

## Sticks and Tissue No 160

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](mailto: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.



Antikflugtag MG-Bern 2019. From Peter Renggli via Rolf Gerhardt

## Tony Penhall Deceased

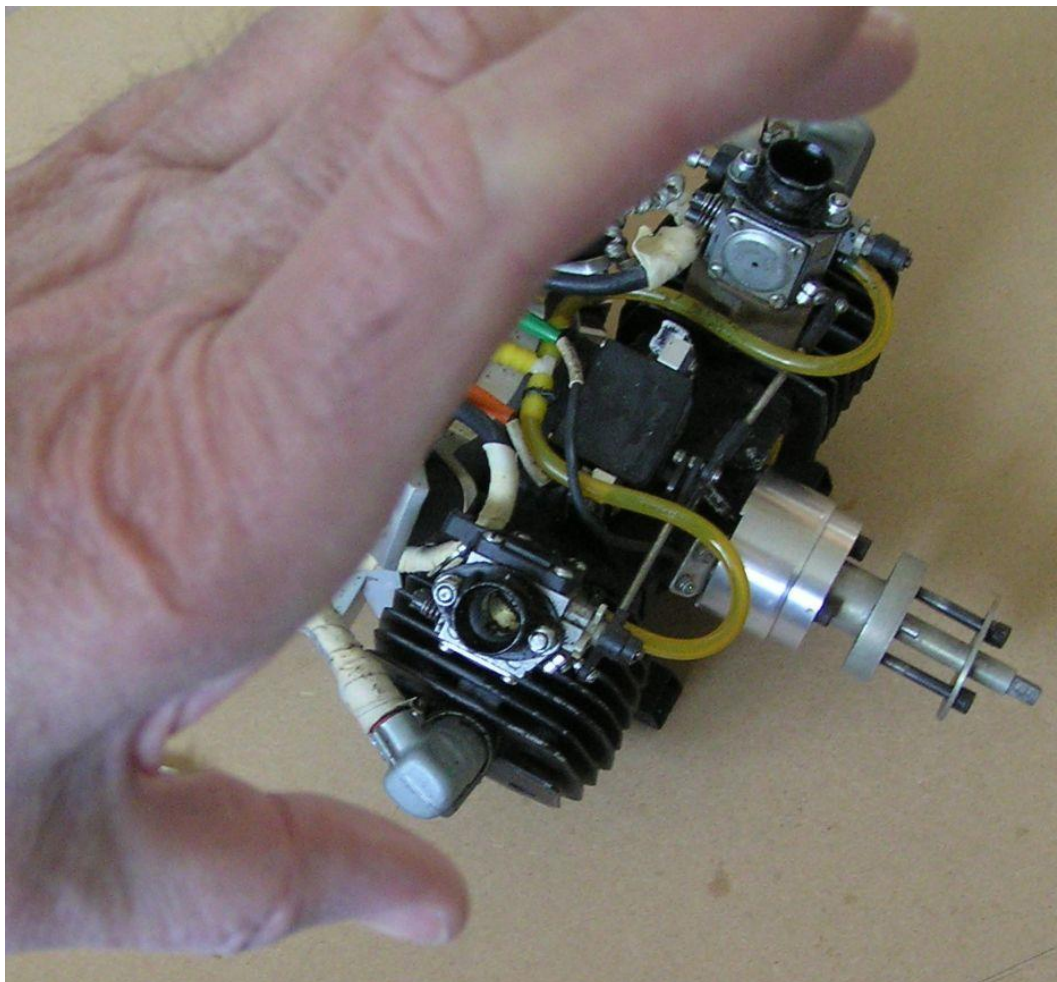
I just heard of the death to cancer at the age of 82 of Tony Penhall, long time vintage flyer. Tony was a well known magazine scribe and a dedicated flyer of mainly spark ignition engines.

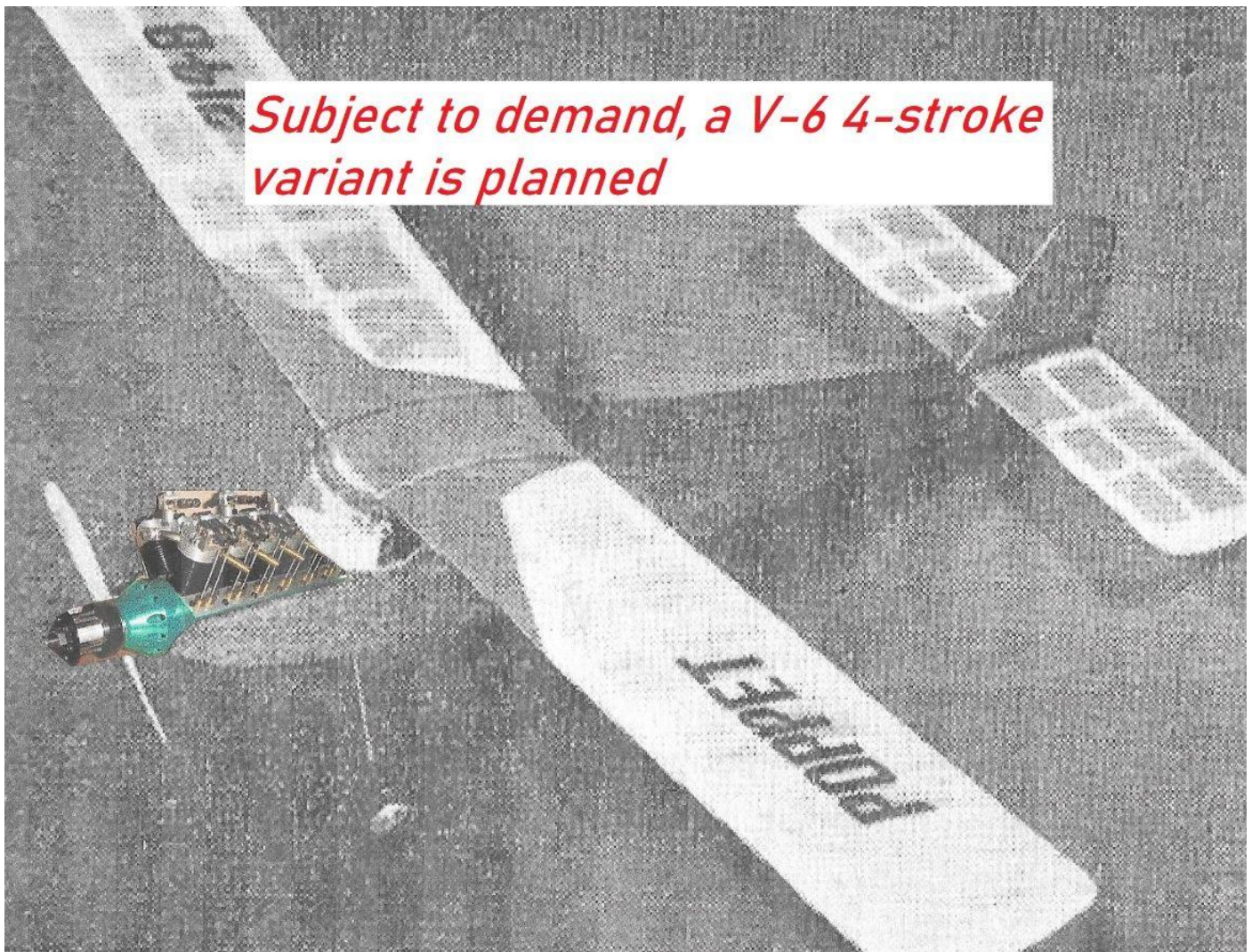
Kenneth Croft

## The I.T. Twin 0.8cc boxer model aero-engine From Peter Scott

This small spark-ignition boxer engine will fill the gap for those who want to build a little Free Flight model such as the Vic Smeed "Poppet", but power it with an interesting engine. Many of the components are made on a 3D printer, others utilise readily-available parts such as steel tube for the cylinder liners, and CNC production for the remainder. With a bore and stroke of 5/16", the total displacement of 0.799cc (just under 0.049 cu.in.) makes it "Old Warden legal", so hopefully several will be seen at forthcoming events this year if they go ahead. At just 3-1/2" across the cylinders, it fits neatly into the palm of your hand to admire.

If there is sufficient demand, a V-6 4-stroke variant is planned. For further information, including price and availability, please contact [loofirpana@gmail.com](mailto:loofirpana@gmail.com)





*Subject to demand, a V-6 4-stroke variant is planned*

## From Bill Wells

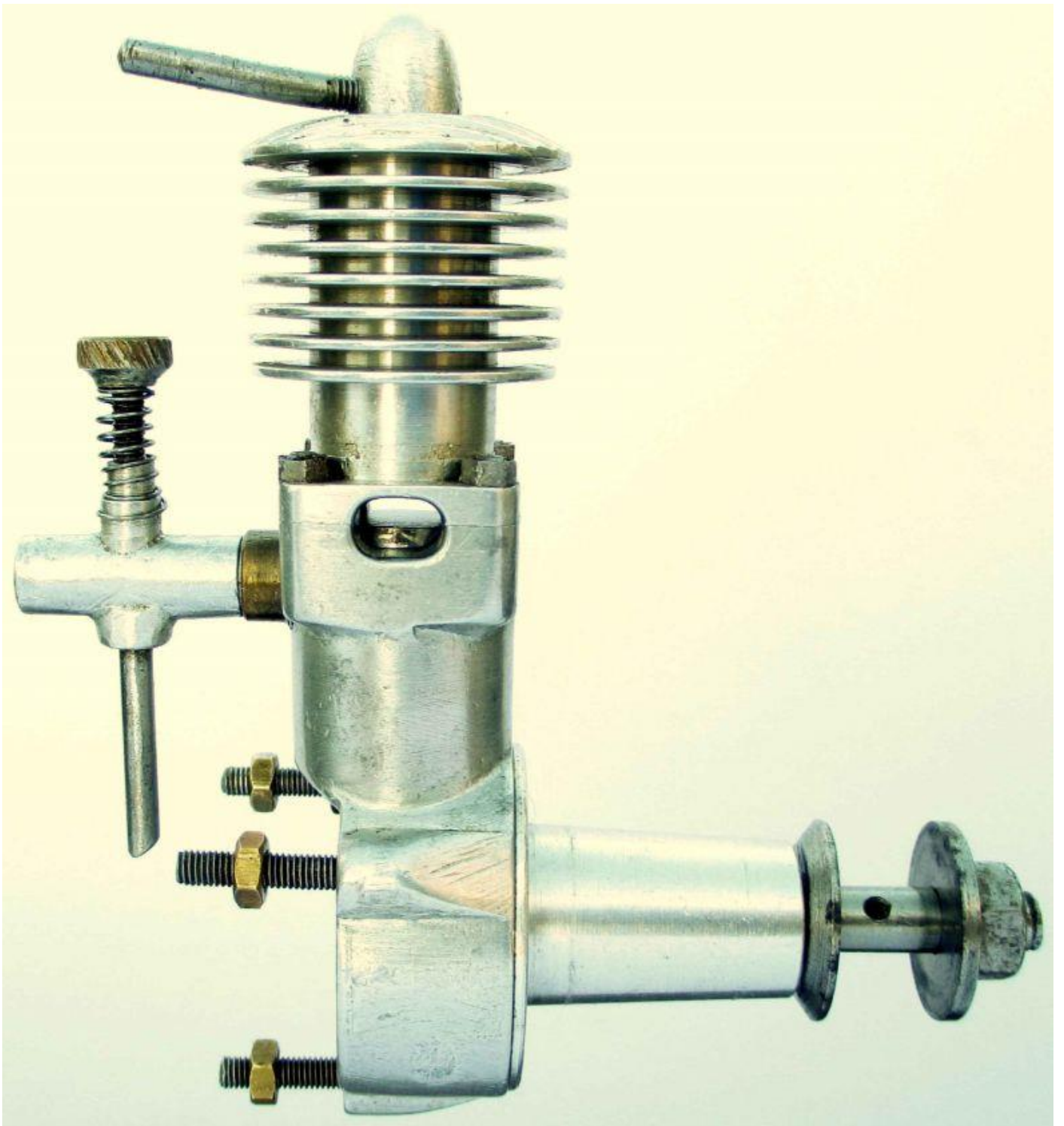
### Buš 2.5

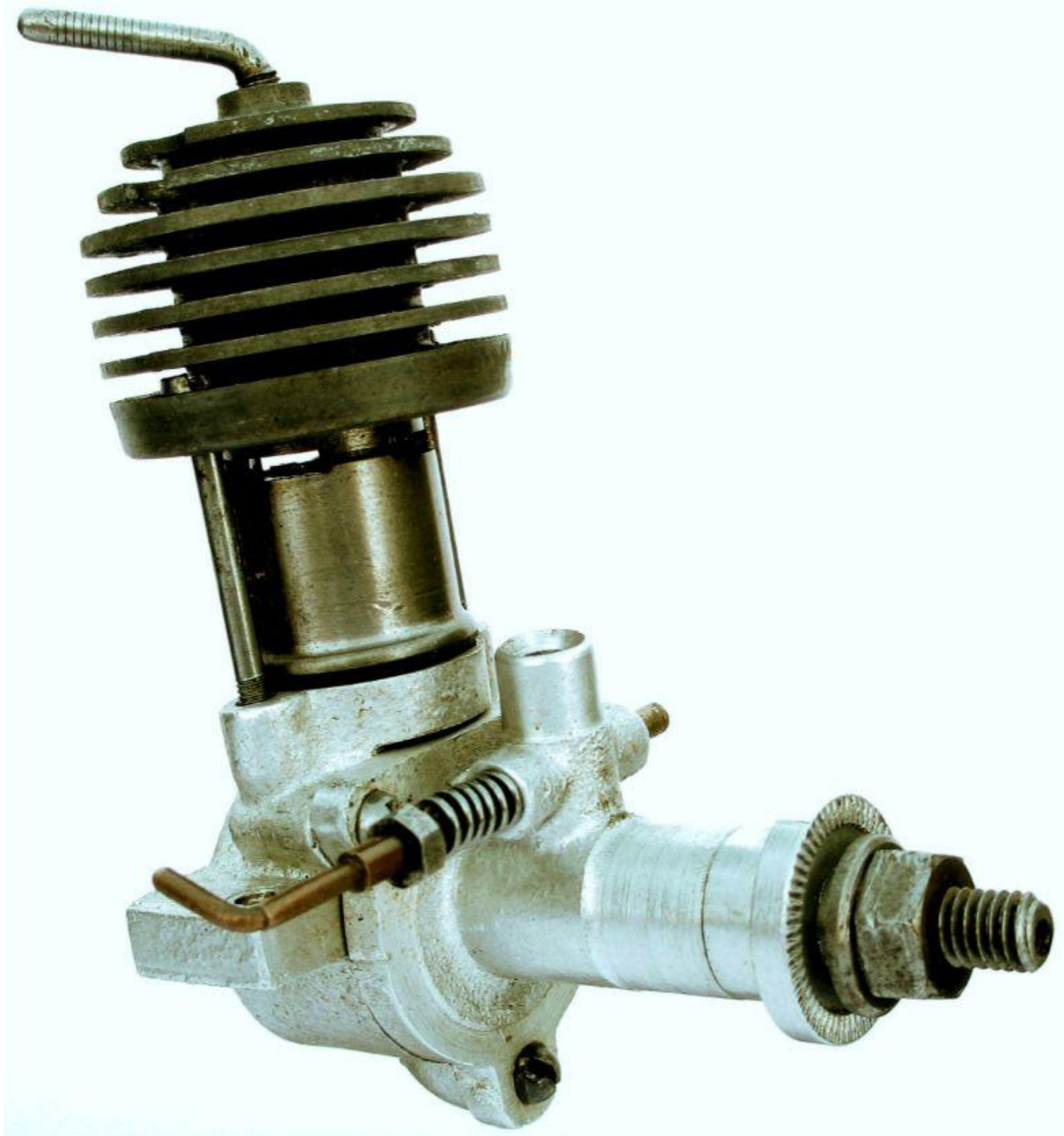
Following on from the Půrok 2,0cc designed by Gustav Bušek and made by Půrok in Nazi occupied Czechoslovakia in 1942 there was, many years later, a Buš 2.5cc engine. After the war Gustav manufactured his famous Buš range of engines. I confess do not know much about this engine so if anyone can supply information on it please write in with details.

It would appear that Buš gradually developed from the Půrok. Over the intervening years changes were made, the crankcase is made from a casting and it has massively thick lugs, the side port induction is replaced with a front rotary induction incorporated in the now bolt on bearing housing. The bolt down head holds the cylinder on the crankcase. There is some sort of coating on the cylinder fins hence the peculiar colour.

This engine started easily but obviously it had not been run for a long while as the that contra piston kept sticking. This improved slightly as things warmed up. The engine weighs 5.85ozs which for a long stroke engine is not that bad.



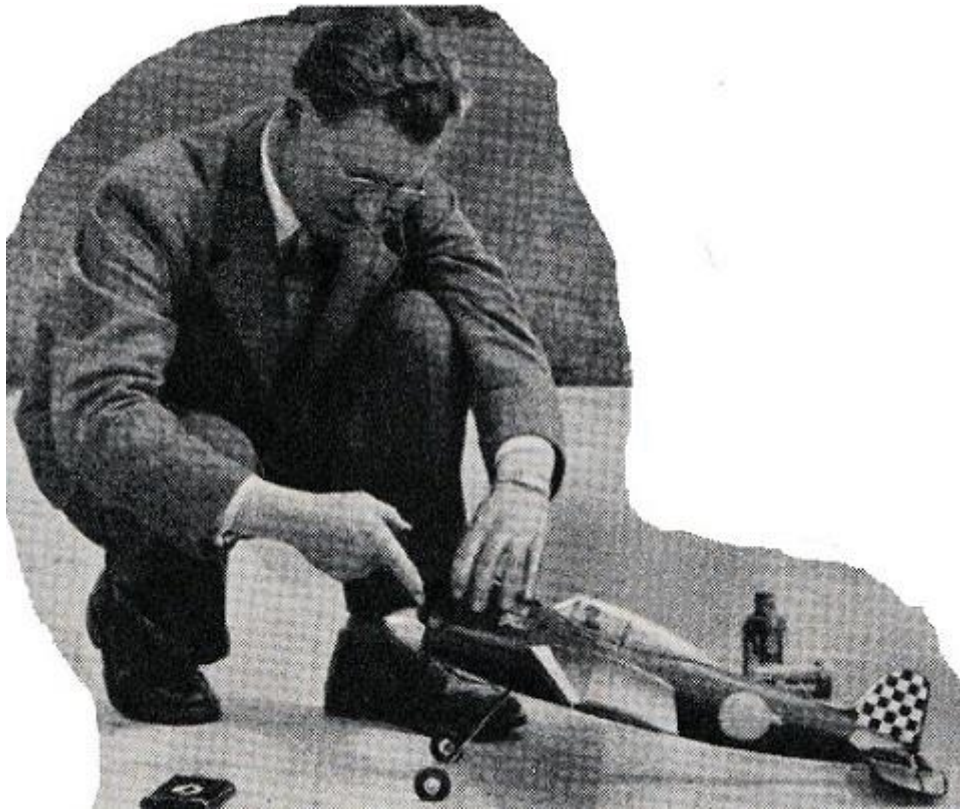






**Man-o-War a 26 ½" span Team Racer for 3.5 – 5 cc engines from Aeromodeller July 1950 by R. G. Moulton**

**Age 26... worked on "Wings" magazine in South Africa . . . "Aeroplane Spotter" over here . . . has recently joined our staff after a spell with H.J.N. ... unmarried, but no misogynist . . . member of West Essex Aeromodellers and Loughton Sky Rangers . . . hobbies; motor cycling and—oh, yes—control line flying.**



Named after the famous race horse reputed never to have lost a race, Man-o-War has been designed from experience gained in three previous team-racers.

The prototype was built around a DeLong "30" 5 c.c. petrol motor, after an analysis of fuel consumption on all the suitable British motors, and the few American motors available to the designer.

With a possible duration of 45—50 laps per tank, when run with coil ignition and petrol fuel, the 5 c.c. petrol motor compares very well with the average glow-plug motor of the same capacity which usually manages 30 laps. If you wish to install an ignition motor, the coil should be mounted

between F1 and F2 above the wing, the condenser mounted in the engine compartment and a hatch cut for access to the four half

pencil batteries which are mounted between F2a and F3. This will add up to 7 ounces of the total weight and will reduce the speed of the model because of the increased wing loading; but it also saves at least one refueling stop in a ten-mile race and provides easy starting.

While the original held a steady 65 m.p.h. throughout its flights it is possible that glow-plug powered versions will increase this speed by up to 10 m.p.h. The DeLong passed its peak long ago and is now a well-used and aged motor.

By departing from any attempt to provide a semi-scale version of a "Goodyear" racer, this model offers features found essential in the previous designs. Firstly, the alarming tendency to tumble tail over nose when landing, requires an undercarriage that is reasonably wide in track and very much in front of the centre of gravity. Secondly, the wise S.M.A.E. decision to make the minimum wing area large enough for manoeuvrability also requires a free and generous elevator. Thirdly, to facilitate ease of starting, the upright motor is best,

if one wishes to avoid the hazard of flooding. Fourthly, it has a new wing section, almost a segment of a circle, which combines the assets of fast power flying and good controllable glide qualities.

For the 1950 All-Herts Rally, the organizing St. Albans club stipulates that a motor cut-out mechanism should be fitted. This is simply done by attaching a cut-out unit to the tank and passing a piece of 18 s.w.g. piano wire from it, through the bulkhead, to the bellcrank, so that, on sudden application of "up," the cut-out is jerked "off." To make this operation more positive, solder a spring stop to the "up" lead out as shown on the drawing. This prevents accidental cut-outs when jockeying for position in a race. For "Stooge" release, drill a hole in the ply tailskid.



## BUILDING INSTRUCTIONS.

**Wing.** Begin by butting the 1/16 in. sheet to make two sheets 1/16 in 8 x 36in, ins. Sandpaper each to the final finish desired on the wing surface. Cut one perfect plan view of the wing from one sheet and duplicate it with the addition of 3/16 in. along the T.E. This will allow for the rib camber. Bevel the lower surface and add the ribs, making sure to allow passage for the lead out wires in the port wing. Inset the 1/8 in. ply bellcrank support and fit the bellcrank assembly.

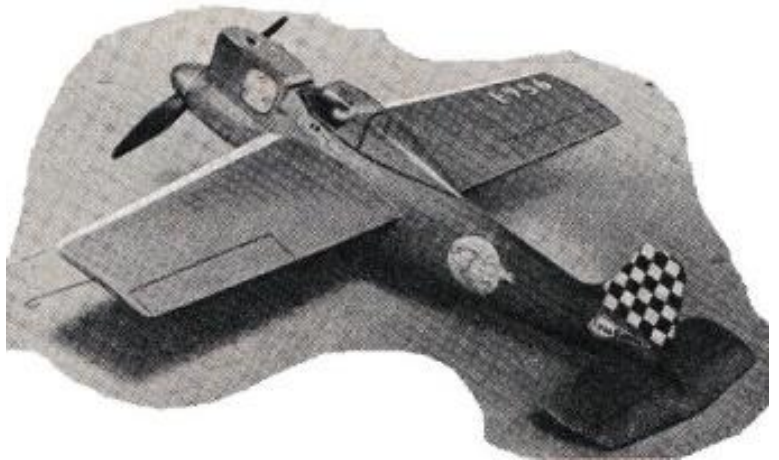
After pre-cementing each rib and the bevelled edges, glue the top surface in place and finally add the top ply bellcrank support. Cover with Modelspan and give two coats of sanding sealer.

**Fuselage.** Cut the 1/8 x 1/2 in. crutch members, pre-cement and then fix the engine bearers to them. Attach plywood F11 complete with undercarriage which is held in place by three "J" bolts, or, a commercial box fitting. Cut two slivers of 1/8 in. sheet to allow 1/16 in. incidence for the wing and glue to the crutch. Glue the wing and all bulkheads to the crutch. Cut the tail unit from 1/8 in. sheet and hinge the elevator.

Bend the push rod to length and fix the tail in place. Add the ply skid, tank and cut-out, engine and block F1b. Attach the 1/32 in. ply cowling sides and the 1/8 X 1/8 in. corner braces. After planking the entire fuselage, with 1/8in, strips, fit the fin and then fuel proof all accessible parts of the engine compartment.

Drill the cowl top for a box spanner to fit the plug, and cement in place. Make sure that the filling and vent tubes for the tank are free of dust, plug them, the engine intake and exhaust before sanding to a smooth finish. Cover the fuselage and tail unit with Modelspan and give two coats of sanding sealer. The original was all red with white trim and transfer decoration.

**Flying.** The best centre of gravity position is shown on the drawing. It may move as far back as the front line if necessary, but tail heaviness will affect the glide. Take off down wind, and do not be afraid to give too much "up" as a violent climb is easily corrected. Stunt fliers will find this model extremely smooth to fly.























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

<https://www.youtube.com/watch?v=KY2Gnr9QGeY>

<https://www.youtube.com/watch?v=ebxnlFcdEeA&t=12s>

<https://www.youtube.com/watch?v=3sNN2Nt2syI>

## **From Dick Twomey**

In my eighties (i.e. for the past nine and a half years), I have often reflected on the pattern of life – like we all do -- and particularly on the surprise events which can quite unexpectedly bring up opportunities that change one's career path. An early passion for aeromodelling was the only reason that, as a National Serviceman just after WWII, I was given the chance by the RAF to learn to fly. It certainly had NOT been because of my prowess in Physics or Maths at school!

So it was that I moved from models to the full size thing, and appropriately --- when I could no longer pilot my passengers from London to Rome or Berlin – could go back to the aeromodelling hobby to find a satisfying occupation during retirement. Many of us have done the same.

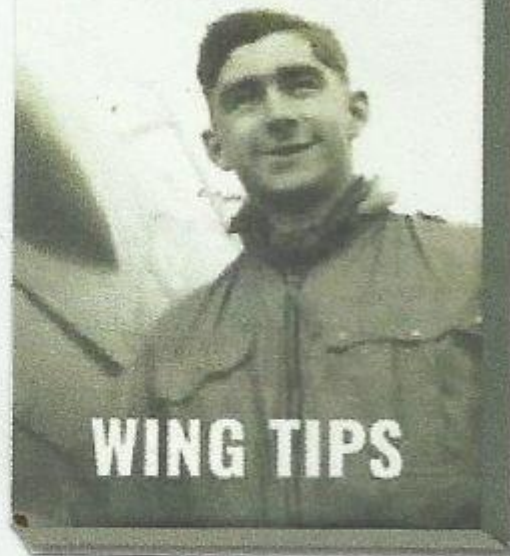
I had a lot of fun on the way. And then a good friend, who happens to write books for a living, kept on asking me to bring out my logbooks and put my story on paper. In this my 90th year the deed has been done, the book is out! I called it "WING TIPS" for two good reasons, only one of which is concerned with those twirly bits of metal on the ends of modern airliner wings. The purpose in sharing an aeronautical journey, and some highly enjoyable adventures, has been to show the Millennials (with their young heads down to gaze at their smartphones) that not everyone should aim to be an accountant or a lawyer... there is also a galaxy of exciting and satisfying jobs in aviation and aerospace.

That's it. It is a story for school students and for their parents, as well as – I hope-- being a dose of pleasant nostalgia for all the aero-bods in whose company I have spent my life.

If, James, – after that laborious introduction – you would like to mention WING TIPS in a future issue of "Sticks and Tissue", you may be helping me to repay my debt to the brave publisher!

If anyone is interested they can write to the publisher (see attachment) or write direct to me. The UK price is 10 GBPounds plus 4 to cover postage; or 12Euros plus 5 for eurolanders. Other currencies on application.

Dick Twomey's



Quad Publications  
Mauritius, 2020

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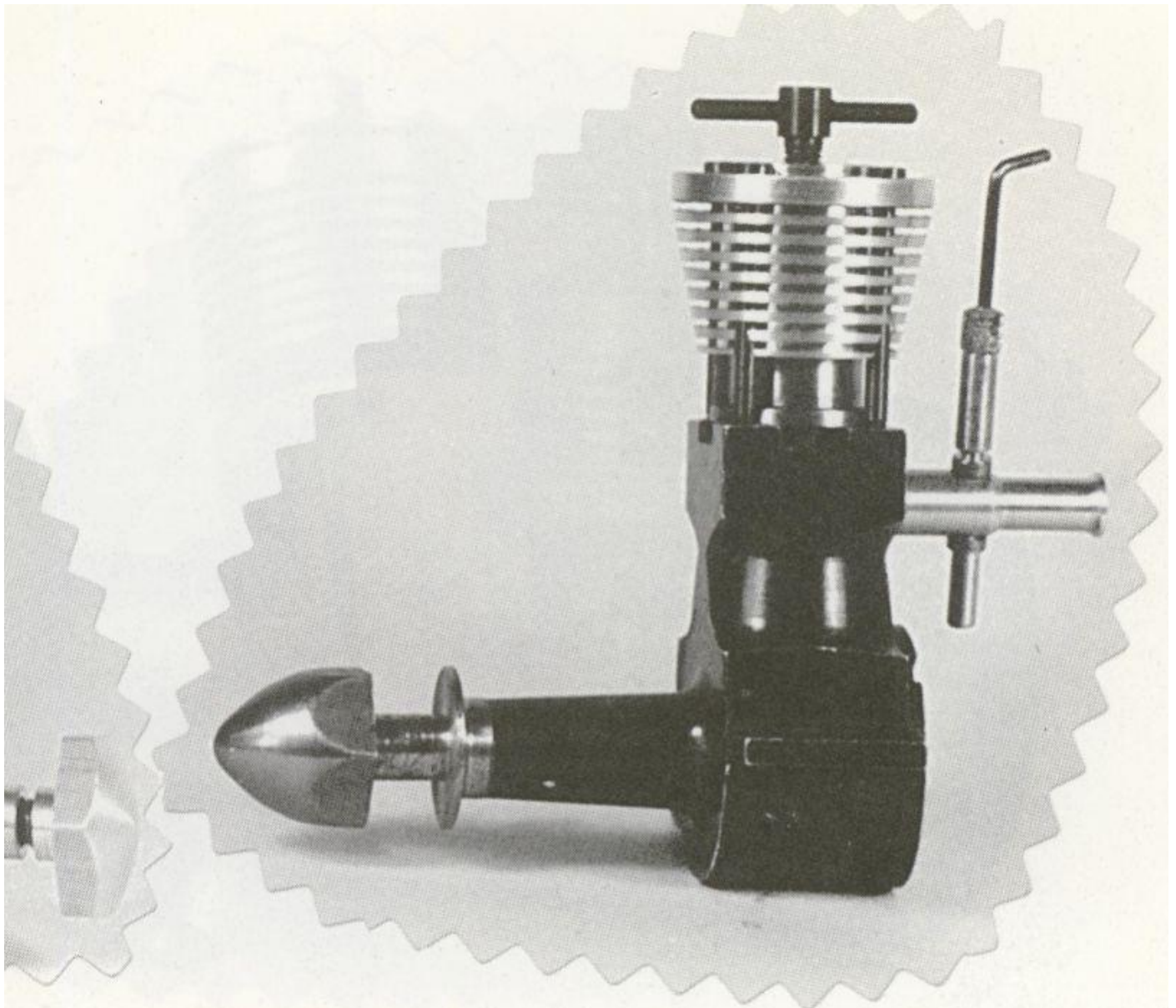
In quoting from this publication, readers are advised to attribute the source of the information to the author.

Printed at *Quad Printers*  
Zone 1, Industrial Estate  
Coromandel.  
Tel: 233 2101, 233 0073  
Fax: 233 0413  
email: sales@quadprinters.com  
Website: www.quadprinters.com

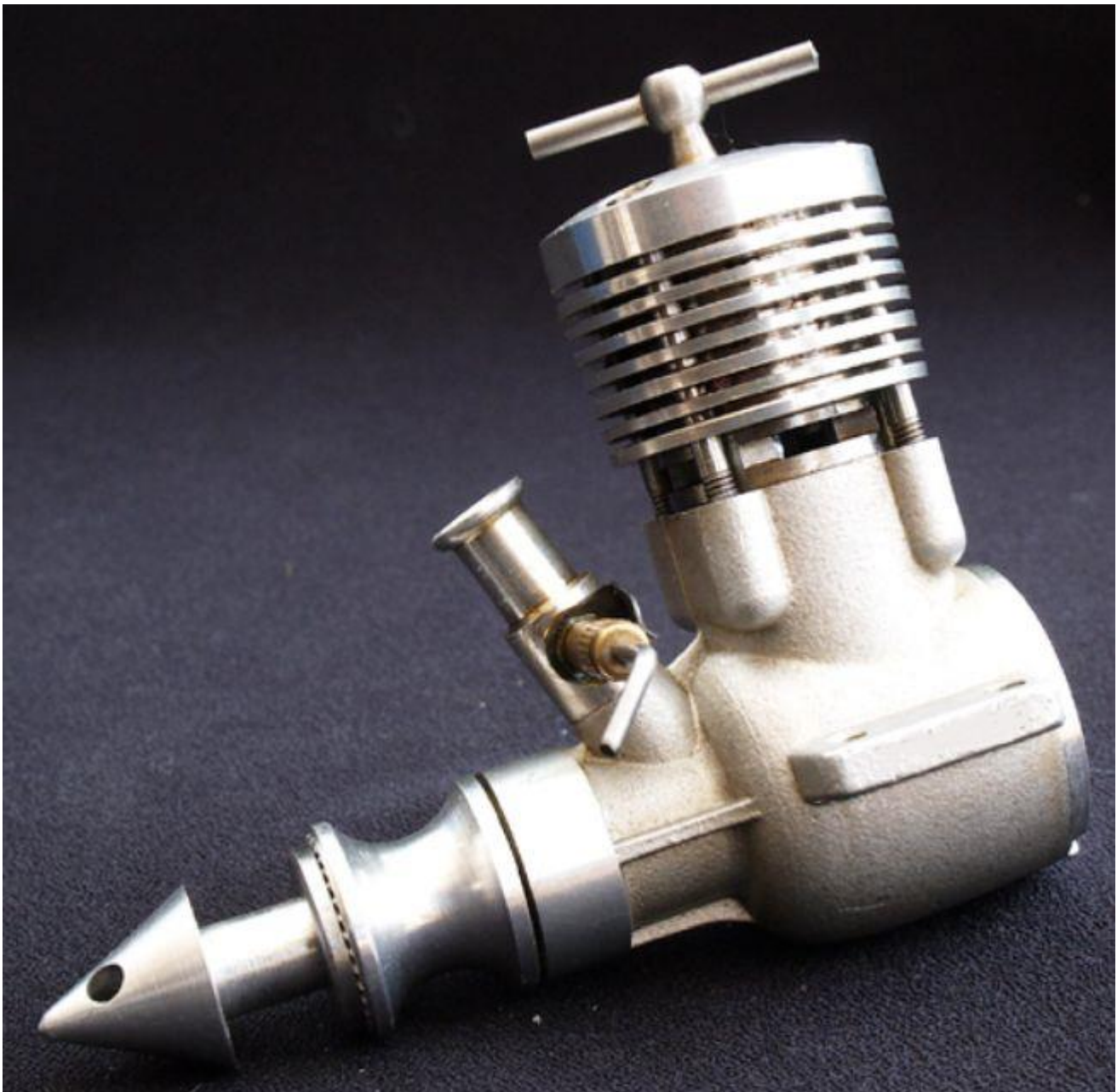
ISBN: 978-99949-0-645-1

**From Jack Hiner, USA. (James, an email to a friend in Illinois, close to me. Jack)**

The Oliver Jaguar also known as Panther was John Oliver's second diesel and for race cars initially. His third design in 1951 was the Tiger. Second picture a Mk II Tiger. You mentioned in an email you had one of these. An engine I wanted in the 1950's but too expensive. Later in the 1950's I got the O. S. .15 diesel a great engine but a bit heavy. The weight was no problem as it flew the original Flight Streak control line model designed for glow .35 great. Could do the complete control line stunt pattern with ease. 1970 I got into the R/C gliders and later got rid of my diesels and glows from the 1950's and 1960's.



**1948/9 Jaguar 2.5cc. Sold commercially as the 'Raylite Panther' from the Raylite Model Shop, Nottingham**



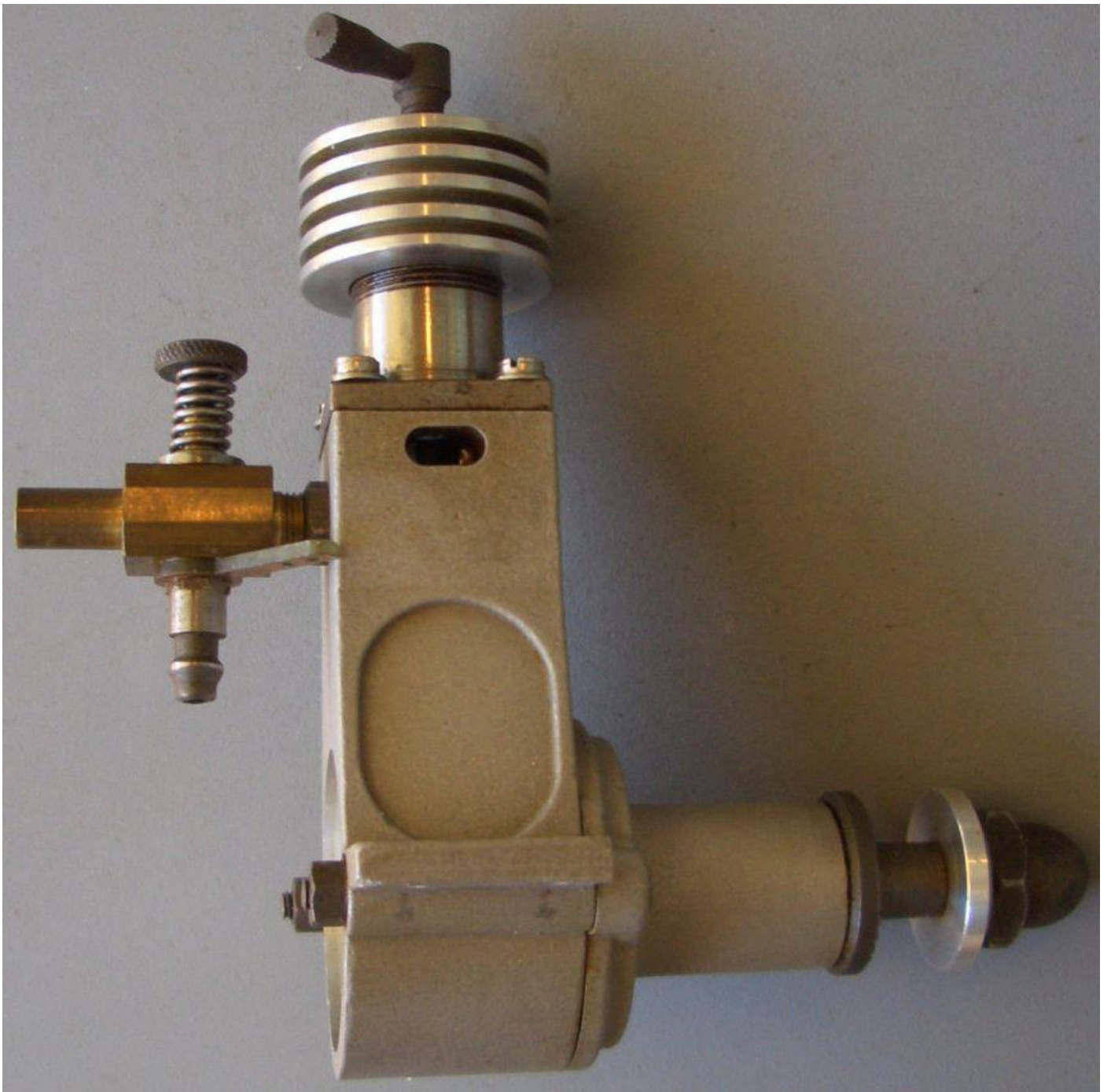


### Second email

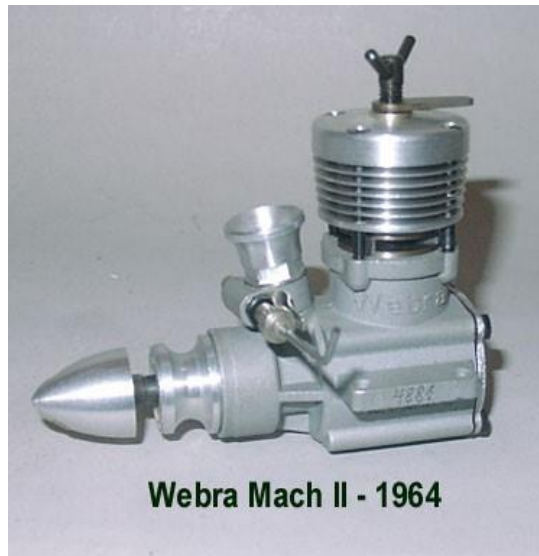
John Oliver's first diesel was the Battle Ax photo below. I have never seen one of these.

My favorite diesel I had during the 1960's was the Webra Mach II 2.5 cc engine. Got rid of it during the 1980's. See photo below.

I did a lot of control line and single channel R/C flying in the late 1950s thru 1969 with .15 diesels.







### Email 3

Late 1950's and in the early 1960's I had two other .15 diesels both Super Tigre. But my favorite .15 diesel in those years was the Webra Mach II.

The G-30 was rear induction using a drum and not a rotor. January 1962 thru the Fall of that year while in the USAF I attended Russian Language School at Indiana University in Bloomington, Indiana. Spring of 1962 I went home on a week end and brought back control line and R/C models. One day flying a profile control line model with the G-30 a fellow remarked, nice looking McCoy you have. But the glow plug looks funny? I told him it was a special glow plug and did not need aa battery to start.

I got the G-20 Super Tigre .15 diesel while stationed in Japan. Second hand for I think 5 bucks as the original owner could not get it started and it bite him. He was sure diesels were no good and only glow for him after the G-20. These photos all from the web and not the ones I had.

The O. S., Webra Mach II and two Super Tigre .15 diesels were all great engines. I never got the Oliver Tiger or Enya 15 diesels. The Enya .15 diesels were used by guys in the Joliet R/C club in Live Wire Trainers in late 1950's. I used the G-30 diesel for R/C in those years. When in Japan 1963-64 the local Japanese control line folks used the Enya .15 diesel.



## Email 4 to another friend

Hers is some info on scale R/C gliders I designed and flew years ago. 1977 to 1980 I built three different R/C sport scale WW II U. S. Army Training gliders (TG gliders). More sport than scale and not a lot of scale detail. But all three good flying models.

1977-78 it was the TG2 modeled after one in Wisconsin. 126 inch span. Flew well and even a second place at a thermal contest against thermal duration non scale models. Based on Earl Stahl's smaller glider model from the 1940's.

1979 the TG3 at 135 inch span. I took construction photos. A couple years later Bill Winter the Model Aviation editor wanted me to do a thermal duration design for the magazine. I told him I had construction photos for a scale model and he said OK for the TG3.

1980 it was the LK10 also known as a TG4. After WWII a number of folks bought the surplus TG4 gliders real cheap and flew them. Many did the flat top version as my model. Most more complicated than the one I modeled. A fellow SOAR club member had one after WWII with flat top mod and the simplest version I could find. Originally red with white numbers on wings and later blue with white numbers on fuselage. Photo before I added wing fillets. Photos below.





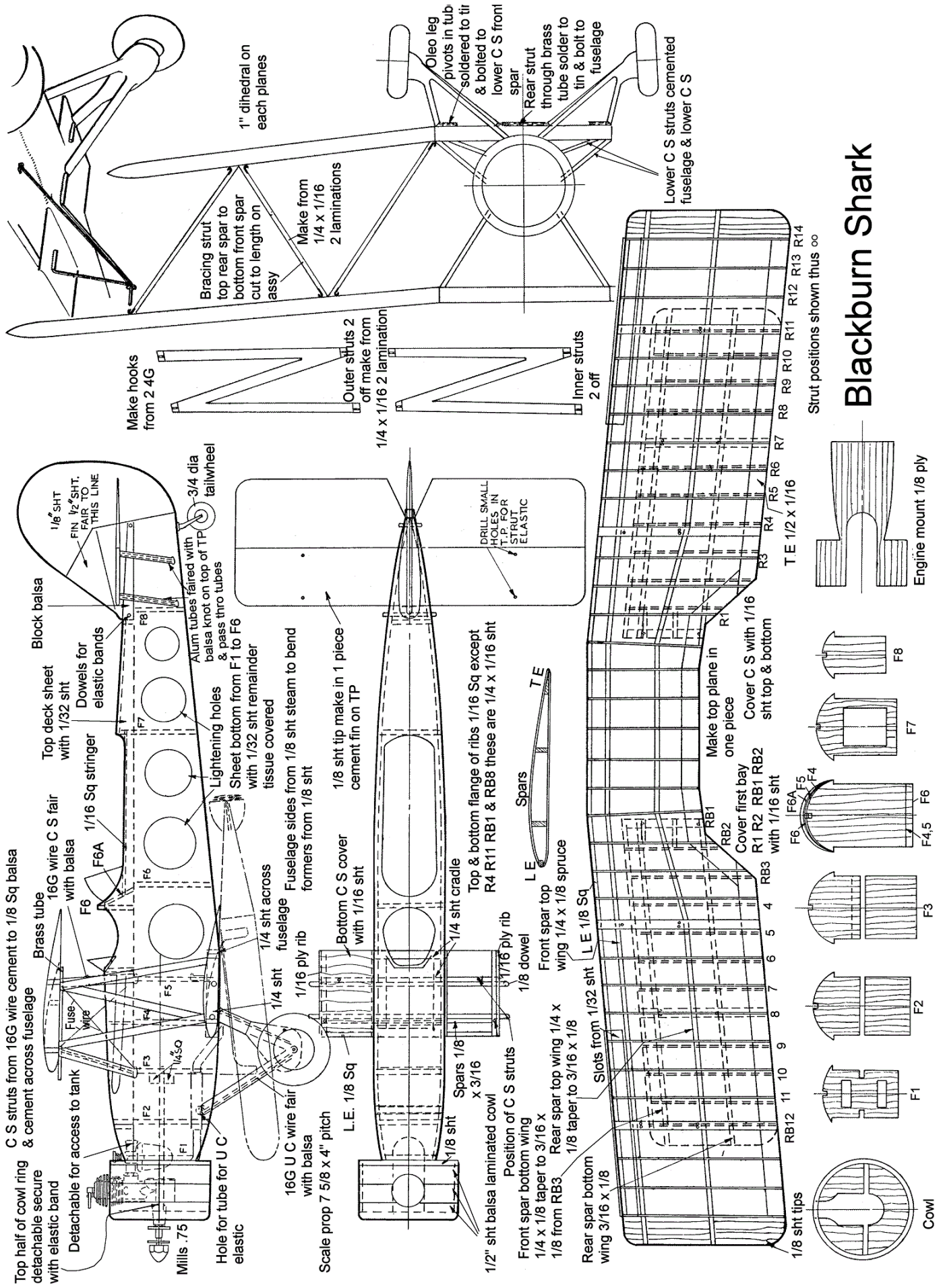
## Email 5

James,

Another photo of my TG2. We are to stay home now in Illinois. So will get some building and repairing of models as needed. Also, when it warms up here will run some diesels on the test stand. I have four Drone ball bearing diesels and may do an article on this engine. Very strong for a 5 cc old time diesel. Stay well.

Jack





# Blackburn Shark

## Blackburn Shark by H G Moore a fine flying scale model for .75 – 1 cc engines from Model Aircraft June 1954



The Shark flew beautifully—" straight from the drawing board" after a few initial trimming adjustments. A 1/2-oz. weight was put in the tail box to make the model balance slightly nose heavy at 50 per cent, chord on the top mainplane, and a small amount of down and right thrust was necessary to get a good flight pattern with a standard prop on the Mills .75.

Building Instructions—Fuselage. Mark out accurately on 1/8 in. medium sheet the sides of the fuselage, also the lower mainplane dowel holes and former positions. Steam sides to shape, add all formers working front to rear. Bend the cabane parts to shape on the plan, making sure they are cut to correct incidence ; bind them well to pieces of 1/8 sq. ; cement and gusset in place across fuselage and add brass tube on top for upper mainplane runners, checking again for incidence.

Cut out sheet to fit across bottom of fuselage to carry U/C pivot and lower centre-section dowels, cut V's so that dowels fit in and to allow 1/4 in. sheet to fit flush with fuselage bottom ; make up U/C pivot and bolt in place. Then cement block in place on fuselage, push lower dowels through and cement. Cut out 1/8- in.

ply motor mount, cement in place, cut out cowling as shown on plan, and attach to motor mount and fuselage front.

Make up lower C/S by cutting out 1/16 in. hard sheet to plan and well cement in place on bottom of dowels and fuselage; cement on to this the L/E and spar. Now repeat with top 1/16 in. sheet and cement on to L/E, spar, fuselage and T/E. Add 1/16 in. ply ribs on end.

Sheet fuselage where shown on plan with 1/32 in. Carve blocks and bolt oleo leg pivots to C/S. Add lower C/S bracing struts and cabane bracing wires, fairing the latter with 1/16 x 1/4 in strip.

### Tail

This is quite straightforward, as tailplane and rudder are cut from 1/8 in. sheet and the fin is carved from 1/2 in. sheet as it has to carry the tailplane. Fair it into tailplane and rudder and cement unit to rear fuselage block.

### Mainplanes



These are constructed with spruce spars, with the upper wing all in one piece. Steam spars to correct sweepback, pin down all 1/16sq. and 1/16 x 1/4 on plan, cement spars in place, also L/E and T/E. Now add top capping strips, cementing from L/E to T/E. When dry, lift from

plan, add wing tips, steam to correct dihedral and sheet C/S with  $1/16$  in. ; similarly with lower wings. If it is wished all ribs can be cut from  $1/32$  and  $1/4$ in, sheet.

#### Finishing and Covering

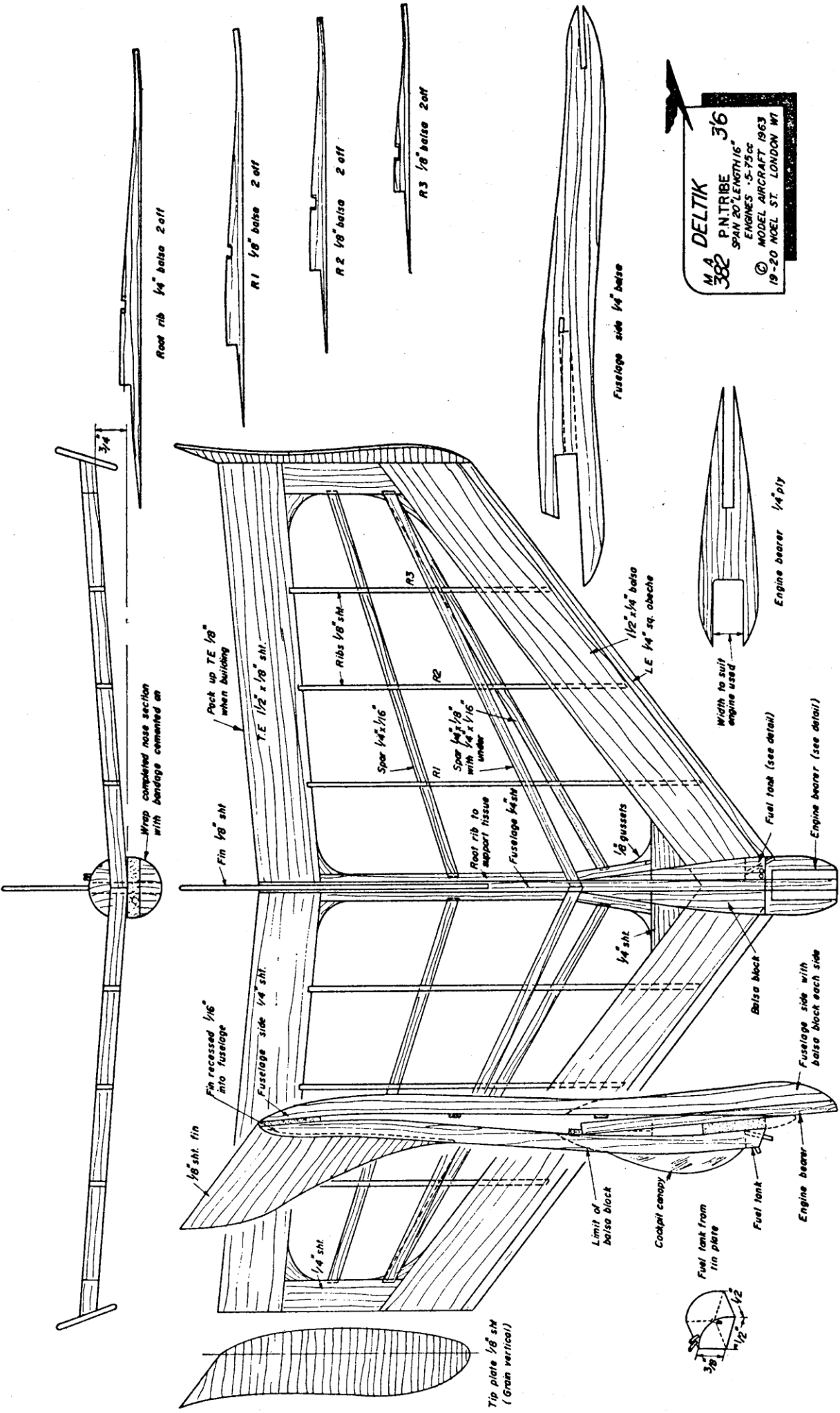
Carve all blocks, fairings, struts etc., to section, sandpaper well all over, then cover fuselage with heavyweight rag tissue ; cover rest of model with medium rag tissue. U/C, struts etc., can be treated with sanding sealer. Give model one coat of dope.

Fuelproof inside of motor bay and cowl, colour dope the same as the Swordfish. That is :—Silver overall, black undersides for night bombers. Specimen markings ; identity letter on fin (FO). Number on fuselage (205) ; letters R.N. on fuselage rear tail. Roundels on wings and fuselage. Note : some aircraft were camouflaged during the war.

#### Assembly

Make strut attachments by looping  $1/16$  dia., hat elastic through holes in wings, tying on underside ; fit wings in place on fuselage with strong elastic bands on cabane struts and on dowels on lower C/S, with pins in root ribs to carry elastic bands from one wing to the other under the centre-section. Now clip inter-plane struts with hooks on to elastic loops on struts, pass a strong elastic band through fuselage on to front U/C legs. Attach tailplane with strong elastic band around fuselage.

**M.A. DELTIK**  
**382** P.N. TRIBE **3'6"**  
 SPAN 20" LENGTH 16"  
 ENGINES .5-75 cc  
 MODEL AIRCRAFT 1963  
 © 19-20 NOEL ST. LONDON W1



Root rib 1/4" balsa 2 off

R1 1/8" balsa 2 off

R2 1/8" balsa 2 off

R3 1/8" balsa 2 off

Fuselage side 1/4" balsa

Engine bearer 1/4" ply

Width to suit engine used

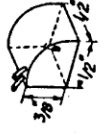
Fuel tank (see detail)

Engine bearer (see detail)

Fuselage side with balsa block each side

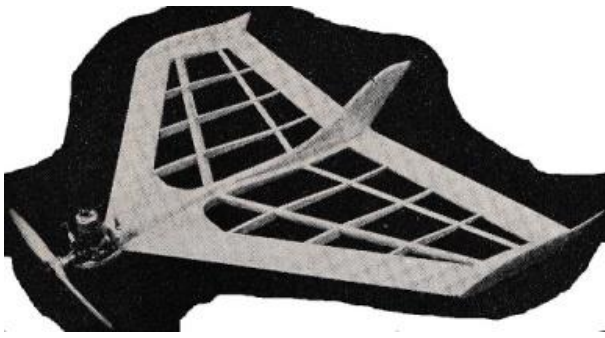
Engine bearer

Tip plate 1/8" sM (Grain vertical)





**Deltik a simple robust free flight power model for .5 - .75 cc engines. Designed by Peter Tribe. From Model Aircraft August 1963.**



Here's a model that you can build very quickly yet it gives a sparkling performance and is almost indestructible. Start construction by cutting out and gluing together the two leading edge strips and pin them flat on the board. Cut out trailing edge, ribs and 3/4 in. X 1/4 in. balsa wing tips. Remove leading edge from board when dry and pin one side of it down again with 1/8 in. packing under the back edge. Due to the sweep-back on the wing, the tip which is not pinned down will now be 1 1/2 in. above the building

board. This constitutes the dihedral.

One side of the trailing edge is now pinned to the board with 1/8 in. packing under the back edge, the other piece of the trailing edge being supported by 1 1/2 in. of packing at the tip. The 3/4 in.

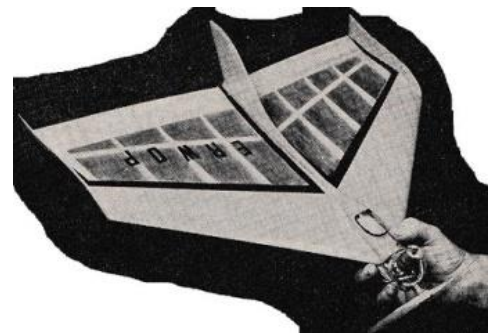
x 1/4 in. wing tips are now added and the whole structure left to set.

During this period, the fuselage side and engine bearers can be cut out. When the basic wing structure is set, the 1/4 in. x 1/4 in. obeche front to the leading edge can be added. The fuselage side is now forced on to the wings and firmly glued in place.

The trailing edge is then slotted and the ribs stuck in, followed by the spars.

The engine hearers can now be glued in position and the balsa block around the fuselage added. The small streamlined tank is constructed and glued in position and, after sanding down, bandage is doped all over the fuselage and the cockpit canopy added. The main and tip fins are now added and the wing section sanded to shape, after which the model is covered in heavy weight model span tissue, given several coats of dope and fuel-proofed.

The first test flights should take place over the usual crop of long grass and the model hurled into the wind until a satisfactory glide is obtained. This can be achieved by either warping the control surfaces or using small trim tabs. When the model appears to be gliding on a more or less straight path, low-powered flights can be tried. The fuel tubing should come from the tank and go once around the engine's cylinder head before being connected to the spray bar. The model should only be launched when the last of the fuel is entering the fuel tubing and in this way engine over-runs are avoided. The two prototypes were trimmed to fly in left-hand circles under both power and glide.



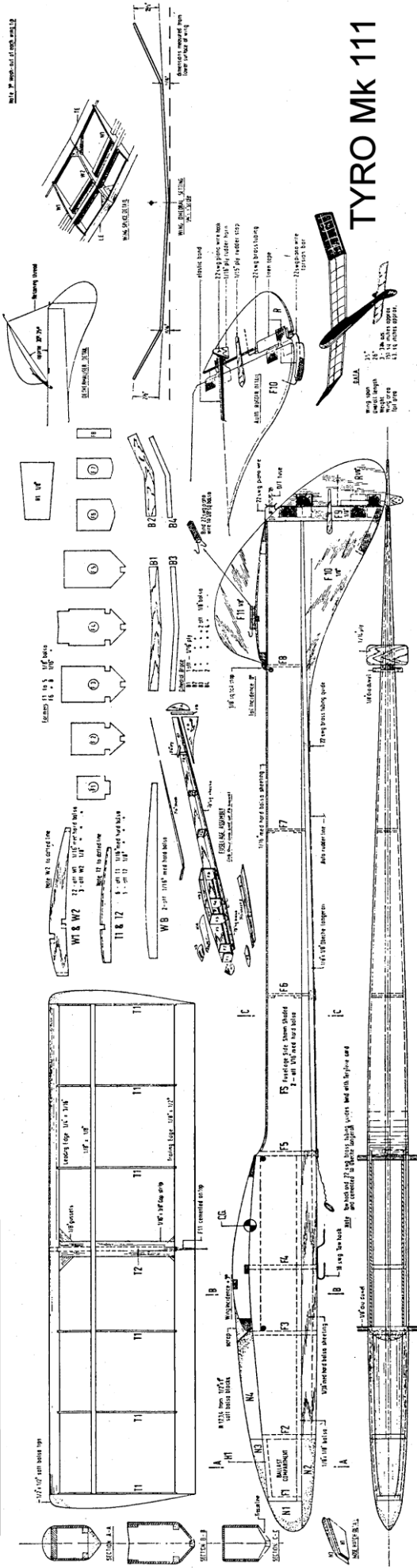
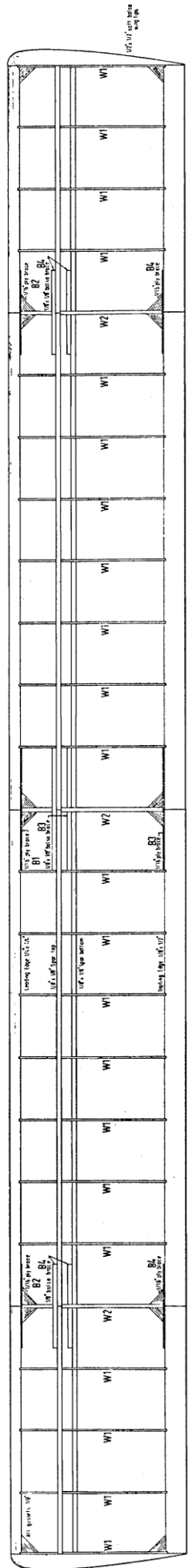
## From Jörgen

Hi James a couple of pic,s of mine Little Monster David Banks design and kit from Chris Stewart Falcon models total weight 165 grams single channel and Kalper 0,32 replika 3,7 servo 4.3 grams MPX rec and 2cell 8 grams Lipo and last micro switch and voltage reg from Micron rc. And also a pic from my started Sportster Twin Fin also from Chris Stewart Falcon models.

Jörgen. In karantän.







# TYRO MK 111

## Tyro Mk III A simple glider for beginners by H C Quek from Model Aircraft September 1963

As the name suggests, Tyro is a beginner's model, but do not be surprised by the contest performance it has in store. Accurately constructed it is capable of a consistent 2 min. duration on 100 ft. tow-line and regular flights of 3 min. have been achieved on a 164 ft. line.

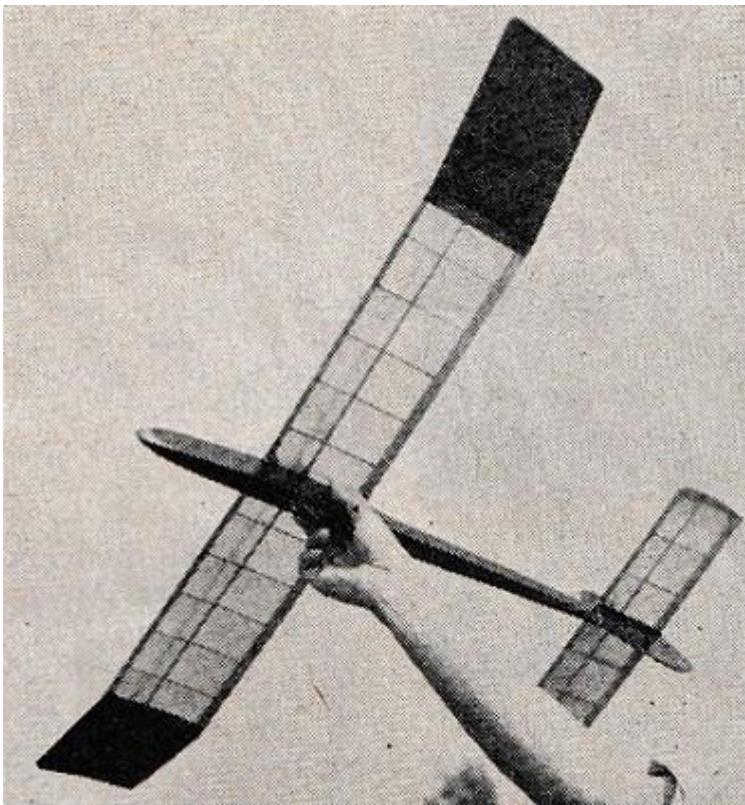
It is advisable to cover the plan with wax paper, or rub it over with ordinary candle wax, to prevent the parts built directly on it from "sticking" when the cement dries.

### Fuselage

Cut two off FS and two off WB from 1/16in. sheet. Cement WB and the 1/8 in. sq. balsa longerons extending from F1 to F5 as indicated.

F1 to F5 are of 1/8 in. and F6 to F8 are of 1/16 in. sheet. Cement the 1/16 x 3/16 in balsa spacers to F6 and F7. Carefully mark off the positions for the formers on FS, then cement F3, 4 and 5 to FS. Check for squareness before cement sets. When dry bring tail end of FS together, cement and pin in position.

Cement F6 to F8, in place and F1 and F2 at the nose.



Bend the tow-hook from 18 s.w.g. piano wire and bind to the 1/8 in. sq. obechi longeron. The 22 s.w.g. brass tubing auto-rudder line guides should also be fixed to the longeron at the same time. Cement the longeron in position and apply cement fillets to all joints.

The nose-block pieces and the 1/16 in. sheet spine and underside planking can now be added. Make the nose hatch as detailed. When dry, shape and sand nose to shape and lightly fair off the rear fuselage to section.

### Lower fin and rudder

Join F9 to F10 flat on the building board. When dry round off all edges except the top, which is to be cemented to the underside of the fuselage. Care should be taken to see that it is perfectly vertical when cementing in position. Build the auto-rudder as detailed. Note the use of a 22 s.w.g. piano wire torsion bar for deflecting the rudder, instead of the usual rubber bands. This facilitates easy setting of

the rudder to any angle. The 1/16in. ply rudder stop shown on the plan is designed for a right-hand flight pattern. If left-hand circle is preferred, the rudder stop should be cemented on the starboard side.

### Wing

This is constructed flat on the plan. Cut 22 ribs W1 from 1/16 in. and three W2 from 1/8 in. balsa and cut the various dihedral braces required. The wing is built in four separate panels which are cemented together later. Cut the spars to length and notch the L.E. and the T.E. to fit the ribs.

When the four panels have been built, join them with the dihedral braces, checking that the angles at the different points are as shown on the plan. It is best to join the external port panel to the internal port panel and the starboard external to the starboard internal panels first.

Allow to dry, then finally join the port wing to the starboard wing at the centre. Finally add the necessary gussets as shown. The 3 deg. wash-out at each wing tip has an appreciable effect on the performance and it is, therefore, worthwhile taking the trouble to build this in.

The wing tips are of soft balsa cemented to the end ribs and carved and sanded to shape when dry.

Tailplane and upper fin. Notch the L.E. and T.E. to take ribs T1 and T2. T2 is of 1/8 in. and T1 of 1/16 in sheets. Build flat over the plan. The 22 s.w.g. retaining hooks should first be bound and cemented to the

short length of 1/8 in. sq. balsa before cementing to the recess in F11. Fix the rear retaining hook on the T.E. over the centre rib, then add the , 1/16 x 3/16- in. capstrip.

The upper fin F11 can now be cemented on top of the capstrip. Check that it is absolutely vertical.

Covering and finishing. Smooth off the whole airframe with sand paper and apply a coat of clear dope to the entire structure. The entire model is covered with lightweight tissue. Avoid using too much colour dope, painting should be restricted to trimming to save weight.

Four coats of 50/50 clear dope and thinners on the fuselage, three coats on the wing and two on the tailplane, fin and rudder, should be ample. To avoid warps, it is advisable to pin down the flying surfaces after each coat of dope. Sand lightly between coats to obtain a smooth finish.

#### Assembly

The wing and tailplane are held onto the fuselage by rubber bands. Check for the correct rigging of the assembled model—the tailplane should be in line with the wing and the fins upright. Any warps must be removed before attempting to fly.

Balance by placing approximately 1 oz. of weight in the nose ballast compartment. Add or reduce weight until model balances at the correct point shown on the plan. When this has been achieved, temporarily seal the hatch to the fuselage with cellotape. After proper flight trimming, the hatch can be permanently cemented in place.

#### Trimming and flying

Choose a calm day for the first test flight. Test glide first by hand launching at shoulder-height, with the auto-rudder at the neutral position. With the correct C.G., any tendency to stall can be corrected by inserting packing under the L.E. of the tailplane and a dive can be corrected by inserting packing under the T.E. Check for warps and alignment again if the model banks too sharply.

Do not attempt to tow it up until you are satisfied that you have obtained a straight, smooth, flat glide. Correctly aligned and properly launched from shoulder height, Tyro should glide a distance of approximately 20-25 yd. away from you.

When a satisfactory hand glide has been attained, get a helper to assist you for a tow launch—100 ft. of Terylene cord is ample for normal flying. Face the model directly into the wind when towing, use the rear hook in calm weather and the front hook in a strong breeze. Do not run with your back to the model but watch it as it climbs upwards. Do not release until it has settled into a horizontal gliding position, then just slacken the tow line and Tyro will glide smoothly away. Finally, always use the D/T. Happy gliding.

## From Keith Hynds

Hi James, Any chance you could put a few photos in for Raynes Park MAC.

### **SUNDUSTER R/C or FREE FLIGHT LASER CUT MODEL AIRCRAFT KIT (LAST TWO) A 60" span vintage cabin model**

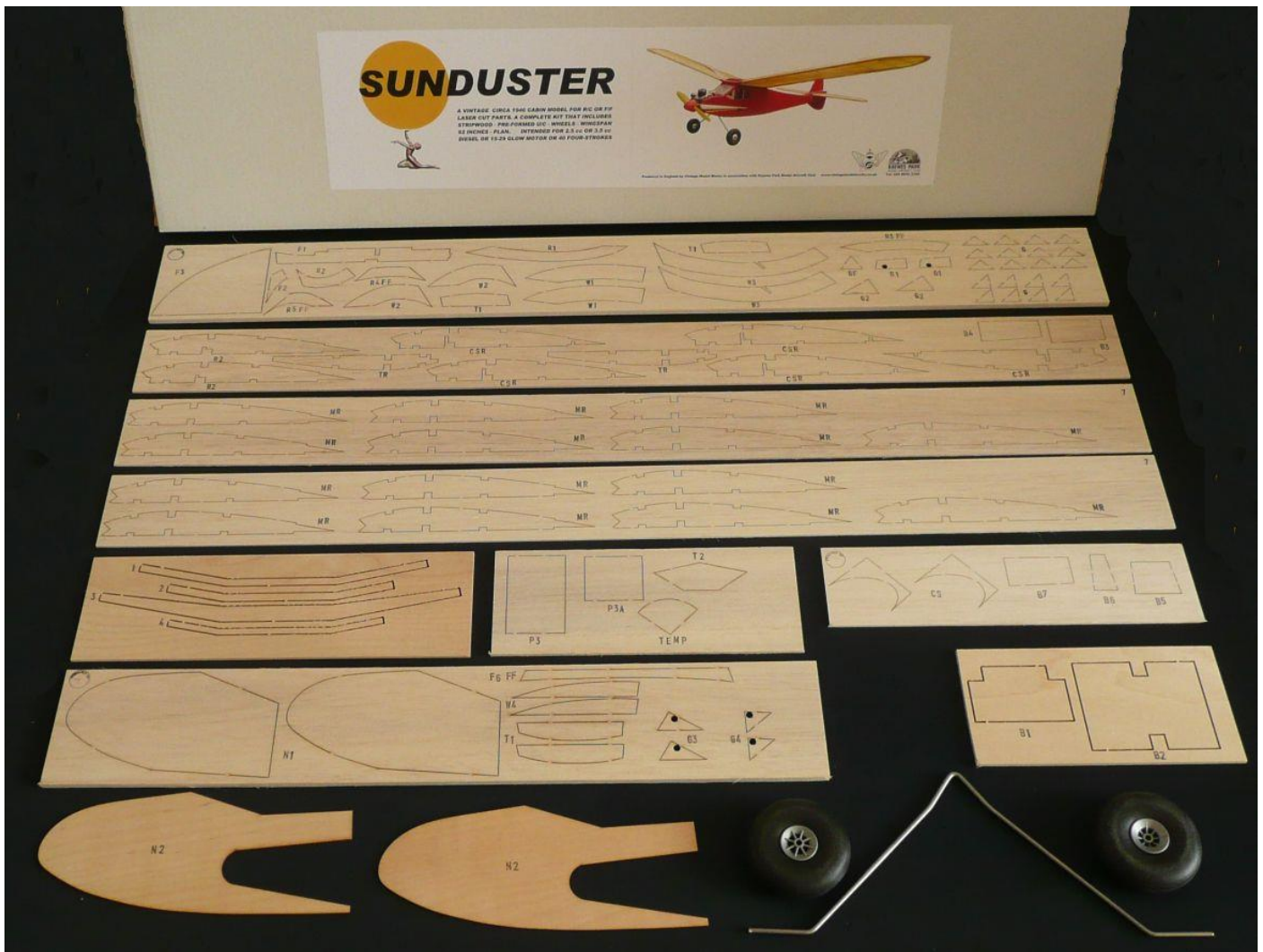
Raynes Park MAC can be contacted on 020 8542 3100

These kits are retailing at £79.50 plus £11.99 for P&P a grand total of £91.49

If you buy direct from Mike and mention S&T they'll be a 10% discount making it a very reasonable £82.34

*(Just heard there is only one left JP)*





James,

Any chance you could do this one as well, and but put it in every month as it's an ongoing current model unlike the Sunduster where there's only two kits left, and Mike doesn't intend kitting any more being as they were quite pricey unlike the Cardinals.

Thanks for asking after my welfare. I'm quite well although undergoing my second bout of Chemo as my Myeloma came back again just after Christmas. Trouble is there's no cure for Myeloma, just treatment, but it could be worse I could have the the other "C" Corona.

Anyway below is a little write up. Again thanks in anticipation and stay safe and healthy.

Keith.

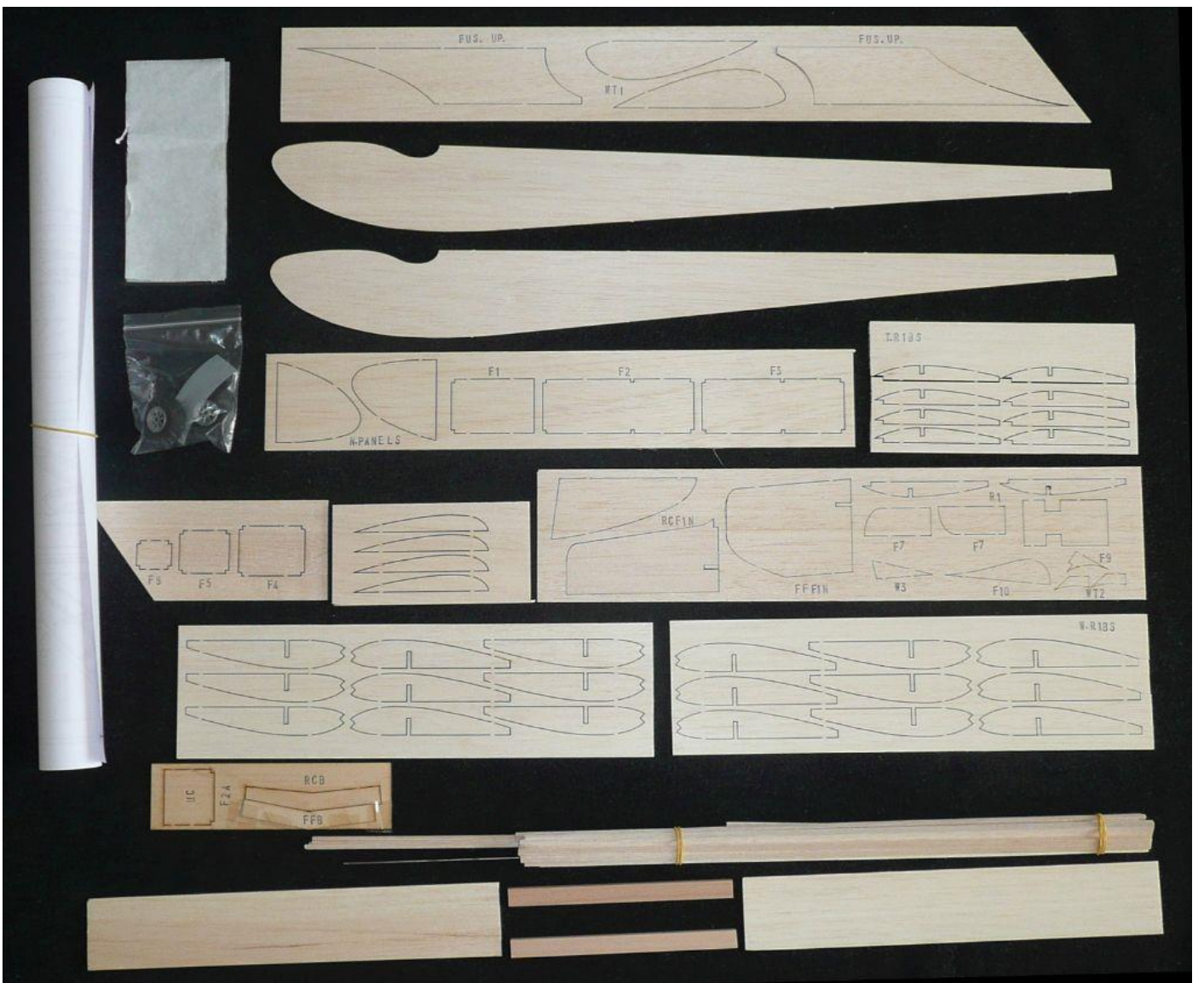
**R/C VERON CARDINAL by Phil Smith (THIS IS A FULL LASER CUT KIT ) Not a Tomboy.**

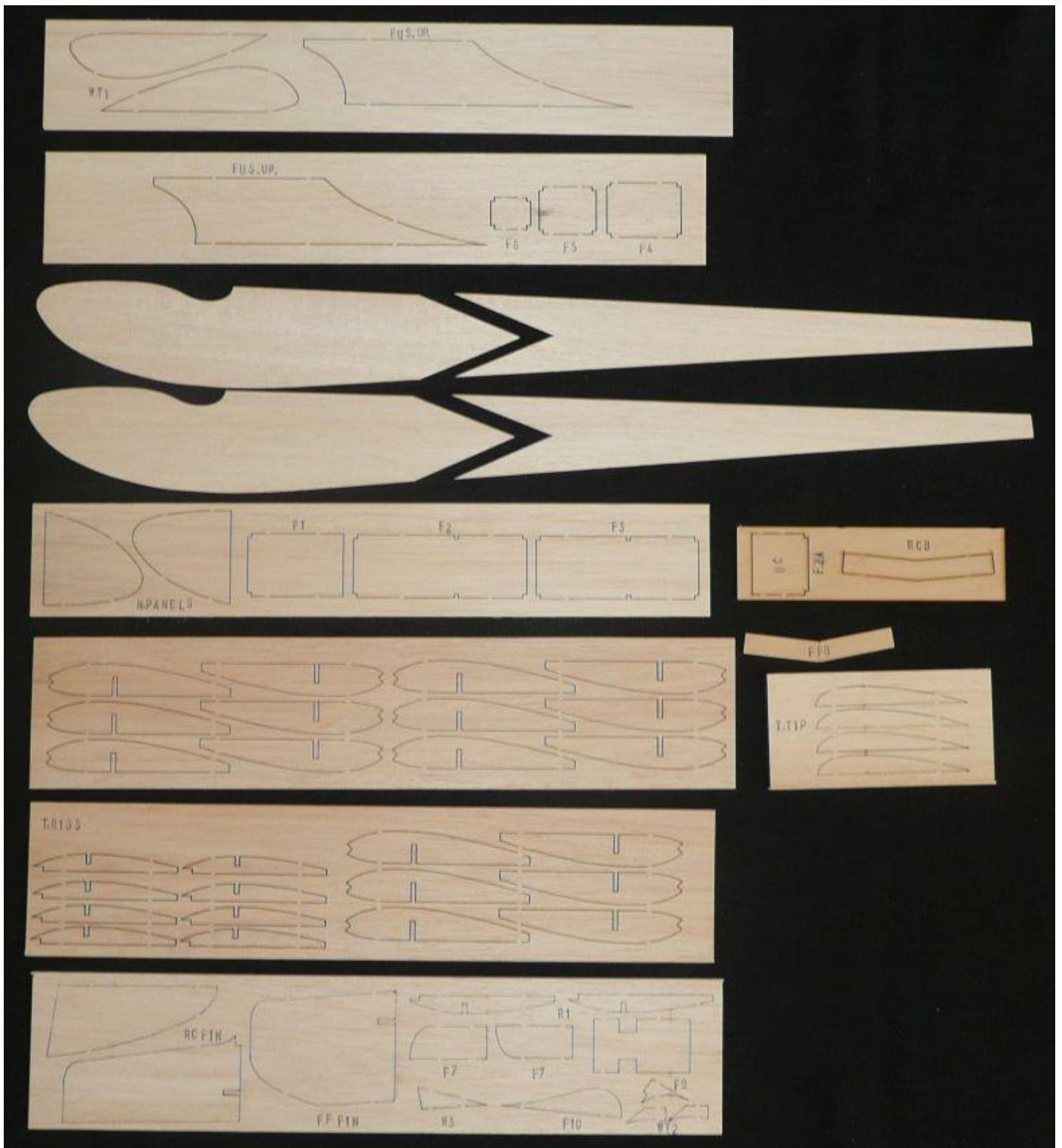
Raynes Park MAC can be contacted on 020 8542 3100

These kits are retailing at £39.99 plus £5.99 for P&P making a grand total of £45.98

If you buy direct from Mike and mention S&T they'll be a 10% discount making it a very reasonable £41.38







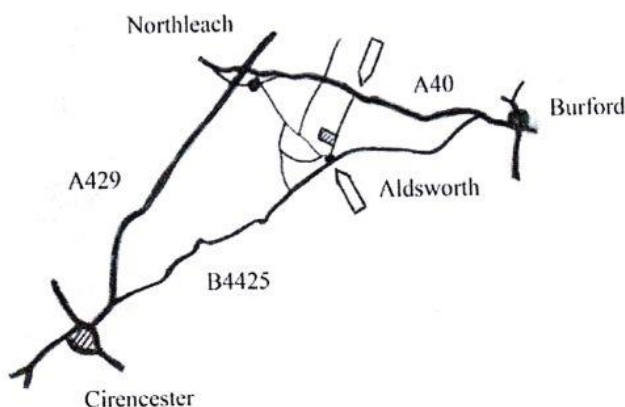
The events are of course subject to possible cancellation due to the lurgies.  
Check they are on before you travel

## **COCKLEBARROW** **VINTAGE RALLIES**

**5th July 2020**  
**16th August 2020**  
**27th September 2020**

All types of R/C up to 1975  
BMFA insurance essential, [A certs. not required]  
Camping on field, [no facilities]  
Contact - Tony Tomlin  
02086413505 / email [pjt2.alt2@btinternet.com](mailto:pjt2.alt2@btinternet.com) / 07767394578

Signposted from Aldsworth, Gos.off B4425 between Cirencester/Burford  
and off A40 between Northleach and Burford [follow SAM 35 signs]



### **North Cotswold MAC from Gray**

Last year, the North Cotswold MAC turned 70 years old. We'd hoped to celebrate our anniversary at our popular annual Fly For Fun event in August at our field at Moreton-in-Marsh, Gos.

Unfortunately, we chose the wettest and windiest weekend of the summer and we reluctantly had to cancel the show.

In 2020, we're hoping to have better luck with the weather by holding not one but **two** Fly For Fun events!

The first will be on Sat/Sun May the 16th and 17th. Regular camping & facilities will be available. Our informal fun comps for this weekend will be:

On the Saturday, Own Design models and on the Sunday, a Slow Pylon Race!

The second will be on August 8th and 9th.

Further details on both events to follow.

## *Shilton events 2020 from Boycott Beale*

*Hi all. These are the dates for our fly ins*

Weekend ~ 16<sup>th</sup> 17<sup>th</sup> May vintage

11<sup>th</sup> 12<sup>th</sup> July E soar

12<sup>th</sup> 13<sup>th</sup> Sept vintage

As before any fixed wing electric models on the Saturdays with the Sundays for the designated model class.

Campers / caravans as before welcome on site from mid day on the Fridays till Monday.

## **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, 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](mailto:WCAero@outlook.com))

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

## Notice from Belair

We have excess stock of some items and would like to give them free to model builders working in the health and emergency services, as a very small token our appreciation for their selfless work, especially at the moment. Please include our email - [sales@belairkits.com](mailto:sales@belairkits.com) and ask them to contact us. I do not require proof of their occupation, as I am sure that no low life would take advantage of this offer. We do have limited stock, so will stop the offer when it runs out. Leon.

Dear Fellow Aeromodeller,

COVID-19 is the biggest challenge we have ever faced, but we pray everything will recover from this massive disruption and return to normal!

Our online store is open although some countries may be subject to delays on delivery such as Italy, Belgium, Spain and the USA.

From the Cole family and all at Belair Kits to all of our friends, customers and suppliers around the world, to those preparing for the gathering storm and to those who are already in it, stay safe and strong and take care of yourselves. We will be trying to do the same, and look forward to meeting up with you again in happier times at a model show.

Keep well.  
With best regards,  
Leon Cole