



# The "Kelling Flier" No 2

*Hi all, I hope you are all keeping safe and well. Can I thank all of you who have submitted items to me for inclusion in this issue and reassure you that your articles and/or pictures will be used in subsequent editions..Please continue to submit all items to me at [awjenkins@sky.com](mailto:awjenkins@sky.com).*

*Thanks, Andrew*

## STANS QUIZ CORNER



Well, how did you do in Stan's first quiz? Here are the answers together with another group of aeroplanes for you to

identify. Good luck!

Keep balsa bashing, Stan!

### QUIZ 2 - WHAT'S THE AEROPLANE ?

1. Fast wind painted blue
2. It's a very small lawn, so you only want a tiny one.
3. Even when it was flying, it was a lousy aeroplane.
4. The blonde boy with a parcel.
5. All shipshape as he defends his lady love.

Answers to Quiz 1 - 1. Junkers 88, 2. Short Crusader, 3. Vickers Vanguard  
4. Short Stirling, 5. Beagle Beagle

## BUILDERS BOARD

Following on from the last issue Dave Franks has now completed his Concord with working droop



nose and I think you will agree how



impressive she looks. Looking forward to hearing how she flies Dave.

## And the build goes on.....



Robert Folan is currently building a 96 inch Flair Majestic major with alerons and a two part wing which he intends to power using a Turnigy 4250 electric motor, turning a 15 x 8 prop. He intends to cover it in "Cub Yellow" which will certainly stand out at the flying site. We look forward to seeing the completed model.



Colin Woollacott has been busy building , not one, but two models; a Junior 60 and another Majestic Major. The Junior 60 will be powered by a "30" 4 stroke engine, whilst the Majestic Major will (like Roberts) be powered by a 4250 electric motor turning a 16 x 16 prop. Colin has included photos of the two completed

airframes highlighting the size difference. Colin adds that once finished he is hoping to rebuild his electric 48 Tomboy and we look forward to seeing more pictures as these projects progress.



For those of you interested in vintage models,our "Quiz Master" Stan has built Keil Kraft Contester, which is a 32" span, rubber powered sport model, This is a scaled down Wakefield competition model, designed by Bill Dean, the designer of a large number of KeilKraft models.

**(More building projects in the next instalment!)**

**Something from Geoff Cleall** – Geoff found an article by Len Bartram focussing on Weybourne and the “Queen Bee” aircraft. More excerpts will follow in due course!

### **R.A.F. WEYBOURNE.**

Probably the smallest airfield in Great Britain during the Second World War. RAF Weybourne was situated on the edge of the North Norfolk coast just West of Sheringham, close to the village of Weybourne.

Its use being associated with the Royal Artillery Ack Ack practice camp close by. The first use of the site was during the 1930s, when Queen Bee radio controlled target aircraft were launched by catapult for use as targets by R.A Territorial Regiments during their annual summer camps.

The Queen Bee was essentially a DH Tiger Moth, which was a two seat single engine biplane elementary training aircraft. The Queen Bee was a specially built version equipped so that it could be flown by radio control without a pilot. And fitted with twin floats so it could be landed on water. Over 400 were built

It could also be flown in the normal way by a pilot if need be.

Operations with the aircraft were limited to good weather conditions, as its flight especially the landing on the water had to be visible to the ground radio operator for most of the time.

The Queen Bee units were based at RAF Henlow from where they out to the various R.A Training camps during the summer months. (April to September) returning to Henlow again for the winter. The camps included Weybourne, Watchet, Manobier and Bude.

At Weybourne facilities were very basic with small bell tents for accommodation and a marquee for the dining room, there was also a small canvas type hangar, a small cookhouse building and a orderly room hut.

The aircraft catapult was situated at the far right of the site at the top of a steep slope which lead down to the beach. There was no actual landing strip any flying done by the Queen Bees and a Magister was from the open field.

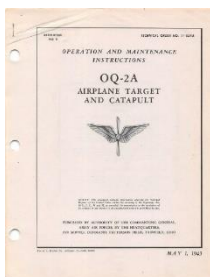
One of the airmen there at the 1939 camp was Don Champion who remember the C.O as being Sqdn/Ldr Carter who had a large hospital type tent for his accommodation. there was also two junior officers, P/O Anthony and a New Zealand P/O.

In conjunction with the unit an RAF Motor launch was based at Wells, cox Cpl Wheel who we called Harpy. After each firing session providing the Queen Bee survived it would be landed on the water close to the launch and then towed back to Wells quay for dismantling and returned to Weybourne by road transport. Standard wheels would then be fitted for air tests.

When war was declared in Sep 1939 the tents were hastily camouflaged and a blackout enforced. Three weeks later we packet up and moved to Watchet.

During one of the summer camps at Weybourne a number of high ranking German Air Force Officers were guests. And on another occasion the huge German Airship The Graf Zeppelin flew over the camp.

When the weather was unsuitable for the Queen Bees, Henleys from Bircham Newton would tow drogue targets for the guns



## OQ2A – A challenge to you all –

following on from Steves challenge to find more details on the OQ2a Maintenance booklet, John Wells managed to locate a discounted copy of the manual, which the Club has now ordered and will be shared with you all, once in our possession. – Nice one John!



Members may also be interested in looking at the following two links from YouTube. The first shows a video of a model OQ2 whilst the second focuses on the McCulloch engine used on the model. I have also included two pictures of the newly completed Club OQ2a tailplane with newly applied covering.

<https://youtu.be/U6g--Mx283o>

<https://www.youtube.com/watch?v=iELb07EFEy0>

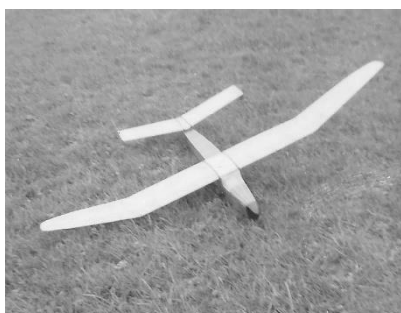


**“Your article”** – Could be here in the next instalment! So get scribing and emailing and share it with our fellow modellers

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

Dear All,

*I hope that you are all keeping well. From the look of the photographs in this newsletter it seems as though some of you are keeping yourselves gainfully occupied constructing some very impressive lockdown specials.*



*For those of you who are not building at the moment it would be good to see photographs of some of your favourite models from the past (the winged type please!) To kick things off I have included a photo of my first really successful model. It is a Keil Kraft Invader, a 40inch span free-flight towline glider. According*

*to the handwritten note on the back of the photo it dates from 1963. I remember many enjoyable hours chasing after it. The other photograph is my first radio control model. Against all the words of wisdom from my elders I wanted to build a low winger. It is a Mercury Models Galahad fitted with a 2.5cc diesel (overpowered as well!) and encumbered with a rudder-only single channel radio to interfere with its natural flight. No, the wing isn't broken; it had an enormous amount of dihedral which gave it flying characteristics very similar to a high wing cabin model and it proved to be a very good flyer. The photo was taken in my parents' back garden in 1970.*



*So, why don't you rummage through your old photographs and share with us some memories from your misspent aeromodelling youth?*

*Keep Well, Cheers, Steve*

