



Smoke Trails 33

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'Tis the season to be jolly, a time of Good Tidings and *Bonhomie*. Despite this, I hope to get down to some serious vintage rocketeering and ignore all the tinselly distractions that can get in the way of our noble (or is it Nobel?) calling. This bah-humbuggy attitude is due not so much to Christmases Past, or Christmases Present, but, rather, (and apologies in advance for the pun) to the remembrance of Christmas Presents. To explain: why was it, fifty years ago, that the wonderful kit I had lusted after and for which I had strived so hard to be good for so long, came with crucial bits missing or broken, or wood so hard or cheesy that even I realised it was not up to the job? Then the glue would run out, or I would make some dreadful mistake like carving two right-handed wings for a Phantom Mite. I had little spare wood, glue, or indeed anything in those penurious days, and model shops were closed until at least New Year's day – an ice age long agony of waiting for a thirteen year old. Things are better these days, of course, and shops never close. But my aversion to what is now called 'Winterval' remains Scrooge-like. And I do, alas, still have a tendency to make two right-handed wings.

Should any reader fancy a *proper* Christmas present this year, as opposed to a wretched 'Seasonal Giftette', there are two new 'must have' Jetex books hot off the press.

Smoke Trails 2008-2009
 Writings about Modern and Vintage Free flight Model Jet planes

Roger Simmonds

Smoke Trails 2008-2009 and *Smoke Trails 2009-2010* are available for £12.50 plus £2.50 p&p. *Smoke Trails 2006-2007* is, by the way, still available at the same price. Please let me how many you would like.

Readers will remember my desire to build a Veron Quicky Thunderjet to go with my Panther and Sea Hawk (splendid flyers both), so I was thrilled when this very desirable object appeared in Santa's grotto (or eBay as it is otherwise known):



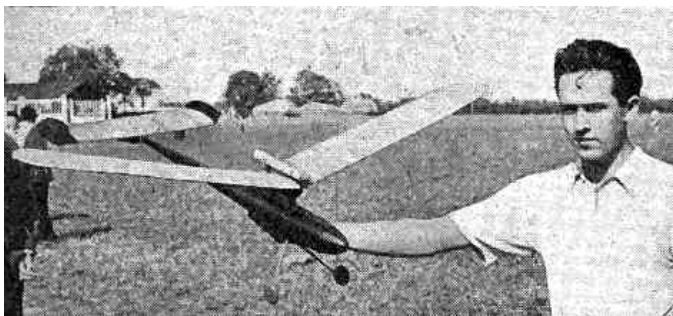
So there is a Santa Claus after all!

Smoke Trails and Smoke Trails 2009-2010
 Writings about Modern and Vintage Free flight Model Jet planes

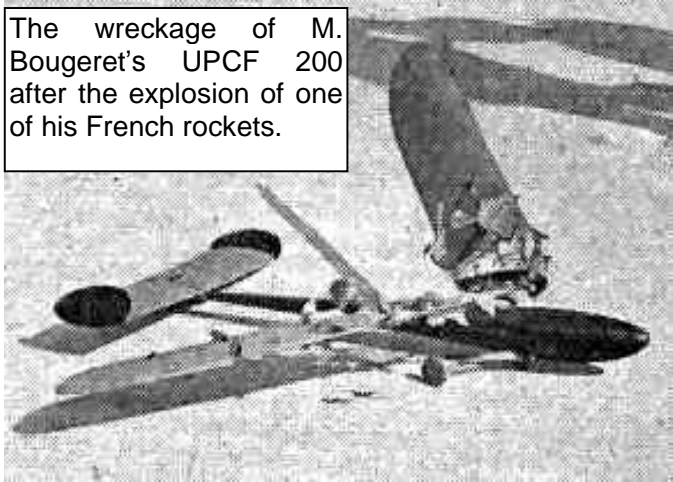
Roger Simmonds

The other news this month is that I will be taking over the *Jetex.org* site in the New Year. Inevitably there will be changes: for example, the history sections and the plans archive will be extended, but the Forum will be closed, and the site become more a 'Jetex' analogue of Mike Stuart's wonderful website. In time I hope to offer part kits of, for example, the Jetex Wren and Sharky and the Veron Quickys and other Jetex memorabilia. Does anyone fancy a Jetex T-shirt or mug?

The odd looking bird in this month's header first appeared in *Aeromodeller*, Nov 1946. He (or is it she?) was called 'Boffin'. I trust he (or she) lends an appropriate festive air to this month's column. This early issue of *AM* is of some importance to those interested in 'pre-Jetex jet plane history': not only is there an advert for Howard Boys' 'Marvellous Rocket Plane', ((*Jet*) *X files* 6, June 2003) and the plan for P A Latham's 'Glirt' (ibid, 7, July 2003), but also, in Ray Malmstom's column, this tantalising comment: "Rockets have always fascinated Fliar Phil, his only trouble being their predilection for adopting the habits of maroons. Maybe he was better off with helicopters". Hmm ... the reason for Ray's remark is made clear in the *AM*'s article about a recent model meeting at Issy-les-Moulineaux.



The wreckage of M. Bougeret's UPCF 200 after the explosion of one of his French rockets.



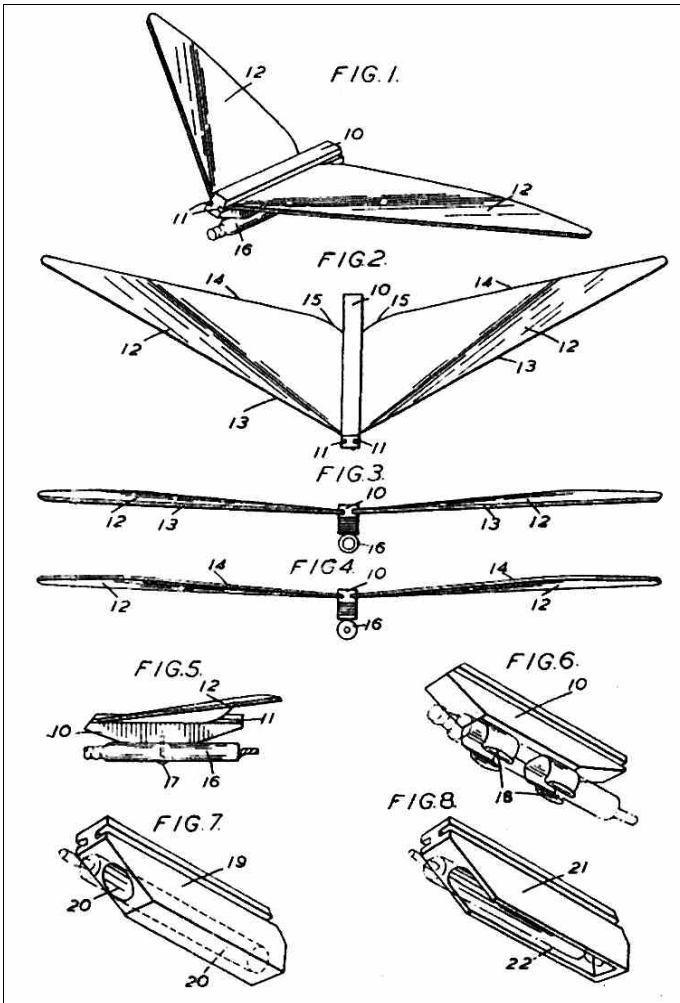
Top: M. Bougeret at Issy-les-Moulineaux with his large rocket-propelled avion. **Top:** before flight; **below:** après. **Bottom:** the Arrowplane flying wing.

H. G. Hundleby, the then editor of *AM*, writes: "At the conclusion of the rubber model events, a demonstration was given by M. Bougeret and Mr Boys, the rocket kings. Fate, or should we say French rockets, took a hand. M. Bougeret's model had just become airborne when a large explosion occurred which completely wrecked the machine. Mr Boys' flying wing met a similar fate a few minutes later. Although entertaining for the spectators [!] it was an unfortunate occurrence as both models had flown consistently before the demonstration and the trouble was due to the faulty French rockets they were using".

Mr Hundleby's report includes the photos left. It's nice, at last, to have a photo of the legendary M. Bougeret, and the wreckage of his 'UPCF 200' is a timely warning to those looking for an ad hoc replacement for the now hard-to-get Rapiers. I like the sly repetition of 'French rockets' in *AM*'s report, but why was Mr Boys not using his own superior British products? M. Bougeret rebuilt his model as the UPCF 210 (*Smoky Addiction* 12).

Staying in the year 1946, and still on the subject of propelling models with motors that can too easily turn into maroons, I received a timely letter from Brian Welch. Brian's letter begins: "Many years ago I was taken to the exhibition at Dorland Hall, and on the way we called in at Hamleys in Regent Street. Just inside the main entrance hall stood a man on a box launching a pair of flying wing chuck gliders, and selling them at 1/6 the pair.

What was impressive was that he was flying one in left hand circuits and the other in right hand circuits, both coming back to his hands. Some years later I found a pair [the models, not hands] in their box for £1.00 at a toy fair". If you are wondering what this has to do with rocketry, the illustration on the next page, taken from Patent 605.141, will reveal all.



Brian continues his letter: "At one of David Baker's Friday meetings, after he had seen my Arrowplanes, he gave me a copy of a patent application for a conversion to rocket power. I thought you might like a copy". Indeed so!

The Patent, 'Improvements in or relating to Toy Gliders' (application date Dec 15 1945, accepted July 16, 1948) is a most interesting document. The gentleman standing on the box was, if it is the author of the patent, a John Railton Holden. He describes, in excruciating patentese, how his flying wing can be adapted, "To carry a tubular firework directed rearwardly of the glider so as to propel the glider by jet action". According to Mr Holden, "More than one firework may be carried ... the intensity of the jet action may be such as to propel the glider with substantially level flight or with a soaring flight ... the latter even to the extent of causing the glider to loop. ... repeated variations of this character may cause repeated soaring or looping until the firework is exhausted." I thought that all this was quite illegal, and nowhere is the type of firework (rocket or squib?) specified, though we are told, "the size of the firework is appropriate to the size and type of the glider". Now this was a time (1946-1947) when Howard Boys' kits and his RP 1 and RP2 rocket motors were available, so quite why the Patent Office thought Mr Holden's ideas worthy of a patent, and whether he sued Wilmot-Mansour for patent infringement, I do not know. I wonder what became of him. I would not advise fitting a firework in manner suggested to your Rapier-less model; the patent itself warns: "the firework may operate with a sudden or repeatedly varying intensity".



If you are looking for an alternative to a Rapier, far better to put a genuine Jetex motor in your model, or, if you can, a Tiger motor. Following last month's description of Tiger's extensive range of products, I had an email from Australian SAM member Bruce Ogden, who writes: "My latest model for my Tiger B motor is a B45 Tornado, which I modified from an old Cleveland kit". (See photos left).



Bruce continues: "I did dabble with some early Rapiers, but they were very unpredictable. The Tigers are the best motors around, only thing is they lose

that pretty purple anodising pretty quickly) and I think a reloadable motor based on the Tigers is the best option – if only someone could make a half decent fuel. The ‘real’ B45 was a somewhat short-lived aircraft; which, I believe, carried out some spy missions over the USSR. Most versions had a much-panelled nose section and a framed cockpit, but I got a little lazy towards the end of building and modelled mine on the very late models with bubble cockpit and solid nose. The wing incidence took some sorting out – there was a little too much, so I played with tailplane till I got it right. It is covered in light Modelspan, doped, and dusted with acrylic thinned with duco thinners. Don’t ask the weight – I’ve never weighed it, but it climbs like the clappers, but has only a marginal glide, probably due to all that wind resistance”.

Thank you Bruce; the B45 looks a very nice model – any chance of a plan? Moving the cg back and controlling any power stall with a downthrust tab might do wonders for the glide.

A Plethora of Profiles



The Keil Kraft ‘Shadow’ Shooting Star (left) is a fine looking model. True, I have taken some liberties, fleshing out the fuselage *a la* the Veron Quickys, but (a) I’m sure modellers did this in the old days and (b) the effort is well worthwhile. It weighs about 21g with an empty Jetex 50C; if it flies as well as the Attacker I shall be well pleased.



I sent a ‘kit of parts’ for the Attacker to Chris Richards, who has fond memories of his first one, some fifty years ago. The template was printed on to iron on transfer paper, which sticks to balsa very nicely, its drawback being, as I warned Chris, that the model has to be assembled with cyano glue, as neither balsa cement nor PVA glue will stick to the treated surfaces. Transfer paper is quite expensive; reducing the span from 13" to 11" allowing the parts to be printed on only two of the A4-size sheets. When Chris sent me his photos, I was surprised he had made not one, but two, Attackers. Chris explains: “I took my ‘kit’ to the local print shop, which made colour photocopies, onto ordinary paper, at 118%.



Top left: KK Shooting Star, with red wings and a black fuselage. This may be wrong: Walter Snowdon (*pace* David Lloyd Jones) reckons it was printed in only one colour – red! **Bottom:** the smaller of Chris Richards’ Attackers. Note the crisp panel lines and depth of colour, the fruit of much labour in *Paint Shop pro*.



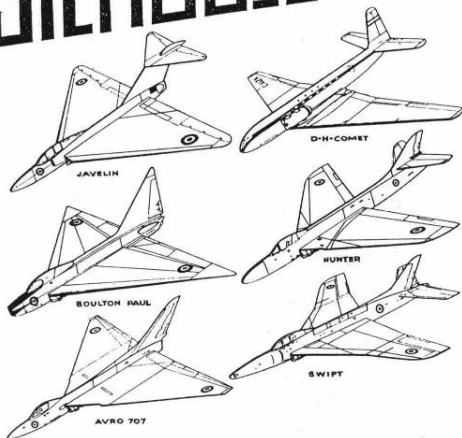
Top: Chris Richards' two Attackers; the larger 13" span version is in the foreground. **Below:** Veron Quicky Thunderjet with Jetex 50.

The paper was stuck onto balsa with a *Pritt stick*. This worked well, and though the result is a little heavy it glides well". Chris's larger Attacker looks good to me and I'm glad he has 'fleshed out' the fuselage. To mollify any hurt feelings I might have had about what was done with my oh-so-carefully prepared templates, Chris told me the story of his first Attacker (cue music from the Hovis advert): "The 'Marl Hole' was a local clay pit, dug out many years before and now filled with water. At one end was a 50' cliff, and this seemed a suitable venue for a first test glide. Inevitably the Attacker didn't quite make it to the other side, and ended up in a reed bed, fortunately above the water. I had to wait until my father got home, but we managed to retrieve it with a fishing rod and line with a wire hook on the end. Having survived this adventure it then flew, I think, quite well under power.

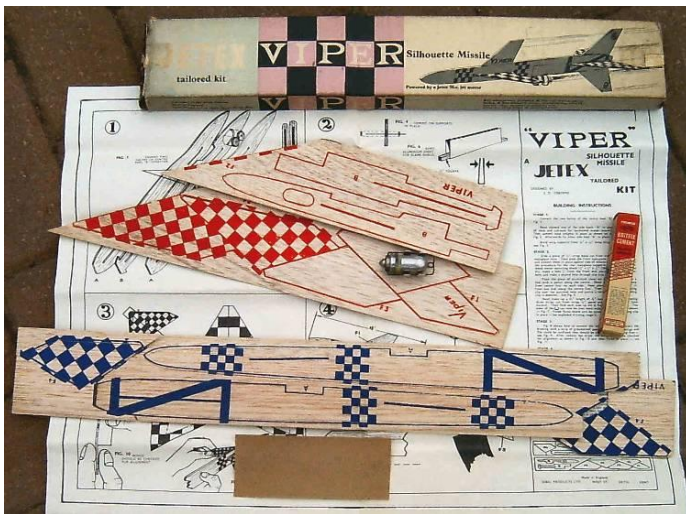
If my first Attacker had survived trial by water; my second, in 1976, was not so lucky with fire. It was a very hot year, and it was flying well, until, after one notable flight, all that was left was a pile of ashes!"

I look forward to seeing Chris's new Attackers at Old Warden next year. We have not seen a genuine Jetex conflagration since Andy Blackwell's Skyray immolated a couple of years ago and nobody has (yet) landed in the lake.

A NEW *Skylanda* RANGE
SILHOUJETTES



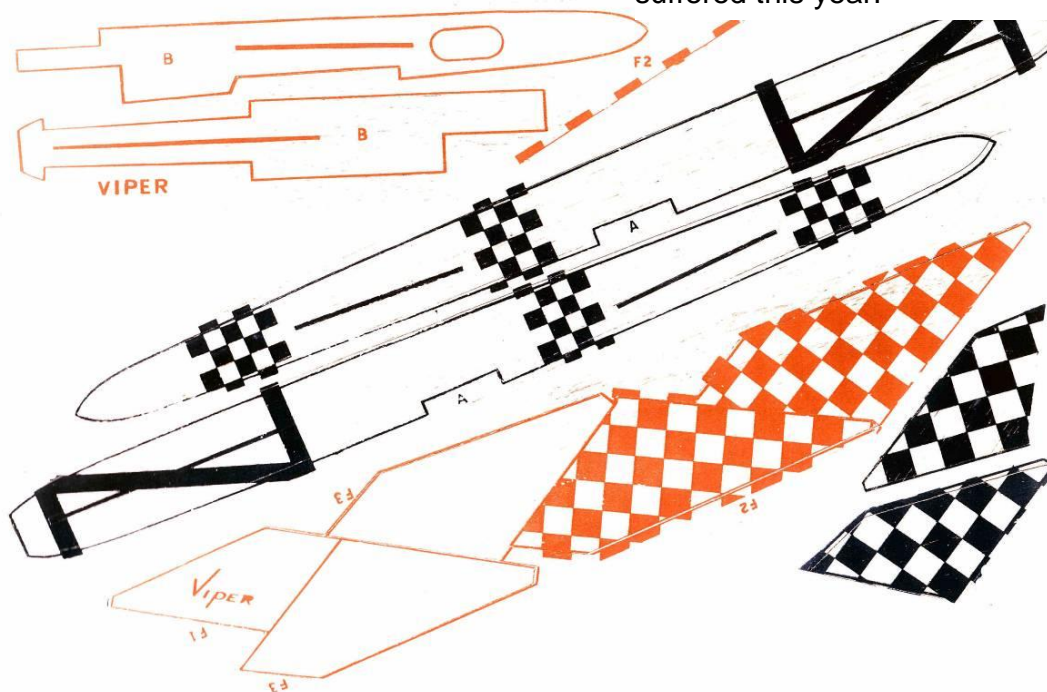
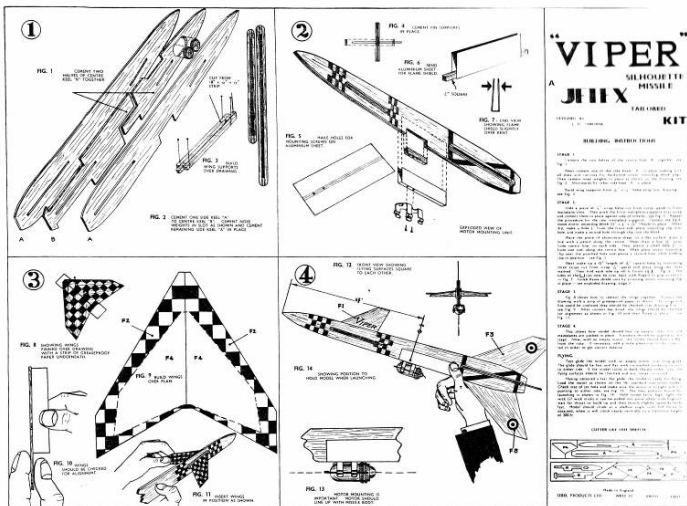
The recently-acquired Veron Quicky Thunderjet (and no, I am not going to tell you what I paid for it) has now been measured up, scanned and cloned (see above left) before being returned to eBay with what might appear to be undue haste. It is as attractive as its stable-mates, and, at under 12" span, should have a ballistic performance with a Jetex 50. If any reader wants templates for either of the Keil Kraft models, or the Veron Panther, Sea Hawk or the 'all new' Thunderjet please let me know. Alternately, at some extra expense, a kit of balsa parts can be supplied. These sorts of models really are an excellent introduction (or reintroduction) to genuine Jetex flying and go well with any Rapiers of uncertain vintage you may have lying around.



Early adverts for the KK 'Shadow' series imply the Shooting Star and Attacker were only the first two in the series. Does any reader know if there were any others?

As pleased as I am to have completed the 'set' of Veron's Quickys (and possibly KK Shadow series) I am sad that not one of Skyleada's extensive range of 'Silhouettes' (see previous page) has yet come to light. I have seen no examples of a kit, and nobody appears to have tracings. In consequence, we know very little about these wonderfully named models – for example, were they screen printed and the parts die cut? I live in hope that a reader will find an example in his loft and resist the temptation to put them onto eBay before sending me scans.

To end this column, and the year, on a high note, I have at last been able to obtain a mint Jetex Viper (again, at some damage to Jetex Jim's PayPal account). The Viper, reduced to 11" length from the original's 17", it should go well with an L2 and would be very suitable for the windy weather we have suffered this year!



Above: At last and for the first time in *SAM Speaks!* Templates for the Jetex Viper. The wings were originally nicely screen-printed with a red chequer. I reduced the scans slightly so as to fit my A4 printer. Serendipitously, this also makes them the perfect size for a Rapier L2. I hope we will see several blazing their way over the skies of Old Warden next year. Let me know if you would like copies of the template.