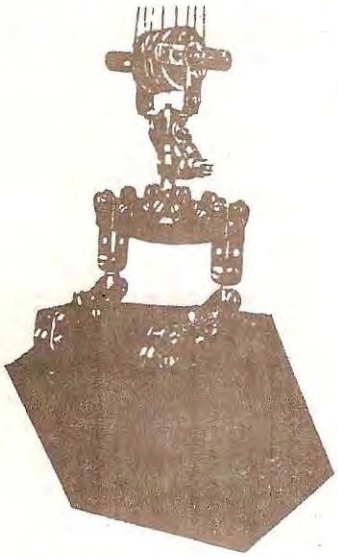
SMG NEWS



SEPTEMBER 1989

No. 27

THE SHEFFIELD MECCANO GUILD

In this issue we report on the Guild's Exhibition at Kelham Island Industrial Museum, held on the 22nd/23rd of July. This annual 'do' was marred somewhat by an unfortunate event- the museum Curator double- booked the Guild with a theatre Group! This meant that we were unable to use the Exhibition Rooms until mid-day Saturday, but in the event we were given the use of a Storeroom near the entrance to the Museum.

This was not as bad as it might seem, since the available room was just right for the number of exhibitors, and it gave us the opportunity to inspect museum pieces not normally on public view. The general consensus was that the room was adequate and appropriate, and we had no need to move over to the exhibition rooms when the theatre group vacated the premises.

Doubtless the most un-British weather affected the attendance figures; the Museum staff said that the place was always busier during poor weather, and in such heat many people understandably do not place visiting museums at the top of their list of things to do. However, those who did come appreciated the show, and the number of foreign visitors was pleasing.

The model featured in this issue is an ultra- modern Jet Fighter, another 'miniature' which goes well with the Biplane in the March issue. Charles writes his Chairman's page after returning from what is to be assumed was a bird watching holiday, since he titles it 'Chirps from the Chairman'.

Last, but by no means least, the SMG Trophy was awarded on the Sunday afternoon of the exhibition. Third place went to Mike Beadman, second place to Russell Carr, and in first place was Rob Mitchell, who put on such a large show of models, there is not room to mention them all in the Model Report! A well deserved award to a most prolific and inventive Meccanoman.

See you all at Norton for the AGM on OCTOBER 14th.

MIKE BEADMAN

CHIRPS FROM THE CHAIRMAN

I am writing this a couple of days after returning from a very enjoyable holiday in South Devon, where along with my two grandsons and their dad Michael, I once again had the privilege of visiting the old maestro Brian Rowe.

Some of his fine models were described in MECCANO MAGAZINE long before the war, but with the passage of time his enthusiasm has in no way declined, and he is still designing, constructing and exhibiting superb models, whilst his collection of sets and parts of every era is awe-inspiring.

Both being of the older generation, he and I find ourselves seeing eye to eye on most matters. We saw his latest steam engine, which I am hoping to build from his instructions before too long.

No doubt most of us would like to build a model that no one else has thought of; but with the wealth of talent that exists, this is becoming increasingly difficult. About the only time I have managed it was when I built "Give it a whirl" based on Noel Edmunds' "Late Late Breakfast Show". However, whilst on holiday, I saw a unique amphibious vehicle totally unlike anything I have ever seen before, so I photographed it from all angles with a view to reproducing it in Meccano. (Although I bet someone else will have made one!)

At the moment, other responsibilities have to take precedence over model building, but I expect to see you all at the Norton meeting and A.G.M. on October 14th.

Till then, happy modelling!

Charles Hatfield

SHEFFIELD MECCANO GUILD BADGES

Since the advertisement for the Guild's splendid badges appeared in the March issue, the Secretary has been completely underwhelmed with orders! Such a shame, because they are desirable items, made of hard wearing plastic, about three inches by two; your name is printed below a tasteful Meccano frame, which contains the words 'SHEFFIELD MECCANO GUILD'.

What is more, the badges are available in a choice of three colour schemes- Blue/Gold, Red/Green, and Blue/Yellow.

The badges are a bargain at only £2 each. Send cheques, payable to the Sheffield Meccano Guild, to the Secretary, stating your colour choice.

MODEL REPORT, KELHAM ISLAND, JULY 1989

Exhibitor attendance was well down on previous years, just as well really, due to a severe shortage of tables. There were in fact only twelve exhibitors, and the storeroom into which we were shunted was barely large enough for our purposes.

Originally, the museum curator had planned to put us in the Engine Room, where the vibrations from the mighty River Don Engine would have disintegrated the odd Orrery.....other problems would have been the heat, the sloping floor, and the space taken up by a ruddy great horse drawn carriage!

Public attendance also was low, especially on the Saturday, and perhaps should be a topic for discussion at the AGM.

Models on Show

Out of the brassy heat and into the dusty cool of the storeroom staggered John Bader with a Traction Engine from the May '65 MM, and a SuperMeccanograph from the pages of CQ. This model is a joy to watch in operation, producing myriads of unique patterns. And who is this lurking in the dim depths of this industrial archaeologist's lumber room? It's Mike Beadman, with a Ducati Motorcycle and sidecar, a 'Cumbak' from CQ, and a 'flying' aircraft model inspired by the '70's Flying Jets manual model. ('Michael, is that a manual model?', 'No, it's motorised!')

Up t'other end of the tables was Richard Bingham with his 'Sychronous' (it says here) clock. Russell Carr, a new lamb to the fold, also showed a synchronous clock, but unusually and most creditably he used it to time his excellent Hunslet Channel Tunnel Rack Locomotive, a most splendid model which ran up and down a length of inclined track.

Frank Grant arrived with two Green, Red, and Silver models; a Kientz Oscillating Engine, and a 'fun ball' machine which uses a lift to raise balls to the top of a series of inclined runways. Mercifully Brian Harper supplied a brief explanation of his Froment-Reclus electric pendulum clock, based on the original in the National Science Museum. Brian says:- "The Curator kindly furnished me with a written explanation. My model is based on this. 'Froment' means 'Free movement', i.e. the pendulum does not have to drive a mechanical escapement. 'Reclus' means 'Slave Unit', i.e. in isolation-(recluse)".

The sun continued to beat down. Charles Hatfield looked after his one man show, consisting of a range of Red, Blue and Yellow models-the 'Tale of Too Sittys' collection included an Eiffel Tower, Tower Bridge, Guillotine, Hoarding and Signpost. Charles also showed his Magic Windmill, Overtype Steam Engine, and a mains motor powered Beam Engine.

Richard Kent showed a fine collection of Yellow/Black models. Paticularly effective in these colours was the flat-backed Lorry, and a 1970's 9 set Gantry Crane. Richard also showed a 1950's MM Fork Lift Truck, and a small vertical Steam Engine. Iain McKenzie parked his full size Dinky Toy outside, and unloaded a Kearney's Monorail (powered by a PDU buried between a pair of dead E20R sideplates!). Other goodies included a model Van, a Blue/Gold Set 10 Traction Engine, a pair of dealer's display models, and a Grasshopper Engine from SMG News.

Rob Mitchell, after grovelling around trying to find a power point, set up a large collection of models, which included:- a family of 'Things', (Rob's design of walking model), which consisted of a 'standard' version,

an 'intimidating' version with Spaceset missile launchers, and a 'Total Aggression' Thing equipped with a large spring loaded hammer which completely vanquished the mechanised opposition. A close relation to the 'Things' was the six legged walking 'Bug', also on show was a four differential Gear Train which produced the Lunar Synodic Period. Last, but not least, was the 'Steamerpillar' a tracked vehicle built around a Mamod steam engine. This vehicle can climb 1 in 3 gradients.

Meccanographs are very popular with the visiting public, and Frank Singleton's example was no exception. Built to Frank's own design, it was neatly turned out in dark Blue and Yellow.

Michael Whiting's Saturnian Orrery was full of fascinating movements and unorthodox gear combinations which must surely have uses in other fields of Meccano modelling. An extremely clever and well thought out model. The Orrery shows Saturn and its seventeen moons, all periods of revolution correct to within 1%. Michael also showed a Pierrot and Harlequin Clock, a Konkoly Living Head, and a Voiture du Maitre.

The Guild officers were somewhat bemused to find an anonymous donation of £1.20 in the voting slip box! It is to be assumed that this was a gesture of thanks from a visitor who found such talent on display in a free exhibition. As has been said, the public was a bit thin on the ground this year, but clearly someone enjoyed themselves, and thank you, whoever you are.

From
'Off the Rails'
By Patrick Wright
David & Charles Pub.

JET FIGHTER

Designed and described by

Mike Beadman

An ideal stablemate for the Biplane described in issue 24, this agressive looking little aircraft has the same wingspan but is half as long again. I've been making model aircraft for much longer than I've been a Meccanoman, and to be able to combine the two hobbies by making aircraft in Meccano is a great pleasure.

Construction begins by shaping four 2½" Strips to the shape shown on the drawing. A strip bending machine is useful, and since the Strips are not seen in the finished model, you can use any old rusty ones. These Strips form the cross members for the top of the main fuselage section, which is basically two boxes representing the jet engines. The top edges of this section are two 5½" Angle Girders, with the round holes on top, fastened together with the four formed Strips, sandwhiching the 2½x2½" and 2½"x1½" Plastic Plates which fill in the top of the 'boxes'. Overlaying the 5½" Angle Girders, and starting from the second hole from the front, on each side, are a 2½"x1½" Triangular Flexible Plate and a 2½"x 1½" Flexible Plate, overlapped one hole, so that there is a clear hole at the rear of the Angle Girders. These plates form the wing roots.

The sides of the 'engines' are made from a 4½ Flat Girder, fastened to the third hole from the front and the rearmost hole of the Angle Girder, and a 5½ Flat Girder overlapped seven holes. The 5½" Flat Girders are mounted on the inside of the Angle Girders, and are curved inwards slightly at the rear by means of three Washers on the rearmost Bolt. a 1½" Strip is attached to the front side hole of each Angle Girder, and is angled as shown in the Side View.

Before completing the engine section, it is necessary to attach the Strips which form the cockpit rear and top, since the bolts holding them will soon be 'ungetattable'. The cockpit top is formed by a 4½" Strip which needs to be curved along the lines of the Side View. The cockpit rear strip, 3½" long, is bend downwards by about 15° one hole from the front end. This Strip is attached to the centre front hole of the engine section leaving two holes protruding forwards. The cockpit top Strip is attached to the engine section five holes from the front, by its rearmost hole. The bolt that holds this Strip also holds the rear of the cockpit rear Strip.

The inner sides of the engines consist of two 5½" Flat Girders, seen end on in the full size Sectional View, and in the Side View. They protrude two holes at the front, and are fastened to the inner Angle Girders by the slotted holes, using two ¾" Bolts passing through both Angle Girders and both Flat Girders. The rear Bolt passes through the rearmost holes of the Flat Girders, and the forward Bolt through the fourth holes from the front- do not tighten this Bolt until the cockpit is completed.

Cockpit

A No. 90 2½"Curved Strip is attached to the front lower hole of each of the protruding Flat Girders. Each strip should be bent outwards by about 10° at the second hole, then back inwards again at the fourth hole. Similar bends should be formed in the 2½" Strips attached to the upper front holes.

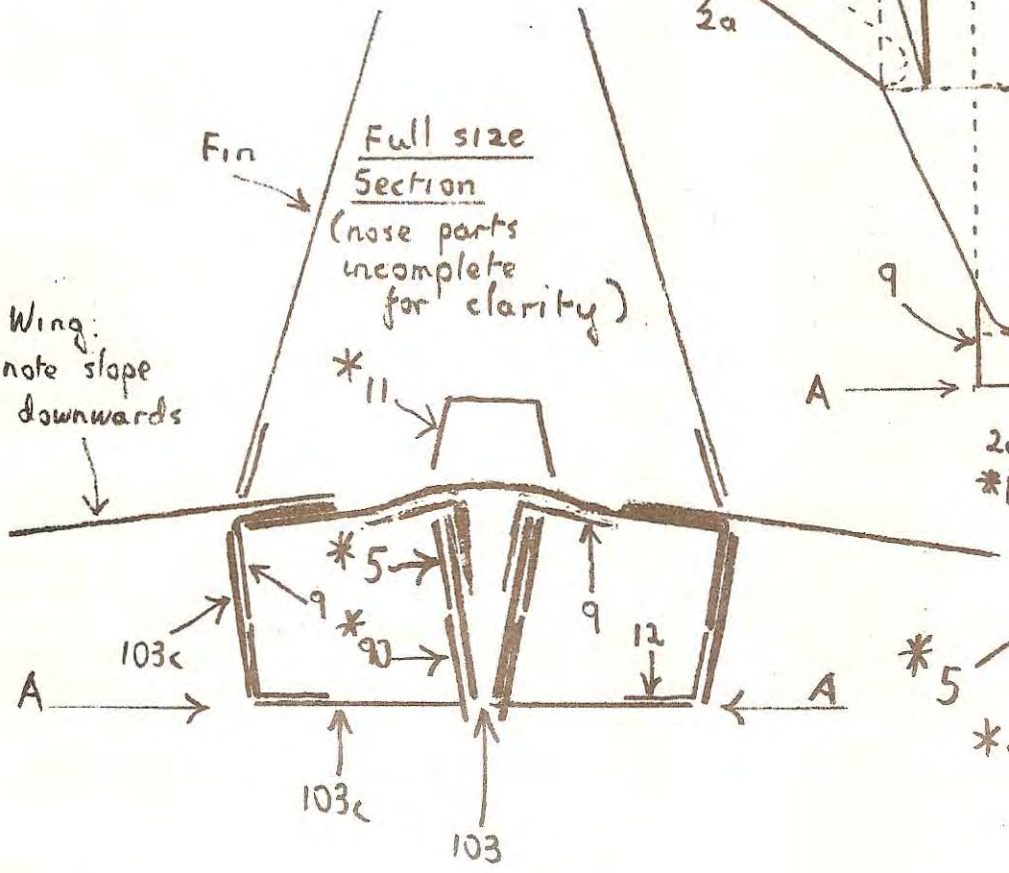
JET FIGHTER

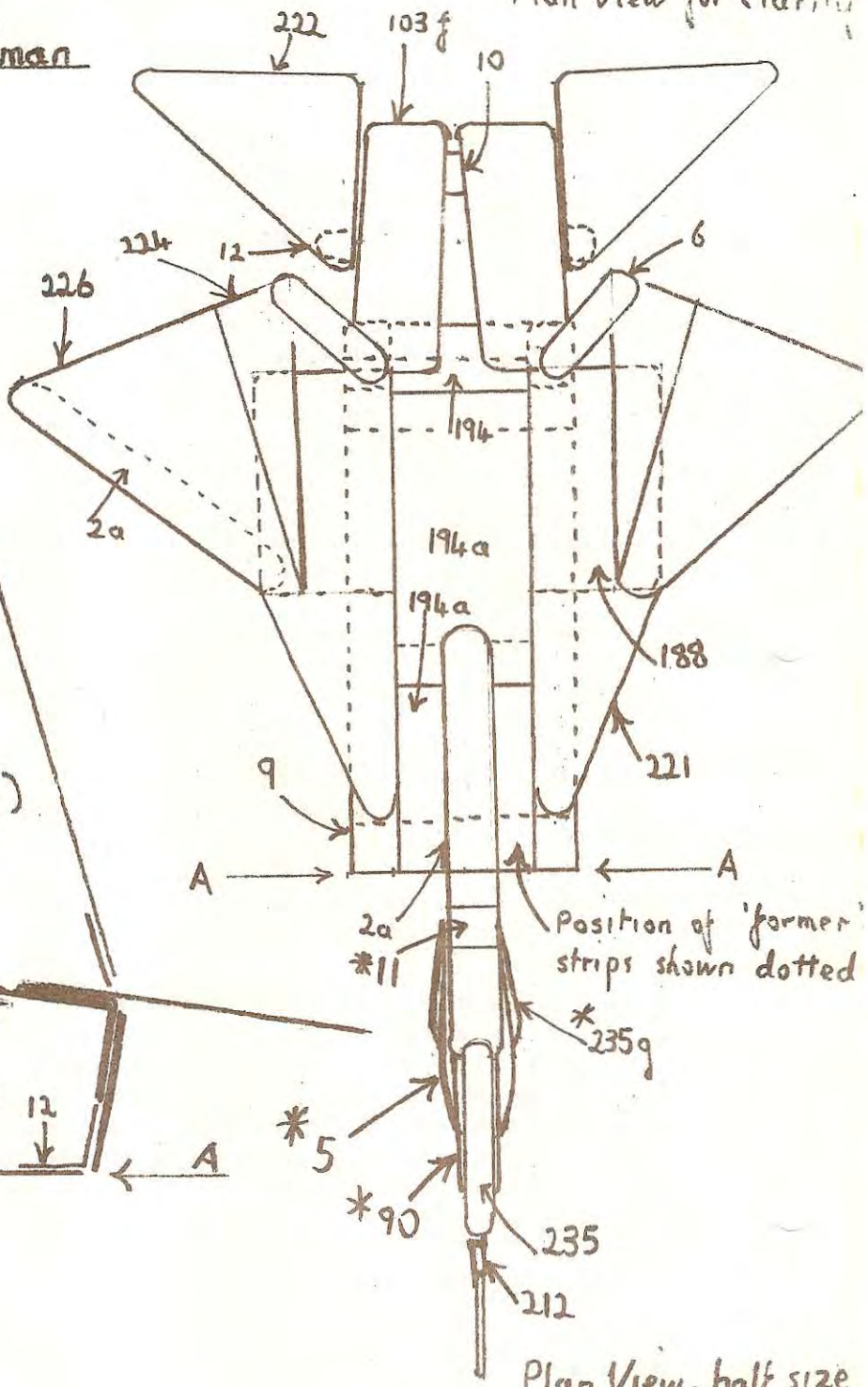
Designed by Mike Beadman

Fins not shown on Plan View for clarity

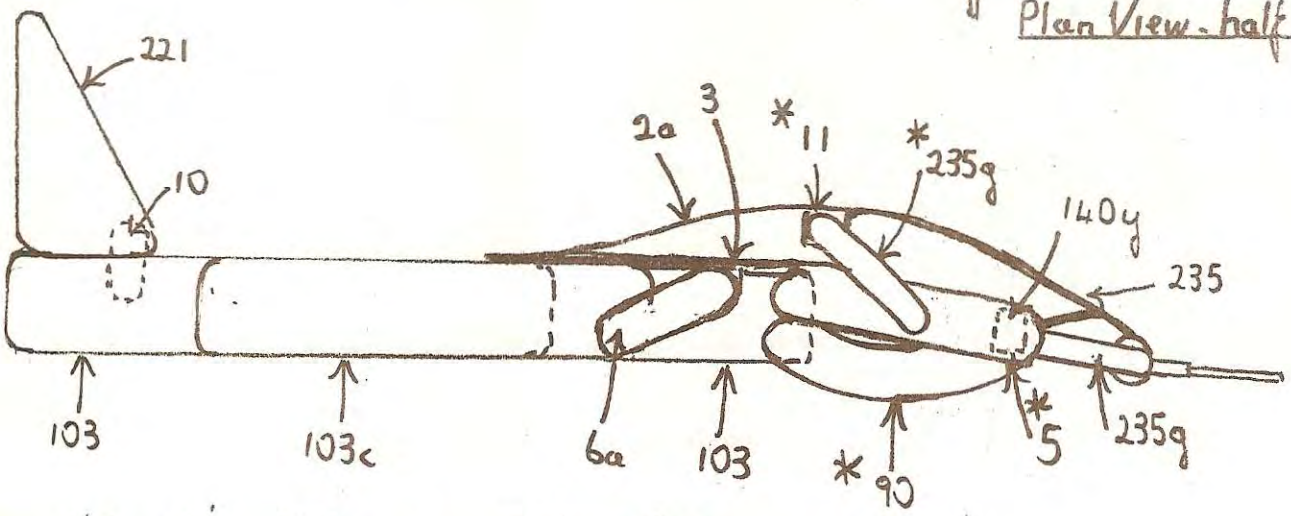
Edge View
Fuselage upper former

2½" Strip - 4 off.





Plan View - half size



Side View - Half size Wings + Tailplane not shown.

Note that, on the drawings, parts are marked with an 'asteroid' simply as a cross- reference.

A Double Bracket, lugs bent out slightly as in the front view, is attached to the third hole from the front of the cockpit top strip. 1½" Narrow Strips are attached to the lugs, angled downwards as shown.

The front holes of the Strips which form the cockpit sides are fastened together by a 'Spider' Collar (140y) using one pair of tapped holes. A pair of 1½" Narrow Strips are also attached to the Collar by these holes. The front ends of the Narrow Strips are brought together to form the nose, and the bolt that holds them carries a Rod and Strip Connector, spaced slightly to one side on the bolt by Washers to centralise the axle holding bit.

The lower tapped bore of the Collar holds a 1½" Strip by its front hole, while the remaining tapped bore holds a 2½" Strip by the second hole from the front, which forms the cockpit floor.

The cockpit top strip is extended to the nose by a 2½" Narrow Strip overlapped one hole. This Narrow Strip is also attached to the front hole of the floor by the second hole from the front.

The cockpit is a bit fiddly, but once it's 'squared up' the front ¾" Bolt can be tightened to help pinch everything together.

Fuselage Completion

Ensure the cockpit and existing fuselage structure is tight and square before proceeding. The fuselage box lower consists of a pair of 4½" Flat Girders attached to the sides by ½" Angle Brackets, while the fuselage top is extended by a pair of 2½" Flat Girders attached to the rearmost holes . The Flat Girders are fastened together one hole from the rear by a Fishplate.

On each side of the fuselage, in the upper hole third from the rear, is attached a ½" Angle Bracket, lug facing outwards, and a Fishplate, bent slightly inwards at about 10° . The 2½" x 1½" Triangular Flexible Plates which form the twin fins are attached to the Fishplates, while the 2"x 2½" TFP's which form the tailplanes are attached to the Angle Brackets. It is suggested that the Angle Brackets are also bent upwards by 10° to form a right angle with the fins.

Wing Completion

The outer wing panels consist of a compound triangle made of an overlapped 2½"x3½" and 3½"x 1½" Triangular Flexible Plate. The front edge is reinforced by a 3½" Strip, while the rearmost hole is braced to the rear inner hole of the wing root plate by a 2" Strip.

Note that the wings should slope downwards. With the model on a flat table, the tips should be about ⅜" off it.

The model is completed with a 2" Rod in the nose Rod and Strip Connector.

Parts Required

Part No.	Qt.	Part No.	Qt.	Part No.	Qt.
2a	3	12	2	140y	1
3	1	17	1	188	2
5	4	90	2	194	1
6	2	103	4	194a	2
6a	3	103c	2	221	4
9	4	103f	2	222	2
10	3	111	2	224	2
11	1	111a	1	226	2
				235	1
				235g	4

Nuts, Bolts and Washers as required.

DIARY DATES- 1989 and 1990

Sept.	North Midlands Meccano Guild, AGM, Oxton.
Sept.	W. London Meccano Society, Club Meeting, Greenford.
Sept.	Midlands Meccano Guild, Club Meeting, Alcester.
7th Oct.	Runnymede Meccano Guild, Club Meeting, Ottershaw.
4th Oct.	SHEFFIELD MECCANO GUILD, AGM, NORTON.
25rd-28th Oct.	Telford Exhibition.
28th Oct.	Holy Trinity Meccano Club, Club Meeting, Hildenborough.
11th Nov.	S.E.London Meccano Club, Club Meeting, Eltham.
18th Nov.	NEMS Exhibition, Darlington.
18th Nov.	W.London Meccano Society, Club Meeting, Greenford.
25th Nov.	Henley Society of Meccano Engineers, Club Meeting, Henley.
27th-3rd. Jan. 1990	London Transport Museum Exhibition, Covent Garden.
10th March	W. London Meccano Society, Club Meeting, Greenford.
31st. March	Midlands Meccano Guild, Club Meeting, Alcester.