



## WIN A KIT CONTEST, Round Four.



Once again, our Chairman Brian Lever has generously offered a choice of free kits to PMFC members. Please write in with your choice and the reason why, and our independent adjudicator will choose from the entries.

Brian says, “The Sopwith Triplane Peanut by K Models is a collectors’ piece and the contents are of a very high quality. Both the Senator and Robin are KK standard kits from the Solarbo era. The KK Chipmunk is from the Flying Scale 3/6d series. This is a short kit by Replikit and includes all printed parts and plan.

### Essential Calendar entries:

**Cloud Tramp challenge: September tba.**

**Bernie Nichols Trophy: ditto**

**NB Flying Aces 2020 cancelled.**

## PETERBOROUGH MODEL FLYING CLUB



# MAGAZINE

July  
2020



## STAYIN’ ALERT



**The fourth in a series of MONTHLY crisis editions.**

*Produced both as a paper copy and as an e-mail attachment for PMFC members, and subsequently on our website  
[www.peterboroughmfc.org](http://www.peterboroughmfc.org)*



COMMITTEE POSTS:

President	Brian Waterland
Chairman	Brian Lever
Vice Chairman	Dave Leeding
Secretary/PRO	Martin Skinner
Magazine	John Ashmole
Treasurer/M'ship Sec	Richard Arnold
Data protection	Martin Skinner
F/F Sec	John Ashmole
C/L Sec	Roger Silcock
Sports/Scale Sec:	Russ Lister
Safety/Ferry Liaison :	Dave Rumball
Webmaster	Andrew Green

This edition of our magazine reads like a catalogue of activity during a period of forced inactivity for most residents of the U.K. Notice that we, together, now have a Monthly magazine of the same size as our former Quarterly ones. Well done, all contributors...and please keep material coming, as we are not out of the wood yet.

So here we are, half the way through the year, and some of us have not yet launched a model: what we now need is some action to look forward to. Well, subject to the approval of all parties, we are planning to run five events, starting soon:

August 24<sup>th</sup> (Monday) Ajax, Achilles, Cloud Tramp, at Buckminster

Sometime in September: PMFC versus Auckland Cloud Tramp Challenge.

Later in September: Bernie Nichols Trophy

September 19<sup>th</sup> (Saturday) Rubber Bowden, Old Warden. (Expect c/l events, including Voetsak on same weekend.) NB admission now down to £8 for BMFA members.

October 3 or 4 or 5: Buckminster Gala, including various classes run by BMFA, plus "Rubber Ratio" run by me.

You don't have to take part: just be there, to remind yourself that you are a modeller!

FREE KIT: Ray Millard, still doing penance in sackcloth, offers a *West Wings Westland Widg-eon* for nothing but the postage. Apply through Editor.

(Applicants will be required to pronounce the full name of the kit three times without error after drinking three tots of Scotch.) Ray is rewarded with the front cover this month, just in case he has never made it onto a "real" magazine before. See p 15 for this model.

Editor@peterboroughmfc.org

**Win a Kit: this month's winning entry , from Martin Skinner (and see back cover for latest offers...)**

It's the summer of 1957, a young boy on holiday with his Nana and Aunt Myrtle in Treforest, South Wales. Imagine the excitement of days out to the sea-side at Barry Island and the City of Cardiff. No cars in the family but the wonder of steam rail travel; standing at the open window, playing with that thick leather window retaining strap, my head out in the slipstream breathing in the smell of damp steam and coal soot.

Then one delightful day a trip to Cardiff Castle, the splendour of the building, the paintings and tapestries depicting Welsh history draped on the walls.

And then home?

No, not on this occasion, a little shopping and for me my first sight of model aircraft that fly. Bud Morgan's Castle Arcade Model Shop. I can still smell the very air of model flight. The ceiling dripped with model aircraft of all sorts and sizes. But there in the midst of these hung a sleek silver shape, long body and slender wings adorned with RAF roundels, bright Red, White and Blue.

I was spell bound and my eyes opened to the possibility of flight.

And then home, not with my dream machine but clutching a Airfix Spitfire and a tube of glue. Semi-satisfied but I dreamt of those models that flew. As the summer holiday drew to a close I pestered my Aunt, yes pester power is not new, to take me back to that emporium of model flying delight.

The model still hung there in squadrons of other models. I plucked up enough courage to ask the shop keeper, perhaps Mr Bud Morgan himself, the name of the silver aircraft.

"Spearfish, young lad" And the name stuck with me.

" Can I buy a kit ?" I asked meekly, clutching 5 Bob in my little hands.

"No lad, they don't make them any more."

I was sad but went home with a Keil Kraft Hurricane that my Dad made for me after the holiday

For 12 months I put the silver model to the back of my mind. The Hurricane flew and was destroyed in boyish attempts to make it fly better; to be replaced by a Keil Kraft Cub glider that did fly quite well.

In the Summer of 1958 I was back at the Castle Arcade. My heart sank as I realised the Spearfish had gone and replaced with larger, more saleable, models powered by little engines. But the memory of that silver model has stayed with me all my life. When I opened up the recent club magazine and saw that Veron Spearfish kitbox my heart skipped a beat and lifted. I was back again in Bud Morgan's Castle Arcade shop.

Perhaps now I can make it fly.

this is either in the pipeline or been published in the club magazine very recently. I recommend having a go with this, I used 50% water/Cover grip as the adhesive, the whole model covered shrunk and doped with two 50% coats of non shrinking dope added only 6 grams to the overall weight.

So now I am excited, the two props have arrived, a new nose has been made for the Achilles, the Ajax is complete excepting decals. I am ready to join in the fun with SAM35 as soon as Lock Down is eased. I forgot to mention I stripped the tissue from the ageing Achilles with the wing and tail still in good order, this job took all day to get a surface acceptable for recovering.

The Ajax was leading the fleet sitting forward on my bedroom workshop building board. Hadley the Achilles open body framework lay to starboard on my bed; DEPTH CHARGE! The mighty Captain sat down on his bed side only to completely crush the old Achilles, silly Captain Chaos.

Well that's it for now. I decided to build a completely new Achilles and with the Lock Down, this is ready for covering, no real harm done. The Captain.



*Editor's note: the Polyester that I used (March and April issues) is the standard weight, the reason being that somewhere I read that the lightest Polyester requires more dope to fill the grain and therefore offers no advantage. However, I can't remember where I read that, and I have no firm evidence as to its accuracy. If anyone does any testing on this, we should like to be made aware of the results.*

*We trust that the Captain's Finger is now fully restored.*

### Mini Slow Update, by Roger Silcock:

Here is my Mini-Slow from a kit supplied by Tim Hobbins for the cost of a donation to Col. Tom's NHS Charity.

The model has to complete 100 laps with one pitstop, but included in those laps in a series of manoeuvres have to be flown with points awarded for quality. The rules allow for diesel or glow engines to a maximum of 3.2cc. The serious modellers are using racing engines.



I on the other hand am trying to get extra points by using an "interesting engine." The engine is an ETA Elite Mk 2. I bought it new in 1972 with the intention of entering Goodyear racing. It transpired that the only engine competitive at the time was the Rossi 15. I did not bother entering Goodyear! Therefore the motor was run, then placed in its box until this month. It has twin venturi silencers which were compulsory for team racers in late 60's. The propeller is 7 x 7 nylon.

I look forward to being allowed to go flying again.

### PAGE THREE MODEL: Has Rob Smith finally gone nuts? It's a what? ....a Fock Wulf Triebflugel



It's fired by three Rapiers which have to be started together. Rob blames his mate Phil Worth (who, having built an Ebenezer version, is now working on a triple ducted fan version) for leading him into this project. Surely Rob, who is clearly easily led, has gone too far this time!

This was a concept design drawn up in 1944 as a vertical takeoff and landing tailsitter interceptor. It is kitted in plastic at 1/48<sup>th</sup> scale, and an item leading up to its design appears in Youtube: but surely nobody would ever build one! And as to test flying, what do you have to say, Andy?

Notes on VMC Cessna Bird Dog model aircraft.

Built during Corvid 19 Lockdown and finished 27 April 2020. By Martin Skinner

John Coleman kindly gave me a part built kit comprising all the major components as open frames. This was at the last indoor meet we had at Bushfield before the lockdown I though I would have the kit flying at the next session sadly cancelled. Some hope. I had an accident with the wing. Bumbling Me, I snapped it in half and one wing panel I put my fingers through the main spar and two ribs!!

So finding that the wing spars were very soft I decided to replace them all with some stiffer stuff and rebuilt the wing. New spars and centre section and it went together OK. I also added some extra fuselage stringers to overcome a possible half starved look to the rear fuselage top and fuselage underside.

A quick balance with all the major comps, and prop, pinned together showed the model was going to be tail heavy so I added some useful weight around the nose, u/c area and wing strut attachment points by in-filling the stringers with light 1/16 sheet.

The model is covered in yellow tissue to represent Bird Dogs used by the Japanese Self Defense Forces in the 1960s. I thought it would make a change from the olive green US Army and Marine Corps schemes. The Japanese insignia is sticky backed address label coloured with permanent ink felt tips. Works for me, I can't do intricate stuff on the models now. All the markings were applied before assembly of the major components. Fin Serial is cut black tissue shapes and doped on. The aircraft serial is hand written so don't look too closely.

The wing and fuselage fit was not too clever, largely as a result of my new centre section and a slight miss-alignment of the cabin formers. There is not much wood up there and I added a little extra light stuff to even things out. If you build one the build in this area needs to be spot on.

My big put off these days is cabin glazing. I don't have enough fingers and I find problems with glue lift where ever there is a stressed panel. I also have problem seeing the acetate sheet edges. Can't do much about the additional fingers but the sighting acetate edges was solved by sticking on strips of "Post It" material using the sticky portion, in a bright colour too, and it peels off easily. I wasted a lot of "post it" but it's cheap enough.

Using the plan glazing shape as a guide I cut out paper templates and found them to be generally OK but they were to close a fit and gave me no material to handle. So I cut acetate slightly oversized and trimmed it as it went on. I also took 4 days over this procedure gluing in strategic places and letting it dry before stressing the glazing. Front windscreen and that wrap over cabin roof, and wing LE fit first. I then stepped the glazing front to back and fitted the rear portion as a separate item, as per plan, but again

## Stuart Marsden adopts a sedentary approach to model building.....

### Achilles, the boat was depth charged

What is in a nickname? Something I recently referred to in my article in AM on the life and times of Henry J Nicolls. (Joe Reliable and then Major Joe Reliable). As you read on you will see nicknames are used as a term of endearment, I hope none of you are offended.

For those who missed it, we had a first class meeting in the late winter at Peakirk, the subject, "The Achilles and Ajax". C of G and Moley gave a combined presentation, covering the history of the naming of these two KK models with building and flying tips to give enhanced performance. We were encouraged to bring along our own models, I have to say my 25 year old Achilles must have been the poorest effort on display, although the model did have some success, winning a competition held at Old Warden at the tail end of the last century. At that particular time I was contributing to the modelling press across five titles, mainly tracking and recording the progress of my night and summer schools for Aeromodelling, members from 7 up to and beyond 80 years of age.

Back to the evening in question, Marvellous Martin (Martin Skinner) brought along his Ajax, with superb free wheeling plastic propeller, this alone gave me enough inspiration to ask to borrow the plan, this is one of only a few KK models which had slipped by my building board. Covid 19 now beginning to hit us all with its worst, we started the Lock Down, but just before, I shot over to Bury to take hold of his Ajax plan. We shared 10 minutes on Martins drive, fully socially distanced and once home I immediately started stripping wood to start the build. It was at this point things started to go wrong!

How many times have any of you taken the top of your index finger off including half of the nail? I suspect not many, however "The Captain" managed to do just that. After 4 weeks of hospital visits, I am happy to report that all is well and healed, however it is quite an uncomfortable feeling, dodging Covid19 on weekly visits to Hinchinbrooke Hospital.

Back to the models; I decided to send off to Spencer Willis to ask him to make me a 10 and 8 inch prop respectively for both models, Ajax and old Achilles. Moley put me onto Spencer, he makes great carved balsa props. I have carved a few props myself recently but having just built a Veron Sentinel for AM review, which was supplied with a plastic prop, I wanted to compare performance with a really good balsa alternative.

Moving on, the Ajax took shape even with a dodgy index finger, I managed a reasonable build. Another thing that struck me at the meeting was Moley's Achilles, which was covered in the very lightest Polyester from Mike Woodhouse, so I wanted to use this material and give it a go. Moley has covered the using of this material and

Chris Grant had been trimming....

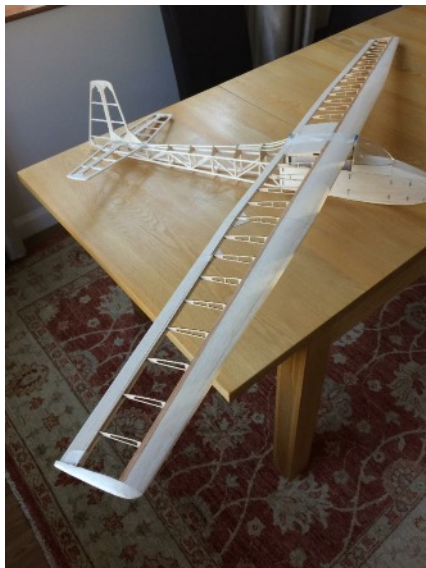


“Hi, John: Finally manages to get a trimming session in. I decided to take a leaf out of the indoor flyers’ book and used a quarter length motor for trimming flights (see picture above.) This allows full power flights without a long retrieve. My Cloud Tramp was giving consistent flights of 20 seconds pus. This means with a full length motor and at least four times more turns, I should have an Auckland beater.”



with oversized handling “tabs”. I also use small strips of masking tape to secure edges as I lay them down. These have little fold back tabs so I can lift the away with tweezers. These final joints still insisted in lifting so I secured them with strips of Sellotape. Other sticky back plastics are available. The final job is to fit the partially glazed cabin roof. For this I used yellow coloured paper from a birthday card envelope and stuck very thin clear sheet, the protective cover for the BD card envelope, to the inside surface. I used R/C modelers glue for all cabin glazing. I found that if you get it wrong you can lift the acetate sheet and the glue will rub off the airframe even when dry.

So there it is, I have always wanted a model Bird Dog. I am pleased that John Coleman gave me the part built model and I am happy with the way it has turned out. Now I need some nice weather and the government clearance to fly it. At 30 grams I won’t need my CAA ID though.



**Brotherly Love:** Brian Lever sends “...photos of the Skylark Soarer I have built for brother Ian.”



Ian Hibbert clears his shelves.....



Proving that lockdown cannot be all bad, Ian has set off in new directions...we received two missives from Ian: firstly, “ The eight small scale kits sitting on the shelf have so far avoided my sledgehammer approach to model building. However lockdown fever forced me to embark on a Piper J4-E Cub, a Dumas walnut scale kit with many 1/16” spars. Not finished yet but it is remarkable what you can do after listening to (insert name of cabinet minister here.)”



Shortly after, Ian wrote again, “Whilst my dear wife was struggling with a St Isaac’s 1000 piece cathedral jigsaw I turned my attention to another dust gathering project. Dave Leeding chose the Mercury Mentor VMC kit as my prize in the Peter Spalding competition. The reason behind this was to expand my horizons beyond Cloud Tramps and Achilles models. From tiny scale to diamond fuz and single blade folding prop!

### Kronfeld Drone de Luxe Part 2

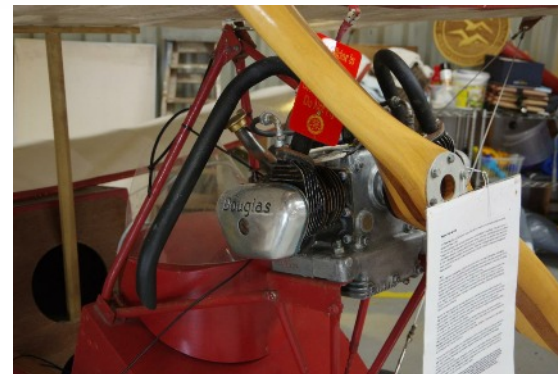
After being at Brooklands Museum for thirty years G-AEKV was loaned on 1<sup>st</sup> September 2013 to the Glider Heritage Centre at Lasham Airfield, Hampshire, GU34 5SS. Lasham Airfield was built in 1942 and ceased to be a RAF station in 1948. From 1951 the main activity was gliding with the Army Gliding Club moving there in 1951. Lasham Gliding Society was established in 1958 unifying a number of gliding clubs and completed the purchase of the airfield from the Ministry of Defence in 2001.

The aim of the Glider Heritage Centre formed in 2013, to preserve British gliding heritage but there are also overseas gliders on display too. The centre runs a guided tour commencing at 2pm on Sunday afternoons and takes about 45 minutes and is free, donations are very welcome and appreciated. The Heritage Centre is located in new built hangers and you are driven to them by the guide. On my journey we passed many gliders covered over and awaiting their next flights and a number of large passenger aircraft that were being maintained by a private company. Many thanks to FSO member David Montgomery who made me aware that the Kronfeld Drone de Luxe was on display here and is viewed during the tour.

Is the Kronfeld Drone de Luxe a motor glider or low powered light aircraft? In the 1920s the Royal Aero Club (RAC) settled the argument twice! Motor glider was first used by the Daily Mail in 1922 when it sponsored the Itford Gliding Trials but motor glider was rejected by the RAC in 1924 as there could be no such thing and had to be light aeroplanes. In 1927 the RAC accepted the term and changed it to motor glider.

In 1937 the Drone cost £375 with a down payment of £65 and twelve monthly instalments of £22.15.00.

The Carden – Ford 1172 engine had a power output of 30bhp.



*We must thank Ray Ewart for this item, not to mention the Maidstone connection, which appeared in “New Conrod” organ of the London Douglas Motorcycle club (of which to his credit, Ray is a member) written by Andrew Main, of Wigmore.*

*Also on display is a replica of a Flying Flea constructed by the Shoreham Airport historical association in 2003. The Flea included the Carden-Ford 1172 engine but this replica is fitted with a 350 c.c. Douglas Dragonfly.*



## More from (guess who?) Rob Smith:



### Kronfeld Drone de Luxe Part 1

The British Aircraft Company of Maidstone, Kent was founded in March 1931 and built a series of gliders designed by Managing Director C H Lowe-Wylde. In 1932 a BAC Mk VII glider was fitted with a 600cc Douglas motorcycle engine developed into the Sprite aero engine and fitted above the wing and became known as the BAC Planette. In the following year C H Lowe-Wylde crashed the prototype and was killed. It is believed that four Planette's had been built by then.

Robert Kronfeld a famous Austrian glider pilot took over as manager and designer and by July 1933 had modified the second Planette with a streamlined engine cowling and changed the name to Drone. In 1934 BAC moved to Hanworth in Middlesex and in 1936 Robert Kronfeld bought the company and renamed it Kronfeld Ltd. Drone production had continued slowly until then when twenty were built that year. Those fitted with the Douglas Sprite aero engine became known as the Kronfeld Super Drone. During this time different engines were being tried including the Carden-Ford using the 1172cc sidevalve engine. With swept wings it was known as the Drone de Luxe. Production ceased in 1937 after thirty three drones had been built and Kronfeld Ltd was wound up.

Eight Drones survived the Second World War and three of those flew again including the only surviving Kronfeld Drone de Luxe.

#### Photo 1

G-AEKV was built in 1936 and is the thirtieth built. It first flew in 1937 and was a regular visitor to Brooklands Aerodrome at Weybridge, Surrey pre-war. Drones became popular with private owners and G-AEKV had a number of owners in the 1950's. It attended for the 1951 Kings Cup Air Race hosted by the de Havilland Aircraft Company at Hatfield Aerodrome but the race was cancelled due to the weather conditions. G-AEKV was grounded in the 1960's until the early 1980's when it was acquired by Mike Beach and restored with colleagues at Brooklands Museum between 1983 - 84. Mike Beach undertook two flights at Brooklands in 1984 but the con rod detached and broke the crankcase. The engine was replaced and it is believed to have flown again until the water pump failed. G-AEKV was purchased by Brooklands Museum in 1998 with assistance from the Heritage Lottery Fund.

G-AEKV is photographed courtesy of David Oliver at Brooklands Museum minus the water pump and cowling.



Phil Worth sent me some of the kits you see at the front. They have a really good electric setup. Very powerful, so I took them to bits and built the models in the photos.

Below: bare bones of the Hawker Tempest V. This time all balsa, same size and structure as a Frog Senior model. Nine gramme brushless motor, KP timer, will have pre printed covering.



...and another from Rob, from a few years ago...



“It’s a Kyshue J7W1 Shinden control liner. Built as a proof of concept for a larger model. Brian Waterland flew it at Old Warden some time ago, and it flew a lot better than I expected.

Unfortunately I cannot fly control line without falling over, so I never completed the larger version. (I believe our much missed friend Bernie did actually video the flight on his ‘phone.) Construction is all balsa, with brushless motor throttled by a receiver.



*Upper: the BVW Stooge in action. Below: BML celebrates the re-opening of Buckminster (to paid up members) while keeping a constant 52’ apart from his pitman.*

.....  
**Meanwhile, Roger Silcock is still beavering away:** We published details of his “Simplified Korda” last month. “I showed Mick Page the drawing and he suggested I beef it up a little. I may have gone a bit too far, but I am a clumsy combat flyer. All the wood in the fuz is 1/8” It is not intended for competition, merely to buzz round Ferry and survive the rough handling of my granddaughter (and to use in the Bernie Nichols Trophy, I hope...Ed.)



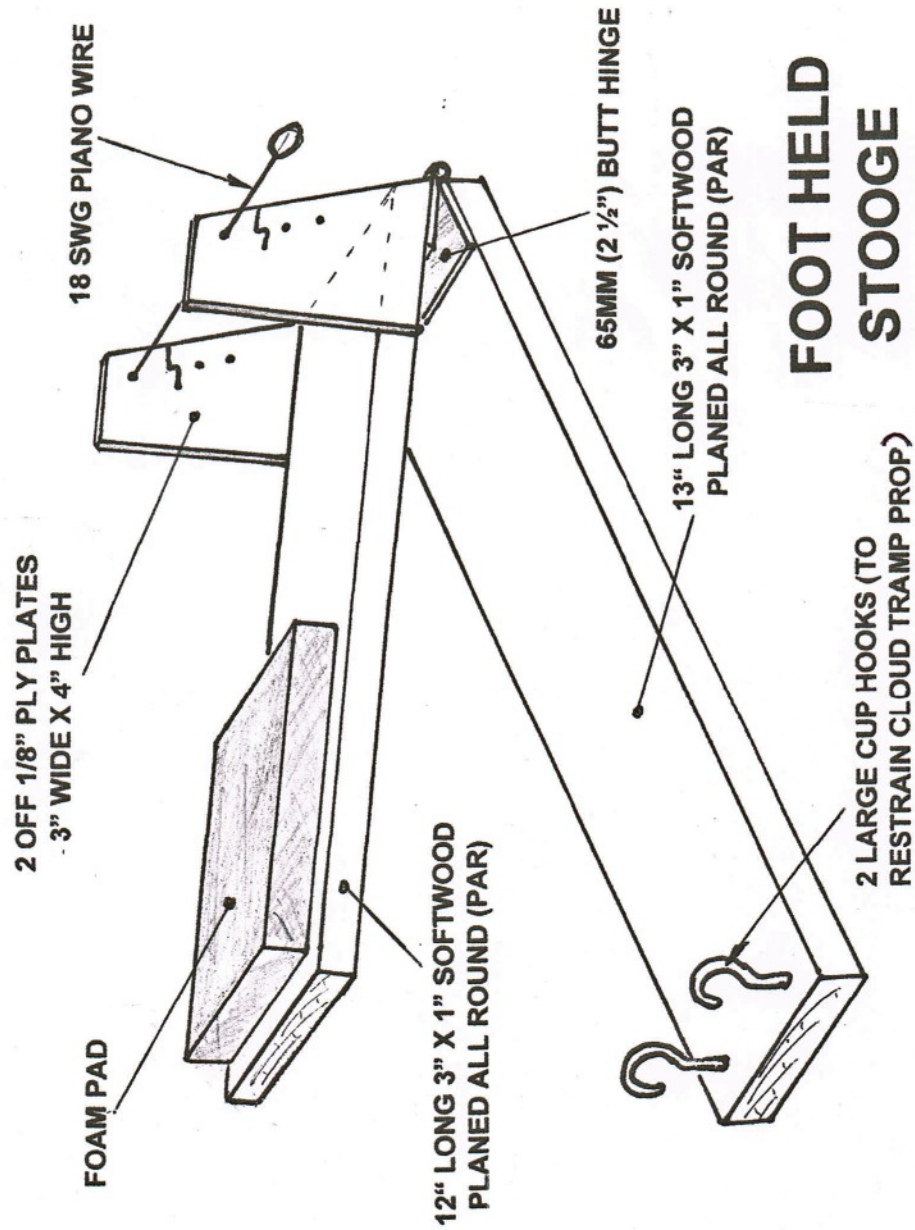
I did not think it was worth completing the folding prop. I eventually found a plastic prop: Mike Woodhouse sold me a 12” K.K. one for £1. A Spencer Willis one would have been way too good.” Flown briefly at Ferry and pronounced “promising.”



During this session, BVW flew the Voetsak tribute model shown on last month’s issue: “it is ponderous, rocks on the lines, and glides like a manhole cover.”

Authentic, then!  
(Spot Anduril, “Bn-ntline Special” the electrified Peacemaker, F/F Fledgling, among others.)





(BVW)



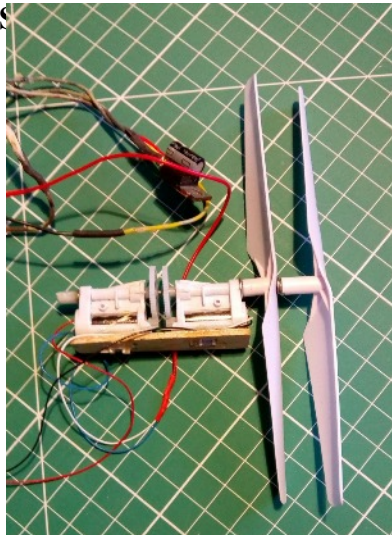
**Remember Gerry Williamson's "Electric Train"?** He has now built a 50" version for BM-FA Electric. He adds, "Since the lockdown restrictions have been eased, I have managed some test flights with the smaller model: it seems to fly straight from the drawing board. Just a slight adjustment to the tail tilt and all is well."

**Lockdown dilemma:** should I continue with the decorating, or finish the nose of my Slicker? Advice, please.....JMA.



# TECHNICALITIES:

## Contra rotating motor made with drone spare parts, by Rob



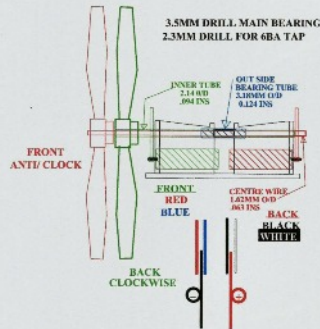
Information from Rob:

I have two or three ways of working with the motors: motors and gears are from Amazon. Spares from a quadcopter: cheap so you can mess about with them. You get four motors, four pp tops and gear boxes for about a tenner.

### CONTRA PROP UNIT

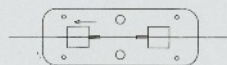
### USEING DRONE SPARE PARTS

CAN BE USED AS PUSHER UNIT  
DEPENDING ON HOW PROPS ARE FITTED



VERSION 1 (SMALL PROPS) 18 GMS

VERSION 2 (STANDARD PROPS) 19 GMS



“It’s  
Quite  
Simple  
Really”

Sez Rob!

As Chairman Brian Lever attempts to relearn the art of walking in a straight line without rotating widdershins every thee paces, we are pleased to congratulate him for flying 1004 laps with the electric Den’s Model Supplies Electric Trainer that was featured in last month’s edition.



Brian reports, “The ancient body has stood up remarkably well to what one Peakirk Church supporter saw as a torment of controlled dizziness. “ Brian thanks all who have contributed: others wishing to do so may contact him through the Editor.

### You are old, Father Lever the young man cried

And your hair has become almost white,  
Yet year after year round in circles you fly,  
Do you think at your age it is right?

In my youth, said the sage as he shook his grey locks  
It really was not any trouble,  
My Goodyears had style and flew mile after mile  
And would overtake yours at the double.

You are old said the youth with a grimace of scorn,  
And I’ll say one thing more if you’ll pardon:  
You’re planning to circle all over lawn  
Isn’t that rather bad for the garden?

I have told you just what I’m intending to do

He replied with a handful of pledges  
Why should I care, if subscriptions accrue  
That I subtly shorten my hedges?

(With apologies to Lewis Carroll)



Ray Millard just can’t stop innovating: “You might recognise this tubby fuselage as belonging to a Tadpole! It started life only a few weeks back as an elevon controlled model then Speaks featured a delta conversion. It went OK, but I felt that it was flying me particularly as it seemed so fast. That was short lived. This is what it turned into: it flies nicely now but now I can take my eyes off it for a few seconds before it flies off into the next county. The exposed battery pack looks a bit lazy (see also front cover) but it saves delving into the fuselage, or even worse, removing the wing, to change the pack. “

M. Renaux and Miss Unwin lost their way at Epsom, landed at Gravesend to ask for directions, so arrived safely in the French capital too late to achieve the return before dark. They consequently elected to stay the night in Paris. Hmm! I can find no record of their return flight.

On the late afternoon of the Saturday it was announced that Brock had passed Folkestone on his return trip. Soon, after a circuit of the aerodrome *he landed amid riotous enthusiasm*. He had previously won the two other big races of 1914 and now became £800 richer, winning on handicap as well as on time. *He was duly chaired and transported along the spectator enclosures in a car, after which he returned to his usual occupation of chewing and modestly relating his adventures to his friends.*

Walter Laurence Brock was to live long and prosper, working in the American aviation industry, but specific achievements have been obscured by unreliable accounts: he was, however, clearly a prominent pioneer of early aviation.

M Garros later arrived from the wrong direction. Before his engine had stopped he was asked whether he had turned the Harrow control. Having realised that he had forgotten it, he flew straight there and back, thereby adding ten minutes to his flying time. While at Buc, he had changed magneto and propellor in an attempt to overcome persistent engine trouble. *M. Garros is very popular with all connected with flying in this country on account of his modesty in spite of his great reputation as a flyer. One wishes him better luck next time he comes here.* (He was not to return: three months after this he was working to help develop metal deflector wedges with Morane Saulnier and became the first to shoot down a German aircraft through a tractor propellor. His unfortunate inability to thoroughly destroy his downed machine in April the following year was to lead, ultimately, to Fokker's development of interrupter gear. (Escaping from internment subsequently to fly a SPAD, he was to be shot down and killed in October 1918.)

Lord Carberry was late: he had passed Bolougne but then no news came, and the crowd began to disperse. *At last, very late in the day, one heard that he had fallen into the Channel owing to his engine stopping about 15 minutes from the French coast., and had fortunately been picked up by a steamer. The Bristol floated excellently, and he did not even get wet, though afloat for a quarter of an hour.*

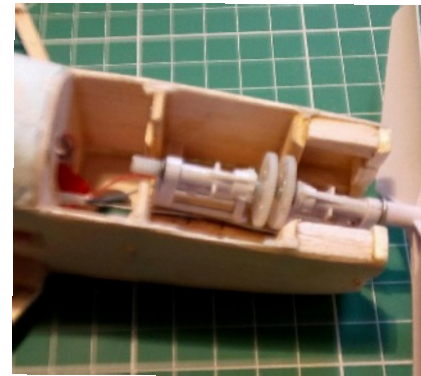
Of the six who actually made the start, *an American won, a Frenchman was second, and a sporting Irishman fell into the Channel. And England is the richest country in the world, and prides itself on its sportsmanship...*

(There follows, in The Aeroplane's account, which may or may not be tongue in cheek, a thinly veiled praise of the efficiency and organisation of German air events. It ends, however, with some soul-searching...*One wishes that the average Englishman who thinks he is a sportsman because he loses money on fast women and slow horses, could watch the progress of a big German air race and see the way those German machines are built...*

Result:

- 1st Brock 7 hours 3 minutes
- 2nd Garros 8 hours 28 minutes
- 3rd Carbery 3 hours 54 minutes, outward journey only. (See photo)

...and after that everything was to change...



Rob's unit installed in new model: notice how, after a painstaking build, Rob has deftly photographed his work subtly out of focus, due to the top secret nature of the project!

Another neat idea from Fernando Ramos by way of Louis Garami is the rear driven free wheel prop shown in Fig. 12-11. The wire wrapped

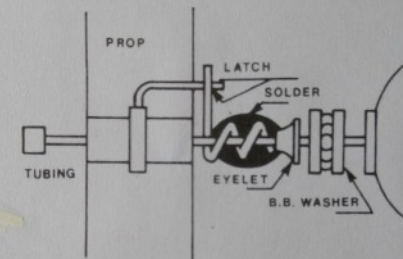


Fig. 12-11. Rear drive free wheeler allows prop replacement.

around the shaft and soldered to it and the eyelet drives the latch from the rear thus allowing the prop to be slipped off by just removing the piece of tubing in front. Don't worry, the friction against the latch keeps the prop from flying off.

Meanwhile, from the Toolroom, BVW writes, "John: Following my "bale bar" prop assembly for Cloud Tramps, allowing easy prop changes, I came across this in Don Ross' book "Rubber Powered Model Airplanes."

And may I (JMA) remind all potential CT'ers that as a matter of priority, we must all have our models well trimmed by the end of August.

The reputation of PMFC will be at stake!

## RACING ON THE EDGE OF DOOM:

...as the storm clouds gather, the last pre-war Air Race begins...



The fatal shot had already been fired at Sarajevo and the alliance and the Entente faced each other across Europe. Within a few days of the publication of this copy of "The Aeroplane" the German invasion of Luxembourg and Belgium will have begun, and the history of aviation, not to mention that of mankind itself, would be changed for ever.

### Entry list for Hendon - Buc - Hendon, 11/12<sup>th</sup> July

Thomas Hearne	Bleriot mono,	80 hp Gnome
Eugene Renaux	Maurice Farman pusher,	120 bhp Renault
Louis Noel	Morane - Saulnier mono,	80 hp Gnome
Walter Brock (USA)	ditto with	80hp Gnome
Reginald Carr	ditto	
Roland Garros	ditto	
John Carbery	Bristol Scout	80hp Le Rhone

NB: In the following account, derived from a variety of sources, direct quotations from "The Aeroplane" appear in italics.

Competitors arrived on the Friday before the start, and the technology attracted much interest. Garros' new type Morane had a new wing section with a pronounced Philips entry and a slightly reflex trailing edge. The undercarriage further forward than usual, hopefully making landings safer. His engine, a newer type of Gnome, was producing more than the nominal 80 hp, or at least did so after a magneto change.

The German, Hirth (Morane) got as far as Surbiton on his way to the start, but arrived covered in oil having broken a valve pushrod on his way from France. Hence non-starter. *During his short stay in England Herr Hirth made many friends and one hopes to see more of him in future. In fact all the German pilots... have been liked and respected and one feels that if one saw more of the German fliers it would conduce to a more cordial feeling between nations.*

There were several other non-arrivals, : a Deperdussin reached Barnet but with damage, and a Neuport and a Farman were scratched. Clearly continental flyers have a disadvantage having, in effect, to cover twice the ground. Firstly to reach the start, then finally to return home. The Eugene Renaux "Short Horn" seemed very fast for a big biplane, *and struck one as being just what one would like for a really long tour by air with such a pilot and, for my personal choice, another engine. The nacelle is about the size of the cabin of a small yacht and one could sleep in it with comfort by putting a lid on top. Of the British entries, the Sopwith entry was scratched owing to Mr. Hawker's failure to alight successfully on a tree top. A Martinsyde broke a rocker arm and came to rest at Potters Bar. Another non-starter.*

Revealing a greater degree of efficiency, the three Graham - White entries, Brock, Noel and Carr, test flew above Hendon with success, while young Carberry reached an estimated 100mph. with his Scout. The remaining competitor to make the start was Hearne, a music hall artist known as the "Lazy Juggler" with his wife as passenger. *He made a test flight, and a very unpleasant sight it was. Airbags had been fitted in the fuselage aft of the passenger seat and these may have interfered with the controls. Also the machine was obviously assembled in a hurry and was out of adjustment, the tail being degrees out of line with the wing and the warp system apparently out of action...it staggered off the ground, took turns banked the wrong way, wallowed in the gusts: everyone was devoutly thankful when it landed tailskid first, without damage.*

### The Race:

Minimum time spent in the air was the criterion for success, so competitors could start as and when they were ready. Early visibility on the Saturday was poor near London, but Folkestone reported only slight mist. The first turning point was at Harrow, which had to be clear for the flyers to be visible. Hearne failed to take off at the first attempt. Renaux, carrying a Miss Unwin, went away strongly. Hearne tried again, *and after two or three circuits of the aerodrome decided to discontinue, which he did uncomfortably close to those who were starting Messrs Brock and Carr. Garros left somewhat later, just before Renaux unexpectedly returned having been unable to recognise Harrow in the mist. He left again after the air had cleared. Carberry left after a couple of rather wavy circuits due doubtless to his life jacket pushing him a little forward than usual in his seat...a trifle like this makes quite a difference at first.*

A Mr Skeine, (Handyside) hoping to reach the start from Potter's Bar, *had lost his way in the mist so that he fetched up right over the City. Apparently, he then recognised London because a river ran through it so he did the wisest and safest thing and flew straight up river back to Brooklands: non starter.*

Noel landed at Dungeness, the last possible landing place before the sea crossing, with engine trouble. Those who reached Paris safely were Brock, Garros, Renaux and Carberry, Brock having taken advantage of the Graham - White temporary refuelling station at Hardelot, set up so that the G-W team could run lighter, despite time spent refuelling.