



# The "Kelling Flier" No 9

Hi all, I am pleased to say I had my first flight of the year on Wednesday and although very rusty, it was nice to be back at the field. I attach a photo of my Acrowot in flight as proof! (and yes, it did land, although a tad bumpy!!) As always please continue to submit all items to me at [awjenkins@sky.com](mailto:awjenkins@sky.com).



Thanks, Andrew

## 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 ?

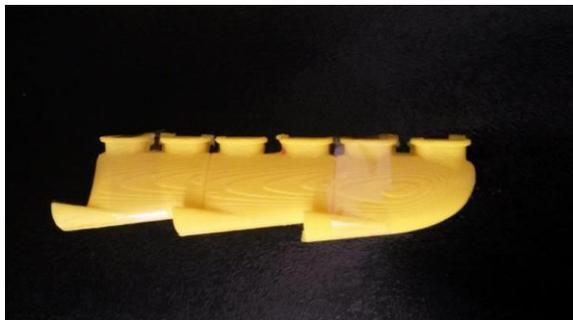
1. Little fellow sounds like a saltwater cat.
2. You will need a big trap to catch this one. Ask Uncle Joe.
3. Modern? This one is prehistoric and very dangerous.
4. Her Majesty is very busy - maybe at Muckleburgh.
5. Light maple leaf rushing for the last samurai.

Answers to Quiz, Issue 8 – 1. North American Mustang, 2. Blackburn Blackburn, 3. Bristol Brabazon, 4. Fairy Firefly, 5. Hughes Spruce Goose

## BUILDERS BOARD

We kick off with the final instalment of Nick's Hurricane conversion.....

Exhaust pipes.



3D Printed exhaust pipes

I was lucky that a file existed on line for the fishtail exhaust stacks fitted to the MK11D. I don't own a 3D printer but I know a man who does. Fellow club member Robert Folan kindly printed out a pair for me. Each exhaust stack was slit down the middle lengthwise and printed in an upper and lower half, then glued together. Lightly sanded and a little filler before being fixed to the cowling.

These are the finished exhaust stacks on the model, I think they look pretty good. Thanks Robert. Under the exhaust is the flying winged can opener emblem of No 6 squadron in North Africa. Weathering on the model is a mixture of pencil, silver paint, Humbrol weathering fluid (very thin paint), chalk pastels, Sue's eye liner felt pen. All were applied by hand. Looking at old photo's of hurricanes in action gave an indication of where weathering was needed. One picture found on the internet was of a hurricane banking sharply away from camera, the underside was so caked with oil stains, mainly from the wheel wells it was difficult to see anything other than black. If it were a colour photo the only part of the underside to show what colour it should have been was at the wing outer panels.



Once the weathering was finished I had to make the model look dirty. I achieved the effect by simply rubbing my dirty hands over the whole model. I sealed the model with Humbrol clear acrylic lacquer. All roundels and squadron code letters are painted on.

My model is powered by a large 5345 Axi motor with a Jetty 90 amp ESC. It flies on a 12S flight pack (2 6S). It draws about 75 amps at full power. Prop is 24x12. Radio is powered by 2 x LiFePO4 packs at 6.6 volts. Servos are all JR HV type, the RX is also JR 2.4 DMSS.

My Hurricane flies just as well as it did before my modifications. I get about 7 safe minutes on a full charge with 1 minute in reserve in case for some reason I can't land when the 7 are up. *Great article and brilliant conversion Nick!*



**BEFORE**



**AFTER**



***Something is missing!***

Nick recently flew the newly converted MK11D Hurricane. Unfortunately just after take-off the port wheel fell off (as can happen!). So, what do you? Do you land with no wheels down on the Belly, or on just the one main and tail wheel? Decisions, decisions! Well, Nick chose the latter and as it turned out, got away with it, with no damage other than a slight scuffing. Quick thinking and great pilot skills, well done Nick!

## Hurricane's in action.....



If you access the following link there is newsreel footage of tank busting hurricanes filmed in North Africa during the war in action. These are two stills I have taken from the footage showing the aircraft in action.



[https://youtu.be/\\_S2ebxpyQrk](https://youtu.be/_S2ebxpyQrk)

Our prolific builder Dave Franks has just finished a repaint of a Topflight Mustang which is looking very impressive in it's new paint job as can be seen from the attached pictures.



Dave is now starting the Zirola 1/4.4 scale 62" span model of the infamous DR-1 Triplane which Suits 26-38cc petrol engines or equivalent. The model has traditional wood construction throughout, with three one-piece wings. The Fokker DR-1 Dreidecker (triplane) was a WWI fighter aircraft built by Fokker-Flugzeugwerke. The DR-1 saw widespread service in the spring of 1918. Although plagued



with early development problems, the triplane went on to become one of the favorite mounts of WWI German Aces like Manfred Von Richthofen and Werner Voss. It became renowned as the aircraft in which Manfred von Richthofen gained his last 19 victories, and in which he was killed on 21 April 1918. *We look forward to your photos of the finished article Dave!*



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

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

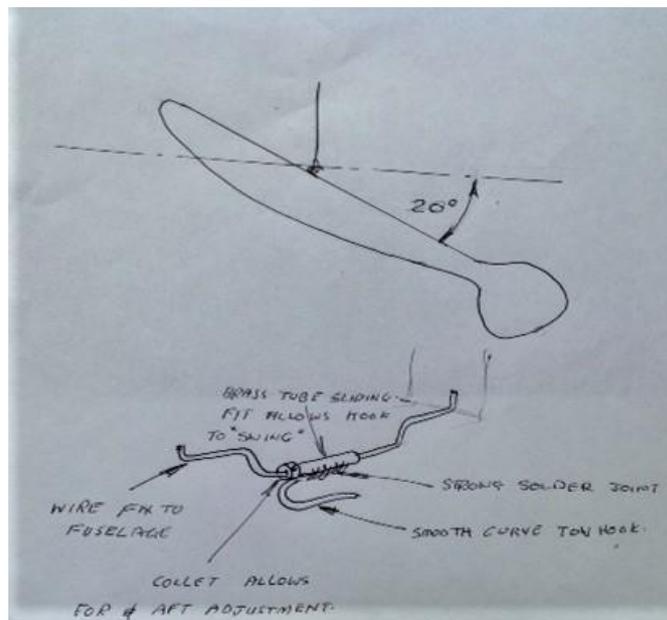


## Dutch Rolling

Having read about Andrew Taylor's large KK Dolphin misbehaving on the towline, I thought possibly excessive dihedral was the problem. This will cause yawing and the outside wing will generate more lift therefore tending to roll the model. The rolling will continue until the other wing is level and then this wing will generate more lift, rolling the model back. The procedure then starts again and, voila, we have a Dutch roll.



There is a basic method of getting the tow hook in the right place (see sketch).



## Another unusual model from Andrew Taylor.....



Following on from Andrew Taylor's article on the Dolphin glider in the last issue, which made use of foam board for the fuselage box construction, Andrew has attached pictures of his Agri-Duck. This is made almost entirely out of the product, which is mainly used for mounting pictures. Andrew points out that credit for the design must go to an American modeller who published the plan and instructions for this and similar models, namely the Mud-Duck and Cricket. He still has the details and patterns if anyone is interested. They are not the

hottest and speediest of flying machines but are cheap and quick to build but awkward to transport. The model featured is about 90 inches in span and weighs in at 15 lbs, powered by a Saito 120 and is used to tow up the Dolphin. Many winters ago, ski's were added instead of the large black foam wheels which, on reflection, would probably have served just as well on the snow. Calm conditions are best and it is rather boring to fly but the model is a bit `different` and great fun doing touch and goes. -Thanks for another great article Andrew!



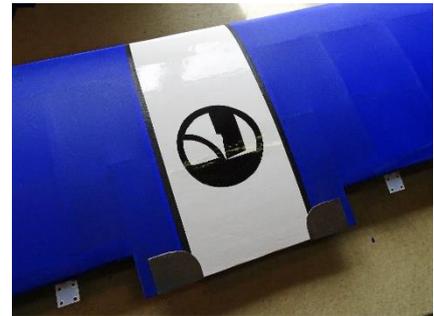
## A word of caution.....



Paul Blake recently had a lucky escape whilst charging the attached NiMH battery in his Acrowot. Paul's charger notified him that there was a cell error causing Paul to inspect the battery pack. On inspection, the cells and lead were very hot and Paul immediately removed it from the air-frame which stopped any damage to the model. This is thought to have been caused by either a faulty cell or charging voltage irregularity but serves as a sobering reminder to us all, not to leave our batteries unattended whilst charging. *Thanks for sharing that with us Paul*

## Geoff Cleall writes....

I liked George Dean's article about lathe tools. I started my paid life working with metal and ever since I've had a kind of 'Trade Mark' that I've used from time to time. It was an amazing coincidence that last week I stuck it to the centre section of my Super-60 wing. It shows the work, the angle of rake, the clearance angle and the swarf coming off. *Looking forward to seeing the finished Super 60 at the airfield Geoff!*



## Identify the Item!

So what was the item in the last newsletter? Several of you were correct but Nick Kirk was first to identify it as a view of the base plug of a hand grenade (a No: 36 Mills hand grenade, to be precise) from John's grandfather who was twice wounded in WW1 and was in the home guard in WW2.



See if you can guess this one! Nick has kindly supplied the attached photo of something that some of you would find in your workshops. As usual, email me with your ideas and the first correct answer will get a mention in the next issue. *Good luck!*

## Caption competition

Thank you to all of you who suggested captions to the photo of Colin Woolacott's glider at Andrew Taylor's. After deliberation by the Committee, it was decided that John Wells with his suggestion – "Tranquility" was the winner, so well done John!



*Tranquility*

## Suggest a caption!

This photo has been taken by our Chairman Steve Kessel of the Comet "NEOWISE" which is currently visible to the naked eye and has now become my Screensaver! Again, its an amazing photo, which deserves a caption to match! Suggestions to me at [awjenkins@sky.com](mailto:awjenkins@sky.com) and the winner will get a mention in the next issue.



## Unused model for sale.....



Former member, Jim Giblen has a foam Cub which he would like to sell. The model has never flown and is fitted with everything needed to fly except for a 2200 3s Li-o. The Wingspan is approximately 1300mm with a Spectrum dsm2/dsmx type receiver installed and Jim is looking for **offers of around £100.00**.

If any of you are interested in adding this to your fleet, can you email Nick Kirk at [n.kirk15@btinternet.com](mailto:n.kirk15@btinternet.com) or call him on 01263511466.



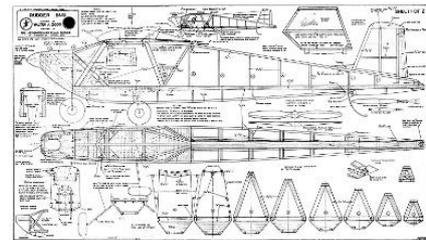
## and finally..... A word from our Chairman

Hello All,

The weather has been pretty good of late and seems to have encouraged a few more members to venture out to Muckleburgh and Andrew Taylor's field. We had a really good afternoon at Andrew's on 16<sup>th</sup> July as can be seen from the photos. Joining us that afternoon was Stuart Mackay who was there with a range of vintage models being steered around the sky by



equally vintage radio equipment. His Rudderbug - a Walter Good design from the Aeromodeller Plans Service – was flown expertly using an early Citizen-Ship proportional transmitter which he had converted to 2.4MHz and added some circuitry to enable single channel operation. Nick had a try at single channel flying but decided to hand the tranny back to Stuart when the model began flying away! Colin was also following the vintage theme with his Junior 60 and for something more modern Paul was flying his Tech-zone Excalibur foam glider. I spent some time with Geoff sorting out the gyro in his Bixler; the combination of Chinese-English instructions and multi-coloured LEDs taxing a few brain cells! We met up at Muckleburgh the following afternoon to experiment with it further and finally got it sorted. Essentially it all came down to a compatibility problem between the gyro and the signal from the transmitter. Anyhow, once we were confident it was sorted I flew the Bixler and can report that it is a very steady flyer; a good beginners' model.



During the last week I finished off a model that has been languishing in my loft since I moved house 11 years ago. I was prompted to complete it by the demise of my Acro Wot the other week. It is an own design with a foam wing that I gave 30 bob for at the Nationals some years ago. Well, probably something decimal, it's not that old, just cheap as chips. I think it was a wing for a

trainer but I've given it the cut and shut treatment to create a gull wing. As you can see, I've gone for a vintage style with old oil company badges for decoration. It is 65 inch span and powered by a Saito 80 FS. The pilot was 3D printed and I think looks the part for this style of model. All a bit of fun!



The model had its first outing this week and I'm pleased to report that it performed well. On the second flight I put it through some loops, rolls and reversals. It shows what can be done for a minimal cost and there is a great deal of satisfaction from getting your own design to fly.

Well, that's all from me for this week. I hope to see some more of you at the field soon.

Stay safe, Cheers,

Steve

# An afternoon at Andrew Taylors.....



# Another great flying session!

