



The "Kelling Flier" No.10

Hi all,

Thanks again for all your items. I recently ventured to the field and kindly offered to carry Nick's recently featured Hurricane back to the pits (as you do). Well, if any of you are thinking of doing this, DON'T, make him taxi it! It weighs a ton as you can see from my stance and the vein popping out of my head!! Those present photographed my struggle and were kind enough to supply the caption! Please continue to submit all items to me at awjenkins@sky.com.

Thanks, Andrew



OUT OF PUFF!

STANS QUIZ CORNER



Here are the answers together with another group of aeroplanes for you to identify. Good luck!

Keep balsa bashing, Stan!

QUIZ - WHAT'S THE AEROPLANE ?

1. A roast too far for a sea bandit
2. Fiddling with the boys' favourite weapon
3. Looks like a swift but rules the oceans
4. Gone with the wind, but she wouldn't have given you malaria
5. In Bristol, they have a strong vortex blowing around

Answers to Quiz - 1. Short Seamew, 2. Russian Rata (rat), 3. F22 Raptor, 4. Queen Bee, 5. Canadair D7.

BUILDERS BOARD



Having featured Nick's Hurricane upgrade, he has forwarded this update on his Seagull FW190. Nick has been adding a few detail enhancements. Mostly done with pens and using the dry brush techniques. The new undercarriage doors have been made from 1mm aluminium sheet as the original doors did not fit the undercarriage well cut-outs. Stronger springs have been fitted to the undercarriage because the ones supplied were not strong enough to bear the weight of the model.

Swastikas have been hand painted on the tail for historical accuracy (not to cause offence).

Thanks for that Nick, again shows how you can enhance an ARTF model!



And the build goes on.....

Graham Chilvers has also been busy during lockdown and has been busy building a De haviland Vampire prototype edf 70mm kit. Cnc cut parts all fit and lock together. This is the first prototype he has built and is hoping to have it flying in a few week's time. (*Can't wait for an update!*)



Graham has also built and flown a Thermal / slope soaring glider constructed with a CNC foam MH32 wing. Graham is pictured holding the model and reports that this is showing signs of promise, being fast on the tow line and with a very flat glide utilising full house controls.

As Graham writes :- "This is how I cut out all my shaped parts. Cnc routing /milling machine (does not burn wood like a laser). Everything is drawn in Cad , then saved in DXF format. The dxf is fed into a gcode generator, which is used to drive the router. It may sound complicated but it cuts out extremely accurate parts. Also pictured is my 4 axis foam cutting machine (in the middle of a rebuild on the electronics front).



Not content with that , Graham is also making progress on BAE Hawk T1. This is now ready for the retracts and will be powered by 8-10 Lipos and a Mega 22/30/2 motor with an 11 blade 90mm Midifan on a 120Amp Esc. The finished model will have Ailerons, All moving tailplane, Rudder, Retracts and a steerable nose wheel.



These are two pictures of Nick's 14" wingspan indoor model Yak with its new motor. The old one didn't provide enough thrust for prop-hanging. The model flies great indoors and outside when very calm, achieving flight times of about 8 minutes on a 2s Li-Po.



And on.....



Roy Lione has kindly shared a photo of his workshop together with a photo of his Lazer powered Ben Buckle Falcon in its bare bones! Roy comments "It's an awful kit, the ribs don't match the plan,



the leading edge is 1/4 sq and the rib cut-out is 3/8 X 1/4. The fuz formers are wider than the plan and no instructions, still what else is there to do". *We all know where you are coming from Roy!*



Also from Nick is this picture of his new tuned pipe which he has fitted to his Wot4-XL. It's a German made one from Krumshied and he has had it for some time but only just got round to fitting it. It is quite bigger than the one that was on the model before but it is the correct one for the Czech built

Roto 25cc two stroke engine. With this addition Nick is hoping that the engine will be able to breathe better and hopefully, in turn, develop more power. – *Look forward to seeing it in action!*



(More building projects in the next instalment!)

FOR SALE...



Here we have an ST models Acrobat. All servo's, ESC and motor are included. The model has never crashed, just a bit of hanger rash (ie 1 careful owner!!). Just needs your 4s 2600 Li-Po and Rx to get her into the air. This great aerobatic model can be



yours for £45.00 o.n.o.

Contact Nick Kirk. On 01263511466. Or 07484112301 if you are interested.



"Your article" – Could be here in the next instalment! So get scribing and emailing and share it with our fellow modellers

A piece of wartime history from John Wells....

A piece of wartime history from John Wells....

John has been researching his Grandfather's military service (who owned the hand grenade featured in the "Guess the item" from issue 8) and has created this fascinating timeline.

Samuel Wells - WW1 28 July 1914 – 11 November 1918

Born 15th September 1889 Little Barningham Norfolk

11th December 1915 (age 26)

Voluntary enlistment to the Norfolk Regiment (Service Number **29257**) (The Derby Scheme)

10th February 1916

Mobilised for basic training

10th November 1916 (? provisional)

Transferred to 13th (West Ham) Battalion Essex regiment, B company.

(Service Number **41304**)

29th April 1917 (age 27)

Wounded (slight gunshot head wound) probably at Battle of Arleux, Oppy near Arras France on the 28th.

Roclincourt No: 42 Casualty Clearing Station

(Records No.18 General hospital at Camiers France) MH106/1129 National Archives, Kew

September 1917 TAB Innoculations

1st December 1917 (age 28)

13th Service Battalion, 2nd Division, the Essex Regiment

Wounded for second time (head wound gunshot and shrapnel) probably 30th November at Moeuvres (near Cambrai). The 13th. had over 370 men killed, wounded or missing that day.

Record MH106/ 348 National Archives, Kew

(Date unknown)

Probably returned to England for convalescence.

8th January 1918

Reported in the War Office Weekly Casualty List, (British Newspaper Library, Collindale).



Sam, when he joined the Norfolk Regiment (Highlighted)

February 1918

13th Essex Battalion disbanded in France.

8th to 29th May 1918

Sam was transferred to the 15th Essex Regiment whilst still in UK recovering from wounds.

Was at Walton / Bawdsey North West of Felixstowe, England (Sam's original Scouting notebook, maps and sketches).

Training ensued to make the battalion ready for the front line and in May 1918 the 15th Essex embarked for France with 133 Officers and 1062 men.

As the battalion contained a number of men who were carrying wounds sustained in the war, or who had some disability that would debar them from active service, the battalion was declared a Grade B battalion which meant that it would not be forced to march with packs or used in front line duty.

On its arrival in France the Battalion was initially used for reserve defence building and designated a Garrison Battalion.

Later in 1918 it was involved in fighting as part of the 56th Division in the re occupation of Lille, Crossing of the Scheldt and the subsequent advance that it was regarded as a Grade A Battalion able to play a full role.

11th November 1918

15th Essex was at Grand Rejet, North of Tournai, Belgium

After the Armistice the Battalion was in a charge of demobilisation camps at Calais and Dieppe and so were not subject to an early demobilisation themselves.

On 23 January 1919 they were presented with their colours while stationed at Marie Eglise in France. Second in Charge Major N W Stead, MC represented the Battalion in this ceremony.

(Date unknown)

Transferred to 10th Essex Regiment ? (this is not definite, but Sams papers suggest he was with the 10th Essex.)

14th March 1919

10th Essex Regiment at the Farewell Supper at Clary, France (Sam's original papers)

16th March 1919 Special Order of the Day with the 10th Essex Regiment (Sam's original papers)

29th April until 13th May 1919 Leave granted (Sam's original papers)

21st July 1919

At Calais, France (Sam's original Soldiers Service Book)

Enlisted Duty from 10th February 1916 to 5th September 1919

September 17th 1919

Demobilization

October 8th 1919

Transferred to Army Reserve

February 26th 1920 (age 31)

Married at Burgh, Norfolk

WWII 1939-44 Sergeant in the Home Guard Aldborough Norfolk **Died 17th April 1979, Aylsham aged 90**



The Norfolk Home Guard on Aldborough Green in WW2. Sergeant Sam Wells is highlighted in the second row.

This is a painting of Oppy Wood battlefield where Sam was first wounded.



This remarkable painting by John Nash is held at the Imperial War Museum (reference ART 2243) and is entitled "*Oppy Wood, Evening, 1917*". It is one of a series of paintings commissioned by the British War Memorial Committee set up by the Ministry of Information early in 1918 and is 2 metres high and wide. The lower half of the composition has a view inside a trench with duckboard paths leading to a dug-out. Two British infantrymen stand to the left of the dug-out entrance, one of them on the firestep looking over the parapet into No Man's Land. There is a wood of shattered trees littered with corrugated iron and planks at ground level to the right of the composition. The sky stretches above in varying shades of blue with a spectacular cloud formation framing a clear space towards the top of the composition. *A remarkable insight into the life of John's grandfather during WW1 – Thank you for sharing it with us John.*

Caption Competition (Iss9)

Nick Kirk was our winner with "I told you not to over-charge it".

Identify the item (Iss9)



So, what was the item in the last newsletter?

Unfortunately, no one was correct with their guesses. It was actually a centre finder from a lathe.



Andrew Taylors latest event...

Andrew Taylor recently held an event for "The Ghost Squadron" consisting of mainly gliders at Binham, which Andrew reports, passed off well. One day was compromised by wind but fifteen caravans attended with thirty persons, being the maximum allowed under current restrictions. The majority of models were gliders, mostly box-fly electric powered ARTF's which perhaps typifies the preference of those interested in solely model flying. Andrew has included one photo of an exceptional glider from the event which stood out amongst those present and comments that "all the sail planes had prices ranging up to four figures, with the one notable exception featured, and that all types flew extremely well and give scope for the challenge of setting up the variables of modern guidance systems". Here are the highlighted aircraft :-



GREENLEY Tug. Designed by event organiser John Greenfield. Can be built (read that again) in various sizes including electric. This is one of the larger examples and is powered by 110 cc twin cylinder petrol motor. Basic but extremely practical.

HURRICANE. From the Mick Reeves design to quarter scale. Powered by KOLN 170 twin four stroke petrol. Mick sells a part kit for a 4.5 version but builder Darren thinks that this is the first example of this larger quarter scaler. A really beautiful job.



QUINTUS. Well this is really something! Owned and flown by retired 747 training captain Chris Garrod. Commercially produced model to a scale of 2.6. The nine metre wingspan allows the weight to be kept within the German legal limit of 25 kg. Note retracting single blade electric powered unit. Value about that of a family sized car.

STAMPE. Based on the Precedent kit. Three here, all built by Ghost Squadron members. All electric powered by E Flight 160 and 2x5s Li-po. Totally silent in flights lasting for about twenty minutes. The way to go?



EXCELLENT. This really caught my eye. An `aero modellers` model. Such a simple, smooth flyer on three cell electric. Builder Keith says it was a free plan in RCM-E designed by David Boddington. He also has one powered by an OS 15 which fly`s for 25 minutes.

CHAMPION. Scale Tug and fully aerobatic. This has been here before and I believe it to be a German ARTF product, 150 cc petrol. Andrew is holding a repeat event at Binham from 14th to 20th September, so make a note in your calendars. *Thanks for a great article Andrew!* All these models and more can be found at the Ghost Squadron website at :-



www.ghostsquadron.co.uk

Our resident photographer Geoff Cleall, recently captured these full size aircraft landing in succession at Muckleburgh...



And these gentlemen enjoying another Thursday evening at Andrew Taylors.....



Paul Blake with his trusty Acrowot



Steve Kessel's Keil Kraft Rover



Colin Wollacott's Majestic Major on it's maiden trimming flight

and finally..... A word from our Chairman



Hello All,

I'd like to begin this week by saying a big thank you to Andrew for the production of this newsletter over the last 20 weeks and reaching issue number ten. I think this is something of a landmark, most of the clubs that I have been involved with struggle to produce a quarterly newsletter, let alone a fortnightly one. Thanks also to those of you who have contributed articles and photographs etc. However, in the interest of not wishing to spoil a good thing and test Andrew's endurance too far we have decided to go to monthly editions from now on. So, the next edition will be early in September. Please don't go off the boil with your contributions though, we still need them.

I recently saw Sir Michael at the airfield and asked him about access to the museum in the coming winter months. I was concerned that in these days of social distancing the room that we meet in for Workshop Wednesdays isn't really big enough for the numbers who attend. Also, when it comes to assembling the OQ2, the room just isn't big enough to comfortably work around it. So, we have agreed that, providing lockdown rules permit, we can meet in the canteen area. Obviously, this will only be feasible during the milder weather, but hopefully it will enable us to have a few Workshop Wednesdays. This should be able to start from the beginning of November, but I'll let you know for sure nearer the time. Our monthly meetings at the Morley Club are likely to be more difficult to re-start, but again I'll let you know as soon as we have something definite. Meanwhile I hope to see some of you at Muckleburgh or Andrew Taylor's field.

DH 71 Tiger Moth



I thought I'd give you some background on my DH71 Tiger Moth which is steadily coming together. I'm building it with the intention of entering some of the BMFA Scale competitions that take place throughout the summer months, mostly on Sundays. I've been judging at these events for a long while and thought it was about time to participate as a competitor. I have chosen the DH71 because the elegant De Havilland lines appeal to me and it has the

merits of being a monoplane and mechanically simple; just one pair of wings and no complicated retracting undercarriage or the like. Also, the proportions are right for a good flying model. Just recently, Colin Bullock showed me an old plans magazine that had a DH71 as one of its subjects. The report in there confirms that it is very pleasant to fly, so fingers crossed.



The history of this aircraft is that it was a racing and experimental machine built by De Havilland in 1927 as a test bed for the Gypsy engine, which went on to become synonymous with De Havilland aircraft.

It was a small aeroplane, just 22'6" span, and the fuselage was shaped and sized to fit the pilot, Captain Hubert Broad. My model is a scratch build to 30% scale which gives a wingspan of 81". I'm planning to power it with a Laser 120. Some might think that a 120 is a tad on the small side, but I think we tend to overpower our models and if I'm not happy with the performance there is plenty of room for a larger engine. Also, the original was not exactly over endowed with power. The maiden flight was made on July 30th 1927 with an 80hp Cirrus engine, because the Gypsy was still awaiting Air Ministry approval, and even when the Gypsy was fitted it only produced 135hp from its 5 1/4 litres. Despite this the aircraft was timed at 186.47 mph on August 24th and five days later set a British altitude record of 19,191 ft. Such performance lead 'Flight' magazine to make a very favourable comparison between the DH71 and the Schneider Trophy aircraft of the day:



"...in this connection, it is not without interest to recall that the Schneider Trophy Race was won at Cowes in 1923, by an American Curtiss racer at the average speed of 177.38 M.P.H. That airplane

had a Curtiss engine developing close upon 500 hp. It is not suggested that the "Tiger Moth" as a seaplane would equal that performance, although it might come very close to doing so, but perhaps this illustration may at least serve to bring home the merits of having attained more than 186 M.P.H. with an engine of only 130hp."

A similar comparison is made by 'Aircraft Described' in their description of the DH71:

"The Tiger Moth achieved 186mph with 130hp in the year (1927) that Supermarine S-5 won the Schneider trophy at 281mph – 66% the speed on 15% the power at a tiny fraction of the Supermarine's expense! Only the economic misfortunes of the time prevented the realisation of the Tiger Moth's true potential."

I also have a copy of a NACA report (NACA was the forerunner of NASA) that says the DH71 *"represents a distinct advance over anything of the same power which has been produced in modern times."*

So, why haven't we heard more about this astonishing little aeroplane? Well, part of the reason must be that there were only two built. It was conceived purely as a research and development and record breaking machine and not a production model. Also, a short while later, De Havilland produced the twin engine DH88 Comet that was built for and won the 1934 MacRobertson Air race from the UK to Australia. This used a development of the Gypsy engines first flight tested in the DH71 - it is interesting to note though that De Havilland's first concept for the MacRobertson race was in fact a twin engine version of the DH71!

Sadly, both the original DH71s are no more; one was lost in an accident in Australia and the other lost to an air raid on the De Havilland factory during the Second World War. However, there is a replica flying in Canada....and soon, hopefully, my version of it will take to the air over Muckleburgh.



I'll write about the construction of my model in next month's newsletter.

Take Care,

Cheers, Steve

