

# COURT

Autumn 2004

# CIRCULAR



**THREE KINGS**  
AEROMODELLERS

**The Newsletter of The Three Kings Aeromodellers  
London, United Kingdom**

**Affiliated to the BMFA**

## Cockpit Comment

Welcome to the Autumn installment of the Court Circular. What a Nationals we had, all the better for a Third place in Modern 1/2a for Bainbridge/Metcalf, even though nothing seemed to go right! The f2c was good, in spite of putting one in on the tar, but hopefully it can be repaired! As well as narrowly missing the VTR B Final, and all sorts of problems in A and 1/2a, we will get it together next year wont we Mick?

Typical Nats weather, we had wind, wind and rain and more rain, good for my garden, but dreadful for us members of the flying fraternity.

## Letters to the Editor

Duncan, it has taken me a long time to get this e mail to you regarding the summer issue of Court Circular.

I was disappointed that no mention was made of the fact that a 3 Kings member (myself) was part of the 2004 World Champs winning UK F2A team in Muncie and obtained an individual 7th place at 289kph.

Whilst in the States (Dayton) I also got to fly a fast jet monoline model at 183mph some 10mph over the current UK record, some experience!

I have also qualified as member of the UK F2A team for the 2005 European Champs in Hungary.

You may also be aware, from the last BMFA news, that I won the handicap speed (I prefer 'record ratio' speed as handicap infers a severe disability!) event at the Nationals with my groupered 2.5cc model at 206.4mph. This was a rich engine run with the last 3 laps being measured on the transitrace at over 210mph. Unfortunately bad weather put paid to any further attempts.

Dick Miles and I were 3rd in Phantom race at the Nats when the usually reliable PAW failed to start.

I also entered F2B for the second year running (flying a Nobler) and although I didn't make the top 15 I was a long way from being last.

I do think it important that you make the most of these opportunities to spread the news of 3 K members successes.

I can mail some pics if you are interested?

Regards, Paul.

Eds Reply

Paul

Thanks for your mail, always good to get correspondence from the members.

I am sorry that your W Champs F2A performance was missed out in the last issue, my apologies

but as I am sure you are aware it is a solo effort, so any heads up on stuff just a mail or even an article is welcome. The CC goes out to over 150 members and friends.

I have your performance down in the Nats report, please see below.

any pics you have very welcome

DB

Cheers to this month's contributors.

Enjoy your Court Circular. – And don't forget Let me know what you are up to. It's your newsletter. Remember help in the form of pictures, stories and even dare I say it gossip is always gratefully received.

But the nights are drawing in and thoughts should now turn to building but as they do always remember:

*Word for the wary;*

*Warning found on back of a child's Superman cape*

*"Does not enable actual flight"*

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## The Court Circular

*The Court Circular is the Newsletter of the Three Kings Aeromodellers, and is produced by the Club for the members and selected affiliates and aeromodelling contacts, the views and opinions expressed are those of the correspondents only and do not necessarily represent the official view of the Three King Aeromodellers. Any comments or questions should be addressed to the specific author.*

*The Editor accepts no responsibility or liability for any loss or damage incurred or suffered by anyone as a result of this publication or in reliance upon or as a result of acting upon anything contained in this publication.*

*Copy is welcomed by the Editor from members and readers. But please don't forget that it is your newsletter, so remember that I am always on the lookout for interesting items for the newsletter, so don't be shy.*

*If you want your name in print remember it is your club and your newsletter.*

*I am particularly interested in photos of people's models, Engine and Product Reviews, Comp Reports, etc anything is very welcome.*

## Copy Deadline

*As the CC has now become a Bi Monthly newsletter, send any contributions, photos, ideas, letters, etc, send them when you can, when you have written, built, flown, crashed the article or model to me at the address above, by fax or by email, duncan@east-two.co.uk as an attachment in Word for PC, or send it on disc with a hard copy or in the last resort, as a paper copy if you have no computer.*

## News and Views

### T and sweatshirts

These are still available as follows: -

T Shirt

M	L	XL	XXL
£3.76	£3.76	£3.76	£4.00

Sweatshirt

£8.82	£8.82	£8.82	£9.23
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James will bring along to the next club meeting which and events at the patch.

## Monthly Flying Days at Croydon in 2004

If you look at the members list you will quickly realise that our club membership is spread far and wide.

However the common denominator is the fact that we all like to fly and the added bonus of belonging to a club that still has a very good flying site.

For info on flying dates call Mike Waller

T 020 83106101  
Email: - SWSE20DW@aol.com

Or

James Parry  
020 8647 6021  
Email: - james.i.parry@tinyonline.co.uk

Let's get out and use it.

## Sport Flying at Croydon: -

All are welcome to bring along any C/L model and fly over the tarmac or grass but all are subject to any competition taking precedent.

In the past this has not been a problem with at least one tarmac and one grass circle being available for sport flyers at any time.

All are welcome, the more the merrier.

Any queries please to James Parry 020 8647 6021 or email: - james-i.parry@tiscali.co.uk

Remaining Club Meeting dates for 2004

It was decided to continue the re-established evening meeting but on a bi monthly basis, therefore dates were set at the 1st Tuesday in the month;

## **DON'T FORGET NEXT MEETING**

### **2 November 2004**

Stanley Park High School  
Stanley Park Road  
Carshalton, Surrey

8.00 p.m in the Canteen at the school.

Follow 3ks sign in grounds.

Please contact Brian Cordwell on 020 8669 3021 for directions.

## **Barton Bonds Again**

The Nationals have come and gone and whilst there

is some talk going around that Barkston Heath might become available as a possible BMFA National Flying Site, it is still a long way off. Another possibility might be the Oakington site in Cambridge, but it all involves a lot of money, negotiation and time and effort, and of course trying to keep three different disciplines happy! However the Barton club up near Manchester now has Control Line facilities that are among the best in the UK but these have come at a rather considerable cost as you can imagine.

Tarmac circles do not come cheap, so to offset the cost and help establish and maintain the Barton site, the Barton Club have come up with the novel idea of Barton Bonds.

These are effectively interest free loans to the Barton Club in £50 units, so if you have a bit of spare cash and feel like investing in the future of our sport, dig deep.

I dont know if this will let you fly at Barton as an associate, but it does support our hobby and I am sure that if you ask, Mike will let you know.

Call Mike Broadbent 0151 4750246 and send him a cheque.

Go on you know it is a worthwhile investment, just the cost of a good night spent down the pub, without the hangover!!

## More Barton Stuff, Contest Dates

28th Dec 2004  
"Club Speed" - "Mini-Goodyear"  
and "British Goodyear" Malcolm Ross 01925 766610

March 20th 2005  
"Barton B" - "British Goodyear" - "F2C(N)"  
Malcolm Ross 01925 766610

April 17th 2005  
"F2B" - "F2C" Centralised  
Malcolm Ross 01925 766610

May 14th/15th 2005  
Barton Bash Plus Swap Meet  
Malcolm Ross 01925 766610

June 5th  
Vintage Team Race  
Malcolm Ross 01925 766610

July 3rd 2005  
"British Goodyear" - "F2C(N)"  
Malcolm Ross 01925 766610

Sept 18th 2005  
Barton Cup F2B Aerobatics  
Ray Loyd 01706 212184

Oct 2nd 2005  
F2A (Speed) - F2B (Aerobatics Centralised)  
Malcolm Ross 01925 766610

## Comps at the Patch

For 2005 I would like to help Mike and Steve out and put on some competitions for Racing, I am still looking at dates but these would be for F2C, F2CN and Brit Good-year and Vintage A and 1/2A, probably three dates in all

## Round & Round

Duncan Bainbridge



## New to Racing

I have had some correspondence from Adrian Moore about getting started in racing, he and a few friend live in the Canterbury area are keen on Phantoms, and following 3 Ks member Paul Eisner's excellent 1996 Aeromodeller Article have built a couple of handsome models.



They hope to get practising with these and hopefully join the 3 Kings and progress to F2CN, Welcome guys, I hear also that we may have some new members from the old Chelmsford club, welcome too.

As noted elsewhere I hope to put on some racing comps at Croydon. There has been a lot of discussion on the Barton Club Forum, check it out at [www.controlline.org.uk](http://www.controlline.org.uk), about the future of racing, Clive Sharpe started with a good comment:

It would be very difficult to call 2004 a great success in terms of F2C(N) (Nationale) in the U.K.

Yes we had all of ONE competition.

I honestly believe there are more teams out there who would like to take part in competitions if only we were more organised as a group.

I have been advised by "MIKE N" that he is selling many more F2C(N) kits and ready-made models both to established teams and to newcomers alike.

There should therefore be room for more than just the Nationals to look forward to in 2005.

To this end I would like to suggest that anyone who is at all interested in flying F2C(N) use this forum to register their intent by adding their name to this site or sending me a personal e-mail and I will compile and publish a list of teams. We could also have information on difficult-to-find goodies, building tips, etc

I don't believe we should all wait for someone else to organise us. We must do that ourselves, and hopefully we may have more than the solitary one competition in 2005.

I think Clive has a very valid point to make, I replied to the forum with the following suggestion:

Without flying, racing and competitions, especially ones where three up racing is the name of the game, the sport, our hobby, will atrophy and die

I agree with the old adage that one swallow a summer does not make, now, flipancy aside; Clive is right.

One comp does not make a season.

Can we not get our act together as racers and sort something out?

I too, don't believe that as members of the racing fraternity we should all wait for someone else to organise us.

We must do that ourselves, and hopefully we may have more than the solitary one competition in 2005.

I know that in the last year some of the Centralised comps had F2Cn and GY scheduled.

But for no good reason at all other than apathy, these all seemed to fail. Through lack of a pit man, I am as guilty as any for not making these comps work.

However, there is a light at the other side of the circle.

The fact that at the Nats there was, what in these times may be called a reasonable turn out, with even two international entries, now this fact coupled with the rise in sales of Mike North's kit and ready built indicates that unlike Open Goodyear and Modern B there is a future for F2CN

2005

I know that Barton have listed two F2CN and BGY comps

and at Dishforth I spoke to Paul McPeake who is very keen with Chris Barker to run a league that will get people flying.

So...

If the folks in the North can do it, the folks in the south can do it as well and therefore the Three Kings in Croydon S London have proposed some PROVISIONAL dates, to be confirmed.

These are:

15 May – F2C BMFA Centralised

17 Jul – VTR 1/2A and A

4 Sep – F2CN and Brit GY

That makes 4 comps incl the Nats, that is a start isnt it?

Mike North replied

F2CN KITS start at £35 This is a kit for people who intend to race it is NOT a starter kit, there are other people making them. Im happy to post a full list if the forum allows. IM right with you two on this one the name of the game is GO FLY HAVE FUN ( AND RACE ). You can use most 2.5 diesels.

F2CN

F2CN Wing and fus blank £35

F2CN Pressed and glassed wing, blank for fus £65

All Extras as above.

Wheel £3

Ready to fly, without engine, tank or cut off £115.

He also does Mini Goodyear kits

Mini Goodyear Kit Mr D and Polecat . £15 each.

EXTRAS

Engine pillers set of 4 £3

Bellcrank and carbon push rod £10

Fibre Glass Tanks.

Standerd no filler £10

With filler valve £20

With filler valve and cut off £35

cut offs £10/£15.

Mini Goodyear ready to fly, without engine, tank or cut off. £60

Contact him on Tel:01283 223375



So it looks like we may be able to get some sort of league going, so get out there and support it as much as possible, even if you are not interested in racing, please try and come down to the Patch when it is on, you never know!!

### More on the Rothwell R250 Oliver for Vintage Team Race

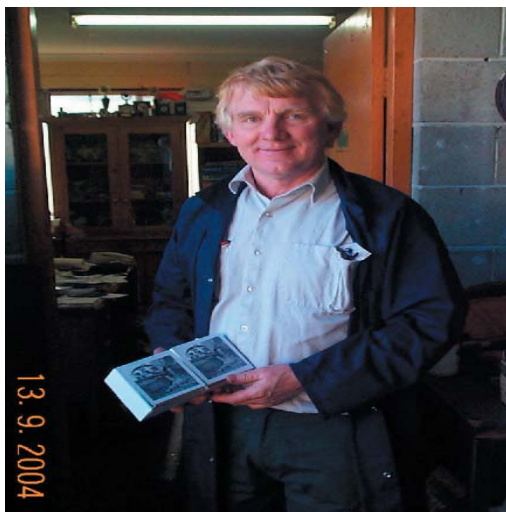
From my Aussie contacts I have managed to get a number of photos of these amazing motors in production. They cost A\$375 and are for use in Vintage A class Team Racing. Built using the developments from successful Mk3 and CS Olivers, it features Hard Chrome Cylinder Bore. [www.smrpl.com.au](http://www.smrpl.com.au)



Number 17, 18



Matching Piston and Liners



## Enyas Everywhere

Known for their power and reliability as 29's in VBTR, I knew nothing much more about them, I bought a square venturi version of the 29 for possible use in a B model somewhere down the line, it only cost me £10 off eba, but other than that I didn't know much about them, until I saw a review of the new Enya 15ss BB Diesel in the ACLN.

Reviewer Maris Dislers said of it "This engine will galden the hearts of diesel lovers and is an excellent enticement for others to join their ranks." see it here <http://dkd.net/clmodels/acln/acln78.pdf>

Intrigued I investigated and found that they are now available in the UK for £99.00 plus pp from Steve Webb Models & Hobbies:  
80 Church Street  
Frodsham  
Cheshire  
WA6 6QU  
England.

Phone: 01928 735225 or 735252  
Fax: 01928 735410

Email: [stevewebb@steve-web.demon.co.uk](mailto:stevewebb@steve-web.demon.co.uk)

I took the plunge and whilst it is not eligable for Vintage TR, it is a very nice motor, and makes a change from the standard PAW sport motors that you see everywhere.

From my introduction to Enya I looked for more info and found this which I decided to share with you.

### A Short History of the Enya 19 and traditional Enyas

Courtesy of Joe Supercool and Bob Allan , August 2004

#### The Enya 19

The very first model engine produced by Enya was the 63 which Saburo Enya used at a flying meet in 1949. In October 1949, two types, No.1 and 2 were marketed under the name Enya "Typhoon" 63. Type No.1 was a plain bearing and shaft rotary valve engine, while Type No.2 was a twin ball-race and disc rotary valve model. Only Type 1 reached production levels. The 63 was replaced by 60 in 1956.

In February 1950, the quantity production of model engines began with the very first Enya 19 - a sandcast engine with a 3-bolt front housing, produced in small numbers until the introduction of the Enya 19 Model 4002, which featured an oval exhaust and head fins higher at the front. (the corresponding Red Head sand-cast 29 appeared in April 1952-with 4 bolt housing). Slot-ted screws used on these, "Made in Japan" cast into L.H. mounting lug adge - 4 bolt front-housing and head.. This die-cast 4002 started production circa 1953, followed by the Enya 19 Model 4003 in about 1955, which featured a long, "slopey" intake and thin-walled rectangular exhaust, "flat" on top head fins.

The Enya 19 model 4004 appeared circa 1962 (19-IV) and had Philips head screws, thicker exhaust with markings for muffler bolts, "Made in Japan" cast into backplate and lug for pressure tap cast into the underside of the front housing. Up to, and including this model, all Enya 19's featured "square" bore/stroke 16mm X 16mm and available only in plain bearing. All this changed circa 1969 - 70 with the introduction of the Enya 19-V Model 4005, which was available in a twin ball-race model and the bore/stroke, which was now more modern "over-square" at 16.5mm X 15mm. The 19-V was more powerful ( 0.28 BHP at nearly 13,000 RPM with muffler, compared with 0.24 BHP at 11,750 RPM for the 19-IV), more compact and fractionally lighter than its predecessor, the 19 -IV.

The Enya 19-VI Model 4006 appeared circa late 1970's (?) with same bore.stroke of 0.654" X 0.590", but producing slightly more power at slightly higher rev's. Distinguished by muffler strap lug at top of by pass bulge.

#### **"Traditional" Enya's**

(ie., the non-schnuerle ported, bolt together models with steel cylinders)

#### **Model 09**

First appeared circa 1955-56 (big exhaust) Model 3001, then Enya09-II circa 1960, 09-III circa 1965-66, 09-IV circa ?, also available in BB version, with red prop. drive. Only first 09 had bypass bulge, thereafter bypass passages machined into cylinder liner.

#### **Model 15**

First appeared circa 1956, then Model 1B (2mm shorter shaft) in 1957, Model II circa 1960-61, Model III (3303) September 66-67, IV Model 3304 with band around front housing and V (?). The first Enya 15's had bypass bulges - thereafter bypasses machined into liner. 15 Diesels appeared Mk I, 1956 and Mk. II 1960 with chromed cylinder liner. Some specials (similar to 29 Special listed below) based on the 15-IBappeared, but did not enter production.

#### **Model 19**

See above

#### **Model 29**

First appeared April 1952, then "airfoil" exhaust Model 5002 circa 1955, the III 5103 1957, IIIB 1959, IV-5224 1964 (square venturi), IV-B-5224, round venturi, 29-V-5225. Twin ball-race versions of the 29-IV and 35-III appeared 1965-66. In about 1960, a special racing version of the 29-III was produced, with single rear ball-race and "ashtray" intake (similar Fox 29R) This 29 "Special" was listed in MAN Sept. 61 at \$19.95 (regular III "Speedy" \$15.00) and had chromed cylinder bore. Still designated Model 5103, this special compared poorly with the standard 29-III (rated at 0.69 BHP @ 16,000 RPM) being rated only at 0.75 BHP. The later 29-IV Model 5224 was rated at 0.80 BHP, and this with the plain bronze bearing and suction feed. The 29-3B had 2 interchangeable cylinder heads with deeper cooling fins than the earlier 29-III, which came either with a 10:1 or 9:1 head installed. The 29 IV-B appeared in 1973/74

#### **Model 35**

The 5001 replaced the 36 circa 1957, similar style to first 15 & 19 4003, then 35-II circa 1961 (model 6001), then 35-III 5224, 1964, (square venturi), III-B 5224 (round venturi), 35-V 5225. The first model 45 was based on the same castings as 35-II. The V -series 29's and 35's were the only ones to be fitted with head gaskets (removeable for higher C/R). The BB versions had round venturi and smaller front race.

While most Enya's had grey, matt-finished crankcases, some (like the 09-II and 15-II) came in shiny polished alloy, also 60-II. No Enya 35-IV produced - the numbering system went from IIIB to V, and Model 5224 to 5225. The 35 III-B appeared in 1973/74.

The Enya 35-V Model 5225 BB has smaller front race than 35 III BB "Special", but same weight. Could be better suited to stunt . Mine has noticeably lower compression than "Special", due to the cost-cutting measure of fitting a removeable aluminium head gasket instead of optional head. Also has very small venturi I.D. and much "free-er" in the piston/cylinder fit (hand lapping axed?) appeared, but did not enter production.

#### **Model 40**

Only Enya with Dykes ring, Model 6002 appeared circa 1973

- no variations

#### **Model 45**

First appeared with plain head (no fins) circa 1962, then finned head 6001, 45 BB 6001 circa 1968, 45-II 6002 (R/C timing) circa late '70s. A dedicated C/L stunt 45 was also produced, designated 45 'S', based on the plain bearing 6001 45. Specs on this motor were bore/stroke 0.877" X 0.748" (22.2 X 19 mm), displacement 0.449 cu.in. (7.35 cc), weight 8.4 oz, max BHP 0.70.

#### **Model 60**

First appeared 1956, then 60-II (2-ring 7032) circa 1965, 60-III (2 ring 7033) circa 1970, 60 III-B circa 1973 (single ring-bigger G8 carb.)

#### **General notes**

Standard venturi 1968 Enya prices were: 09 III \$8.95, 15 III \$10.50, 19 IV \$13.50, 29 IV \$15.95, 35 III \$17.50, 45 BB \$32.50, 60 II \$43.50

Early 29 and 35 had radiused prop driver, later ones stepped, both with square venturi.

No production figures are known, although in his 1966 MAN test of the 09 III, P.G.F. Chinn mentioned that "some 95000 units of the 09 II" had been produced and sold between 1960 and 1965.

#### **The 2004 Nats**

F2C Report by Andy Whorton

The first day of the 2004 Nationals Champs gave us excellent weather with the sun shining pretty well all day and a breeze that was light enough to allow easy three up races.

Racing got underway at mid-day on the Saturday and it was Smith/Brown who led the way in the first round with a nice 3:15.8. Ross/Turner put in a 3:20.0 to claim second place and Langworth/Broadhead were in third spot with a 3:25.9. Mike Fitzgerald was flying with Mark Thomason for the first time this year and they recorded a 3:29.9 just 0.4 seconds ahead of Swedish visitors Larsson/Gustaffson with a 3:30.3. Derek Heaton had paired up with USA visitor Wallick and they recorded a 3:35.4.

The other two rounds were held on the Sunday and we were greeted with a heavy wind on arrival at the airfield. Discussions were held and it was decided that three-ups were going to be very dodgy and all racing would be flown as two-ups. In actual fact no-one broke the 3:30 barrier on the Sunday and the only changes were in the minor placings.

Monday was not quite as bad (albeit a bit windy) and the semis were held as three-ups. Fastest in round one were again to be Smith/Brown and Ross/Turner with 3:20.6 and 3:21.0 respectively - Fitzgerald/Thomason holding 3rd place with a 3:29.0. Langworth/Broadhead did not take part in the semis at all due to Bernie suffering from a strange virus and not feeling safe to fly. Bainbridge/Metcalf in their first outing as a new team put a competent time of 3.56.

In the second round several teams elected not to fly having good times from the day before, Bainbridge/Metcalf seemed to lose laps from the earlier practice and put in a time of 4.37. Heaton/Wallick had a good run - albeit rather controversial. Wallick loosed his model under the gliding model of Barker/North causing them to stall into the wind and crash in. The GBR/USA combination was allowed to fly on for a tank - then disqualified - then re-instated. Derek Heaton refused to land his model when instructed to do so following the disqualification and the time was allowed to stand. In my mind this was a totally incorrect decision as their take-off under a gliding model had clearly caused Barker/North to crash and as a result they were able to fly the rest of the race virtually solo - resulting in a 3:19.3 which was the fastest time in the semis.

In the final all was going well for the three teams during the first two tankfulls but the Heaton/Wallick model fell apart in the air on the 66th lap (possibly broken wing at the first stop) and the other two teams were able to fly the rest of the race two up. It was fairly close between them but Smith/Brown finished four laps ahead with a 6:51.0 - Ross/Turner coming home in 6:58.9.

All in all it was a very disappointing event this year with many teams reluctant to fly in the rough conditions and resulting chaos for Dave Rudd in handling the draw. He did in fact, on several occasions, have to resort to organising races for "whoever wanted to fly"

Thanks to Dave Rudd for running the F2C event at this years Nationals

## Nationals Results

### F2A Speed

KPH MPH

1. Pete Halman	294.8403	183.21	1
2. Ken Morrissey	293.6378	182.47	2
3. Gordon Isles	291.7342	181.28	3

NB: Because of the bad weather, only Round 1 flights took place and only four times were recorded

### Handicap Speed

1 Paul Eisner Open .15	206.46	1
2 Peter Halman F2A	183.21	2
3 Ken Morrissey F2A	182.47	3

8 Rose Pat 40	169.99	8
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NB: Because of the bad weather, the other entrants and classes were not flown.

### Vintage Speed

Perriam/Rabjohn

May

Mealing

NB: Because of the bad weather, only Round 1 flights took place and only three times were recorded.

### F2B Gold Trophy

1. Bill Draper	3870.5
2. John Benzing	3678.5
3. Roy Cherry	3663

25. Paul Eisner	3035
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### Classic

1 Mick Taylor	1908
2 Glen Alison	1879.5
3 Paul Winter	1856.5

### Class 2

1 Tony Smith	822
2 Barry Wade	809
3 David Hardy	789

### Vintage

1 Mick Taylor	646
2 Dave Day	605
3 Glen Alison	603

6 Steve Crawford	499
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### F2C Team Race

1 SMITH/BROWN GBR	03:15.8	DNF	DNF	03:20.6	DNF	06:51.0
2 ROSS/TURNER GBR	03:20.0	DNF	DNF	03:21.0	DNF	06:58.9
3 HEATON/WALLICK GBR/USA	03:35.4	03:48.0	U/A	33 LAPS	03:19.3	66 LAPS (Crash)

12 BAINBRIDGE/METCALFE GBR

03:56.7 04:37.6 U/A

13 MILES/YELDHAM GBR

03:58.9 71 LAPS U/A

## F2CN TEAM RACE

1 HEATON/WALLICK 08:41.3  
2 BARKER/NORTH 08:42.0  
3 SHARP/SHARP 114 LAPS

6 ISIDRO/RIDLEY

## OPEN GOODYEAR TEAM RACE

1 McPEAKE/ROBINSON 08:47.2  
2 COURT/COURT 182 LAPS  
3 CATLOW/JEPHCOTT DQ

## 1/2 A TEAMRACE

1 BARKER/NORTH 08:20.3  
2 FITZGERALD/THOMASON 157 LAPS  
3 BAINBRIDGE/METCALFE DNF

## BRITISH GOODYEAR TEAM RACE

1 CRAWFORD/VAUGHN 09:31.0  
2 BARKER/NORTH 107  
3 DAGLIESH/WORGAN DQ

## Novice Brit GY

6 ISIDRO/RIDLEY 177 LAPS  
7 COURT/COURT 68 LAPS  
8 ROBERTS/HOWELL DQ

## PHANTOM TEAM RACE

1 ISIDRO/WARD 06:40.3  
2 MORRELL/WATERLAND 07:20.7  
3 MILES/EISNER DNF  
4 PAFFETT/STEPHENSON  
6 CRAWFORD/VAUGHN

## MINI-GOODYEAR TEAM RACE - JUNIORS

1 WEBB/TRICKER 17:16.1  
2 SHARPE/SHARPE 17:24.0  
3 HARPER/HARPER 36 LAPS

## MINI-GOODYEAR TEAM RACE - SENIORS

1 DAGLIESH/MORRELL 08:54.2  
2 TRICKER/PAFFETT 10:11.8  
3 LEVER/WATERLAND

## 1/2 A VINTAGE TEAM RACE

1 Toogood/Ward 9:46.0  
2 Green/Newbold 11:35.1  
3 Larsson/Gustafsson 11:47.0  
4 Isidro/Ridley  
9 Bainbridge/Orchard

## A Class VINTAGE TEAM RACE

1 Haywood/Haywood 7:19.0  
2 Toogood/Ward 7:24.2  
3 Green/Long 7:26.8  
6 Bainbridge/Orchard

## B Class VINTAGE TEAM RACE

1 Toogood/Ward 3:20.9, 3:21.4 6:36.5  
2 Gough/Myszka 3:18.9 Dnf 6:45.2  
3 Isidro/Ridley 3:29.2 3:30.3 Dns  
4 Bainbridge/Orchard 3:29.7 3:44.2

## F2D Combat

1. Igor Dementiev  
2. Mike Whillance  
3. Mervyn Jones  
= 17 Mike Waller  
= 17 Nigel Etheridge

## F2E

1 Igor Dementiev  
2 Nigel Etheridge  
3 Martin Coe

## Vintage

1 Richard Evans  
2 Alec Herring  
3 Steve Tromans

## Oliver Tiger Combat

1 Richard Herbert  
2 Richard Evans  
3 Roger Fisher

## 1/2A Combat

1 Roger Fisher  
2 Richard Herbert  
3 Stuart Vickers

## Basic Carrier

1 Pete Tribe  
2 Sander van der Meij  
3 Jan Odeyn

## Class 1 carrier

1 Pete Tribe  
2 Bob Phillipps  
3 Alex Phillipps

## 2004 Nationals Gallery

Photos Stephanie Bainbridge



Getting hectic in Rd 1 F2C Barker/North, Fry/Whorton, Bainbridge/Metcalfe



Duncan and Mick get ready in Vintage A



VTR Circles and impending rain



VTR B Team Bainbridge/Orchard/ Delagardo



Julio and Duncan in VTR Class A



Mick's Oli Voodoo



OI Blue 72, Brit Goodyear



F2C Final Brian Turner and Malcom Ross wait for the start

Duncans broken F2C model blown in by wind



of Bronte country with Barry Pickles who looks after the Dishforth events. Again well recommended, amazing what a pint costs outside of London. A great night out.

Sunday morning and the most amazing cooked breakfast was provided, and then we were off to the site,

A great site on a nice smooth runway, but cold and windy as they always are.

The racing, 4 entries got to the line and it was decided to fly 2 up

- |                               |       |
|-------------------------------|-------|
| 1. Twogood/Ward/Twogood       | 46.33 |
| Double Dice                   |       |
| Enya 29?                      |       |
| 2. Whitehouse/Watson/Grainger | 49.54 |
| MDS 25                        |       |
| 3 Holmes/Orchard/Delgado      | 51.02 |
| Double Dice                   |       |
| Enya 29                       |       |
| 4 Miller/Court                | 59.35 |
| Rambler PAW 19                |       |



Toogood/Ward/Toogood

## Wharfedale 1000 Vintage B Lap Race

3 October 2004

Duncan Bainbridge

This years hard core event was held at Dishforth Airfield, home to the British Army Air Corps Apache Attack helicopters, so security was tight. I had travelled up as a reserve and test pilot for Mick Orchard, having been well and truly hooked on B racing at the nats.

Mick and I travelled up with the third member of the team Alex Delgado and stopped over night with Stuart Robinson the essential Vintage team race 'bit' maker and his wife Peggy, in Keighly in Yorkshire, we met the Toogood Ward Toogood team, also stopping, lots of great conversation was had with Tony, Dennis and Peter as we had a few beers looking at all of Stuart's amazing handiwork, Truly amazing, if you want some of the nicest spinners, bellcranks and engine mods, give Stuart a call, he is a great bloke. We had dinner in a great pub in the heart



## 30 Years behind the Lines

Wal Cordwell

Although it now seems an age (however long an age is) the NATS this year was about the worst one for F4B that I can remember and best forgotten about and we were just able to cobble together enough contestants to make a "legal" comp out of it. What on earth has happened, to the event? I am not even going to try and describe it!

The weather was of course up to usual Nats standard FOUL, except for the first day and then not all the competitors were present so we couldn't fly anyway the final results were at the end of the day with one flight per person. First was Bernard Scale with his trusty "Gamecock" and in second place our old Scottish mate Bill Brown all the way from the fair city of Edinburgh with a refurbished "Ansaldo" which looked very pretty and to make up the number in his first ever competition Matthew Cordwell and as his model was not completed on time [at least IT was but the motor wasn't] He flew my Jodel, and very nicely too.

The most memorable flights were made in the impromptu "Club Scale" which was run in the evening to the stand off scale rules which our club "dreamed up" about ten years ago and is used by nine out of ten of the clubs that "DO" scale. This covers all types of a/c from built up scale to profile AND we provided prizes in the form of re-cycled plaques, it was a good evening and enjoyed by all, The winner was Mike Chapman with his very nice "Thunderbolt" as was his flying of the model and in second position another Mick [No not from the emerald isles] in the familiar form of veteran scale control line flyer Mick Staples showing off his thirty year old D,H,Moth to good effect, he made me feel quite envious.

Then it was let's all have a fly of the Jodel time, but again it was Matthew who took the honors into third slot AND we created a new award position FOURTH!! which was taken by Mike Welch with his twin engined D.H. Buffalo which although flew tail-heavy, especially on the landing approach but it looked nice and sounded nice in the air on the ground it had one unusual feature for a C/L model in the form of a steerable nose wheel and his own form of down the line control and handle. He also went on to fly the large Lancaster model of Hugh Swatton which had the misfortune to suffer a line break after one lap which was a shame because it really is an impressive model when in full song. Not a right off though but whether or not Hugh will repair it depends on C AA enquiry!! Only one in the profile class and that was Bernard Scale flying his "carrier" Seafire with good effect, by this time it was getting dark [and colder] so we packed up and some went to the carrier "night flights", some retired to the hangar "bar" and some just crashed out. Those who went to the carrier night flights just crashed [they call it "landing on"].

To sum up the 2004 Nats, weather wet and WINDY [what's new], F4B disappointing in attendance and in performance although it must be said that R/C were not a lot better in numbers in their premier class. Club Scale however was good fun and more like the old Nats of thirty years ago.

1976 Cuttings from Aeromodeller.

And to start off in January with the next part of my story which as I said before is taken from my many back numbers of the Aeromodeller, also doing this gives me a good excuse for re-reading those wonderful old pages again and the old faces and places come flooding in and you re-live the time again with all your mates.

I am just going to flip through the pages and pick out high lights and bits of information as they present themselves and perhaps stimulate your desire to hear [or see] more and do your own exploration through the pages of time!

The first thing that caught my eye was an article on autogyros by B, Swindles having made a successful model of a C 32 as restored in old wardens treasures, then in the Feb issue a full description of the Boing F4B made by Ron Truelove which dominated many of the C/L scale comps with many working features plus Rons immaculate detail and construction, every bit as good as the models described by Eric Coates in his series on the building and flying of scale models. Eric was not a fan of the C/L flyers referring to them as "bricks on strings" and very rarely used them as examples, but he did praise the work of Ron Truelove.

In March there was quite a long piece by that doyen of the air brush, Ian Peacock on the latest "craze" which was RTF this had stimulated quite a bit of interest at the MEE the year before and Ian had submitted a plan with no less than six models on it which was very popular. He was later to do the same thing with carrier models....or was that before! can't remember..... Also a full description of the actual event at Seymour Hall. Fellow club member Bernard Sexton enters a very tasty model of the Comper Swift at that event [yes, it did have spats!!].

Hangar Doors stated off the April issue, as all issues with a picture of the new Fireball Trophy, which must be one of the ugliest trophies created [along with the Jack Carter and perhaps Knokke No 2] to be awarded to the best Vintage C/L model at Old Warden....Mind you all these events seem to have died the death, along with their trophies!!!!. It must have been designed with the Kando in mind, There was also a story of those early days of "men and machines" and pictures of the contestants in the ~first Fireball Trophy won by young Mike Sexton of the 3 Ks.

Vic Willson represented his country at the seventh World Scale Champs held in a place called Dala in Sweden and achieved 11th position, and back home the patch had again been invaded by the great unwashed!!.

The Nats is described in some detail in the Nov issue. It was held in August at Little Rissington in near perfect conditions, I say "near" because there is always someone that will find fault with whatever weather are thrown at us [mind you THIS year WAS terrible]. In scale there were five entries, that is C/L of course, but I believe the radio numbers were the same in class 1

In first place it was Vie Willson flying the Zlin Trainer to

very good effect and in second place our old friend .only then he was a younger friend!! Mick Staples, Then close in third place the KP.Hampden of Ron Truelove. Fourth was Dennis Ashfield with the Issac's Fury and last but not least yours truly with the very ground skittish WAACO CUC-6.

In acrobatic C/L the roost was still being ruled by messrs Mannall and Newnham though third position was taken by a Frenchman by the name of G.Billon (sacre bluer, what are things coming to!!). In Carrier the first place was taken by Vie Willson followed by B Perry and A.Sopp and in the "go fast" class all the today's familiar names seem to be there, the fastest time was set by M.Billinton of Feltham with a time of 178.9 mph.

The Dec issue featured the giant stunt model created by Bryan Dyke of the JU 87 STUKA at 6ftspan this colossus was powered by a MERCO 61, in the air this model looked really awesome. Meanwhile back home it told of our latest gypsy invasion and how the Croydon Council had allowed us to use their sports field on the other side of Purley Way.

So that takes care of '76 but if you want to read more, buy a set of old aeromodellers or borrow them they are far more interesting than the new mags 1977 And all that.

One of the things that I find amazing is the amount of COX ready to fly plastic models that they keep bringing out with such (apparent) goodies as throttle control, bomb drops, cruise control. They sound too good to be true, perhaps they were for you don't see any now!! Did they all die out like the dinosaur or are they all in collectors "collections",

The January issue recorded the death of Jim Kloth in Oct 1976 who was well known in the UK for his plans and articles on carrier flying and scale also the writing of Scale Matters was taken over by Alan Callaghan (3Ks) and covered a lot of indoor models, peanut and small scale in general but in later articles He covers most C/L types, also noticeable in the present issues is far more mention of electric powered flight as they improve in all sorts of ways. Battery improvements, throttle controllers until up to present day when they can perform as well as i/c powered models except in duration.

The April issue deals in depth with the North American Bronco being built and test flown by John Lovell on the patch at Croydon, a heavy model of 66" span it was powered by two Merco 61s with his own self devised sequential form of "system" control and throttle, which in fact proved to be a bit unreliable. But it flew alright, like a bat out of hell; it needed two to hold it!!!

Throughout the year in a series of articles by Dave Clarkson called "From the handle" which catered for speed, FAI .Goodyear, Combat and Aerobatics all written by the leading exponents of the various persuasions and dealing in depth with the Comps, and rules, opinions and advice.

This year saw the election of a new Chairman to the SMAE (now BMPA) in the person of Ray Favre following the resignation of Jack Hartley through ill health.

August saw the announcement that the Nats would be held Little Rissington also an account of the C/L display which was held at the beginning of the F. A Cup Final and its attending problems (I think that they should have done away with the football part and just had the flying).

In club news there was a long and detailed report of our May Day event and our involvement in the Sandown Symposium were the Wonder Wings (of FA fame) showed their stuff again with good effect also the name Pete Tindal is constantly in the top half a dozen in stunt events, and He is still at the top in acrobatic prowess only now showing his name with his own designs in radio, but he still has a go in the odd C/L events

Nearer the end of the season and in the November issue the Nats report appeared, and the only new scale model to appear was the Curtiss Helldiver, the later monoplane version with retracting undercarriage as usual test flight on the day, AND of course the u/c only half worked. So between rounds Wal and team mate GeoffBurkett made a fixed leg version but it was still nose heavy and after several props later the engine fell out!! This was caused by faulty construction and shock through repeated "nose overs".

Results.

Mick Staples, Fokker D7 (1st). Dennis Ashfield, Albatross. (2nd). Albert Briggs, Sea Hornet. (3rd) Ron Truelove, H.P.Hampden (4th).Wal Cordwell, Helldiver. (5th). and that was that.

Club News tells of a industrial dispute within the staff of Court Circular, said staff consisting of the Chairman and Comp Sec with- holding their labour until more members came up with "copy" for the news letter. This resulted in a two month break in circulation. Tells of yet more gypsy troubles and of praise to club member Paul Eisner who in spite of a serious injury to his hand went on to take top place in one of the speed classes.

Although much more went on in the various disciplines I have only dealt with those that I know a little about. If you want to know more about any other facet of our hobby, drop me a line via our Editor or any committee members.

And to round off this issues "behind the lines" and to bring you up to date with my version of what has been happening in the club this year, most of it I have covered in past issues as and when a newsletter has been printed. We have had two successful indoor meetings, the last one I made a model albeit a stick and tissue effort called Jiminy Cricket but its far more fun when you actually participate, again not a big meeting but it would be much nicer if more club members attended.

And on the subject of club meetings I can tell you now that the next meeting will be held on the first Tuesday in November and is a indoor flying meeting but there will chance to have a meeting in the room next to the hall for those who what to chat with out flying . I am giving you this advance notice in the hope that we may all get a newsletter before then, so ill stick my neck out and

say the next meeting is at the school hall on Tuesday.  
November 2nd 2004 at 7.30 let's try to make it a bumper  
effort, we have plenty to discuss.

Bernard and I went to the Scale and Carrier meeting  
organized by the Phillips Family held in a schools sports  
field, at St Albans and it was a very good event although  
spoilt a bit by this year's atrocious weather, but at least  
it was flyable, even I got a quick "flip" with the Jodel and  
so did Bernard. Now this event is not a big trip for most  
3 Kings Members and I would strongly recommend it a  
really friendly meeting and run by enthusiasts. It also has  
the added advantage of a sort of miniature model engi-  
neering exhibition in the school buildings with all sorts of  
goodies on display and for sale and the food they offer is  
first class watch out for this one next year in the first half  
of September. So until next time and I hope its not that  
long, Happy Landings, all the best. ....WAL, \_

16th January 2005

20th February 2005

20th March 2005 TBC

These are practice events are for 1/2A, Vintage Combat and  
Club Combat. A 1/2A League will run depending upon numbers.  
All levels are welcome even if you are a beginner or are just  
interested.

A good chance for a get together. Please contact Mike/Steve  
Waller to confirm or for more information on 020 8310 6101  
controllineuk@aol.com.

ee advert on Web site <http://members.aol.com/ThreeKingsClub/>, BMFA Insurance required, NO RC

## STOP PRESS

### THREE KINGS

#### Fun Fly

3K Site, Croydon

16th January 2005

20th February 2005

20th March 2005

17th April 2005

15th May 2005

19th June 2005

17th July 2005

21st August 2005

18th September 2005

16th October 2005

20th November 2005

18th December 2005

A good chance for a get together and meet new people  
while flying CL, all are welcome. Please contact Mike/Steve  
Waller to confirm or for more information on 020 8310 6101  
Controllineuk@aol.com. See advert on Web site <http://members.aol.com/ThreeKingsClub/>. BMFA Insurance required, NO  
RC

### THREE KINGS

#### Winter Combat Practice and 1/2A Combat

#### League

3K Site, Croydon

To Be Held On The  
17th November 2004

19th December 2004