



The "Kelling Flier" No 3

Hi all, once again, I hope you are all keeping safe, well and busy! Judging by the emails I have received there is certainly evidence of many projects out there! Don't forget, if you don't see your article yet, it will be in a forthcoming issue so please continue to submit all items to me at awjenkins@sky.com.

Thanks, Andrew

STANS QUIZ CORNER



Well, did you solve Stan's cryptic teasers from issue No.2? Here are the answers together with another group of aeroplanes for you to identify. Good luck!

Keep balsa bashing, Stan!

QUIZ 3 - WHAT'S THE AEROPLANE ?

1. Down in the coal mines, they find something extremely rare.
2. Both his bird and his heart on his sleeve.
3. Cussing and cursing, the French underground.
4. After the Battle of Hastings, he became one.
5. Hatfield and Hailey get together for the 75 year show

Answers to Quiz 2 :- 1. Airspeed Oxford, 2. Minimoa, 3. Flying Flea, 4. Fairchild Packet, 5 Bristol Beaufighter

*****AMMO BOX LIPO STORAGE WARNING*****

John Wells has found an interesting link at:- https://youtu.be/Rv_3vwSZmzA, which I urge you all to watch regarding the safe storage of Lipo batteries in ammo tins. Many of you will be concerned that removing the complete seal, as suggested in the video, will mean that the catch doesn't pull tight. This in turn could lead to the lid coming off, when lifting. Following a discussion amongst members, Steve has come up with the following solution :-

If you cut the seal and re-insert the short length that goes in the end where the catch is (see photo). the clamp can still pull the lid tight. Although the majority of the seal has been removed, this still allows the gasses to escape freely in the event of a fire. This has been based on an average size ammo tin measuring 11x7x6.



BUILDERS BOARD

Here are some recent photos of Paul Blakes "Brian Taylor" 81" Mosquito and mighty impressive she looks. Paul adds that, although a challenging build, he is getting there slowly. He is now working on the flaps and wiring to enable him to finish the underside of the wings.



The completed model will be electric and either powered by two Turnigy.

HXT 42-60 600 KV spinning a master airscrew 14 x 9 three blade prop on a 3300 4 cell or an Axi 53302/24 with a 20x13 prop on an 8s lipo but, this is still under debate. Watch this space!



Roy Lione sent these photos of a ducted fan F20 Tiger Shark which he started building from a plan, 35 years ago. It has a wing span of 40" and is 63" long and was originally built for a Turbax D/F with a 45 hp motor and tuned pipe, but unfortunately the noise was ear splitting, and so it sat in the loft all



this time until Roy spotted an electric 5052 motor and 12 blade 120mm D/F with a 160 amp esc. This is powered by 2x6 cell Lipo's which produce 5.5kgs of thrust, and the plane is now finished with an all up weight of 11 pounds. Roy adds that he would love to see this fly after so many years



ORIGINAL MODEL

The model featured is a Super Marauder built by Andrew Taylor from a free plan issued in the RCM&E from September 2016 and designed by Peter Miller. It is a sport model that looks a bit different hence Andrew's interest. However, Peter Miller admitted it had more than a close relationship to the outline of a control-line stunt model because the distance between the trailing edge of the wing and the front of the tail plane was short by radio control standards. (Short moment). The photo, left, shows it as it was originally flown.



The other two pictures relate to Andrew's modified version with a five inch length extension grafted in. The reason for this was that he could not land it nicely! It flew well but had a fast and flat approach and attempts to slow it down resulted in a loss of pitch control put down to a lack of stabiliser authority. Unfortunately he has not been able to test this modification out yet but the `moment` has been increased from twelve inches to seventeen which is more in keeping with

aerobatic models like the Kwik-Fli and Vertigo.

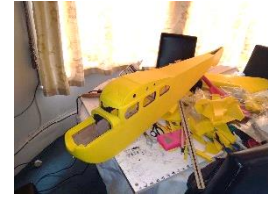
This was Andrew's first use of "Solarfilm Supershrink" which he found easier than using Solarfilm, although, he does point out that he is not keen on this type of covering. (*Solarfilm is still available at `Solarfilm Sales`*).



And the build goes on.....



You will recall from the last "Flier" and attached picture that Robert Folan is currently building a 96" "Flair Majestic major" with ailerons. I have now



received these updated photo's showing progress with the "Cub Yellow" film. This is guaranteed to stand out at the site!

Here is another model from the "Dave Franks" hangar. This is a Hirobo Dornier Do335. This was a well-produced kit with a date of 1998 on the original assembly book, but it is not known when it was discontinued. It has a glass fuselage with veneered foam wings and all laser cut wood parts. It is a 1/20 scale model with a wing span of 820mm, length 700mm and is powered by 2x380 brushed motors' turning 2 6x5.5 props.



In response to Gordons plea to have more participants in the "Bungee" competition I organised for Father Christmas to get me a Gold Cloud glider kit from Pegasus Models. Having not built a balsa model for years, this did have its fair share of frustrations, mistakes, injuries and glued fingers!



Nevertheless, after 3 months I have now finished it ready for test flying, when we get out.

It spans 100" and is a pure thermal glider operated by rudder and elevator although for those of you more adventurous than me, you can add air brakes. There is still time before the competition for any of you to construct something. So why not give it a go!



More building projects in the next instalment!)



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

Strange but true! – Steve Kessel shares an article of how wartime Germans were starved of eating sausages, to make Zeppelins! :-



Although Winston Churchill dismissed them as "enormous bladders of combustible and explosive gas" before the first world war began, the leviathans that loomed out of the night skies to drop their bombs on England nearly a century ago exploded the illusion of civilian safety on the home front for ever.

To millions of sausage-starved Germans, however, Zeppelins were perhaps less harbingers of a new kind of warfare than colossal reminders of the culinary sacrifices required by the fatherland.

According to a new documentary, the quantity of cow intestines used in manufacturing the airships was so enormous – and the military appetite for the dirigibles so strong – that the making of sausages was temporarily outlawed in [Germany](#) and allied or occupied parts of Austria, Poland and Northern France.

With the guts from more than 250,000 cows needed to produce the bags that held the hydrogen gas in each Zeppelin, the German war machine had to choose between long-range bombing and wurst. It chose the former.

A document prepared in 1922 for the US National Advisory Committee for

Aeronautics shows just how important cow guts – also known as goldbeater's skins – were to the military effort.

"The collection of the goldbeater's skins was very systematic in Germany during the war," it reads. "Each butcher was required to deliver the ones from the animals he killed. Agents exercised strict control in Austria, Poland and northern France, where it was forbidden to make sausages."

Dr Hugh Hunt, a senior lecturer in engineering at Cambridge University who looked into the airships for the Channel 4 programme, *Attack of the Zeppelins*, said he was as surprised as anyone by the intestinal and legal revelations.

"Everybody's been interested in the sausages," he said. "But without supplies from their allies, Germany wouldn't have had enough sausage skins."

To understand exactly how the guts were used, Hunt and his colleagues visited a Middlesbrough factory to see how sausage

skins are made. It was there that they realised that by wetting the skins, stretching them and allowing them to dry again, they could be bonded to make perfect hydrogen holders.



His professional curiosity, however, was more drawn to the physical strengths and weaknesses of the giant airships than to questions of bovine supply and demand.

"The most interesting thing is that you would have thought that a big bag of hydrogen would be easy to shoot down and set light to," he said. "But for the best part of a year and a half, it was impossible to shoot Zeppelins down. They built 140 of these enormous airships over that period and it was only at the very end of that – towards the end of the war in 1917 – that we finally worked out how to shoot them down."

Hunt also discovered that some of the credit for finding the best way to down the dirigibles is owed to his great uncle, Jim Buckingham, the designer of the incendiary bullet. The British eventually realised that the resilient airships could be destroyed by firing explosive bullets to breach the skin and allow the hydrogen to mix with oxygen, and then following up with incendiary bullets to create an explosion.

"I remember my father talking about an Uncle Jim who had worked on tracer bullets later, in World War Two, but for some reason I had never made the connection," he said.

"It wasn't until I was chatting to my cousin about it that it clicked, and I realised that we were talking about the same person."

After hours spent researching the Zeppelins – which were dispatched on bombing raids that killed 1,500 people between 1915 and 1917 – Hunt feels hydrogen-filled airships would eventually have proved popular, safe and effective had interest in them not ended with the Hindenburg disaster of 1937. He also takes issue with Churchill's uncharitable appraisal of the Zeppelin. "I think that's fine in principle but in practice, they're not explosive at all," he said. "I think it was a bit of a soundbite."



Some of you may wish to print this themed wordsearch off, put the kettle on (or pour yourself something stronger!) find a corner, stop rocking and have some “you” time and remember – a time will come when we will charge our batteries, fill our flasks and **FLY!**

World War II Aircraft

A	A	I	R	A	C	O	B	R	A	S	A	U	L
L	T	A	L	L	A	S	L	B	E	T	T	Y	I
N	A	N	E	D	A	U	N	T	L	E	S	S	I
O	L	I	G	H	T	N	I	N	G	N	L	A	L
T	L	L	K	W	A	H	R	A	W	I	E	S	O
G	W	A	U	U	Z	W	E	R	B	O	T	P	E
N	L	N	U	K	C	E	A	E	O	N	A	I	K
I	L	C	D	A	R	K	R	T	U	F	K	T	E
L	E	A	T	E	U	A	I	O	H	I	N	F	A
L	H	S	K	T	T	U	T	A	C	D	L	I	W
E	C	T	S	O	Q	I	N	V	A	D	E	R	C
W	T	E	R	S	H	E	L	L	C	A	T	E	R
U	I	R	O	A	R	M	U	S	T	A	N	G	I
C	M	M	H	U	R	R	I	C	A	N	E	E	U

DAUNTLESS
LIBERATOR
WELLINGTON
MUSTANG
BETTY
LIGHTNING
SPITFIRE
WILDCAT
WARHAWK
LANCASTER
AIRACOBRA
MOSQUITO
HURRICANE
MITCHELL
INVADER
STUKA
KATE
ZERO
HELLCAT

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

As we come to the end of the sunniest April on record I guess that you are all getting increasingly frustrated at not being able to visit the airfield; but from the content in this issue it looks as though you are all keeping busy. Lots of interesting stuff, please keep sending it in to Andrew. I've been busy with a quick little project of my own this week that will be in the next edition. It's something that I hope a few of you will have a go at making. In preparation you might want to find an old penny coin and put it to one side. That's a cryptic teaser for you Stan!



Keep well, cheers, Steve

