uffington White Horse Hill for a very enjoyable slope-soaring session. The forecast northerly wind was spot on, light to begin with but steadily and smoothly gathering more strength as the morning wore on.

The models flown were, variously, John and Mike's two Chris Foss Force Fours, John's Soarcerer, Mike's Soarcerette and Geoff's rather splendid Impala. Having only very recently lost his slope-virgin status, Geoff has made impressive progress in a very short space of time. No doubt the Impala's impeccable pedigree has helped, coming as it does from the pen of the great Phil Smith. I had intended to fly my Balsa Cabin Sonata, but unfortunately, discovered a technical hitch (see below).

Amazingly, there were only two mid-air's (!!), with no significant damage resulting.

It won't have escaped your notice that all those models are 100% in the 'Spirit of SAM', all having been lovingly crafted – nay, whittled and fettled - from the finest Colombian balsa. This contrasted hugely with the slew of glossy, hi-tech ARTF slope machinery that began to arrive with the younger, presumably more regular White Horse slope-soaring lads just as we were preparing to pack up, having had a couple of hours of enjoyable flying.

Not to be too sniffy about it, clearly not one of those several sleek, glass-and-carbon gliders (no doubt with eye-watering price tags to match) had required more than the minimum of assembly. And I daresay their owners were scratching their heads, wondering just how come this bunch of hoary old geezers and their wooden toy models had descended on their territory. From a parallel universe, perhaps? Or more likely as time-travellers from the 1960s!

It's not modelling as we know it Jim, but each to own, I suppose. They don't know what they're missing.

Anyway, I'm attaching a few photos, commemorating this and an earlier occasion. They depict The Three Wise Glider Guiders, L-R Mike, John and Geoff, whilst the model in the air is John's Soarcerer. The third photo, featuring John and Geoff busily assembling their models, harks back to the expedition made the previous week to Ivinghoe Beacon.

David.

P.S. Note to self: must try to remember to take my b****y wing joiners next time we go.



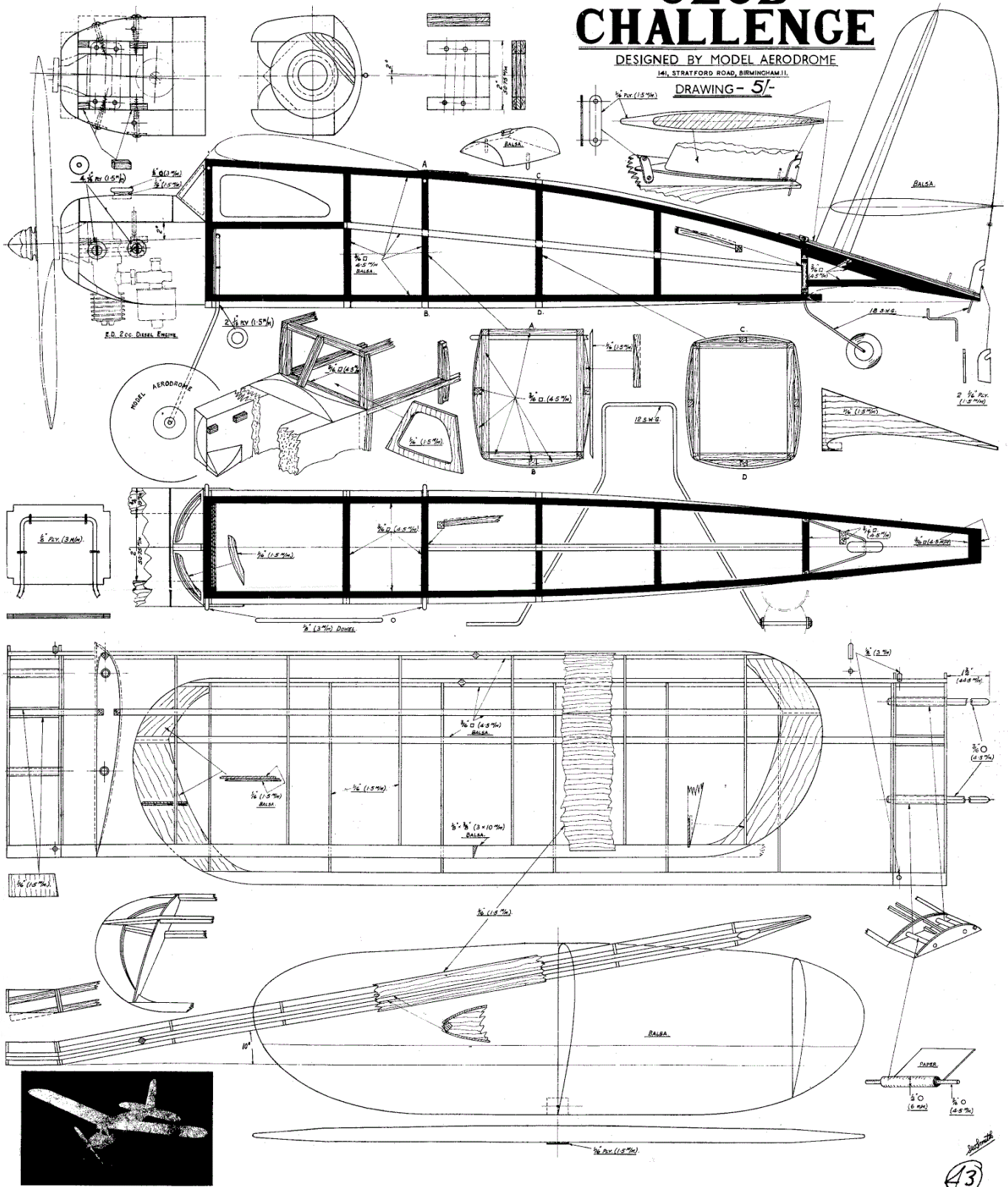


CLUB CHALLENGE

DESIGNED BY MODEL AERODROME

141, STRATFORD ROAD, BIRMINGHAM 11.

DRAWING - 5/-



Club Challenge by Model Aerodrome. No other details apart from it is about 47" span and plan shows an ED 2 CC motor.

Slope Soaring Madness. From David Lovegrove / John Ralph

I copied my recent email re: slope soaring at the Uffington White Horse to my old friend John Ralph and he came back to me with this highly amusing anecdote describing an escapade of dubious sanity that occurred sometime in the 1960s. It made me laugh!

Bill Grundy is one of what I think of as “our” group of model flyers who all lived in what was then North Berkshire, now South Oxfordshire. He produced a number of excellent designs that included both slope soarers and power models. In the early sixties, the latter incorporated Galloping Ghost control systems (poor man’s proportional!). These days he lives in retirement in Herefordshire.

Anyway, here’s what John wrote.

“Hi Dave, thanks for the photos of you and your friends flying on White Horse Hill. Brought back many memories. Bill Grundy and myself often flew there and along the long west facing rise if the wind was too far off the bowl.

Bill and myself flew on the main bowl once AT NIGHT !! I had not long started to fly my first GG sail plane. " NORTH STAR " (see attached photo) and was keen to slope soar it.

One moonlight night I noticed there was a gentle North wind so I phoned Bill and asked him if he fancied coming with me to White Horse. He thought I was joking (I would have too! – DFL) but after a bit of persuading he agreed.

We parked and set off to the top but on the way the Tx. aerial fell off and that took a few minutes to find even though there was a bright full " BOMBERS MOON ".

Once up top Bill got ready to launch the model but only after I had moved around to get Bill silhouetted against the moon. Then off floated " NORTH STAR " with the GG controls pulsing away. In spite off the model being a very slow flyer (high cambered wing section and light loading) I needed to keep it positioned against the moon to see it clearly!

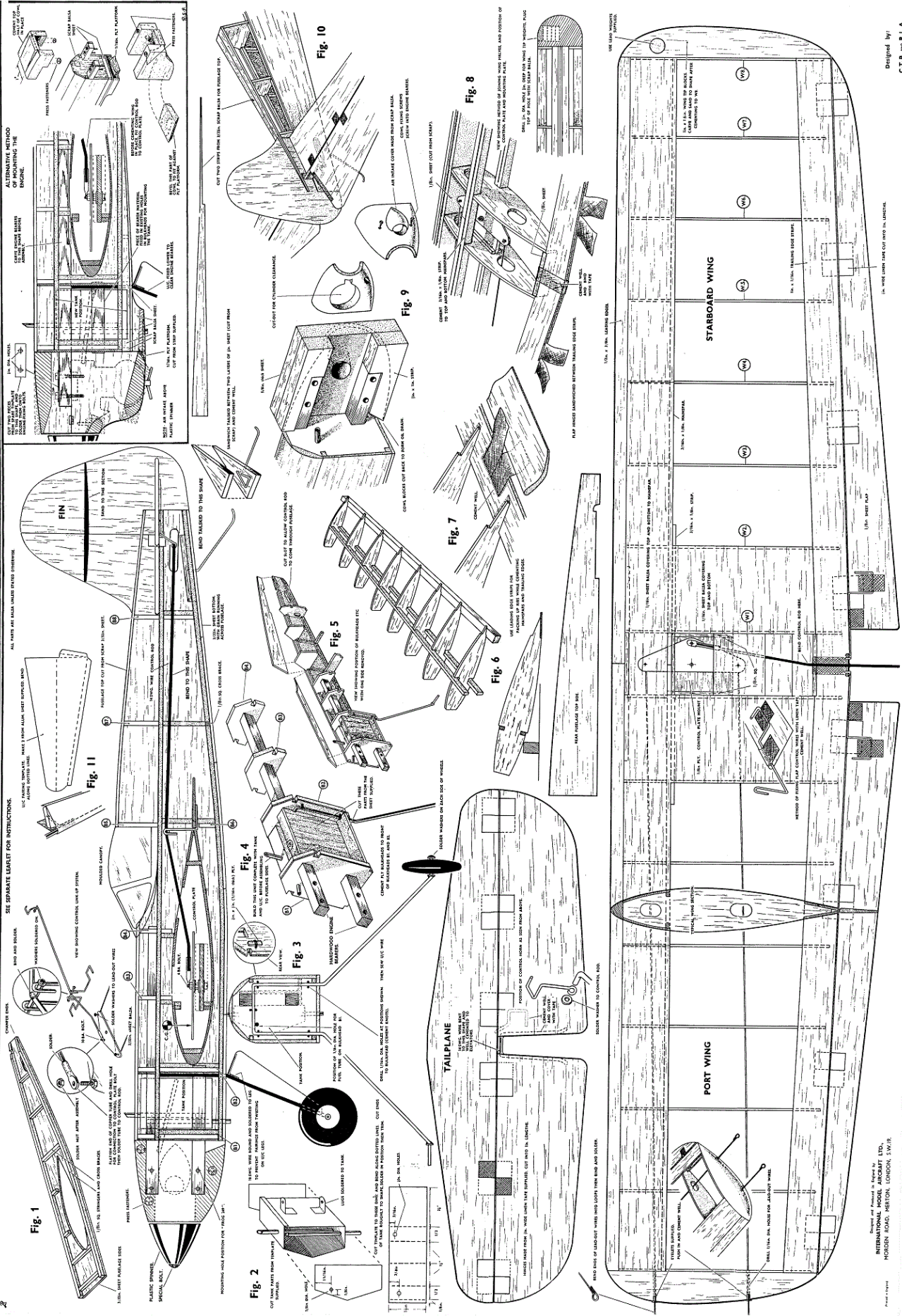
We packed in after I made a reasonable landing and retraced our route back to Bill’s car. As proof of our evenings activities I set up my camera for a photo which I have attached. I did write a bit of the above escapade in the Radio Modeller. The model was well named for the outing don't you think ?

Best wishes John.

The more I think about this, the more bonkers this escapade sounds! (it’s a very long and a very steep slope. In the event of it ending up at the bottom, retrieving the model would have been a nightmare [pun intended]). The photos depict John and Bill, post-moonlit flight, and John holding his North Star, the model in question.

To close, a request to all S&T subscribers. Does anyone out there have a plan of Bill’s “Pirouette” aerobatic slope soarer? If so, could they please contact me at david.lovegrove11@btinternet.com?





Photos from Ron Steenacker

Hi James,

I sent you some of the pictures I took at Old Warden this past weekend, and of which you can have your pick to publish. We were rather lucky with the weather: on Saturday a real summer day, perhaps a bit windy and on Sunday the promised rainfall only started by 14.00h.

On Saturday there were not that many freeflyters which is a pity and on Sunday a bit more. This time I was much attracted by the carrier event. Electro and electronics have found a firm footing in that control line speciality and are probably going to dominate in the near future. In the mean time control line stunt, combat and speed events went on.

also plenty of trading stands where the public could find some needed or wanted stuff.

All in all again a wonderful enjoyable "Old Warden" this year.

With kind regards,

Ronald

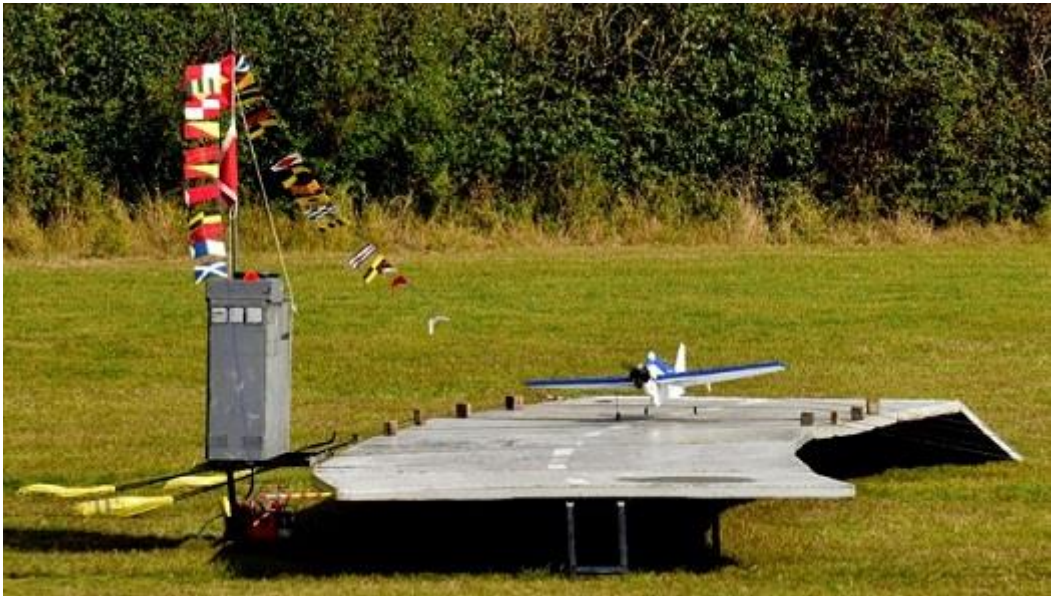
Below are just a very few of the photos Ronald has sent. Those I've included this month were all chosen at random sadly I can't include all but more will follow next month when there will also be many photos from Peter Renggli and Cocklebarrow. JP















From Larry

I've attached my list of Items I've been selling for many years around the world.

If you feel good about putting in the newsletter that would work for me.

Larry Davidson
488 Peaks View Dr.
Moneta, VA 24121-2565
samchamp@jetbroadband.com

(540) 721-4563

Name _____ Phone# _____ Email _____
Address _____

4-15-2019 List

- ___ Rimfire "V" (3/8 X 24) Spark Plugs, Great Plugs! @ \$ 27.00
- ___ Rimfire V-3 (1/4 X 32) Short Reach Spark Plugs @ \$25.00
- ___ Rimfire V-2 (1/4 X 32) Long Reach Spark Plugs @ \$25.00
- ___ Rimfire VR-2 (1/4" X 32) " Replaces old Champion VR-2 plugs @25.00
- ___ Adaptor 3/8" X 24 To 1/4" X 32 (Adapts V-2 & V-3 Size Plugs to Large 3/8" Threads) \$ 3.75
- ___ Coils, small, light wt. 30 grams, 2.4V to 3.7V @ \$40.00
- ___ Solid State Ignition Module #SSIGN W/Instructions @ \$24.00
- ___ Solid State Ignition Unit #SSIGN2 (TIM-4), @ \$ 24.00
(Instructions Included for points or Hall Effect operation) W/SSIGN2
- ___ Ignition cut off w/solid state ignition combined #SSIGNCO. @ \$40.00
When prop stops with the points closed on ignition engines more than 2 seconds,
It Cuts Off the Battery Power, saving the coils and SSIGNCO.
MY MOST POPULAR SOLID STATE UNIT! (Coil Also needed)
- ___ Hi Tension Leads with 10K resistor & Clips (HTRC) For R/C @ \$ 6.00
- ___ Hi Tension Leads (No Resistor) (HTFF) Free Flight & U-Control @ \$ 4.50
- ___ 3/8" Rubber Bands for DT (Bag of 100) @ \$ 1.25
- ___ Dethermalizer Fuse (3/16" X 33') (English Type) @ \$ 15.50

- ___ Fuse Lighter, (Battery powered & included) (see photo on back) @ \$ 6.50
- ___ Polyspan Covering Material, **NOW** 20" WIDE X 10' LONG Folded @ **\$16.00 NEW PRICE & Size**
- ___ Polyspan Covering Material, **NOW** 20" WIDE X 10' LONG Rolled In Tube @ **\$16.00 NEW PRICE & Size**
- ___ Polyspan Instructional VHS Video or DVD **Choose** (40 Minutes) @ \$ 20.00
- * ___ Polyspan Dye (Can Be Used for Most Coverings Too!) 2 Oz. Bottle * @ **\$ 12.00** Added P&H might apply (heavy!)
 Red, Yellow, Blue, Orange & Black **NEW Prices** for more than 2 bottles
- * ___ Polyspan Fluorescent Dye (2 Oz) Yellow Or Orange " * @ **\$ 12.00** Added P&H might apply (Heavy!)
- ___ Glue/Oil Dispensers (Perfect for Thin CA Applications, Etc.) .010 Dia. Tip @ \$ 3.50
- ___ Glue/Oil Dispensers (Perfect for Medium CA Applications, Etc.) .023 Dia. Tip @ \$ 3.50
- ___ I Stock Some Small Parts for the Super Cyclone Engines (Inquire!)
- ___ NOTE! I HAVE SOME BMJR LASER KITS IN STOCK. INQUIRE
- ___ Silk Covering (K&S) **Orange** or **Green**, per sq. yd. \$14.50
- ___ Badge BL-7 Viscous DT Timer Super lite, great timers @ \$19.00
- ___ Badge BL-3 " " " " @ \$22.50
- ___ **Back in Stock!** ASTOP Rudder Adjuster, super light! (See photo below) @ 15.00

GLASS SYRINGES FOR FILLING PACIFIERS AND FUEL TANKS



- ___ 10 ML \$ 14.00
- ___ 20 ML \$ 15.00
- ___ 30 ML \$16.00
- ___ 50 ML \$ 19.00



ASTOP 15.00



Fuse Lighter W/ Batteries 6.50

- _ * ___ Butterfly Ready to Fly Rubber power Free Flight 7-1/2" Span, Super Light @\$26.00 **CHECK AVAILABILITY**



Prices subject to change without notice!

SORRY, NO CREDIT CARDS

POSTAGE & HANDLING (USA) \$ 8.50

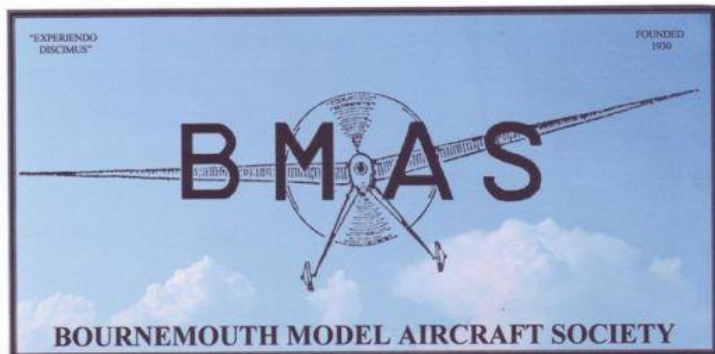
PERSONAL CHECKS (USA), BANK CHECKS OR POSTAL MONEY ORDERS PAYABLE IN US FUNDS

(EXTRA P&H FOR FOREIGN ORDERS

PLEASE PUT PHONE# AND EMAIL ADDRESS ON YOUR ORDER PLEASE!

We now Take PayPal! USE THIS ACCOUNT: samchampal@jetbroadband.com Please add 5% to the total for PayPal orders.
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Thanks, Larry



Hi All,

Dates for BMAS Indoor flying sessions for Autumn/Winter 2019/2020 have now been booked at our new Venue of The Friends Meeting House in Wharncliffe Rd Boscombe.

The dates are:

Wednesday 30th October 2019
Wednesday 27th November 2019
Wednesday 29th January 2020
Wednesday 26th February 2020
Wednesday 25th March 2020
Wednesday 29th April 2020
Wednesday 27th May 2020

Times are 7.00 pm - 9.30pm

Fees will be: Adult Flyers £5.00 Junior Flyers £2.50 Spectators £1.00

FLITEHOOK

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

Contact: Tel. 02380 861541

E-mail flitehook@talktalk.net

Café on Site

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

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

2019

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

29th December 2019

2020

12th January 2020

9th February 2020

8th March 2020

12th April 2020



Waltham Chase Aeromodellers

INDOOR F/F MEETING

Waltham Chase Aeromodellers, in association with South Hants Indoor Flyers, are pleased to announce the continuation of the Indoor F/F Meetings held at the Main Hall at **Wickham Community Centre, Mill Lane, Wickham, Hants PO17 5AL**. These meetings will be held on the following dates:

Tuesday, 5th. November 2019

Tuesday, 3rd. December 2019

Tuesday, 7th. January 2020

Tuesday, 4th. February 2020

Tuesday, 3rd. March 2020

Tuesday, 7th. April 2020

Tuesday, 5th. May 2020

Tuesday, 2nd. June 2020

Tuesday, 7th. July 2020

All meetings will run from 7.00 p.m. to 10.00 p.m. The Main Hall at Wickham Community Centre is particularly suitable for indoor free flight models of all types, with a ceiling free of obstructions. Tables and chairs will be available in the hall, the organisers are always grateful for assistance with moving furniture. A hot drinks machine is available on site.

Admission to the meetings will be £5 for fliers and £1 for spectators, whilst accompanied children will be admitted free. Junior fliers will be charged as adult spectators. Fliers will be required to show proof of insurance.

No R/C models may be flown at these events.

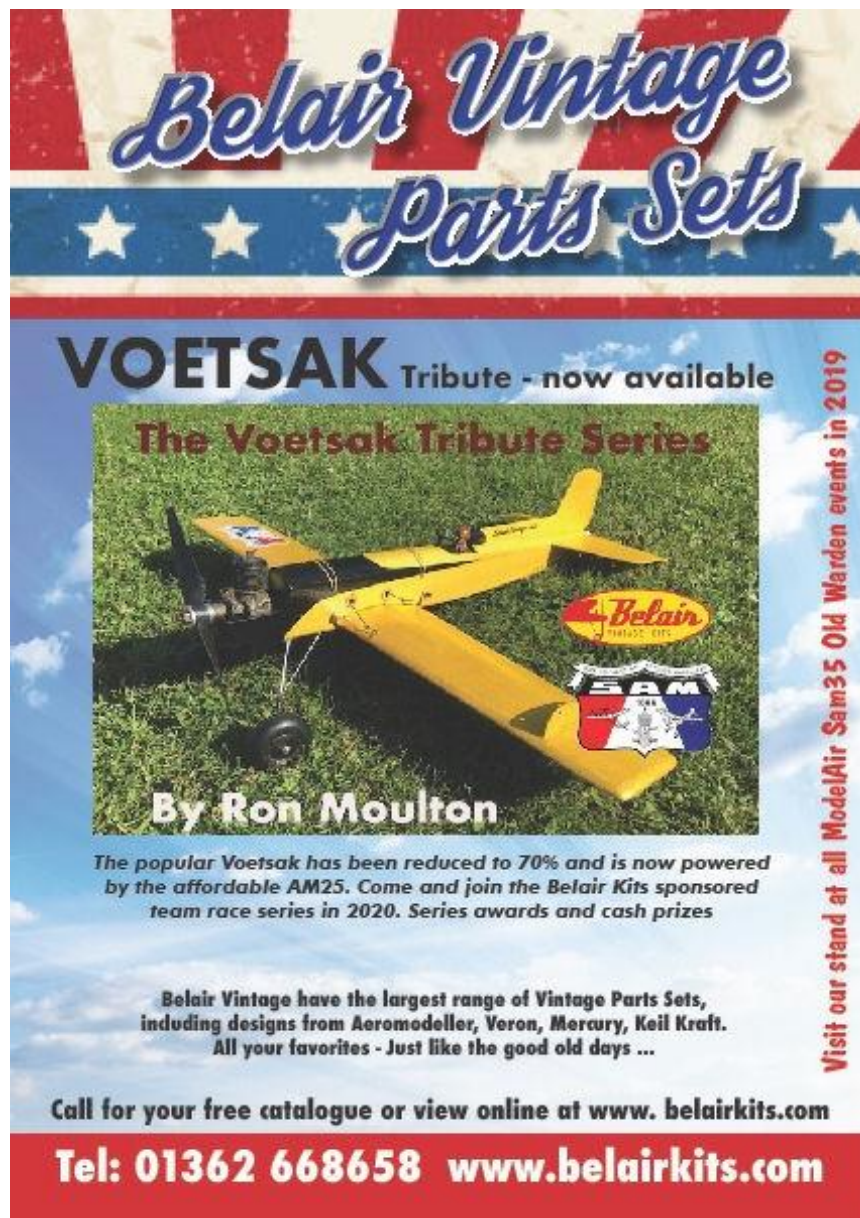
Flitehook, who carry a large stock of indoor models and accessories, will attend many of the meetings. Waltham Chase Aeromodellers look forward to welcoming all indoor F/F fliers to these events.

For further details please contact:

Alan Wallington, "Wrenbeck", Bull Lane, Waltham Chase, Southampton, Hants. (Tel. 01489 895157)

(e-mail: WCAero@outlook.com)

or see our web site: <https://wcaero.bmfa.org>



Belair Vintage Parts Sets

VOETSAK Tribute - now available

The Voetsak Tribute Series

By Ron Moulton

The popular Voetsak has been reduced to 70% and is now powered by the affordable AM25. Come and join the Belair Kits sponsored team race series in 2020. Series awards and cash prizes

Belair Vintage have the largest range of Vintage Parts Sets, including designs from Aeromodeller, Veron, Mercury, Keil Kraft. All your favorites - Just like the good old days ...

Call for your free catalogue or view online at www.belairkits.com

Tel: 01362 668658 www.belairkits.com

Visit our stand at all ModelAir Sam35 Old Warden events in 2019



Miss 35 parts set and plans

Ref: otmiss35

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

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

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

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

Price: £50.00 Inc VAT
55.00 USD | 59.19 EUR



Full size plan included.

KK Scorpion Specification

Wingspan - 44 inches

Suitable for 1.3 to 2.5cc engines or conversion

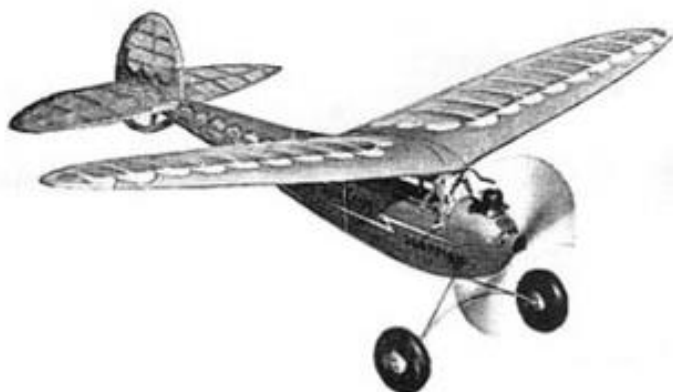
RRP: £55.00 Inc VAT
Price: £55.00 Inc VAT
60.50 USD | 65.11 EUR

KK Scorpion - 44" cabin model

Ref: ot-kkscop

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

Builder to add their own stripwood and covering.



Super Scorpion - 66" cabin model Parts Set

Ref: ot-kksupersco

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

KK Super Scorpion Specification

Wingspan - 66 inches

Suitable for 3.5cc engines or conversions

Price: £75.00 Inc VAT

82.50 USD | 88.79 EUR



Air Trails Sportster Cabin Model

Ref: ot-airtrsport

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

Price: £55.00 Inc VAT

60.50 USD | 65.11 EUR

Linnet Parts Set 43" span

Ref: ot-linnpk

Quirky looking design by GR Woollett published in Aeromodeller January 1954

43in span suits 1.3cc size motors. Tricycle undercarriage and low wing, looks semi-scale and makes a pleasant change from the usual high wing cabin job.

Part Set includes all the laser cut balsa and plywood parts, such as cowl cheeks, fuselage sheet, formers, bulkhead, LG mount, shaped gussets, fin outlines, wing and tailplane tips, wing ribs, sub fin, wing seat, plus many smaller items.

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

Mercury Toreador CL Parts Set



Ref: ot-kktore

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

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

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

Price: £50.00 Inc VAT
55.00 USD | 59.19 EUR

Regards,
Leon Cole
Belair Kits
Tel: +44 (0)1362 668658
www.belairkits.com

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

Dens Model Supplies



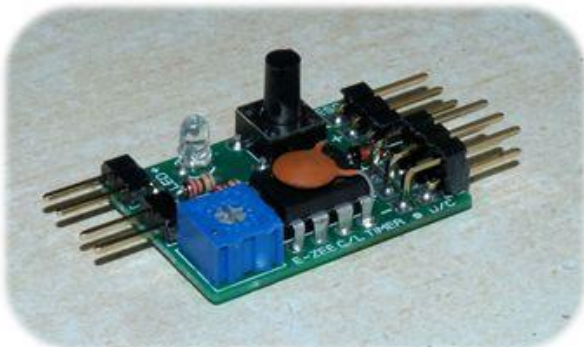
Traditional CL Kits including the ACE + Plug & Play Electric CL Starter Kit....just add glue and a battery !!



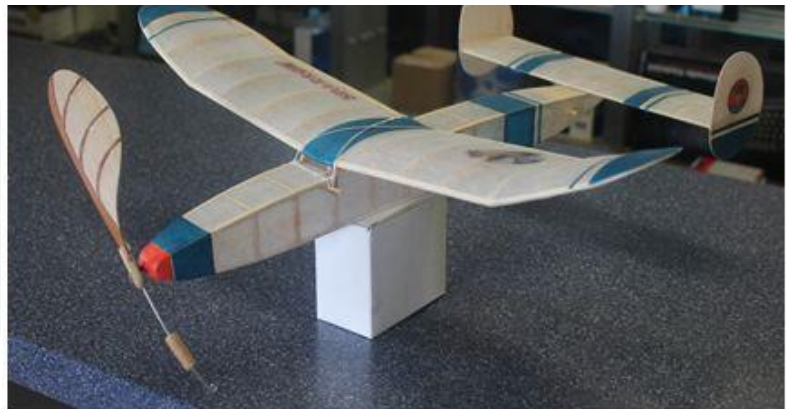
***Tinplate CL tanks....Bellcranks,
Lines, Handles, Cloth Hinge Tape,
Leadouts etc***



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Electronic Timers for CL & FF



Laser Cut - High Quality FF & RC Kits



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for traditional service***