

AEROMODELLER



Robert Moore

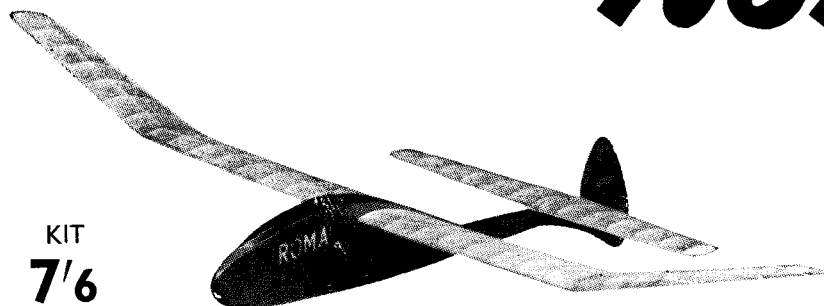
AUG.
1950

1'6

LIGHTWEIGHT GLIDER

Roma

KIT
7'6
COMPLETE



SPECIFICATION

Span 40"
Overall Length 28"
Wing Area 157.5 sq. ins.
Wing Loading
2.72 ozs/sq. ft.

YOU WRITE . . . "a most efficient model which is a joy to build and fly" . . . "superb accuracy in both plan and printed wood, the parts just fall together" . . . "what a flight performance, easily the best glider I have ever made."

**ONLY BY CAREFUL PLANNING HAS IT BEEN POSSIBLE TO PRESENT
BRITAIN'S No. 1 GLIDER KIT AT SUCH A LOW PRICE.**

AND STILL MORE WINNERS ON THE WAY !!

"ANDY"

To appeal to the sports flying enthusiast we have produced "ANDY" . . . the one and only design that can be converted in a matter of minutes to fly with a "Jetex 50" unit, or as a rubber powered sportplane, tow or hand-launch glider. Just think of the possibilities such a combination can offer . . . and the fun !!!!

Ask your retailer now to show you this attractive kit and judge for yourself.

20" WINGSPAN CONVERT-
IBLE SPORTPLANE WHICH
MAY BE FLOWN WITH
THE "JETEX 50" UNIT,
OR AS A RUBBER AND
GLIDER MODEL.

"JUNIOR"

By introducing jig-profiled units in this kit the construction has been so simplified that a full-size plan is not necessary. In this way we are able to give you the added advantage of a larger model with no increase in price

14½" WINGSPAN SOLID
BALSA CHUCK GLIDER.

PRICE **1/3** COMPLETE

(WITH FULLY DETAILED BUILDING
INSTRUCTIONS)

TITANINE TOPICS

(1) **SANDING SEALER** which, as its name implies, is a specially prepared, quick drying solution necessary to completely seal the open pores of Balsa Wood. It may be brushed vigorously into the wood, flowing on several coats in quick succession. Leave 10/15 mins. to completely harden and lightly sand surface with Flour Paper (Grade 0) or very fine Wet & Dry Rubbing Down Paper. Repeat this process until a hard, glass-like surface is achieved. Use Fuel Proofer, where "Hot" fuels are liable to contact the model.

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GREEN MOUNT WORKS  **HALIFAX YORKSHIRE**

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'Grams : "AEROMODEL," HALIFAX.

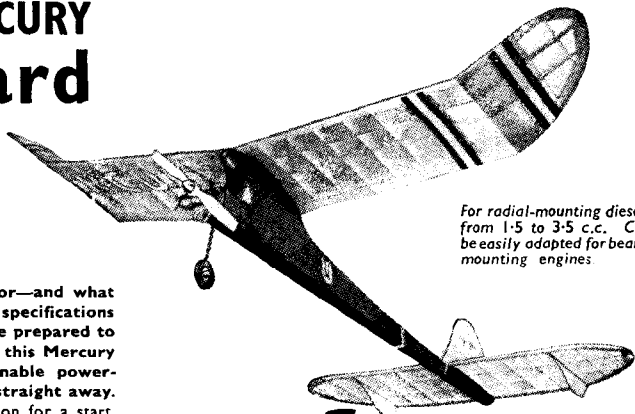
'Phone : HALIFAX 2729

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One of the best Kits ever

**FOR DESIGN
FOR QUALITY
FOR VALUE**

THE MERCURY Mallard



For radial-mounting diesels from 1.5 to 3.5 c.c. Can be easily adapted for beam-mounting engines.

Mercury Do It Again
W. Essex, Gala. — Fairlop 18/6/50. Midge wins C/L speed 75 m.p.h. with Allbon Javelin (Cyril Shaw). Allbon Javelin wins F/F duration (Allan Allbon).

Gold Trophy. — Mercury only commercial kits entered. Monitor 5th (Pete Russell). Musketeeer 7th (L. Steward).

On the Continent. — Ron Moulton 3rd at Geneva and at Milan with Musketeeer and Frog 500.

Here's the kit you've been waiting for—and what terrific value. Those who studied the specifications of the Mallard already published, were prepared to have to pay much more than 17/6 for this Mercury masterpiece. Yet it is priced to enable power-modellers to get down to building it straight away. The Mallard conforms to F.A.I. specification for a start. Wing span, 48 ins.; wing area, 350 sq. ins.; tail, 170 sq. ins. (total 520 sq. ins.). All-up weight 14½ oz. O/A loading, 4 oz./sq. ft. Then it has Mercury's unique triangulated fuselage which gives such exceptional strength, with low over-all weight. The Mallard is a true contest model in the best traditions of other Mercury winning designs.

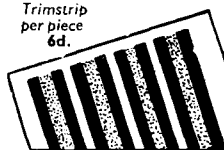
17/6

MERCURY STANDARD KIT includes pre-printed and cut solarbo, hardware, tissue, photo-view plan and intelligible building instructions. Your Dealer will gladly show you the Mallard Kit.

**WATCH
OUT FOR
THESE**

Smarten up with TRIMSTRIP and CHEQUERS

Trimstrip
per piece
6d.



Chequers
8 in. x 4 in. 6d.

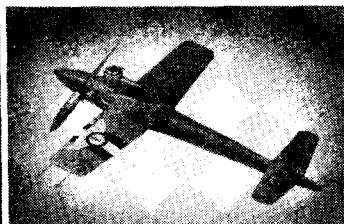


In a great variety of colour combinations, Trimstrip and chequers give models a professional look, added smartness, and real distinction. Easily applied. Lasting finish. These water-slide designs in ½-in. two-colour chequers and 12-in. x ½-in. strips (three ½-in. coloured bands) can be made into endless individual designs.



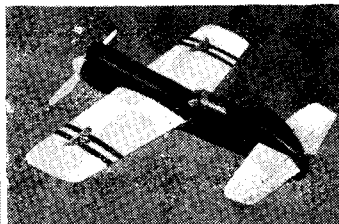
JUNIOR MUSKETEER

Here's Musketeer performance for the 1.5 c.c. diesel owner. Robust. Virtually unbreakable. Hollow-log prefabricated fuselage saves building time. Fast stunt model. Costs less to buy, less to fly—and it's a Mercury thoroughbred, too.



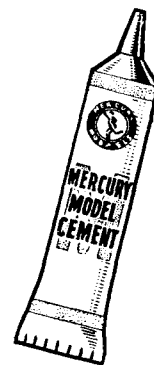
MIDGE

Cyril Shaw's winning design for C/L speed flying with 1.49 c.c. motors. Simple construction, and extra-robust construction, making it almost completely crash-proof. Can be hand-launched safely. Up to 80 m.p.h. with ease. Now wins C/L speed contest at W. Essex Gala at 75 m.p.h.



MK. 1 TEAM RACER

To S.M.A.E. formula. Wing area 125 sq. ins. plus. For Frog 500 and other standard 5 c.c. G.P. or ignition motors. Up to 80 m.p.h. according to motor. Builds easily. Flies easily. Very stable. Robust construction.



MERCURY CEMENT, long known to buyers of Mercury Kits, now released for sale to all modellers. Slightly faster drying. Ideal for balsa and hardwoods. When you ask for cement, say 'Mercury'. Large tube. 7d. Cement Nozzle 10d.

MAYBUG 32" RUBBER DURATION

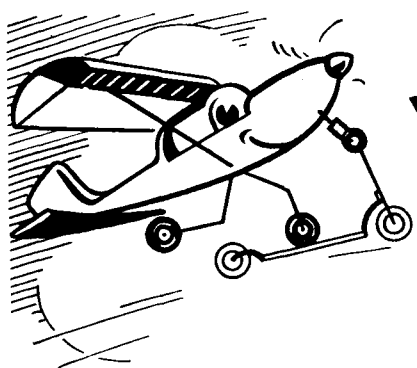
Rubber-powered semi-scale cabin model, designed for beginners and embodying all of Mercury's skill in combining good design with extra-simplified construction. Price of complete kit **7/6**

MERCURY MODELS

MERCURY MODEL AIRCRAFT SUPPLIES LTD., LONDON, N.7

M.E. EXHIBITION, STAND 27—SEE HOW MERCURY KITS ARE PRODUCED



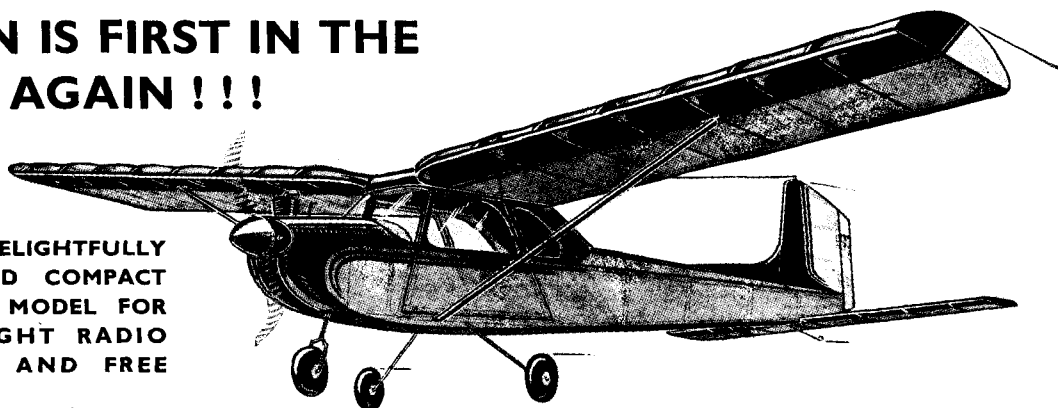


"The SKY-SKOOTER"

Ideal for
LIGHTWEIGHT RADIO CONTROL

**VERON IS FIRST IN THE
FIELD AGAIN !!!**

HERE'S A DELIGHTFULLY
SIMPLE AND COMPACT
SEMI-SCALE MODEL FOR
LIGHTWEIGHT RADIO
CONTROL AND FREE
FLIGHT.



★ PAYLOAD

Powered with an E.D. Bee 1 c.c., the model will lift 12 ozs. of ballast with ease.

★ SIMPLICITY

Easy construction combined with lightweight and compact ruggedness.

★ ACCESSIBILITY

Well thought out cabin design enables full access through two full depth side doors to internal space of 11" x 5" x 3".

... HERE'S THE MODEL DATA —

— NOW READY —

The new E.D. Lightweight Radio Control Unit, Transmitter, Receiver, Actuator, etc.

£7.19.6

Just the unit for
the SKY-SKOOTER!



KIT CONTENTS

Graded and selected strip and sheet. Ready cut out and slotted ribs. Ready shaped trailing edge section. Lightweight unpuncturable "Sorbo" wheels. Metal spinner. Formers and Gussets on printed sheets. Wire, cement, tissue paste, covering, etc.

ALL FOR **25/-**

Kit supplied as for Free-Flight—only requires small quantities of thin ply and wire to convert to R.C. work.

RECOMMENDED ENGINE

E.D. Bee 1 c.c. or any Diesel or Glow Plug from 1 to 1.5 c.c. (upright or inverted).

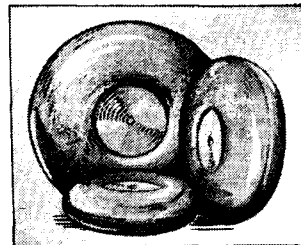
To suit the new lightweight radio units with the "HIVAC" Thyatron Br. R.K. 61 midjet valve of 6 to 11 ozs. weight.

Valve Price 17/6

Span 48 ins. Area 310 sq. ins. Wing loading (unladen) 6.3 ozs. per sq. ft. Weight unladen—14/15 ozs. (with engine). Wing Section N.A.C.A. 4415 (medium speed/high lift). Symmetrical Stabilizer section. Tricycle undercarriage. Take-off 20 to 30 yds.

WHEELS

Lightweight unpuncturable Sorbo Balloon wheels with light alloy centres. Ideal for scale models. The most realistic balloon wheels ever produced. Drilled for 16 and 14 S.W.G. Available in 3 sizes. 1½" diam. ... 2/6 2" diam. ... 3/6 2½" diam. ... 5/-



Australian Distributors: Scientific Hobby Distributors, 352 Queen Street, Brisbane, Australia.
Indian Distributors: K. L. Roy, 8 Lee Road, Calcutta, India.

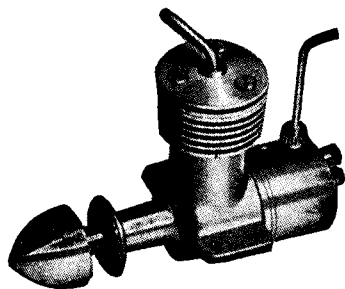
VERON

MODEL AIRCRAFT (Bournemouth) LTD. Norwood Place. BOURNEMOUTH

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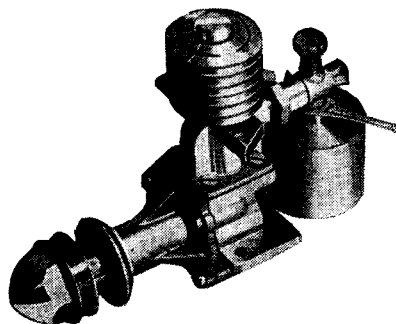


E.D. 1 c.c. Mark I (BEE)

A very compact little motor with an overall height of $2\frac{1}{4}$ in., it weighs only $2\frac{3}{4}$ oz. Features a disc inlet valve with induction pipe going through centre of fuel tank. Bore .437 in., static thrust 12 oz., stroke .400, R.P.M. 7,000 plus.

Price £2 . 5 . 0

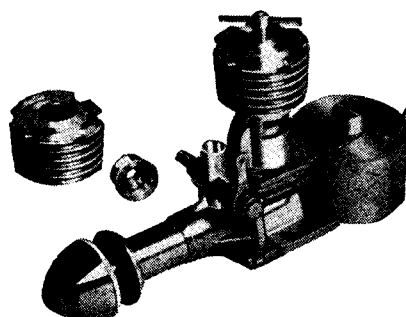
Designed by a picked staff of highly skilled aircraft engineers, many of whom are engaged solely on research and development work, these remarkable diesel engines are the achievement of an exceptional co-ordination of first-class technical ability, experienced workmanship and highest grade materials. Their performance and popularity are proved for all time.



E.D. 2 c.c. Mark II

Capable of developing $\frac{1}{8}$ h.p., the total weight of this engine including airscrew is only $6\frac{1}{2}$ oz. Produces static thrust of 16 to 18 oz. Bore $\frac{1}{2}$ in., stroke $\frac{5}{8}$ in., width $1\frac{1}{8}$ in., length 4 in., height 3 in. Efficient working R.P.M. 6,500. Suitable for planes 3 ft. 6 in. to 5 ft. span.

Price £2 . 15 . 0



E.D. 2.49 c.c. Mark III

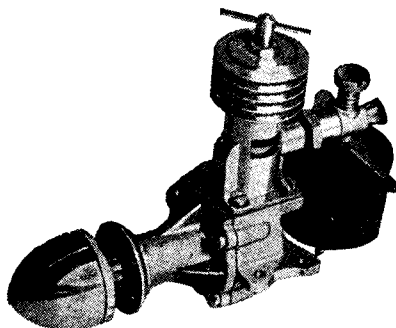
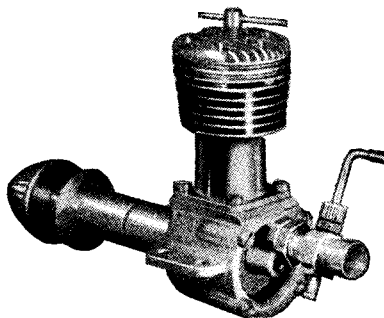
Holder of British speed record for "C" class cars at 50.5 m.p.h., this diesel has extended prop. shaft to simplify streamlining. Height $3\frac{1}{4}$ in., width $1\frac{7}{8}$ in., length 5 in., weight 6 oz. Complete with conversion head for "Glo-plug".

Price £3 . 5 . 0

E.D. 3.46 c.c. Mark IV

Developing 10,000 R.P.M., the three-forty-six is one of the finest engines for control-line and stunt flying. Its power is equal to any 5 c.c. on the market. Bore .656 in., stroke .625 in., height 3 in., width $1\frac{3}{8}$ in., length $4\frac{7}{8}$ in., weight $5\frac{3}{4}$ oz.

Price £3 . 12 . 6



E.D. 2 c.c. COMPETITION SPECIAL

Holder of British speed record for control-line flight at 89.95 m.p.h. Ideal for control-line, stunt and speed competitions. Gives 23 oz. static thrust and incorporates vernier compression adjustment. Height 3 in., width $1\frac{1}{8}$ in., length 4 in., weight $5\frac{1}{2}$ oz.

Price £2 . 17 . 6

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DEVELOPMENT ENGINEERS

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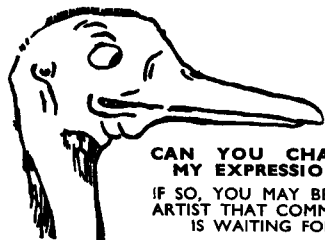
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ADDRESS.....

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MAC speaking fellows, thought you had better know about our new service. We have had many requests to open up a telephone order dept., y'know the kinda place you can call up for a 9x10 prop ready for that competition on Sunday. OK! we've done just that and you can order *anything* you like to be sent C.O.D. simply by giving us a blast on the blower. Your order will be despatched within 20 minutes of ringing off. Cheerio blokes.

Phone 89216

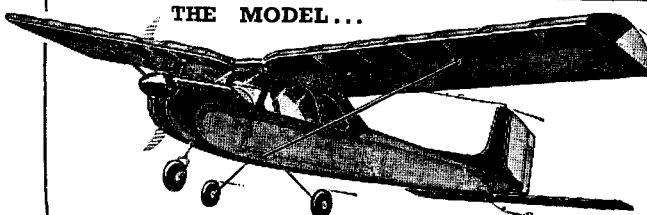
BIG NEWS

Radio Control is now within reach of everyone. For £11 9 6 you can build your own model, equip it with R/C and install an engine ready for flying. Send for set of fully descriptive leaflets today.

POWER

K.K. Slicker ..	£1 2 6
K.K. Pirate ..	13 6
K.K. Skyjet "50" ..	3 9
K.K. Skyjet "100" ..	5 6
K.K. Skyjet "200" ..	7 6
Jetex Flying Wing ..	5 0
Jetex Vampire ..	5 0
Frog Powavan ..	£1 5 0
Frog Vixen ..	12 6
Mercury Mallard ..	17 6
Veron Sky-Skooter ..	£1 5 0

THE MODEL...



VERON SKY-SKOOTER

Span 48 ins., area 310 sq. ins. Designed for *payload* this model will carry 12 ozs. ballast with an E.D. Bee installed. *Simplicity* and *accessibility* are outstanding features and two full depth access doors open up an internal carrying space of 11x5x3 ins. Plan and instructions give full details of disposition of R/C components and the kit is provided with *ready-cut* ribs, nose blocks, wing tips and trailing edge. All first quality sheet, strip, ply parts and wire etc., lightweight Sorbo rubber wheels and metal spinner. **PRICE 25/-**

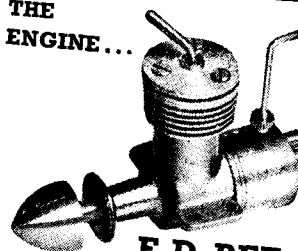
E.D. Mk. III R/C unit.	£7 19 6
E.D. Bee, 1 c.c. engine.	£2 5 0
Veron Sky-Skooter.	£1 5 0
Complete R/C model	£11 9 6

THE RADIO...

CRASHPROOF receiver using the new gas-filled valve. Small volumetric size achieved by tubular case. All auxiliary components including plugs and even solder. Price £3 0 0
 ESCAPEMENT 100 per cent. reliability and fitted with new current saving device developed by E.D. Price 18/6
 TRANSMITTER self-contained, 4 watts input and has a greater radiation than any other commercial transmitter. Price £4 12 6
 Total weight of receiver, escapement and all batteries only 7½ ozs.
 Price for complete unit £7 19 6

E.D. MK. III.

THE ENGINE...



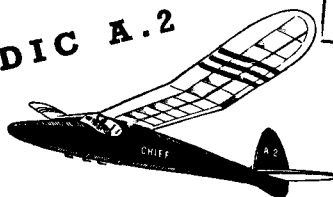
E.D. BEE

This versatile little engine gives an amazing performance and is built to high standards of engineering accuracy. Revs up to 9,000 with 8x4 prop. and weighs 2½ ozs. **Price £2 5 0**

ENGINES

Frog "500" ..	£3 15 0
Mills S.75 ..	£2 10 0
Mills P.75 ..	£2 15 0
Elfin 1.49 c.c. ..	£2 19 6
Elfin 2.4 c.c. ..	£4 9 6
E.D. Bee ..	£2 5 0
E.D. 3.46 c.c. ..	£3 12 6
Yulon "29" ..	£3 19 6
Yulon "49" ..	£4 19 6
Amco 3.5 c.c. ..	£4 17 6
Amco .87 c.c. ..	£3 12 6

NORDIC A.2



Keilkraft's answer to the terrific demand for a good commercial kit designed to meet the A-2 class. Span 64½ ins., weight 14½ ozs., it is as steady as you can want it on the towline and gives an outstanding performance in flight. Excellent kit and a first class buy. **PRICE 18/6**

CONTROLLINE

K.K. Phantom ..	18 6
K.K. Phantom Mite ..	11 6
K.K. Stunt King ..	18 6
K.K. Skystreak "26" ..	9 6
K.K. Skystreak "40" (Basic) ..	10 6
Veron Sea Fury ..	£1 2 6
Veron Spitfire ..	£1 7 6
Veron Bee-Bug ..	11 6
Veron Focke-Wulf "190" ..	19 6
Veron Mustang ..	£1 1 0
Mercury Musketeer ..	19 6

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Help keep Britain "ON TOP" in the air

To keep Britain 'on top' in the air is to safeguard world peace. That is a responsibility not only of the R.A.F. but also of its Auxiliaries and Reserves, the men and women who choose to spend a little of their spare time serving so great an end. If you are both air-minded and peace-minded, you will find this a grand part-time job. It is at once exciting and rewarding.

ROYAL AUXILIARY AIR FORCE

Flying squadrons (fighter and air observation post) (men and women), light ack-ack Regiment Squadrons (men), and Fighter Control (radar) Units (men and women) which train as self-contained city or county units.

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Please send details (pay, allowances, etc.) of R.A.F. Auxiliaries and Reserves.

NAME _____

ADDRESS _____

*Experience not essential but ex-R.A.F. men and women especially welcome.
(If ex-R.A.F. give Rank, Trade and No.)*

If you are
between 14
and 17—and
keen—join
the
**AIR
TRAINING
CORPS**

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Esso Serves the Aero Modeller through Mercury Fuels

SPECIALLY DEVELOPED

IN **Esso** LABORATORIES

Working in a giant refrigerator at a temperature down to -40°F , Esso scientists check the ignition qualities of a newly-developed fuel in the test engine shown above. Data obtained from this ceaseless Esso research helps to produce a quicker-starting, faster MERCURY fuel for *your* engine.

Here they are—a range of fuels to give you trigger-quick starting and a superb flexibility that will make even 'vertical eights' easy—a power output that will put you away out in front in Club Competitions. The name is MERCURY, the most successful and popular range of fuels in the aero-modelling world.

Unlike home-made 'dopes,' there is no hit-or-miss method in the make up of MERCURY fuels. Eighty diesel

and a hundred and fifty glow-plug mixtures have been evolved and rigorously tested by Esso Laboratories in close co-operation with the Henry Nicholls Research Group and practical aero-modelling experts.

The result is a range of eight tip-top fuels that get absolute peak performance from every type of engine. There is one listed below which has been specially designed for *your* engine. If you would like further details, we will gladly send a fully descriptive leaflet.

MERCURY FUELS GIVE

- SWIFT STARTING
- STEADY RUNNING
- TOP PERFORMANCE
- MAXIMUM ENGINE LIFE



*There is a **MERCURY FUEL** specially blended for every type of Model Engine*

- | | |
|--|--|
| 1 For all spark ignition engines | 5 For all racing glow-plug engines |
| 2 For all spark ignition racing engines | 6 For all diesel engines—requires no ether |
| 3 For all diesel engines | 7 The record breaking racing fuel |
| 4 For all glow-plug engines | 8 Ready-mixed first-pressing castor lubricant for diesel engines. |

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E.D.

Mk III Miniature RADIO CONTROL UNIT

**CRASH
PROOF****ONLY
7½/2025
ALL UP****PRICE
£7.19.6
COMPLETE**

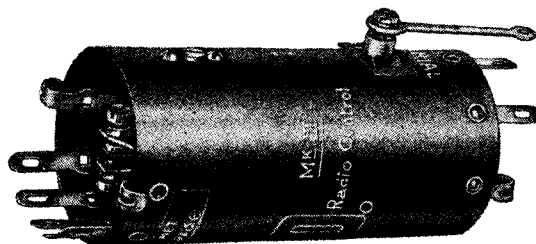
The technical staff of E.D.'s proudly present the "Baby" of Radio Control Units after very extensive experiments, and our Mr. Honnest-Redlich can rightly claim that the world-famous principles of E.D.'s of "proving before production" have been well and truly carried out, resulting in this Gem of Radio Control. We forecast that even rubber-driven jobs will be under E.D. Mk. III "Miniature" Radio Control. Miniature in size, weight and price. 101 per cent. reliable. RANGE IS SO GREAT WE WILL LET CUSTOMERS MAKE THE CLAIM.

THE ESCAPEMENT

100 per cent. reliability due to robust and accurate construction of claw and rotor. Fitted with double winding and current saving device, a feature first developed by the E.D. technical staff. Weight ½ oz.

Escapement Battery: 3 half pen cells, weight 1½ ozs. Price only 18/6.

Total weight of receiver, escapement and all batteries only 7½ ozs.



THE RECEIVER

Carefully matched components to obtain 100 per cent. performance from the new gas-filled R.C. valve. Tuning by variable inductance, eliminating difficult adjustments.

Small volumetric size achieved by tubular case.

Special feature: Crash-proof.

Receiver weight only 1½ ozs.

H.T. Two B 122 22½ v. batteries, 2½ ozs.

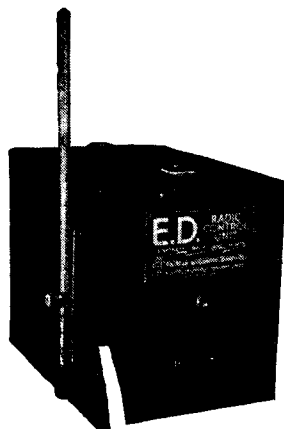
L.T. One half pen cell, ½ oz.

Price only £3. 0. 0

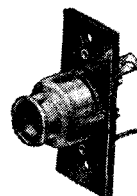
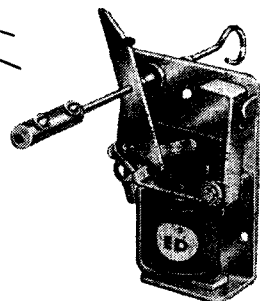
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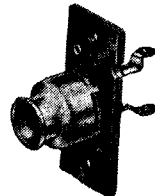
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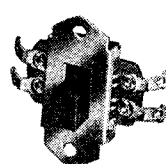
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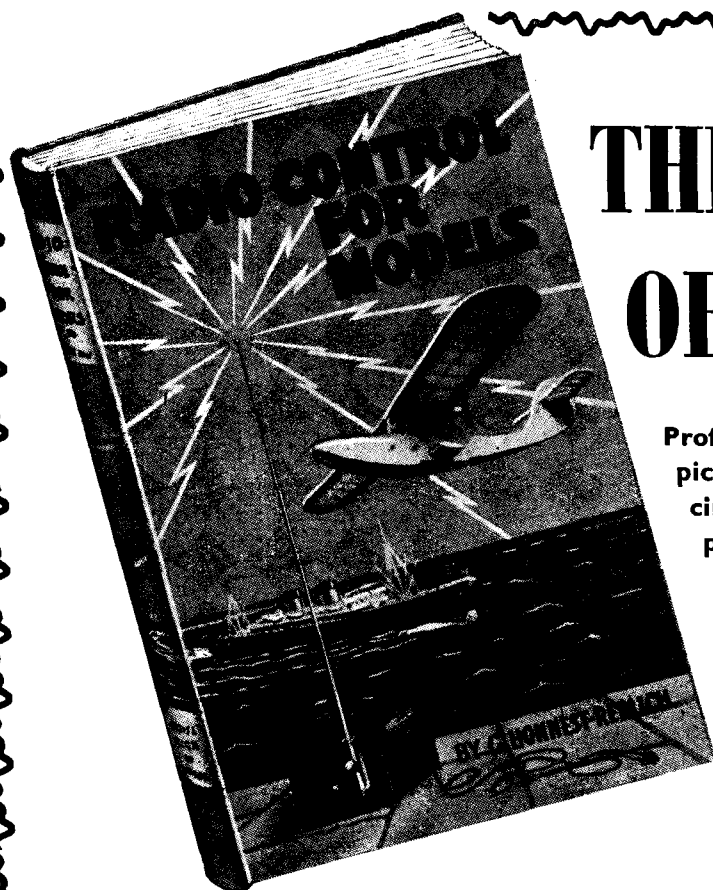
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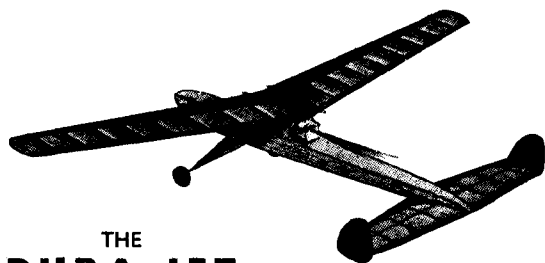
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JETEX JAUNT

"While the rubber events were being flown off, the hiss of Jetexes became apparent, heralding a new championship in Nationals history. The contest was open for all sizes, the number of capsules being unlimited, and it was soon evident that the larger sizes had a great advantage. J. M. Malherbe, P.A.C., romped home an easy winner with a 350 powered "Dura-jet." This model will compete at an International Contest in England at the invitation of Messrs. Wilmot, Mansour & Co. Ltd., manufacturers of Jetex units. The runner-up, Les Morrison, R.M.A.C., lost some of his excess avoirdupois in retrieving his 350 powered O.D. model. Judging by the excellent results and the interest shown, this event looks as though it will become a regular at the Nationals!"

Results :
1st J. M. Malherbe, P.A.C., Dura-jet '350' 529 sec.
2nd L. Morrison, Rand M.A.C., Own Design '350' 316.5 "
3rd E. F. v. Maltetz, R.M.A.C., Dura-jet '350' 297.7 "

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AEROMODELLER

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WAKEFIELD & A/2

WITH the safe conduct of the final Trials contests at Fairlop on Sunday, June 11th, there passed the culmination of a series that has engaged the attention of a high percentage of the keenest competition men in Great Britain for many months. Though many are disappointed at not having succeeded in placing in the Teams that will uphold British prestige in Scandinavia, we are sure they all join us in congratulating their more fortunate rivals, wishing them God speed, and every good wish in their efforts to bring the coveted trophies to this country.

With teams embodying all ages, there is no doubt that a study of the members gives a fine example of the wide appeal of the aeromodelling hobby in this country. Youthful enthusiasm will be tempered by mature experience, and we have the greatest confidence in the men who proved their prowess through three meetings to secure their places in the final events in Finland and Sweden. The competition for top honours has been tough and keen, and to come through two district eliminators and a hard fought Trials leaves no doubt in our minds that both teams are good, and capable of acquitting themselves well in the final tussle.

Our fullest sympathies go to P. J. Royle of Sale, eliminated from the Wakefield Team by virtue of an oversize model discovered at the final check, for we are convinced that his was a genuine misinterpretation of the specification. Also to Roy Yeabsley—in our opinion one of, if not THE, best glider men in this country—for his failure to beat the clock and get in his third flight. This robbed him of a sure place on the Team for Sweden, and this country of a team member of the utmost ability.

Lay-out Scheme

In our opinion the lay-out of the contest area left much to be desired, and though we have our own opinions on the ideal plan, we invite readers to submit their suggestions for a standard lay-out which could be applied to large contests where one or more events are run simultaneously. Such matters as spectator room and car-parking require particular consideration, with the strict proviso that the competitors and organisers MUST have first priority. For the best scheme submitted by August 31st a prize of 2 guineas will be awarded, and we shall solicit the final adjudication of the S.M.A.E. in deciding the winner.

Van H for F.A.I.

We learn that our very good friend Ing. J. van Hattum of Holland has been elected to the office of Secretary of the Models Section of the F.A.I. His long experience of the game will make him a popular choice, and his knowledge of the British movement and the English language makes us confident that a better appreciation of the International body will follow. Too many people here labour under the false impression that the F.A.I. is a French controlled body, which is in fact far from being the case.

Are you Decent?

Which is another way of asking "Are you insured against Third Party Risks when flying your model aircraft? You must forgive us for harping on this subject, but we know from our inside knowledge of the numbers currently protected by N.G.M. and S.M.A.E. insurances that there are far too many modellers flying to-day with no safeguard against the odd spot of bother. In their own interests, it is commonsense for such fliers to cover themselves against claims that could ruin them financially, and it is no good adopting the attitude "It couldn't happen to me".

Many a time we have witnessed near-accidents even when the persons involved are careful and experienced fliers, for it is always the unexpected that happens, and once a model has left the owners hands, there is no absolute knowing what will happen next.

Frankly, we cannot understand the chap who does not take reasonable precautions either in flying or ensuring that he is adequately protected from legal claims as a result of such flying. If the price costs were high there would be some excuse, but for the cost of a tube of cement the consequences of an accident can be shifted onto other shoulders—so why

delay taking commonsense action? If you are not insured to-day, make sure you have remedied the situation by tomorrow. N.G.M. Ltd., Allen House, Newarke Street, Leicester will take the burden from your shoulders, and leave you to fly with peace of mind!

Oh Nats !!

Reported elsewhere in this issue, the 1950 British Nationals at York were the scene (!) of many prangs, renewed friendships, and hectic evenings. Whilst the general standard of flying has greatly improved compared with previous events of this nature, we are of the definite opinion that such "free-for-alls" should be left to individual club or Area organisation, and that the S.M.A.E. should concentrate on contests of a higher standard.

There is a growing weight of opinion that the present Nationals should be replaced by a British Championships meeting, teams being nominated by each of the 15 areas by means of eliminators or selection, these teams meeting on a central ground in an annual "Battle of the Best". We are certain that such a meeting would do much more to uphold the prestige of British aeromodelling in the eyes of the great general public than the present type of affair, where the average man in the street gathers the opinion that aeromodelling is nothing more than a Roman holiday, where a good flight is overlooked in the general melee of queues and wrecked models.

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**THE MODEL AERONAUTICAL
JOURNAL OF THE BRITISH EMPIRE**

ESTABLISHED 1935

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Bradfordian Silvio Lanfranchi takes S.M.A.E. Competition Secretary Val Turner for a Cargi tour at the Nats. Val seems to be enjoying this somewhat precarious seat in spite of getting the wind up—his trousers.



AEROMODELLER INTERNATIONAL RALLY

RESPONSE by our friends at home and abroad to attend the AEROMODELLER International Rally at Eaton Bray—the fourth in the series—has been swift and enthusiastic, so that we feel confident in the expectation that it will rank with the best of post-war international meetings both in the quality of the flying and the wide range of countries represented, whilst the home challenge already bears a nationwide flavour. It is hoped that the leading European aeromodelling nations will all be able to attend. First off the mark with a definite entry was the enthusiastic group from Monaco, headed by our old friend Monsieur Aubertin. First enquiry came from Yugoslavia and we have every hope that they will be able to attend, for the quality of their flying, particularly in the glider and power classes, is high, and they are amongst the few countries producing an *exclusively* aeromodelling journal. Our friends from France, Belgium and Holland will, we hope, come, together with an Italian contingent.

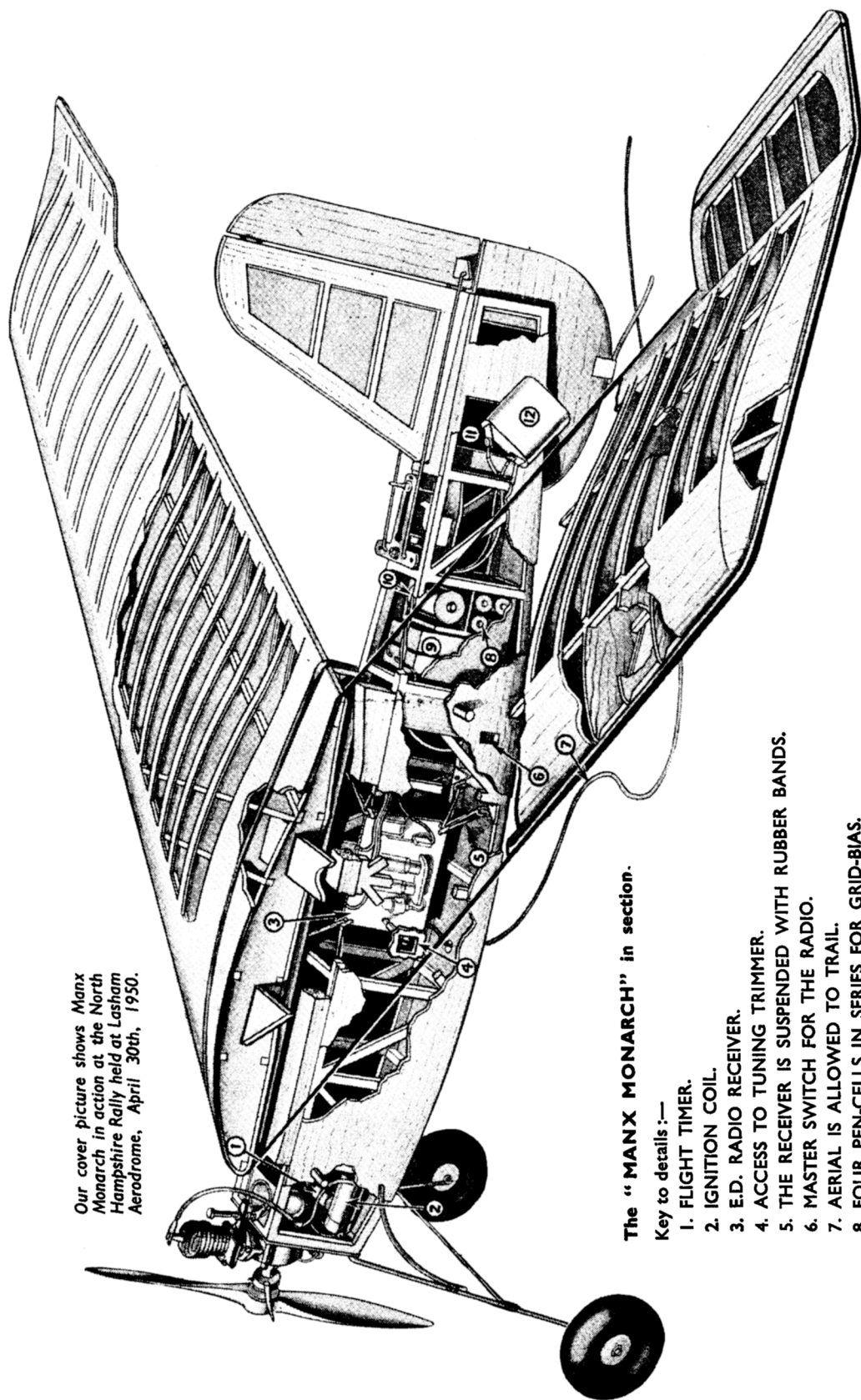
Some ambiguities seem to have arisen in our printed particulars as they appeared in the AEROMODELLER and as circulated. Any British modeller who has figured in the first twenty of any post-war national, may compete in *that class*. Other British entries who feel they have qualifications are invited to submit their cases, as for example, overseas competition successes whilst serving abroad, or Rally successes, such as Irish Nationals or Isle of Man. The Certificate of Merit qualification is A Class, again in the appropriate contest in which they wish to enter. Former competitors

in our previous International Weeks will also be accepted. Pre entry is essential before 9.15 a.m. on the day of each contest, and no late entries can be accepted. Finally, the S.M.A.E. are invited to nominate two entries in each contest if they so desire.

Now a further word on the subject of accommodation. The main dormitory accommodation is, as in the past, reserved for our overseas visitors who have come so much further than British entrants. Adequate camping sites are available on the aerodrome perimeter for tents, water and toilet facilities are installed, whilst campers may obtain all meals if they do not fancy their own cooking! A limited number of dormitory reservations are set aside for British entrants to assist in the get-together atmosphere, and special application should be made for these by intending competitors.

For those who do not aspire to compete we would add that daily from Thursday 17th to Tuesday 22nd August they will be assured of some of the finest model flying in the world, as spectators, whilst qualified S.M.A.E. listed timekeepers will also be assured of an international welcome if they care to devote an hour or two to helping the contests along. If the week-end only is available for your visit remember Control Line Speed events take place on Saturday 19th, eliminators in the morning and finals starting at 2.30 p.m., whilst Sunday is devoted to the Ratio/Duration Power Events, running throughout the day.

Our cover picture shows Manx Monarch in action at the North Hampshire Rally held at Lasham Aerodrome, April 30th, 1950.



The "MANX MONARCH" in section.

Key to details:—

1. FLIGHT TIMER.
2. IGNITION COIL.
3. E.D. RADIO RECEIVER.
4. ACCESS TO TUNING TRIMMER.
5. THE RECEIVER IS SUSPENDED WITH RUBBER BANDS.
6. MASTER SWITCH FOR THE RADIO.
7. AERIAL IS ALLOWED TO TRAIL.
8. FOUR PEN-CELLS IN SERIES FOR GRID-BIAS.
9. TWO 33V. H.T. BATTERIES IN SERIES.
10. ONE U.2. CELL FOR L.T.
11. IGNITION BATTERY IS MOUNTED ON STARBOARD SIDE.
12. ACTUATOR BATTERY IS SHOWN ON PORT SIDE.

A 9 ft. 6 ins. SPAN

RADIO CONTROL FLYING WING

by A. H. WILSON

54 years old . . . Sound engineer (films)
 . . . married . . . ex. R.N.A.S. and
 R.A.F. . . . only son R.A.F. (killed
 1945) . . . 1st model 1909 . . . 1st
 Comp. prize 1911 . . . considers C.L.
 flying a music hall turn, clever, but . . .
 . . . deeply involved in R/C . . .
 other pastimes tennis and snooker.

THIS "Flying Wing" was built to test radio equipment under flying conditions, but it proved to have such an outstanding flight performance that the Editor feels plans should be available to all aeromodellers.

Fitted with the standard E.D. radio unit, and using a standard E.D. transmitter, the model has been under perfect control at roughly 1,500 feet and at a distance of over half a mile, which is sufficient for all normal requirements. Its only fault has been the failure during flight of the battery which supplies the escapement magnet. Nominally 4.5 volts, it should be changed when reading *under 3 volts on load*. The life of a single U.2 cell on the filaments is about 12 mins. continuous rating. Current drain on the H.T. batteries is very small, and they should last many months.

Those modellers who would like to fly the machine as an ordinary free flight model, pending the fitment of radio control at a later date, will find it necessary to use ballast in the battery boxes to bring the C. of G. to the correct position. The machine would be perfectly stable under these conditions.

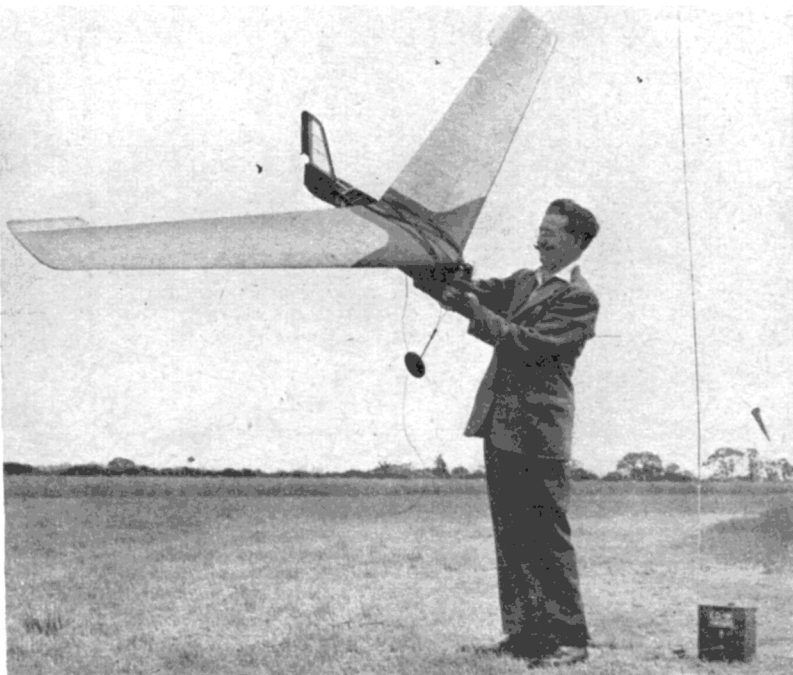
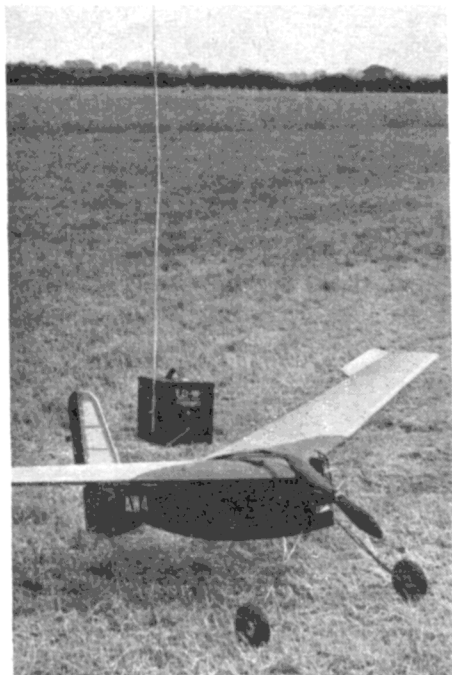
Brief specification is 10 square feet area, weight 7 lbs. The 12 years old 10 c.c. Ohlsson has ample power, and it is felt that a modern 7.5 c.c. motor would be sufficient.

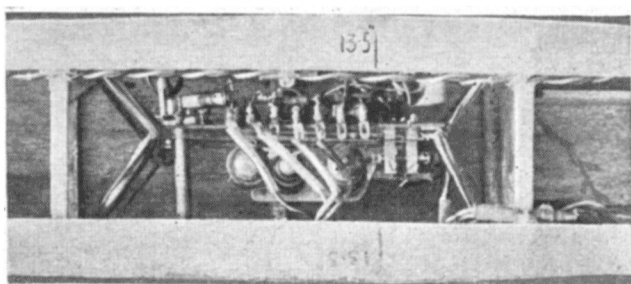
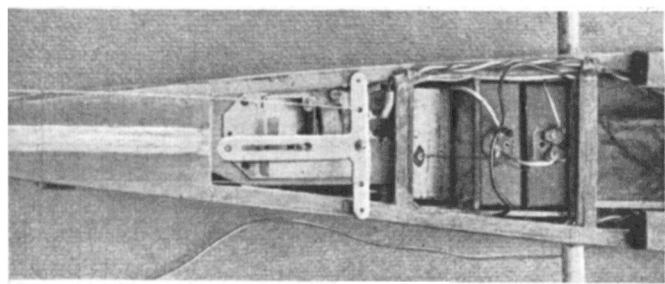
Construction.

Fuselage. Make the rectangular frame of $\frac{1}{4}$ in. square hard balsa to plan. Cut out $\frac{3}{32}$ in. ply formers with engine bearer centres to suit engine to be used. Holes F.I. should



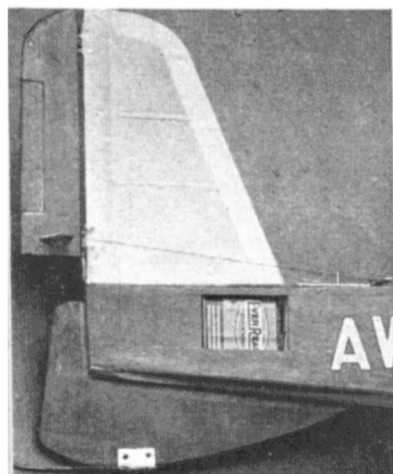
be slightly lower to give 2° built-in downthrust. Drill $\frac{1}{16}$ in. holes for U/cart binding. Shape U/cart legs and sew and cement on to formers. Pre-cement formers and balsa framework and allow to dry. Then cement again and stick into position. Fit coil and timer and wire up. Engine feed wires pass through a hole in front former and battery wires through hole in former No. 2. Solder booster plug in circuit on a 4-in. length of wire and leave loose to fix later. Cement in engine bearers. Cut $\frac{3}{32}$ in. side plates for coil and fuel tank compartment and double cement into position. Solder undercarriage together with cross members. Battery boxes and actuator platform are supported on $\frac{1}{4}$ in. square cross members between uprights, which should now be fitted. Battery boxes are made and fitted, actuator platform, $\frac{3}{32}$ in. ply side plates for rear $\frac{1}{4}$ in. dowel and upper fin completed.



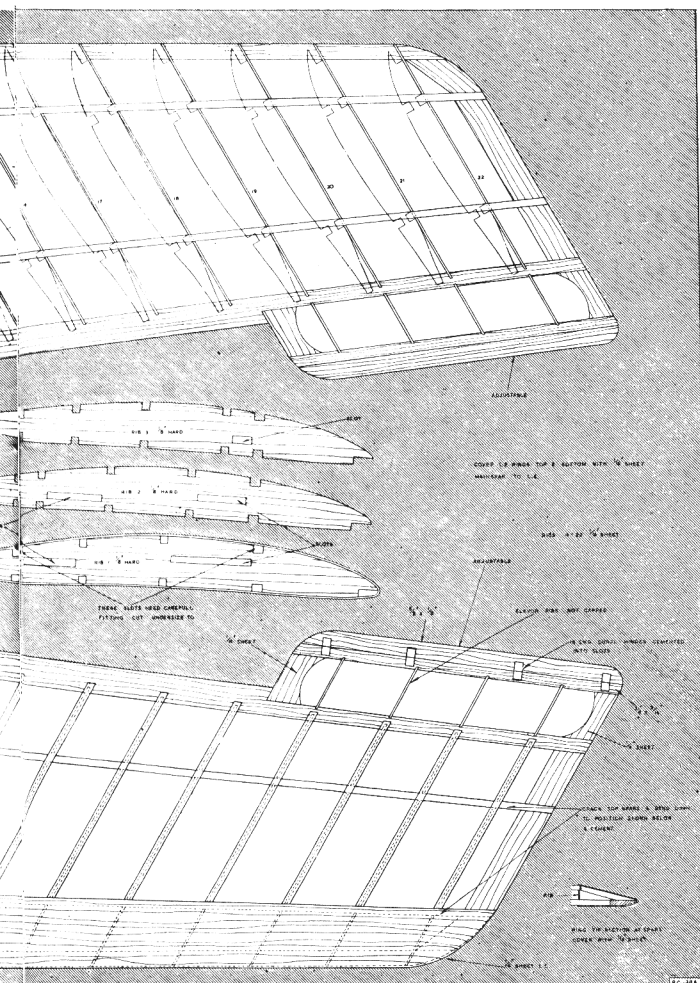


Above : These two views of the fuselage battery and receiver installation will help builders to follow A. H. Wilson's instructions.

Left : The Rudder unit, showing the trimming portion of the Rudder and the ignition battery position.



THIS IS A 1/7 SCALE REPRODUCTION OF THE FULL SIZE PLANS WHICH ARE AVAILABLE PRICE 10/- POST FREE FROM THE AEROMODELLER PLANS SERVICE.



Solder on L.T. wires to U.2 cell clips, leaving sufficient surplus in the positive lead to reach the L. T. switch. Cement in position the ply triangles with wire hooks for radio receiver support. Cover sides and bottom with 1/16 in. sheet strips 1 in. wide. Now cover all with silk using full strength glider dope as an adhesive. Make and fit under fin with strengthening gusset.

Radio cable can now be made up and fitted. G.B. wires come up at positive end of U.2 cell in same compartment.

Drill $\frac{1}{8}$ in. holes for wing dowels and cement same in. Drill for booster plug and fix. Fit fuel tank and engine.

Wing. Make eight main spars by cementing together 3 foot lengths of good $\frac{1}{4}$ in. square hard balsa, using a 3 in. taper overlap join, cemented twice. Make leading and trailing edges on the same principle. It is more economical to slice these out of selected $\frac{1}{4}$ in. sheet. Lay on the plan and cut to length, allowing about $\frac{1}{8}$ in. surplus to be trimmed later. Cut ribs in pairs and slot for main spars right and left angles. Have a short length of $\frac{1}{4}$ in. square handy, and test each slot for angle and easy fit. This is important as any misfit here will lead to frame distortion.

Pin bottom spars to plan on building board, and build up 1/16 in. with scraps of 1/16 in. sheet, and cement in position all ribs except No. 1. Now fit top spars, and leading edge. Offer up trailing edge to ribs and mark off slot position. Cut out $\frac{1}{8}$ in. section at elevon position, slot trailing edge and cement on at a negative angle following the general contour of the airfoil. Complete wing tip outline and elevon at 10° negative. Pack up wing tip $7\frac{1}{2}$ ins. and with root flat on building board fit No. 1 rib in a vertical position. Try ply tongues in slots, using flat file to clear any tightness. Smear tongues lightly with vaseline, and build boxes with tongue in position. Withdraw tongues before cementing sets. Now cement in webs from top to bottom spar between ribs, and cross grain 1/16 in. sheet supports to ribs 1 and 2. Chamfer off trailing edge to airfoil shape and round off leading edge. Look along top and bottom of wing, and sand down any rib which is proud. Cover root to rib 3 with 1/16 in. sheet top and bottom. Also leading edge to main spar the same. Cap ribs top and bottom. Sand all smooth and true and cover with double strength rag tissue. Give two coats of clear dope. To get slight washout at tip, thoroughly soften wing tip dope and structure in steam jet from boiling kettle. About 18 ins. from tip is enough area. Weight main part of wing down on flat surface. Build up trailing edge at tip about one inch. Leading edge weighted down to flat surface. Leave 24 hours to dry out. Two to three degrees negative is required, and it may be necessary to repeat this operation. Once obtained it will stay put. Now finish with colour scheme to taste and give one coat of banana oil all over.

Flying. It is difficult to draw satisfactory conclusions from a hand launch test glide with a heavy model of this type. However, a little can be seen if the machine is given a really hefty launch. With washout and C. of G. correct to plan, and the adjustable part of elevon in line with main elevon, the model should keep its flying angle into the ground. If no sign of a stall, a short power R.O.G. can be tried at medium engine speed. If still no signs of stalling, and even if the model did not rise, a hand launch with medium engine speed can now be tried. Any turn is countered by putting more negative on the adjustable elevon on the outside wing of the turn. A little negative at a time is the motto. With the machine flying straight and level from a hand launch with medium engine, conditions are now set for full engine power. Be careful not to launch across wind.



D.H. C.2 BEAVER

SCALE. $\frac{1}{4}$ " = 1 FT

BY
A. MOORE.

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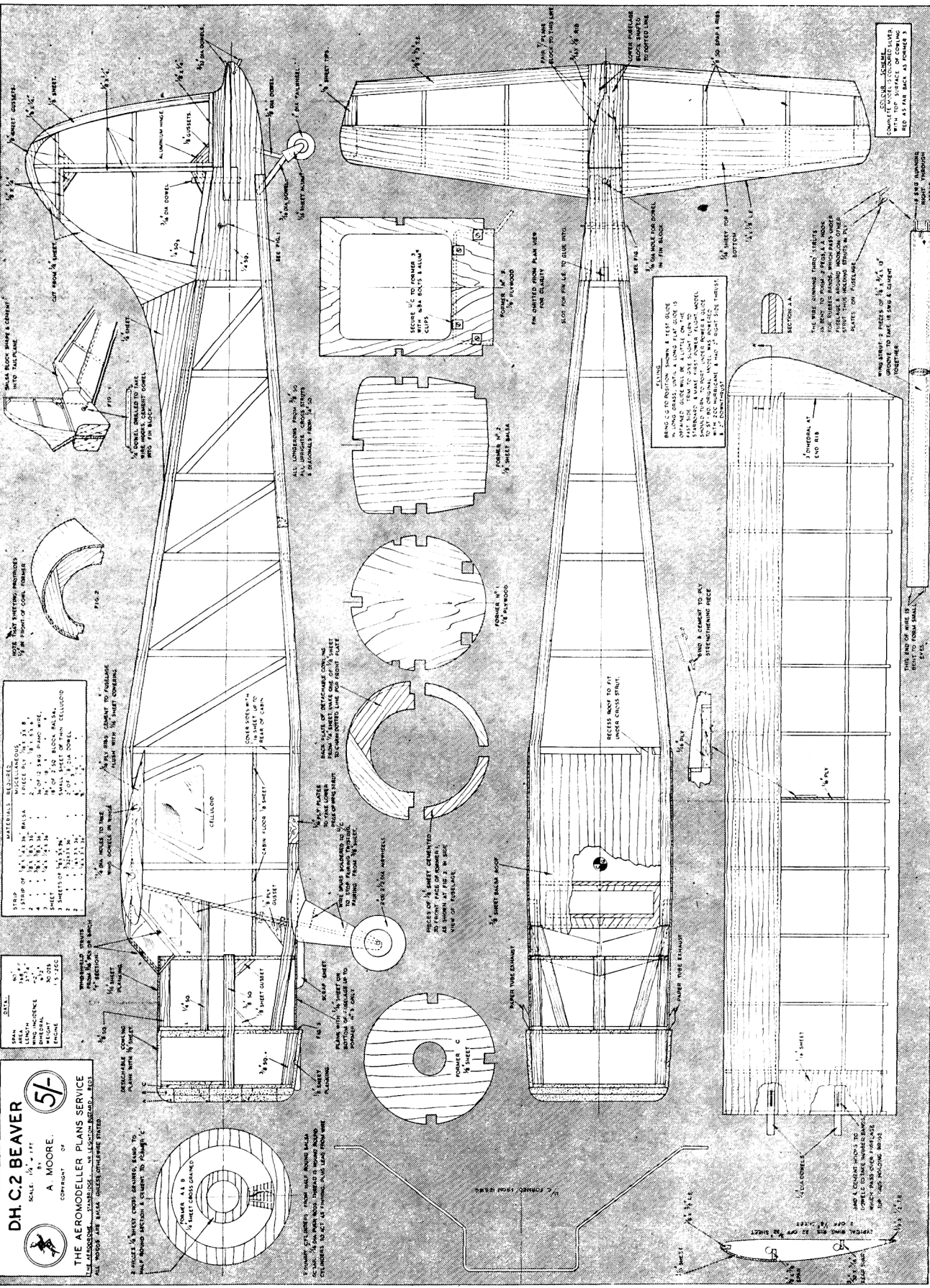




THE AEROMODELLER PLANS SERVICE

14 MOORE'S STAMFORD, NO LONDON W.C.2. REGD.

MODELS ARE MADE UNLESS OTHERWISE STATED

[illegible]

A 60 INCH SPAN FLYING SCALE MODEL

D.H.C.2 "BEAVER"

BY A. F. W. MOORE

GLANCING through "FLIGHT" some months ago, I came across a photo of the D.H.C.2 "Beaver" and, being keen on scale Free Flight models, I decided that in the near future I would build such a model. But a photo was not sufficient, so I wrote to De Havillands asking if they could help in any way and in due course received a brochure which I found very helpful, enabling me to build a model that is an excellent flyer and not too difficult to construct.

This model has flown well from the very first, being stable and needing very little trimming, giving good sport without tears.

I decided to make the model 5 ft. span as this suited the 2 c.c. engine I had, which accounts for the $1\frac{1}{4}$ in. to 1 ft. scale adopted.

Construction.

Fuselage. As the fuselage is of the box type, the main framework can be built on the plan. Take the $\frac{3}{8}$ in. square Balsa lengths and pin down, then add the $\frac{1}{4}$ in. square uprights, also the cross pieces till you have one side finished. The other side can be built on top of this, but before adding the uprights obtain some scrap $\frac{1}{4}$ in. balsa to lay on the uprights of the first side to keep the second lot of $\frac{1}{4}$ in. square a $\frac{1}{4}$ in. apart from the first side. When the glue has set, take the two sides apart and your uprights should be on the outside edge of the $\frac{3}{8}$ in. square longerons.

Next take the plan view of the fuselage and pin the sides of the fuselage down so that they stand upright, and glue in the top and bottom members, making sure the fuselage is square.

Cut out former No. 3 and cabin roof. The cabin roof is $\frac{3}{8}$ in. sheet balsa and owing to its width will need to be made up from two pieces, the join running through the centre. Also note that the rear edge of the roof is recessed to fit under the cross members of the fuselage to give a better joint.

Former No. 3 fits up into the roof as you will see from the plan, and as the former is the main support for U/C gives firm fixing.

Cover the fuselage from former 1 to the rear of cabin with $1/16$ in. sheet balsa, selecting wood that will bend without splitting as there are some sharp bends here. The underside of the fuselage is only covered to former No. 3 to give access to U/C fixing bolts.

Now build up the windscreen struts. These are made of $1/16$ in. ply or birch $3/16$ in. wide, to a T section to withstand compression loads should model turn over on its back. When the celluloid windows have been glued into the frame, work glued strips of stiff paper round the edges for capping which, when silver doped, will look like sheet aluminium, giving a neat finish.

Cut out two dummy ribs from $1/16$ in. ply and glue at the correct angle of incidence each side of the cabin top to take the $\frac{1}{4}$ in. dia. dowels of the wings, bringing the $1/16$ in. sheet



Age 39 years . . . a Railwayman . . . a widower with two children . . . took 2nd place in the Pilcher Cup, back in '34 . . . placed in Heavy Section of the Fairey Cup same year . . . has no other hobbies.

of fuselage flush with these ribs. The best way is to put these on first, and then cut the sheet to fit neatly round the windscreen.

The undercarriage wire is 12 in. gauge bent to shape as shown, and fixed to former No. 3 with four aluminium clips secured with 6 B.A. bolts.

Now give the fuselage a good sanding and shape the $\frac{3}{8}$ in. radius on the longerons.

The tail wheel fixing is of $3/16$ in. and $\frac{1}{4}$ in. dowel built up with the wheel fork cut from $1/16$ in. sheet aluminium. Make and glue on the two plywood strut plug plates on the bottom of cabin and drill to take the wing strut plugs.

Make up the fin and fix in its block, then drill and insert the piece of $3/16$ in. dowel. Drill again at the side of block to take the $\frac{1}{4}$ in. dowel of the fin fixing hooks; this dowel as seen in plan is drilled through the centre to take wire, the ends of which are bent to form hooks (Fig. 1).

Wing. The wing is built up on the plan, pinning down the trailing edge of $\frac{1}{2} \times \frac{1}{4}$ in. and the $5/16$ in. and $3/32$ in. spars. Then place ribs, after which the main spar can be added and leading edge. Add the $1/16$ in. pieces with the strut fixing wire to the sixth rib on both panels, also wing dowels as shown, then sheet leading edge and inboard panels, glue on wing tips. Do not have the wing dowels too long or they will not allow the wings to knock off in the event of a bad landing.

Engine Cowl. The engine cowl is built up of $\frac{1}{4}$ in. sheet and struts of $\frac{3}{8}$ in. square to give strength, with a half circle of $\frac{1}{4}$ in. sheet balsa to give the offset of the cowl as shown in Fig. 3. Drill along the bottom to allow waste oil to drain out. The dummy engine is made up of half circle pieces of balsa wound with thread; push rods are of $1/16$ in. dowel and plug leads of wire.

Cover the model with rag tissue using a heavy grade; apply two coats of clear dope and three of silver. The top surface of cowling is red, also the flash on side of fuselage.

Finish off with one coat of fuel proof.

Flying. Make sure the C.G. is in the correct position and test glide over grass till a long flat glide is obtained. The glide is a little on the fast side. Trim to give a slight turn to starboard and make your first power flight. The model should turn to port under power and glide to starboard.

My engine does about 9,000 r.p.m. with a 9×5 Tru-flex, and I obtain the above results with 2° side and 2° downthrust.

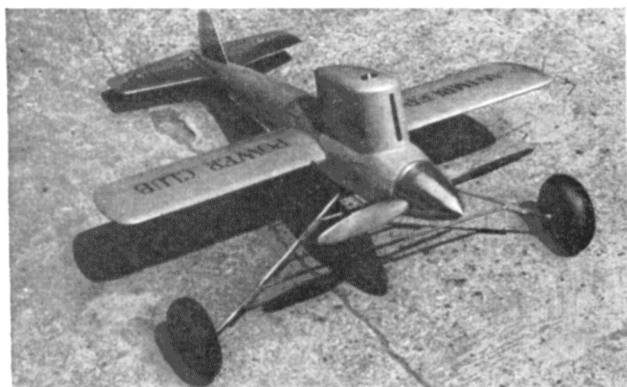


LAZYBONES III

CLASS VI BRITISH RECORD HOLDING
SPEED CONTROL LINE MODEL

BY N · G · TAYLOR

31 years old, member Wimbledon Power Club . . . own model business when 15 . . . gives all his time to aeromodelling . . . released from R.A.F. to develop C/L flying and jet gliders for Air Ministry . . . wife and 3½ years old son trained to control-line flying.



STAGGERING from the centre of the circle after the first "flat out" test hop with "Lazybones III" I was amazed to find that she had been lapping at 2 secs. 12 secs. for six laps—150 m.p.h.! This then at last was it !!

To the best of my knowledge this is the first model to reach the 150 mark in Great Britain. This time is unofficial, but the 132·4 m.p.h. which gained 1st place at the S.E. Area Control Line Championships at Brighton on Easter Monday was a considerable increase on the Class VI Record which I already hold at 111·1 m.p.h., and the fastest official time for any reciprocating engine C/L model in this country.

The model handles and flies with the ease of a beginner's sports job, so have no fear regarding flying "Lazybones" when you have her completed. Keep to the plan and you just cannot go wrong. Take off is terrific; a characteristic of the model is its level flight in almost any wind, due to the ample area of the elevator. Landing is as smooth as silk, after a two-lap glide when motor cuts.

If you are lucky enough to possess a Redhead McCoy "60" or a Series 20 McCoy this is the ideal model for your motor. Other alternative power plants could be Dooling, Hornet or Nordec. The Contest Log for the "Lazybones" series of models reads like this:—

"Lazybones", McCoy Redhead. 1st London Area Speed Contests. Nov. 6th, 1949. 111·1 m.p.h.

"Lazybones II", McCoy Redhead. 3rd S.E. Area C/L Championships, Brighton, 1950. 110 m.p.h. with mal-adjusted throttle.

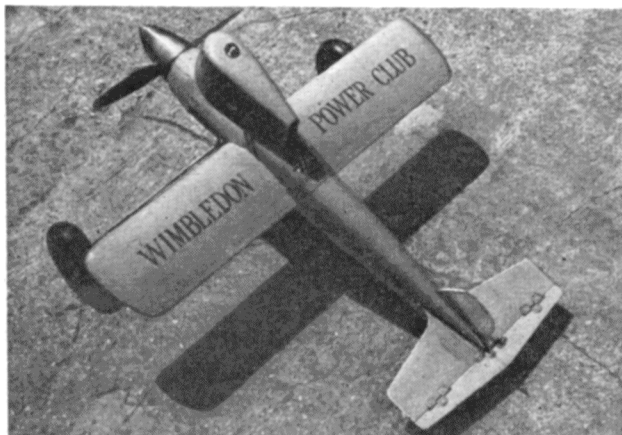
"Lazybones III", McCoy Series 20. 1st S.E. Area C/L Championships, Brighton, 1950. 132·4 m.p.h.

This job represents the latest and fastest model to date. It is the outcome of many months of experiments and tests, many models, many setbacks and disappointments, and many thrills as speeds have risen higher and higher. So now let me introduce you to "Lazybones III" and give you a few hints and tips on its construction and flying.

Fuselage. The fuselage is built in two halves and is completely circular in cross section. The top half consists of parts A to C and lower half parts D to F. Mark these parts out carefully on selected balsa, and cut out with a fret saw. Cement parts A, B and C together to form the fuselage top and while these are setting, the hardwood engine bearers can

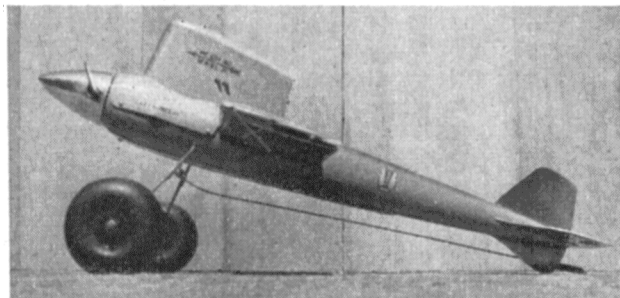
be shaped up and glued firmly to fuselage part D—use Croid for this joint. When the engine bearers have thoroughly set, locate your motor in its correct position between them, mark off and drill holes for mounting bolts which should now be fitted. Countersink heads of motor mounting bolts as much as possible. Now fit drop-out undercarriage tubes. When you have finished work on the engine bearers and part D is finished as a whole, add parts E and F, and nose formers G and H. Your fuselage halves will now look somewhat uncouth and clumsy, but do not be disheartened, since when all the laminations have thoroughly set, you can start to shape the outside surfaces of the two halves to half circular cross sections. Work down to the joins of the laminations but do not finish off—leave that last finishing touch until the two halves are finally joined. At this point it is advisable to make slots to take rudder and under-fin. The next step is to get the lower half of the fuselage fitted up. To do this, the fuel tank and tail plane will have to be completed and fitted in position.

With the tank and tailplane in place, and the interior of the fuselage fuel proofed, the next step is to fit the main spar to the engine bearers. Locate and glue this firmly in position and strengthen with two thin dural brackets as detailed on plan. Add the control system complete with

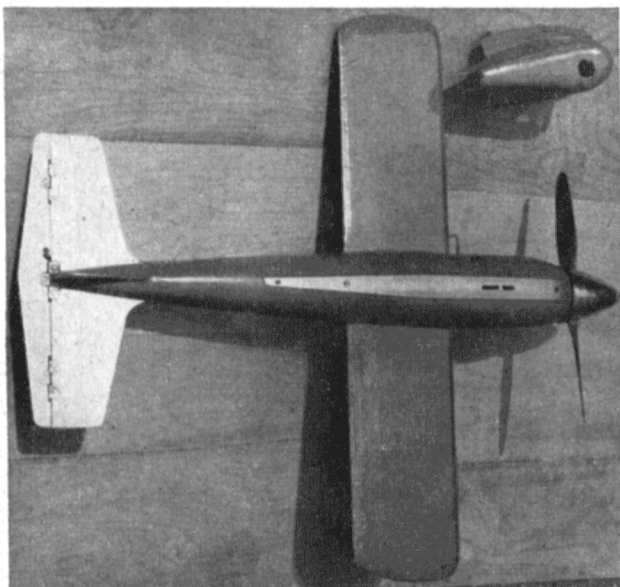


lead-out wires. Cut away the fuselage top half where necessary to fit down over main spar, tailplane and controls, then, when all is ready and controls have been checked, the top half may be cemented down firmly on the lower half. Fuselage is completed by sanding down to a really fine finish, covering with silk and adding such details as landing skid, etc.

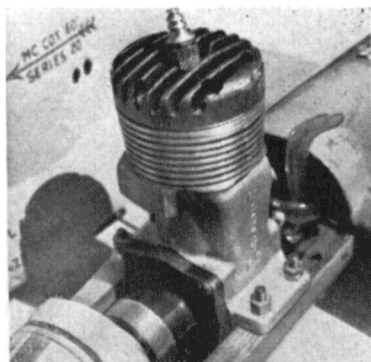
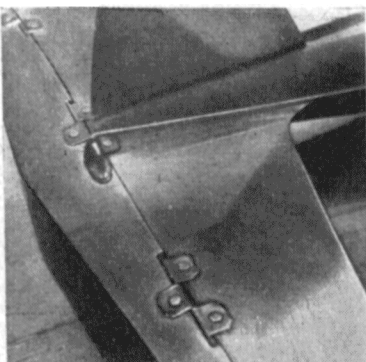
Main Plane. Cut out ribs and cement in position on main



Above : The trail of the U/C release bar is shown here. Lazybones II returned a creditable 115 m.p.h. at this year's W.E.A. gala, after the usual perfect take-off.



Above : An underside view shows the slot for the U/C release bar to engage. Note the comparatively large tail surfaces which ensure stability in windy weather.



spar, taking great care to check incidence at all stages of construction. Make certain that the root rib of $\frac{1}{4}$ in. balsa is shaped to fit snugly against fuselage. When ribs have set firmly in place, add leading edge of $\frac{3}{8}$ in. \times $\frac{1}{4}$ in. balsa. Cover the main plane framework with $\frac{1}{16}$ in. medium sheet balsa. To do this, use the widest pieces possible and make sure it is cemented firmly to ribs. When covering the main plane with balsa, it is best to start with the under surfaces, and finish off on top. Do not forget to make the necessary holes in the Port (inner) set of ribs to take the lead-out wires. There is a tendency for surplus cement to drop down and cement the lead-out wires firmly to the ribs! I had a lot of trouble trying to prevent this until I decided to insert a length of thin brass or aluminium tube over each wire. When covering is completed, withdrawal of the tubes will leave the lead-out wires perfectly free. Finally, main planes are covered top and bottom with strip gum paper to give greater strength and prevent cracking.

Tail Unit. The tail plane is cut in one piece from .036 in. sheet Dural. File off leading edge and tips and then polish. Cut the elevator from same material and hinge with strips of $\frac{3}{8}$ in. \times .012 in. tinplate as detailed on plan. Rudder is cut from thinner material—.022 Dural and under fin from $\frac{1}{16}$ in. Dural. A high polish on these tail surfaces is essential. Two evenings were spent polishing the tail plane for the prototype!

Cowl. The cowl on any speed model is always a very "individual" part, and it is very seldom that a cowl is interchangeable between one model and another—"Lazybones" is no exception to the rule. The cowl consists of three parts, (J) fuselage fairing, (K) cowl sides and (L) top. The top is beaten to shape from .012 tinplate and soldered to cowl sides. To beat out the top it is necessary to make a hollow pattern in hardwood to the exact size and shape required. The tinplate is then beaten into the pattern, a $\frac{1}{4}$ in. margin being left for soldering to sides.

Drop Out Undercarriage. This is quite straightforward to make and requires little describing. Use only best quality steel wire and make certain that wheels are tracked correctly, i.e. 5 degs. outward.

Flying. There are many things to which you must give the greatest care and attention for successful speed work. Chief among these is the correct motor-propeller combination, lines, fuel and, above all, take-off technique.

For a standard Redhead McCoy "60" use a 9 in. \times 10 in. prop. For the McCoy "60" Series "20" use a 9 in. \times 12 in. Lines should be .016 in. single strand steel wire, length .70 ft. Make sure of your line connections to withstand the 40 lbs. pull-test required for contests.

Take-off. Ah yes—take-off! That seems to be the greatest snag with the British speed fans. It appears to me that in most contests between 50 per cent. and 75 per cent. of the entrants fail to get off the deck successfully, and I put this down to bad "dolly" design. For bad surfaces "dollies" are out—the "drop-out" undercarriage is supreme. Getting a speed job off is the hardest part of the whole nerve-racking business. Make absolutely certain that the drop-out undercarriage is correctly adjusted as outlined, and that it is a very free fit in the fuselage drop-out tubes. Do not panic and "jump" the model off in a few feet—if you do it will just collapse on the ground due to lack of flying speed. Let the model do between a quarter and half lap to gain speed before easing her off the ground, and then when you are skimming over the ground at an altitude of one or two feet, give slight "up" to get really going.

With "Lazybones III" airborne and you at the controls, I'll wish you good luck and many happy landings.

Left is a view of the tailplane, note the tinplate hinges and high polish given to the dural surface. Right shows installation of the Series 20 McCoy.

WAKEFIELD & A/2 GLIDER TRIALS

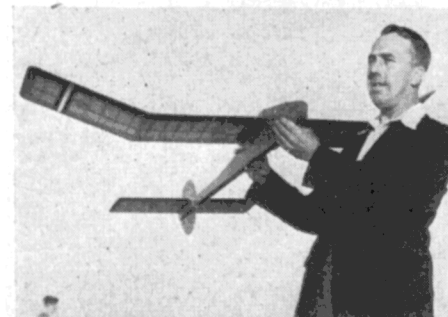
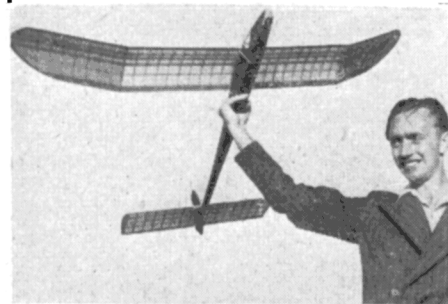


A/2 Glider Team members from top to bottom are: Hanson of Solihull (note that the nose is missing, which is the condition in which the model was returned to him from its last flight). Ron Hinks of Luton with his "Norseman." T. Bootland of Scunthorpe, who also happens to be holding on the nose of his model. We regret the absence of a picture of J. Bennett of Yeovil, but even the Contest officials did not know which of four Bennetts entered was the winning one until several days after the event.

Either side of E. W. Evans are the Mayor and Mayoress of Ilford who spent several hours watching the contests. The rest of our 1950 Wakefield team are, from left to right: F. Adams, R. H. Warring, J. B. Knight, H. R. Stevens and J. L. Pitcher.

Ron Warring in characteristic take-off attitude gets his "Zombie" safely away on its mono-leg undercarriage. On one of his flights Ron was lucky enough to catch a thermal when almost down to ground level, although he certainly needed no thermal assistance with the other two. H. R. Stevens of Hatfield with his diamond fuselage model. It has a pylon mounted wing which tips up for D.T. purposes, features a folding airscrew and a high aspect ratio tailplane.

DESCRIBED IN PICTURES & WORDS BY H · G · HUNDLEBY



SUNDAY morning, June the 11th, saw Fairlop Aerodrome bathed in sunshine with a light breeze blowing, in fact ideal conditions for these two important contests. The Control tent at the North end of the main runway was a hive of industry as competitors queued at the front for their flight cards and at the rear for processing. With trips to Sweden and Finland as the awards to the successful few, these were obviously to be keenly fought contests.

There was a definite atmosphere of tension about the Wakefield event and even we non-competitors felt a little easier when the first few machines were safely away. Maybe it's the strain of seeing eight fragile ounces of model, including that dangerous percentage of pent up rubber, safely into the air, or maybe the tension exudes from the fliers themselves who are notoriously nervy and highly strung on occasions such as these. In any event, the writer found the A/2 contest, held a few hundred feet away, a direct contrast, for there is something most soothing about the lazy ascent of a glider on the line. These latter items were by the way being measured and cut at 328 feet, but it was noticeable that only a small proportion of the competitors had the skill necessary to enable them to take advantage of the full line length.

Both Hanson and Hinks were good on the line, Hinks first flight of almost 6 mins. was a beauty, and we gather the best of the day.





The left-hand photos must represent a good few thousand turns between them and piling them on from top to bottom are: J. B. Knight of Kentish Nomads, E. W. Evans of Northampton, R. Parham of Worcester and Eric Smith of Icarians. Right-hand column: Young competitor all the way from Edinburgh is Ian Watson. Watching model in flight and awaiting his turn is Carter of Tamworth. Appealing launch and much-patched model features Stewart of the P.M.A.L. D. H. Elmes looks as though he is selling in an oriental market. Note his anhedrall tailplane. Another buy! buy! buy! session. This time in the processing tent. The shirt? None other than H.J.N., who still maintains he made it himself!



D.T.'s were very much in evidence, for the built-up areas around Fairlop, not forgetting Claybury Asylum (where it is rumoured many modellers were retained!) were presenting their usual recovery problems.

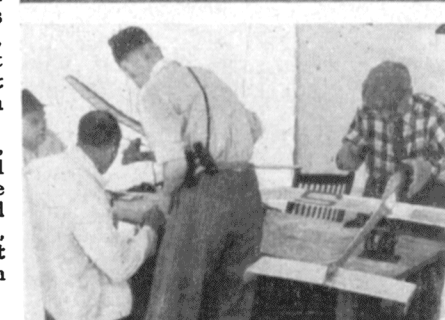
Returning to the Wakefield, we were shaken at the terrific climb of Warring's model, which, in a matter of seconds was at cloud base height. Good, too, was the climb of Adams' "Clipper" which was unusual in that it was dead straight. Such was the quality of the flying that spins at take off were the exception rather than the rule. One notable sufferer was Peter Montgomery, of Kirkaldy, who was well in the running at the end of the second round.

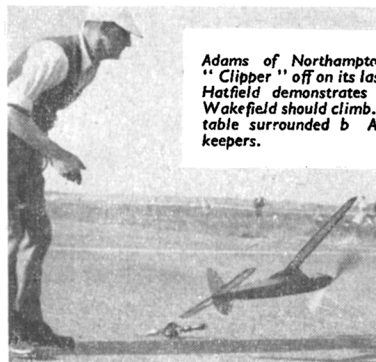
Young J. B. Knight, following admirably in father's, and dare we say sister's, footsteps, put in three beautifully consistent flights, whilst old-timer Pitcher, who, like his models, seems to improve with age, showed the rest of the young 'uns how it should be done.

It was however undoubtedly Ted Evans' day. Long has he designed the winners and long has a place in the team just eluded his grasp, and one and all rejoiced with him at his Jinx being lifted at last. Three flights he put in with clockwork precision, and we understood 15 aspirins and 50 cigarettes were necessary to steady his winding hand!

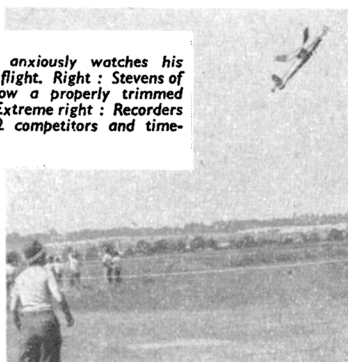
As the third round times began to trickle in, Val Turner at Control became the centre of attraction. All the familiar names were in the running, Copland, Chesterton, Holland, etc., but it eventually became apparent that only Warring was to remain from previous years' teams.

The final results do, we feel, give us teams to be proud of, and although we may lack experience at the glider game when compared with the Scandinavian countries, we are confident that at least the Wakefield Trophy will return to Great Britain for 1951.





Adams of Northampton anxiously watches his "Clipper" off on its last flight. Right: Stevens of Hatfield demonstrates how a properly trimmed Wakefield should climb. Extreme right: Recorders table surrounded by A/2 competitors and time-keepers.



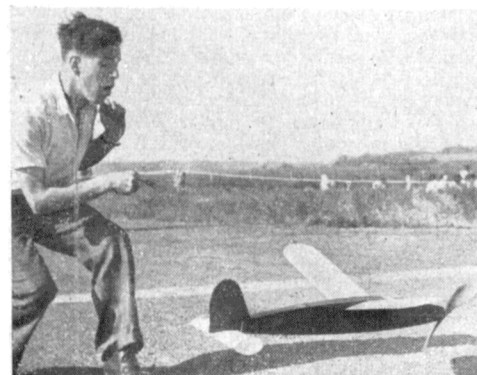
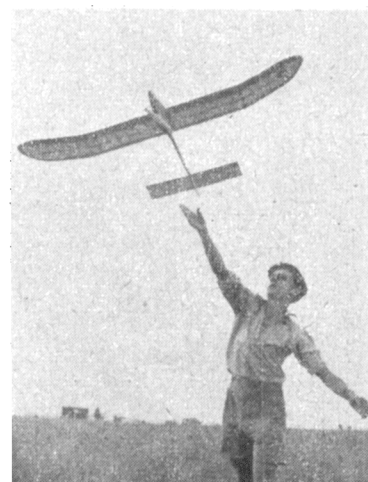
WAKEFIELD TRIALS

1. KNIGHT, J. B.	Kentish Nomads	306-1	205-6	271-3	776-9
2. EVANS, E. W.	Northampton	323-6	263-5	166-5	730
3. PITCHER, J. L.	Croydon	191	250	282	723
4. WARRING, R. H.	Zombies	329-9	233-6	151-1	684-7
5. STEVENS, H. R.	Hatfield	350-1	231-2	140-6	671-8
6. ADAMS, F.	Northampton	243-5	312-6	125-1	668-6
7. Ryde, L.	Northern Heights				652-9
8. Copland, R.	Northern Heights				649-4
9. Chesterton, R. B.	Loughborough College				646-7
10. North, R. J.	Croydon				593-3
11. Montgomery, P.	Kirkcaldy				565-8
12. Collins, R.	West Essex				547-8

A/2 (NORDIC) TRIALS

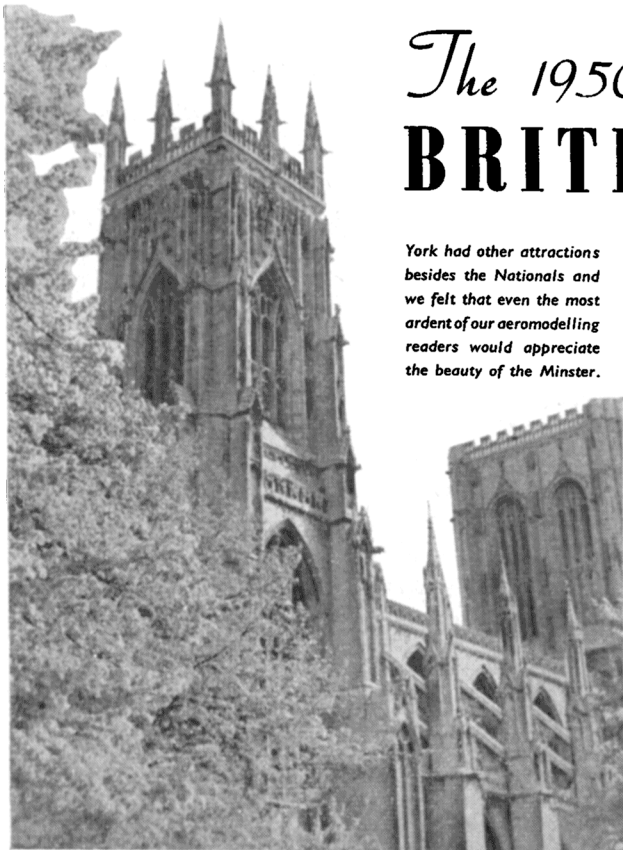
1. HANSON, M. L.	Solihull	287-5	202	276	765-5
2. HINKS, R.	Luton	359-6	253	98-2	651-2
3. BENNETT, J.	Yeovil	238	138	269	645
4. BOOTLAND, T.	Scunthorpe	234	194-5	207	635-5
5. Richmond, J. S.	Wolves				557-8
6. Robins, J.	Bushy Park				518
7. Barr, L.	Pharos				512
8. Knight, J. B.	Kentish Nomads				507
9. Marshall, J.	Hayes				501-1
10. Taig, J.	Bristol & West				496
11. Poole, T.	Sheffield				492-2
12. Nelson, W.	Sheffield				466-1

Photos from centre left, anti-clockwise: R. Ladd launching Croydon clubmate Wards model. Rob Copland with his familiar streamliner which this year features a V.P. airscrew. J. B. Knight looks as though he is giving his model the old "one-two". His retracting undercart has already snapped into position, note how close the prop. is to the tarmac. From left to right Croydon members Marcus, Ladd, North, watch Pitchers model on its last flight, whilst in the foreground Bob Piggott adjusts his D.T. Jimmy Tangney performs classic take-off watched by Alex Houiberg and Ron Warring. Royle in the processing tent with Technical Secretary H. J. Nicholls checking his model. A few seconds later he heard the disappointing news that it did not comply with the formula and was out of the contest. Overarm launch by W. Coventry member for clubmate Moore in the A/2 event.



The 1950 BRITISH NATIONALS

York had other attractions besides the Nationals and we felt that even the most ardent of our aeromodelling readers would appreciate the beauty of the Minster.



HELD AT CLIFTON AERODROME YORK
AND ALSO AT YORK RUGBY FOOTBALL GROUND,
FROM 26th MAY TO THE 28th MAY.

FOLLOWING the agreed rota basis, the 1950 British Nationals were held at York, thus demonstrating to some people that the distance from A to B is the same as from B to A, and the costs the same!!

As in the past, the events were marred by strong winds, which ruined what would otherwise have been a fine meeting with a fairly representative entry. All the usual experts were there from most areas, with of course a sprinkling of local "rabbits" enjoying for the first time a "Nats." on their doorstep. A few new names came into the top listings, but this meeting demonstrated that wherever the meeting takes place, the recognised experts are still able to maintain their reputations, thus giving the lie to the oft heard plaint that the South is the only place to hold a meeting of this nature.

Although the total entry was only some 70 per cent. of the 1949 event, this is undoubtedly due to the fact that the potential of "rabbits" was much smaller at York than in London. The general census of opinion placed the standard of flying much higher this year, in spite of the conditions encountered.

We give top marks to the Northern Area and their helpers for the work put in both before, during and after the contests, and congratulate all who pulled their weight in making this annual meeting a success. Though there is a strengthening opinion for a change in the "Nats.", there is no doubt that they give a great deal of pleasure to a large number of fliers, and as such serve a very important function in the aeromodelling movement.

THE "GOLD" TROPHY

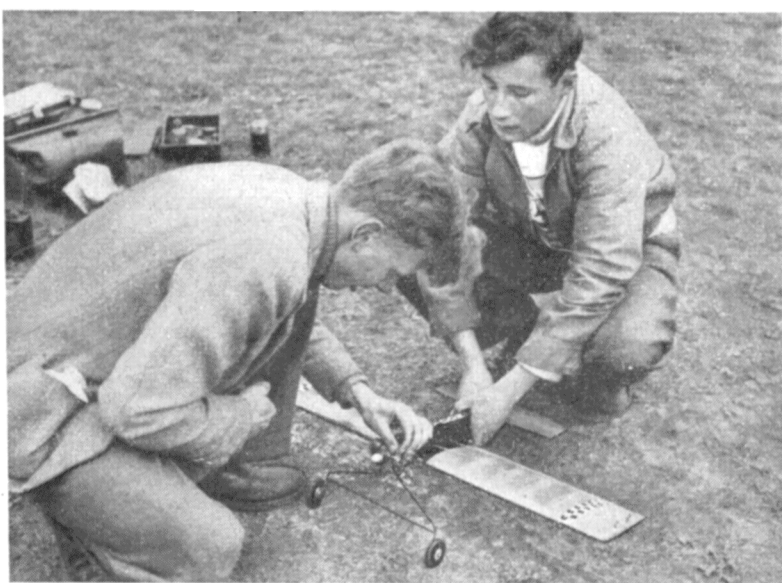
THE "Gold" did not exactly open the Nationals with a bang. Although held at York rugby football stadium with covered accommodation for spectators it was poorly attended and competitors were by no means as numerous as we had expected. This may have been solely due to the event being held on a Saturday, as we imagine C/L flying is as popular in the North as it is in the South.

A strong wind blowing across the tops of the stands on each side of the stadium produced vicious downdrafts and made things difficult for competitors on the higher manoeuvres, particularly light-weight enthusiasts. Bowles of Hastings was the first man away of the thirty three participants in the eliminating round, which continued unabated until approximately 4 p.m. Practising was allowed during the lunch break which proved a most efficient eliminator in itself. Amongst the numerous prangs were two modellers who crossed lines and another enthusiast who emulated the oozlum bird by winding his lines in ever decreasing circles around a rugby goal post.

As the last competitors in the eliminating round were completing their flights rain began to fall, and so it continued throughout the finals, providing excellent water-cooling for the heated efforts of the nine finalists. It was obvious that the very high standard of flying would make the judges task difficult, and as the nine names were drawn from a hat for order of flying, we in the comfort of the stands sat back to enjoy



Brian Hewitt with his "Stunt Queen" featuring a Yulon 29 and, believe it or not, a feminine pilot. He uses a balloon tank and 65 foot lines.



watching the countries' best C/L experts in action. There were six from the North and three from "that other place", all of whom would have been adjudged first class at any ordinary meeting. Even so, Brian Hewitt was undoubtedly outstanding, although we would have said Eifflander ran him a much closer second than the official marks denoted. Hewitt's manoeuvres were regular in shape and perfect in contour, whereas Eifflander flying a much faster and somewhat smaller model, appeared to be a wee bit jerky on the odd occasion. Brian incidentally, only finished his "Stunt Queen" two nights before the contest, and was lucky enough to get away with a leader pulling out of the bell crank when practising, holding the model in successive bunts until the motor cut.

"Funf" Taylor flying his Elfin powered light-weight kept up Southern morale, by placing third, and had he flown a model of more realistic appearance, might well have placed higher. A goodly number of competitors seem to have overlooked the 10 bonus points for realistic appearance which can mean so much in a contest where there is little to choose between the standard of flying.

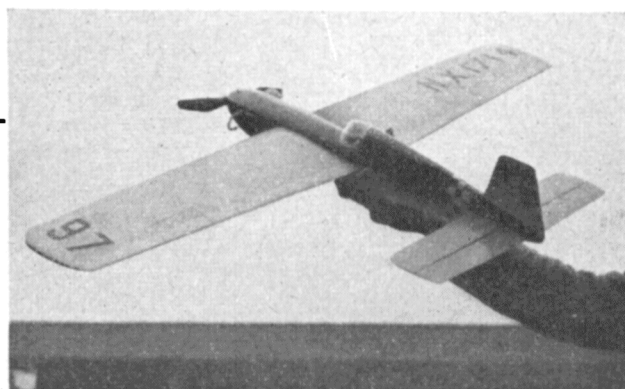
One thing the 1950 "Gold" trophy proved, and that is the wisdom of holding it apart from the other "Nationals" contests, for this event certainly ran as smoothly as the organisers could wish for. We only hope that this arrangement will be adhered to for future years.

GOLD TROPHY

1.	Hewitt, B. G.	Sth. Birmingham	332.7 points
2.	Eifflander, J. G.	Macclesfield	281 "
3.	Taylor, W. H. B.	West Essex	273.7 "
4.	Cook, R.	Rotherham	262.3 "
5.	Buck, A. R.	Five Towns	261.3 "
6.	Russell, P. G.	Worksop	259 "
7.	Steward, W. E.	West Essex	254 "
8.	Butcher, N. J.	Croydon	219.7 "
9.	Swift, J.	Sheffield	140.7 "

(49 entries)

Top left, "Stew" of West Essex takes a "dim shift" of the glo-plug in his Frog 500 powered "Musketeer." Top right, Norman Butcher winds up "Happy Harold" assisted by clubmate Bowles. Note the drop-out undercart. Bill "Funf" Taylor of West Essex with his year-old Elfin 2.49 powered stunt job which, in spite of anti-lightweight conditions, gained him third place. Right, another view demonstrating the sleek lines of Hewitt's "Stunt Queen" which might easily be taken for a team racer.





Pictures on this page taken anti-clockwise: Bob Copland receives congratulations from Vice-Chairman Gosling on winning "Model Aircraft Trophy." Walker of Sheffield takes off with his model. Webber of Blackpool and Fylde seems loth to release his fuselage. Barry Haisman searches for his free wheel. Incidentally, we understand Barry's fair helper is shortly to become Mrs. Haisman and feel sure readers will join with us in offering congratulations. Fox of Leeds keeps his legs crossed as a wing tip scrapes the tarmac. D. H. Rumley, youngest competitor at York, receives his prize for placing 3rd in the "Model Aircraft Trophy."



MODEL AIRCRAFT TROPHY—Sunday, 28th May

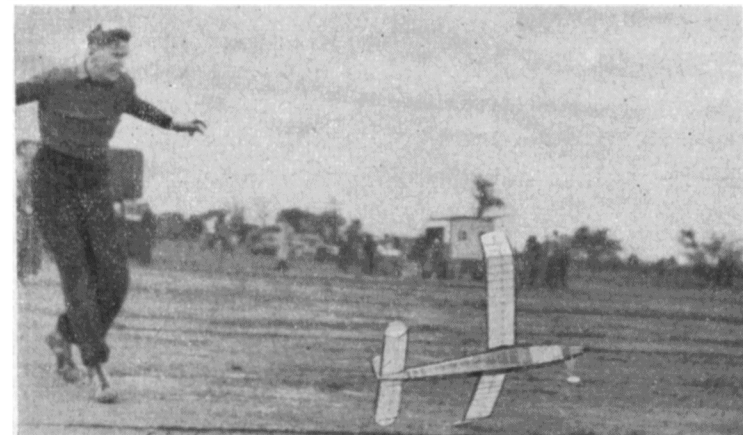
THIS event was marred by a number of unnecessary crashes that could have been avoided had the official in charge agreed to a Jury recommendation that hand-launching be allowed in view of the conditions. It proved almost impossible to hold a model on the deck in proper launching attitude, and many wings were displaced on launching, with resultant disaster.

All shapes and sizes of models were to be seen, ranging from the strictly utilitarian "four-square" machine, to fully streamlined editions that were very easy on the eye. It soon became obvious that machines cluttered with gadgets were definitely unsuited to such conditions, and many a well built model came to grief owing to the need for an extra pair of hands at take-off.

Probably this contest more than any other showed the value of experience, for a very marked difference was noted between the better known men and their up-and-coming rivals. Far too many were guilty of hasty launching, with no proper check-up on direction etc. (With a model embodying turn to the right, it is obviously disastrous to launch to the right of the wind! Yet this was witnessed time after time.) Old hands like Copland, Warring, Muxlow, Monks, Marcus and Co., should have been watched by the less experienced modellers, for their resultant high placings are confirmation that experience tells.

(If we may be allowed a little chuckle, it tickles us no end to see an enthusiastic helper dash out up-wind of the competitor, tear up a handful of grass, and scatter it to the accompaniment of urgent cries to his mate to "watch which way the wind's blowing"! And all this in a half gale which should have left no doubts in anyone's mind!).

Bob Copland made two very steady flights to place top,





though he was not all that far ahead of a Seaham lad who is a new name to National competitions. Honours went around the areas very well, and there is no doubt that in spite of the advent of power and other flying, the rubber driven model still retains an honoured and well respected place in the aeromodelling game.

"MODEL AIRCRAFT" TROPHY

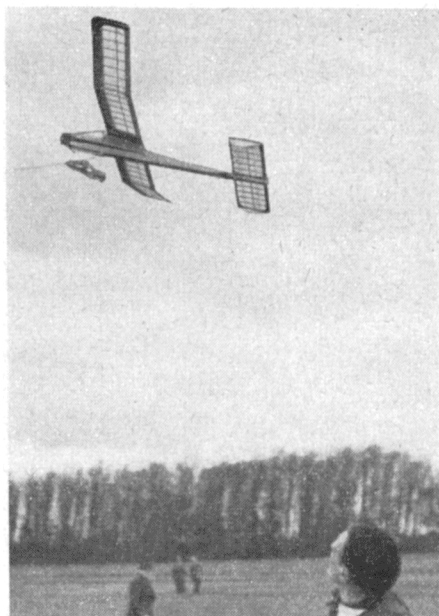
1.	Copland, R.	Northern Heights	378	points
2.	Hartley, R.	Seaham	352.9	"
3.	Rumley, D. H.	Kentish Nomads	339.6	"
4.	Lindsay, P. C.	Wolves	336.3	"
5.	Miller, C. P.	Bradford	307.3	"
6.	Muxlow, E. C.	Sheffield	281.4	"
7.	Monks, R. C.	Birmingham	273.5	"
8.	Kendal, R.	Thames Valley	229.4	"
9.	Warring, R. H.	Zombies	225.5	"
10.	Marcus, N. G.	Croydon	223.1	"
11.	Dallaway, W.	Birmingham	212.9	"
12.	Dubery, V. R.	Leeds	210.25	"

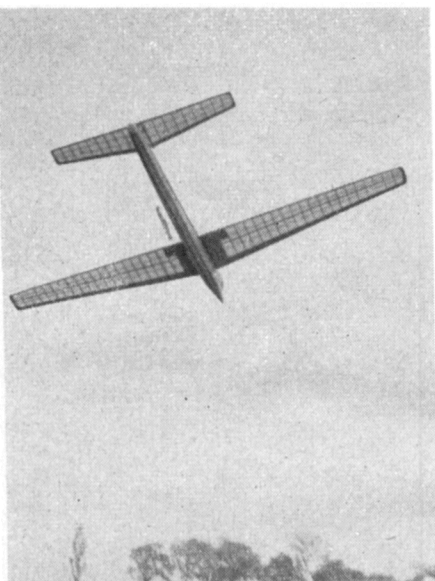
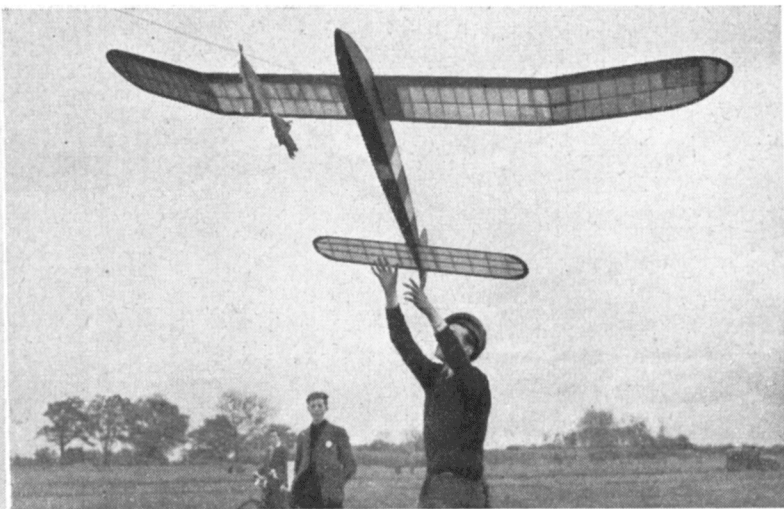
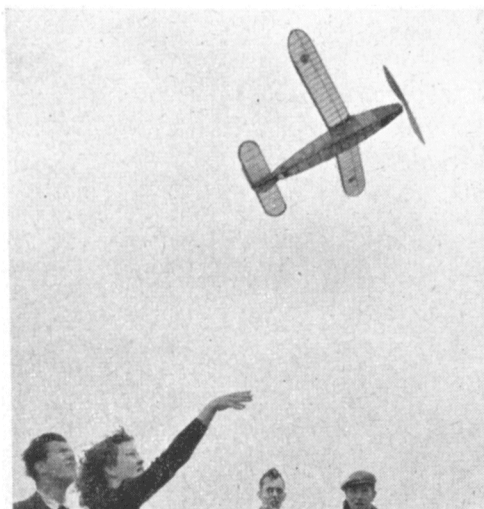
(118 entries)

THURSTON CUP—Sunday, 28th May

ONE hundred and fifty two winch and string boys from places as far distant as Kent in the South and Glasgow in the North, presented a heterogeneous collection of sailplanes on the wind-swept runway at Clifton aerodrome. The "giants" appeared to have increased in number since last years Nationals and a familiar sight was a group of enthusiasts gathered protectively round some eleven foot monster whilst the owner awaited his turn to launch. Crossing the runway was an almost impossible task as it resembled mother's knitting after the kitten had played with it. The wind direction was straight down the runway with the result that its entire width was taken up with tow lines each only a foot or two apart. In spite of this, models were launched with unfailing regularity, and only once did we see a pair of crossed lines in the air. Launching technique was, we thought,

Round the page clockwise: This char brewing session, a very tricky job considering the wind prevailing at the time, features the Oldham Club. Helper launches Nield of Cheadle's sailplane in the "Thurston." Clubmate from Rochdale launches Fred Kay's model which certainly has a generous amount of dihedral. A feature of the excellent work put in by local clubs was an anti-litter squad to whom thanks are due for the spick and span condition in which the aerodrome was left. K. Nicoll of Blackpool, winner of the "Thurston," receives his prize. We found this enthusiast making good the ravages of the wind by a spot of quick repair work.





Photos, anti-clockwise: A wee Scotch laddie with an outsize in gliders belonging to Colquhoun of Glasgow. Daphne Knight, winner of the Women's Challenge Trophy, watched by brother "J.B." Poad of Darlington's Canard goes up on the line. Members of the Chorley club, Lancs, shelter clubmate Davies' giant from the wind whilst awaiting their turn to launch.



extremely good, crashes off the line being the exception rather than the rule, and the close spacing of the top placers marks denotes the extremely high standard of flying. We particularly liked Poad's of Darlington outsize in Canards, which unfortunately appeared out of trim on its first flight. This was not the only item that travelled base before apex as most of the launchers ran forward with their lines instead of in the usual reverse direction, many experiencing considerable difficulty in casting off.

THURSTON CUP

1.	Nicoll, K.	Blackpool	407.3 points
2.	Howkins, F. E.	Birmingham	394.9 "
3.	North, R. J.	Croydon	375 "
4.	Barr, L.	Pharos	349.8 "
5.	Yeabsley, R. N.	Croydon	335.9 "
6.	Geesing, T. A.	Croydon	333.7 "
7.	Firth, R.	York	309.7 "
8.	Wrigley, R.	Bury	300 "
9.	Stringer, P. A.	Huddersfield	273.7 "
10.	Ward, R. A.	Croydon	272 "
11.	Lawrence, D. A.	Wayfarers	269 "
12.	Rumfitt, D.	Leeds	263.9 "

(234 entries)

SIR JOHN SHELLEY CUP

THE wind on Bank Holiday Monday was, if anything, stronger than the previous day, and the decision to allow hand launching was appreciated by all competitors in the power event. In spite of this concession more models were written off than the conditions warranted, and it is still obvious that a large number of fliers confine their activities to fine weather work, and are stumped when they come up against a spot of rough stuff.

Some extremely interesting models were seen on the tarmac



Left: P. Banks of Rotherham's impressive decals remind us of the limerick about the Devil tempting Lady Poltagrue — who in turn, to the dark gentleman's extreme chagrin, tempted him! Right: J. Lambie of Chorleywood provided one of the more original designs with his chopper-type fuselage model appropriately named "Battleaxe". Next right: C. Westerby of Batley demonstrates stripes, as now worn.



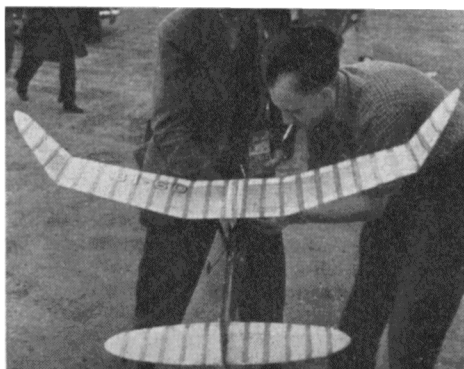
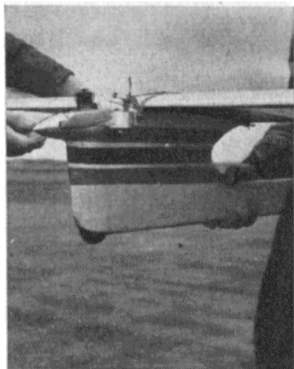
—whole one minute and shredded the next! Probably the most spectacular was the enormous Yankee type machine flown by Rogers of Weybridge, and it was indeed unfortunate that his first flight was disallowed for overlooking one of the basic contest rules—i.e., that all competitors must start their own engines. The big model rode the strong wind very well, the engine, a Fox 59, having a most peculiar note that drew everybody's attention, and a distinct change from the normal ear-piercing scream inseparable from the average contest engine.

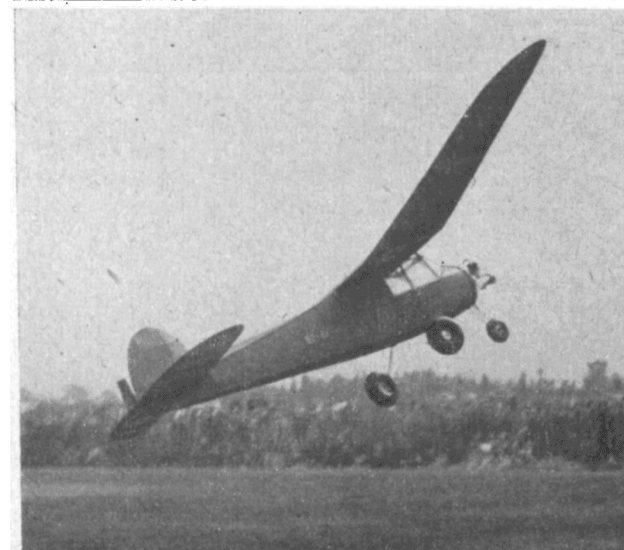
It soon became evident that a good first flight meant either success or failure in the final listing, for many high durations ended in lost models, while worsening conditions made it obvious that high times would not be repeated in the second round. Over-confidence and competition nerves also played their part, and one or two chaps who were "sitting pretty" after the first round came unstuck later in the day, usually through being over-anxious, and rushing their fences.

Gorham of Ipswich, the eventual winner, was an example of the proper type of competition procedure for he took things calmly and had evidently timed his day's activities to enable him to compete in both the Shelley and R/C events without undue flurry. This was in direct contrast to the small group who tried hanging back to the last minute in an effort to gain an advantage over those competitors who had obeyed requests to fly early.

For the first time (to our knowledge) competitors were asked for their Insurance certificates before being allowed to fly, and a number were caught out! Most were able to produce the required document, but we have nothing but contempt for the "bright" individual who tried to pull a fast one by returning with a clubmates' card. It was unfortunate for him that one of the Recorders knew him by name, which did not tally with

Beware camera-man! Featuring M. O'Donnell of the Whitefield M.A.C. Crowd is watching the Sir John Shelley Cup where they unfortunately witnessed a day-long procession of prangs. "Ban-shees" have now become a rarity but we managed to catch this one on being launched. Shelley competitor gives ample proof of the gale strength of the wind as he endeavours to retain sufficient hold to enable him to launch.





Above: J. A. Gorham of Ipswich starts his motor for his first flight. Top left: Lund launches his British record holder in the Shelley. This model has detachable wing tips that plug on with dowels. Centre: Chuck Doughty, Winner of the Radio Control event, starts his motor whilst helpers hold down the model in the wind.

that on the Certificate !!

With other places filled by a number of comparatively new names to national honours, the contest dragged on to a tardy close at 7 p.m. In spite of worse conditions than at Fairlop the previous year, we have no hesitation in stating that, all round the standard of flying was higher than witnessed at any previous Nationals.

SIR JOHN SHELLEY CUP

1.	Gorham, J. A.	Ipswich	356.9	points
2.	Fairey, B.	Knowle	336.5	"
3.	Davey, C. J.	Blackpool	244.5	"
4.	Goodman, R.	Northampton	241.2	"
5.	Reynolds, A. E.	Flying Saddlers	210.4	"
6.	Lord, E.	Accrington	201.3	"
7.	Clark, N. A.	Bishop Auckland	197.4	"
8.	Green, M. H.	Men of Kent	192	"
9.	Meanwell, R.	Northampton	187.8	"
10.	Eiffander, J. G.	Macclesfield	186.8	"
11.	Bennett, D.	Prestwich	185.8	"
12.	Farmer, R. A.	Ipswich	185	"
			(268 entries)	

RADIO CONTROL

ENTRANTS in the S.M.A.E. Radio Control Trophy at York, were able to demonstrate little progress since 1949 in their flights, which is by no means a reflection on their particular department of aeromodelling but rather on the completely unsuitable flying conditions. On the evening

Left: Doughty's model was one of the few to R.O.G. and in spite of the gale got away very nicely. The Ruddervator can be seen quite clearly in the picture. Below: One advantage of possessing a machine of the size of the "Sizzling Shadow" is the admirable substitute it makes for an umbrella. Owner, Rogers of Weybridge, shelters under a wing as he prepares for his first flight in the "Shelley."



Pit scene at the Radio Control event features a goodly number of transmitters and a variety of types. Centre: Dennis Allen assists W. H. C. Taylor with his Allbon-powered lightweight radio control model. Bottom of page from left to right: "Stew" of West Essex gambols gamely across the tarmac as he launches clubmate Sid Sutherland's model. Centre: A. Blackshaw of Birmingham watches his radio control job, that features rudder and elevator control, blow almost over on its back in the high wind. Right: Gorham of Ipswich hand-launches his "Rudder Bug" which gained him second place in the Radio Control event.



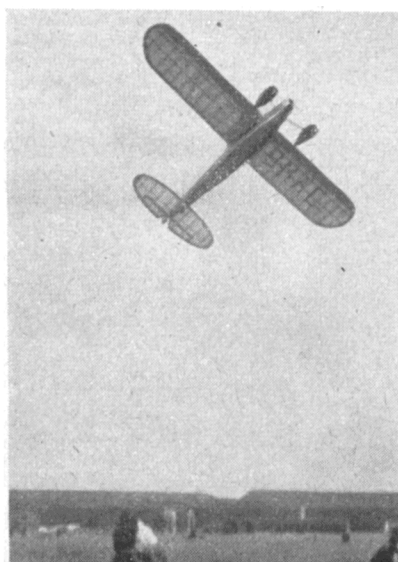
before the event a number of enthusiasts and their models enjoyed a most successful session on the nearby deserted aerodrome of Marston Moor—but high winds prevented any repeat performance on the day.

P. C. "Chuck" Doughty of Birmingham repeated his 1949 victory with a splendid display. He was one of the few to successfully achieve an R.O.G., and then went swiftly into a series of no less than seven loops, drifting down wind all the time. The final loop ended disastrously by tearing off the wings. Conditions were such that an upwind beat to cover the triangular course was out of the question for this or any other flight. For his masterly performance he received 60 points, being 10 for R.O.G., and 50 for the first loop—the others though highly entertaining for the crowd, had not been predicted, and were we must assume purely fortuitous.

Equal seconds were Sid Sutherland of the West Essex Club, and J. A. Gorham of Ipswich, who had already done so well in winning the Shelley. These entrants contented themselves with level turns to right and left amassing 40 points each. Next came George Honnest-Redlich who can always be relied upon to be up with the leaders. His Electron V, which with modified receiver had placed in the French International Miniwatt Contest in 1949, and gained a special French Post Office award, was at a big disadvantage in the high winds, and drifted down wind out of effective range before the entrant could achieve more than a turn and a half for 25 points.

Then came a bunch of three with 10 points each, being Coates of Huddersfield, D. J. Allen of West Essex and Ingham of Blackburn, this last with one of the few models embodying both elevator and rudder control.

We would compliment the entry on their courage in flying,





Left and above: Interesting radio controlled miniatures by the well-known Hook Bros. team. The high-wing semi-scale job with tricycle under-cart is powered with an inverted Mills and embodies a Hook Bros. receiver, while the low-wing, which we did not see in action, is rigged with the favourite American ruddevator, yet to achieve widespread popularity over here. The Nationals' weather was no occasion to see either of the fascinating babies at their best.

On the right: Daphne Knight adds another laurel to the family collection, seen here receiving her Women's Challenge Cup prize and congratulations.

if not on their wisdom—at one time about half a dozen successive models suffered major damage during or immediately after take-off. Order of flying was by ballot, and there could be no question of standing by in the hope of improved weather conditions. Had the Contest Director declared the contest impossible on the day, there can be few who would have felt like disagreeing, but the old tradition that National events take place on the appointed day, come rain or hurricane was too much and over £100 of materials alone of damaged models must be made good, plus who knows how many hundreds of midnight manhours!

Max Coote deserves a special word of praise for his masterly and efficient conduct of a very difficult event. Complete with his own P.A. van and duplicated rules for distribution, he maintained the flow of entries with scrupulous fairness and humour. We can only hope for better conditions in future.



S.M.A.E. RADIO CONTROL TROPHY

1.	Doughty, P. C.	Birmingham	60 points
2.	Gorham, J. A.	Ipswich	40 "
3.	Sutherland, W. S.	West Essex	25 "
3.	Honnest-Redlich, G.	Bushy Park	10 "
4.	Coates, A.	Huddersfield	5 "
4.	Ingham, A. S.	Blackburn	
5.	Allen, P. J.	West Essex	
5.	Williams W.	Seaham	

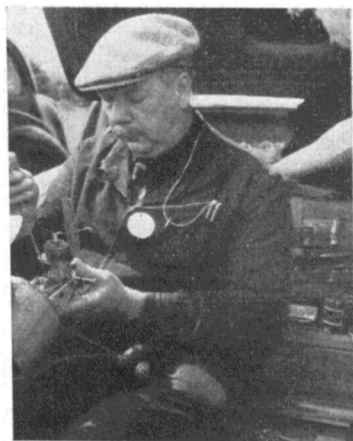
(49 entries—41 returned no score)

WOMEN'S CHALLENGE CUP

1.	Knight, Miss D. J.	Kentish Nomads	167.2 points
2.	Joyce, Miss B. H.	Leeds	126 "
3.	Stevens, Miss M.	North Shields	100 "
4.	Bell, Miss S. N.	Huddersfield	90.6 "
5.	Grimes, Miss F.	Burnley	60 "
6.	Gunter, Mrs. D. A.	Bushy Park	26 "

(7 entries)

Below, right and left: "Dignity and Impudence," or how they brought their models to the Nationals! Magnificent Cadillac from Buenos Aires, complete with mobile workshop, including lathes, grinder, and full model tool equipment, which Andy Leach brought over from South America, together with his Goldberg Sailplane. Proud owner is seen seated on his rear fender, right, patching up the Sailplane works between flights. On the left, "Impudence" is represented by the little J.M.B. three-wheeler, driven from London by Messrs. Dudley and Bishop of Blackheath M.A.C.—who made the journey at the cost of a ruined mac, damaged in road repairs.



The Editor does not hold himself responsible for the views expressed by correspondents. The names and addresses of the writers, not necessarily for publication, must in all cases accompany letters.

DEAR SIR,

Your editorial on power duration was most timely. Present-day rules are unsatisfactory not only because they tend to produce a grossly overpowered model, but also because they tend to discourage the average modeller from entering big contests. At any large meet it is obvious that many visitors have no intention of entering, for they know they have not a chance, so they proceed to do a spot of unofficial flying (usually in the middle of the crowd) and since they feel the contest is not for them, they're not compelled to assist the officials.

Rules are therefore required that will :—

(a) produce a model more suited to everyday flying, and easier to trim. Many builders just have not the facilities to test fly super-performance models in a strong wind.

(b) encourage the less experienced modeller to enter contests.

Some suggestions :—

1. Motor run to be up to 30 seconds on calm days. On windy days, no restriction, as anyone exceeding this would lose their model anyway. Total duration to count (i.e., no "Ratio").

2. Each competitor to have three flights, each attempt to count, and any flight ending outside a prescribed area to count as zero. (The purpose of this rule is to promote quicker running of contests, and to discourage futile out-of-sight flights). The prescribed area could be a 200 yard square, the launching site to be on the windward edge.

3. All flights to be hand launched. Many crashes are caused by the R.O.G. requirement, and many builders have no access to test-field suitable for R.O.G. technique.

4. The entrant with the highest total for three flights to be the winner.

These rules would cause for nice judgement in flying, to get the longest possible flight within the given area. They would enable "Sports" type models to compete, and would enable officials to deal with larger entries. Any comments? Mellor, Near Blackburn. J. F. GABBUTT.

And would the Gabbutt contest rival the popularity (?) of the Taplin and Bowden events? (Ed.)

DEAR SIR,

In view of the considerable amount of interest aroused by the publicity given to the introduction of the small gas-filled triodes to model Radio Control circuits in this country, I feel that sufficient emphasis has not been placed upon the very short useful life to be expected from these valves.

My own experience and that of other aeromodellers in the district has been that this life is so short as to make their use very costly. We have found that after a relatively short period of usage the anode current of the valve has started to drop and has continued to do so until it has finally reached too low a value for reliable operation.

On approaching the manufacturers concerning this matter a reply was received, containing the following statements :—

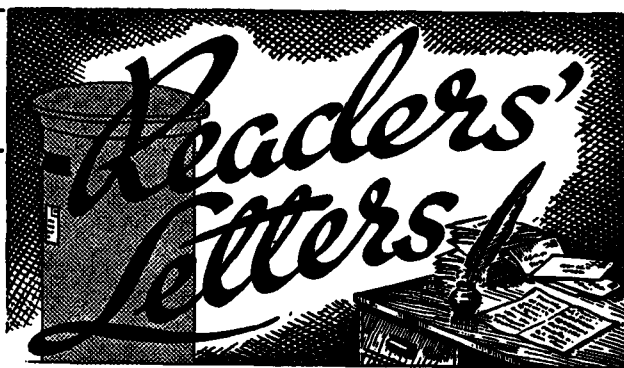
"We fear that perhaps you have not sufficiently realised that these small gas valves are inherently short life valves, and a usage of *three hours* is by no means an unreasonable period, although we are unable to specify any exact life which may be expected."

Furthermore, in view of the claim for increased anode current, viz., 2-25 M.A. max., compared with 1-5 M.A. for the RK-61 and 62, the following extract from the letter is also of interest :—

"We would suggest that in the interest of long life, you should operate your receiver at a standing current of $1\frac{1}{2}$ M.A. instead of the 2 M.A. which you mention."

As a life of at least 300 hours may be expected from a hard valve, which is considerably more consistent and reliable, I feel that the Gas-Filled Triode is greatly overrated.

Other readers' views on this matter would be of interest. Bournemouth, Hants. R. H. BAYLIS.



DEAR SIR,

Your correspondent may be identified at the next Model Aircraft Meet by the large double barrelled shotgun he carries, slung slightly aft of amidships, but primed and loaded full of the weight box contents of his sail plane.

This heterogeneous homogeonation is reserved for the owner of the large and raucous engine which has marred each and every flying day this year, 10 a.m.-7 p.m.

The inconsiderate moron, who has not yet been identified, leaves the engine with a jerry can full of fuel to chew over, returning every few hours to replenish the stock, and to keep up the insistent blare!

Not for him the dulcet rise and fall in note of an engine in flight, not for him the steady silence when the cut-out works: he prefers something which just sits on the deck and goes "Burrp"—rather similar in sound to the shirt tearing machine at the laundry, or other similar allegories.

The writer hopes that all who seek to follow the example of this moron will take warning, take heed, and take to the woods, lest it should happen to be

Shortlands, Kent.

Yours in mayhem,
C. W. PEACH.

DEAR SIR,

One always hesitates to offer advice, however well-meaning, to experts about activities in their own particular field.

In view of my experiences, however, as Technical Secretary of the S.M.A.E., in checking Wakefield models during the past year, I feel that some such advice should be offered.

Some of the models at present being flown by our experts are so near the margin that they can only be regarded as borderline cases. To quote a case in point; a model recently checked by me required a fuselage cross-sectional area of exactly 13 sq. ins. and on being accurately computed was found to be 12.96. The margin of error in measuring and calculating the cross-sectional area of any fuselage is such that that particular model was allowed to pass, as I feel certain it should have been, but the point I wish to make is this. No system of checking models can be 100 per cent. accurate and for that reason alone every competitor should allow himself a reasonable margin within which to work.

It must be remembered, too, when models are checked at the actual Wakefield contest overseas it is going to be even more difficult if models are found to be borderline cases. First of all there is the language difficulty, and secondly it is quite likely that models will be checked in the metric system and there is again a possibility of introduction of error in converting the calculated areas of the models from metric to inches and/or vice versa.

In these circumstances it would surely be wise for all fuselage cross-sections to have that extra $\frac{1}{2}$ sq. in. which would hardly affect the performance of the model to any extent, and the same applies of course to wing and tail areas under the present ruling.

Nothing would be more unfortunate than to find a first-class competing flyer put out of a contest through some disagreement over a model whose dimensions were a borderline case, and this must surely be avoided at all costs.

London, N.7.

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