

NEW Clarion

SAM 1066 Newsletter

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I Pad users: If you are having trouble opening the New Clarion, hold your finger on it to display a menu, then select "open in new tab". You will find the new tab to the right of the SAM1066 tab.



*Happy New Year
To You All*



- ★ Editorial
- ★ A Look Back at the Past
- ★ Topical Twists Jan. 1954
- ★ Zeppelins
- ★ News Review
- ★ My Models: No.1
- ★ Engine Analysis: ALAG X-3, 2.5cc
- ★ The Saga of Sandy McGuire
- ★ John Thompson
- ★ Heard at the Hangar Doors
- ★ Couprofile No.7 Dusan Jiricny
- ★ The DBHLibrary (Magazines)
- ★ Indoor Isn't For Everyone 60
- ★ Secretary's Notes for January 2023
- ★ Plans for the Month
- ★ Cancelled North Luffenham Event
- ★ Events and Notices
- ★ Provisional Events Calendar
- ★ Useful Websites

Contents	Page
-	2
Roger Newman	3
Pylonius	13
Editor	14
Model Aircraft December 1947	18
Martin Hurda (Czech Republic)	20
Aeromodeller Annual 1958-59	22
Aeromodeller Annual 1948	23
Editor	24
Aeromodeller April 1956	27
Peter Hall	29
Roy Tiller	31
Nick Peppiatt	35
Roger Newman	37
Roger Newman	40
Gavin Manion	42
-	44
-	54
-	55

Editorial

Here we go for a new year, fingers and toes all crossed for a decent flying season. There seems to be a vague chance of the FF Nationals being back at Barkston, but don't hold your breath.

Indoor meetings here in the Midlands may be on again as negotiations with Sneyd are being undertaken. Mind you a pool of regular attendees will be the deciding factor together with cost to fliers. I think £10 for a three hour meeting is about the limit.

Could one or two of you indoor fliers please write a short report on your meetings, as copy is short this time of year. Nothing elaborate is necessary, just a picture or two with captions will suffice.

Details and pics of any winter projects would also be appreciated, someone must be building something somewhere.

Right, what have we got in this New year issue:

First up is our Secretary Roger who, in response to my request for copy, has trawled through the odds and end on his computer to put a compendium of things of interest together

Pylonius has his regular swipe at Radio Control and then a discourse on model box sizes and methods of reduction and transportation.

Having seen Rogers bit on Zeppelins, I dug out my book 'The Zeppelin Story' by John Christopher and I have copied some of it and will publish a few bits and pieces from it in future NC issues. These goliaths of the skies must have been awesome sights.

News Review Dec 1947 is somewhat historic as it tells of the recognition of model aircraft flying by the Civil Aviation Authority.

I have in hand a wonderful collection of Model Aircraft pictures from a Martin Hurda, a modeller in the Czech Republic. The first in his series is Sal Taibi's 'Brooklyn Dodger'.

The Engine Analysis is the 2.5 Alag X3 diesel, I seem to recall someone owning one, probably John Bickerstaffe, and, if memory serves, it was a reliable performer.

Next is a bit of Aeromodeller Annual nonsense, followed by a piece by myself on our late chairman John Thompson, sparked by a picture from Ray Elliott.

Heard at the Hangar Doors from 1956 talks of rule changes for 1957. One item is the abolishment of the 'Rise off ground' rule. I did not recall it being that far back.

Peter Hall has been at again with a Couprofile of Dusan Jiricny. It interesting to hear how various modellers think.

Our three regulars weigh in with their pieces:

Nick Peppiatt with his 60th article, continuing his look at Bill Brown and the wonderful Brown .005 CO₂ motors. These little CO₂ motors fascinate me but I think operating one would be beyond my bumble fingers.

Nick advises that following last year's success there will be another High Wycombe indoor meeting on 12th February 2023. I trust someone will report on it for us.

Our archivist Roy Tiller with his 143rd report on magazines, this time Swedish model mags.

To wrap up this first New Clarion of 2023 we have our Secretary's Notes followed by the usual three plans for the month.

Happy new Year

Editor

Whilst having a browse through the stack of accumulated stuff on my laptop that is vaguely or directly associated with our hobby, it occurred that some of it may have appeal to those who read the New Clarion. So perhaps very short reviews of some of it may be in order. For anyone who is interested in any of the documents listed below, perhaps I can work out a means of transferring information - maybe the easiest solution is for anyone that wishes to have files is to post me a memory stick & I will transfer the items to it & return it.

Contact me on email - rogerknewman@yahoo.com

So what is this accumulated stuff - well, a motley collection of scanned books, catalogues from open source websites & from friends in Italy who have taken the time & trouble to scan & store documents from all over - those mentioned below are in English language text format, there are others - in French, Italian & Russian.

The problem with scanned documents (mostly) is that the file sizes can be rather large - hence the above comment regarding transfer of information, thus where possible the size of individual document files is noted.

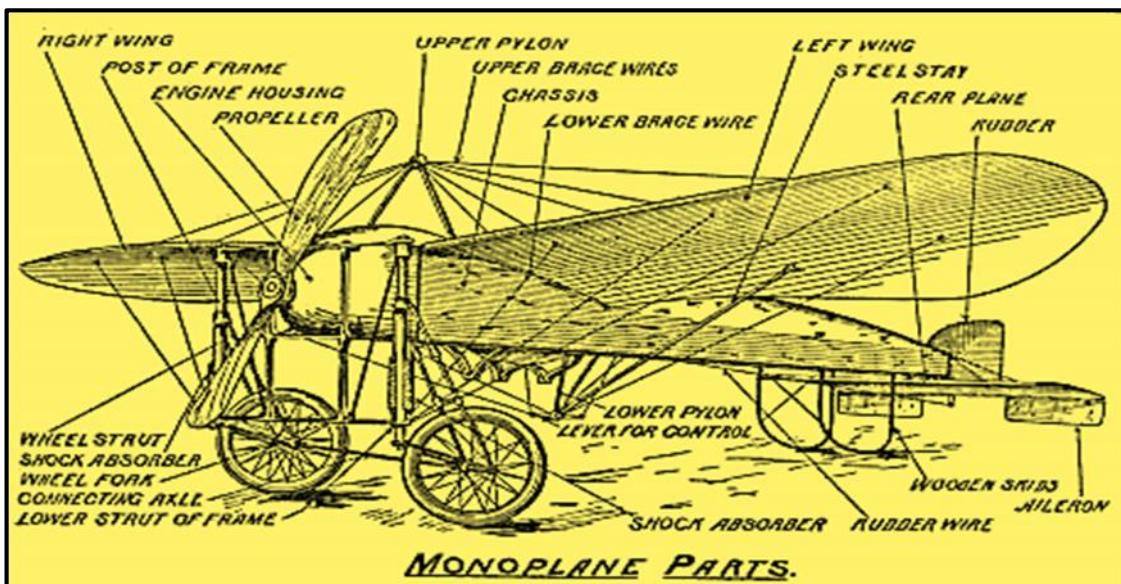
Here then is a list:

Aeroplanes: 1915 – 10Mb
 Airships past & present: 1907 – 31Mb
 Applied Aeronautics: 1918 - 9 Mb
 Aviation Engines: 1917 – 18 Mb
 Boys Book of Model Aeroplanes: 1910 – 8 Mb
 Harpers Aircraft Book: 1913 – 25Mb
 Model Aeroplanes & their motors: 1916 – 18Mb
 Model Motors 1940
 Monoplane & Biplane design & construction: 1911 – 50Mb
 Scale Model Aircraft Construction Procedure – 10Mb
 The Design & Construction of Model Aircraft
 The Second Book of Boys Model Aeroplanes: 1911 – 11Mb
 The Theory & Practice of Model Aeroplaneing: 1910 – 22Mb
 Zeppelin: Story of a great achievement: 1922 – 19Mb

Taking some of these, there follows a brief outline of content & typical illustrations

Aeroplanes 1915

Author is J S Zerbe, published in 1915 by Cupples & Leon Company & scanned by UCLA Santa Barbara. A 264 page treatise of early aeronautical work including over 90 illustrations - one of which is shown below:



Airships Past & Present

Author is A Hildebrandt, a Captain & Instructor in the Prussian Balloon Corps. Some 394 pages primarily concerned with ballooning "in connection with Meteorology, Photography & the Carrier Pigeon" with well over 200 illustrations. Published by Constable & Co of London in 1908 & scanned by UCLA.

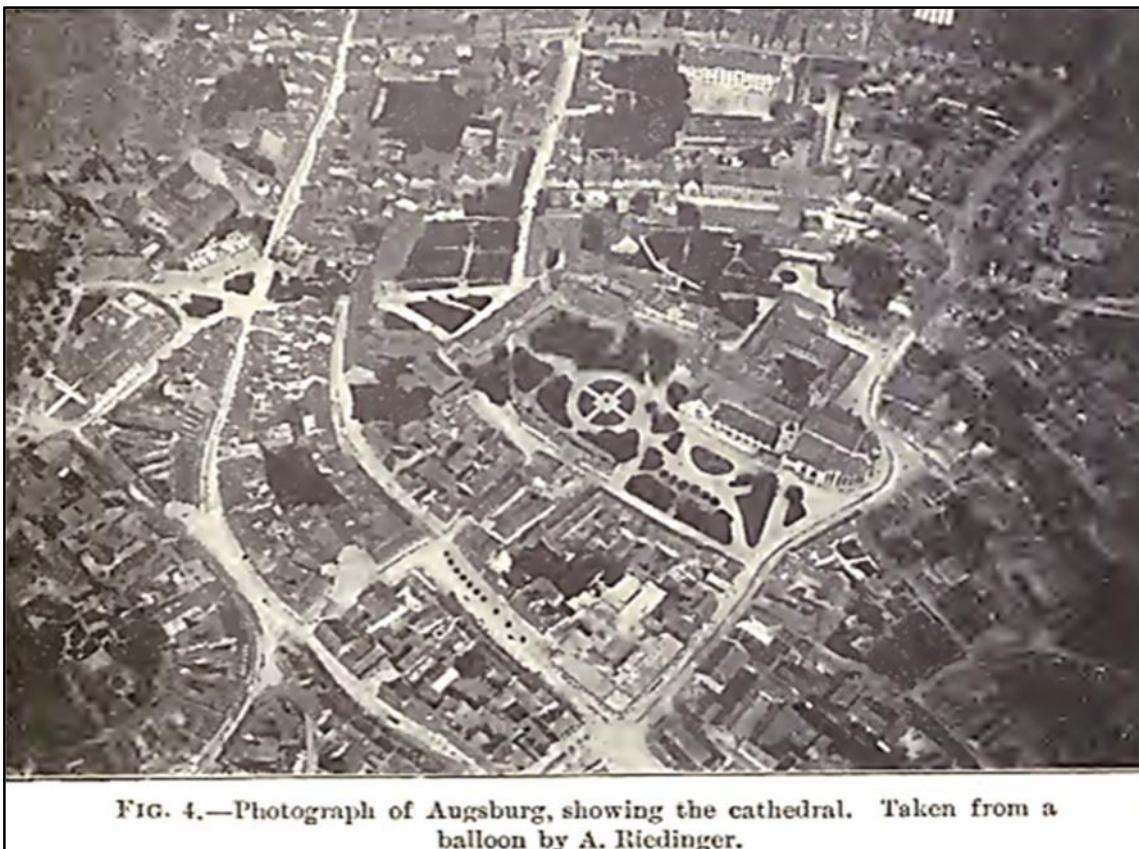
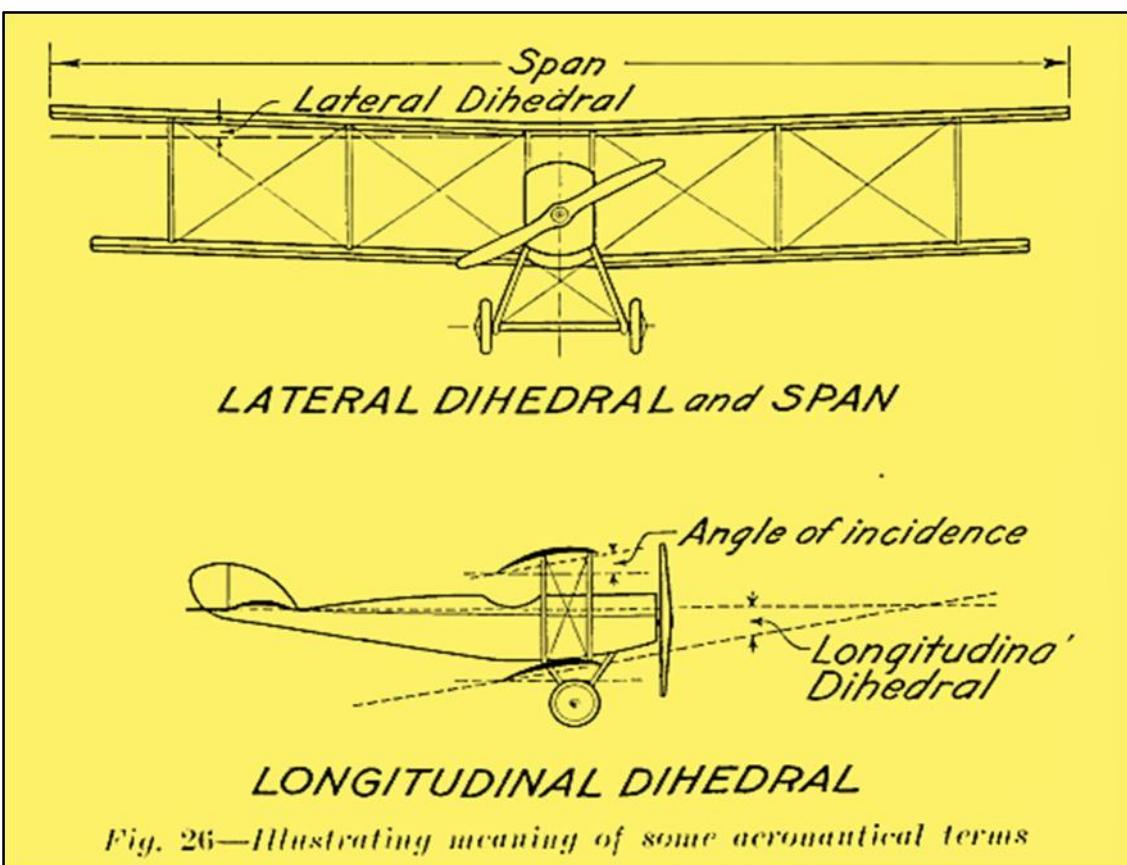


FIG. 4.—Photograph of Augsburg, showing the cathedral. Taken from a balloon by A. Riedinger.

Applied Aeronautics - the Aeroplane



First edition published in 1918 by Airplane Engineering Dept, McCook Field, Dayton, Ohio. Some 132 pages of text based mostly on lectures given at the US Army School of Aeronautics. Very interesting in as much it covers both theory & practice of flight & how to handle real aeroplanes of the time.

Aviation Engines

A COMPLETE, PRACTICAL TREATISE OUTLINING CLEARLY THE ELEMENTS OF INTERNAL COMBUSTION ENGINEERING WITH SPECIAL REFERENCE TO THE DESIGN, CONSTRUCTION, OPERATION AND REPAIR OF AIRPLANE POWER PLANTS; ALSO THE AUXILIARY ENGINE SYSTEMS, SUCH AS LUBRICATION, CARBURETION, IGNITION AND COOLING.

I INCLUDES COMPLETE INSTRUCTIONS FOR ENGINE REPAIRING AND SYSTEMATIC LOCATION OF TROUBLES, TOOL EQUIPMENT AND USE OF TOOLS, ALSO OUTLINES THE LATEST MECHANICAL PROCESSES.

BY

FIRST LIEUT. VICTOR W. PAGE, A. S. S. C., U. S. R.

Assistant Engineering Officer, Signal Corps Aviation School, Mineola, L. I.

Author of "The Modern Gasoline Automobile," Etc.

Published in 1918 by Henley Publishing Company of New York, this is an early comprehensive coverage of the design, construction & repair of aircraft engines from those early days, again liberally illustrated.

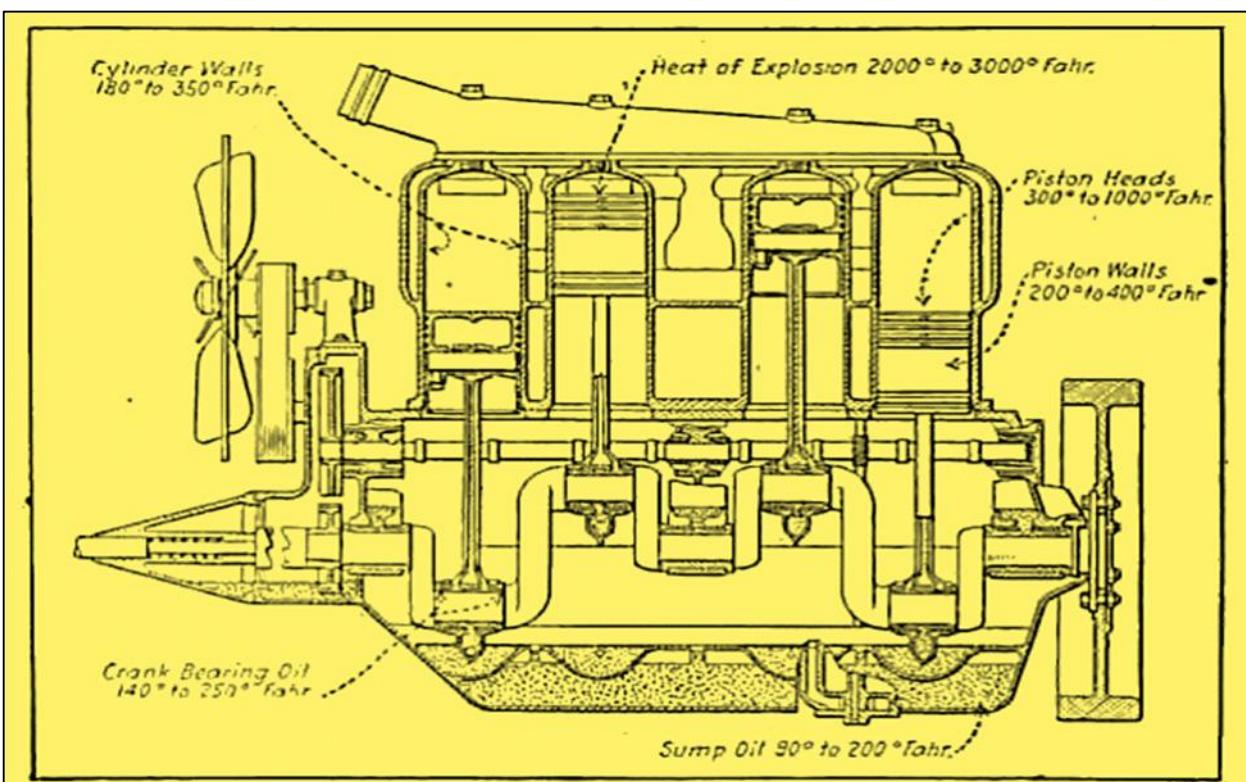


Fig. 81.—Operating Temperatures of Automobile Engine Parts Useful as a Guide to Understand Airplane Power Plant Heat.

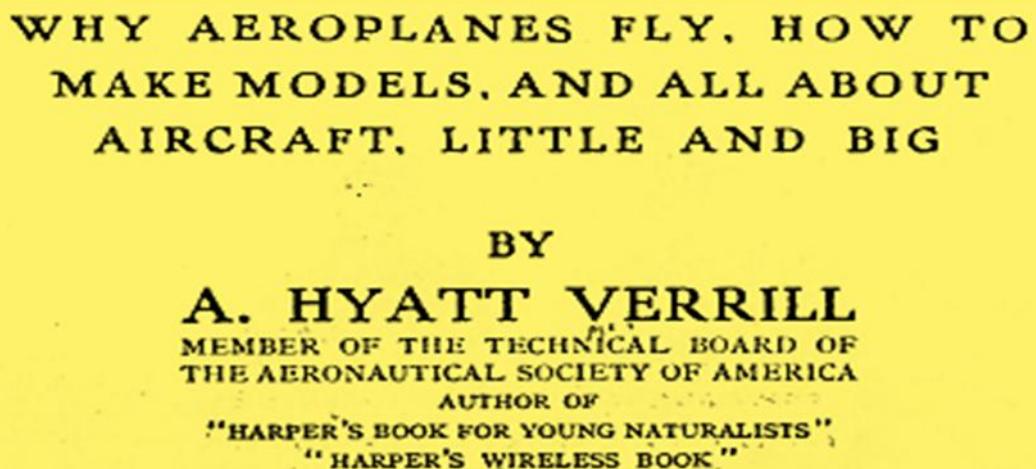
Boys Book of Model Aeroplanes

This is a 324 page journey of how to build & fly model aircraft, in conjunction with coverage of the history & science of full size aviation as seen by one Francis Collins in 1910 & published by the Century Company of New York in 1910. Many illustrations of early models.



Harper's Aircraft Book

Another early publication of 258 pages from 1913, covering flight, full size & model aircraft.



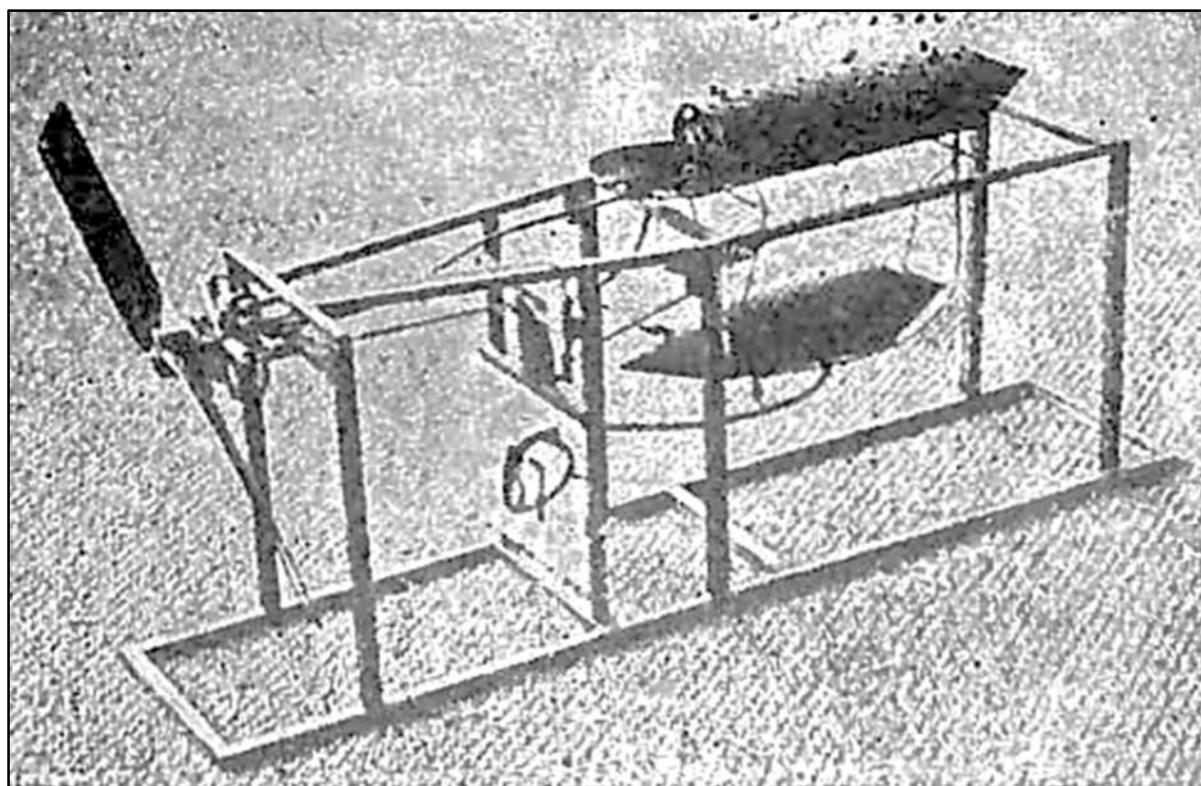
Part 1 explains why the (full size) aeroplane flies, part 2 introduces model aeroplanes & how to fly them, part 3 introduces gliders & building, part 4 covers the "modern" aeroplane & part 5 introduces "hydroaeroplanes". Part 6 completes the book with a section on uses of the aeroplane including an interesting chapter on dirigibles, ornithopters, helicopters, freak aircraft & box & tetrahedral kites! Includes quite a few interesting illustrations.



MODEL HYDROAEROPLANE RISING FROM THE WATER, OAKWOOD HEIGHTS,
STATEN ISLAND

Model Aeroplanes and their Motors

Subtitled a practical book of 188 pages for beginners by George A Cavanagh, Model editor of Aerial Ace published in 1916 by Moffat, Yard & Company of New York. Very good content for the time, with a short history of model aviation followed by construction techniques, then chapters on compressed air, gasoline & steam power plants ending with a short summary of existing world records & a dictionary of terms.



An English steam power plant for model aeroplanes.
Courtesy *Flight*.

Monoplanes & Biplanes

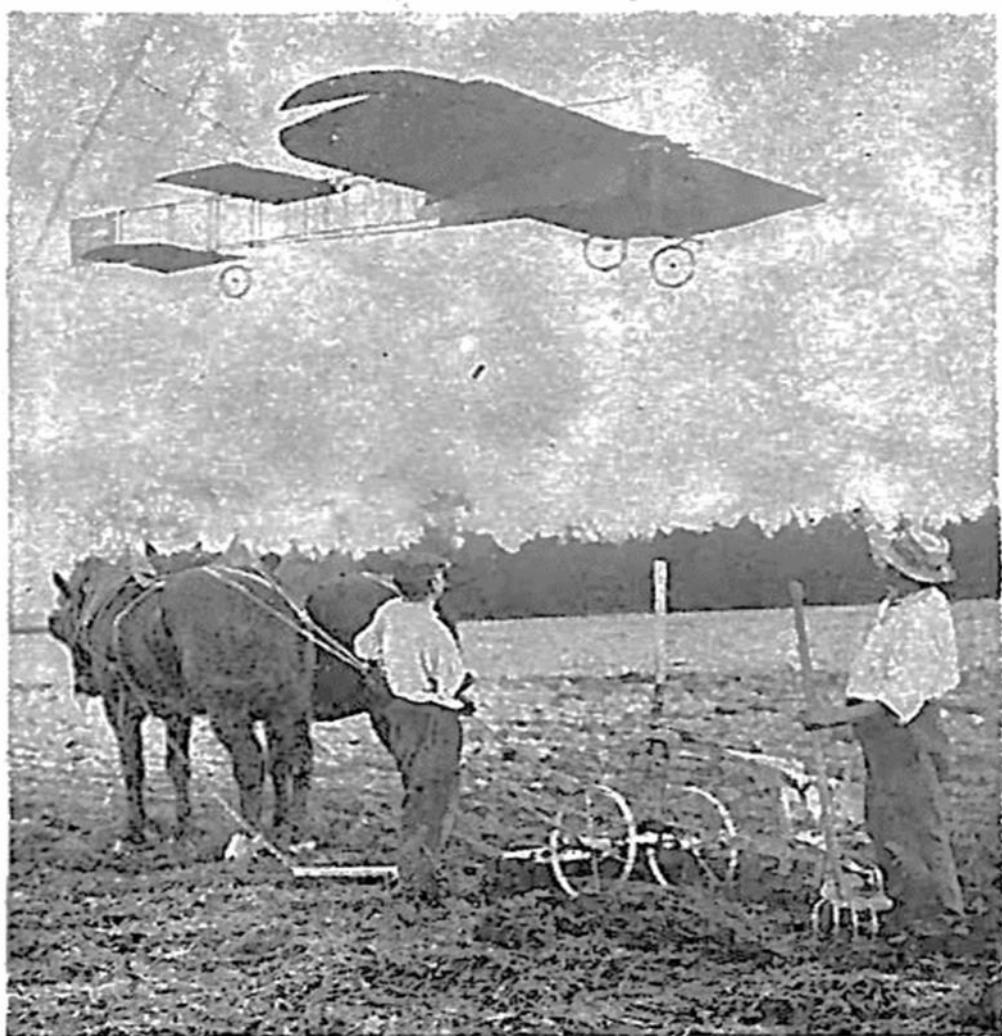
Another volume scanned by UCLA & covering full size aviation. A 362 page book subtitled "Their design, construction & operation" describing the application of aerodynamic theory with a complete description and comparison of the notable types. Written by Grover Cleveland Loening B Sc with 278 illustrations & published by Munn & Company of New York in 1911. Probably the most technical of the books summarised by this note, it addresses the subject matter in three parts;

- Part 1 covering the design of aeroplanes,
- Part 2 detailed descriptions of notable aeroplanes
- Part 3 comparison of the types.

The extract from the introduction serves to explain why the book was written. It includes many interesting illustrations

A VIATION has now advanced to the stage where a practical exposition of the subject is widely demanded. Many so-called "popular" books have been written, and contain much that attracts the attention of the average man, but little if anything that appeals to the more serious student of the subject. On the other hand, many valuable treatises have been written, but of so scientific and mathematical a nature that they are almost unintelligible to all but a few technical men; and in many cases it must be acknowledged that mathematics often lead to conclusions that are wholly at odds with the actual results of practice.

In this book, therefore, the author has made it his purpose to present the subject of "the aeroplane" in a manner that is at once intelligible and of interest to the average man, as well as of value to the more learned student.



BLERIOT DRIVING THE "NO. VIII TER," ON HIS 18-MILE TRIP FROM TOURY TO ARDENAY, FRANCE, OCT. 31, 1908

The movable ailerons and the rudders at the rear are shown in this photograph.

The Design & Construction of Model Aircraft

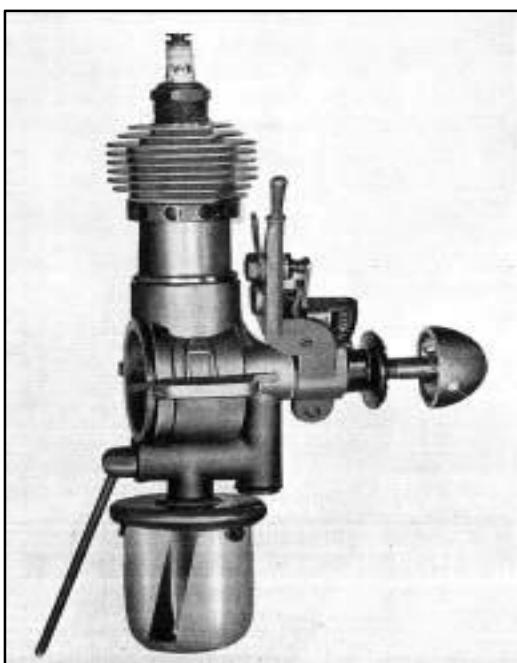
A 243 page tome by DA Russell published in 1940 by D A Russell of Aeromodeller fame. For its time, a quite comprehensive book targeted specifically at model aircraft enthusiasts & covering pretty well all aspects of the hobby, starting with aerofoils & continuing with theory abounding through both rubber & petrol powered models - curiously little on gliders. Ending with a chapter on models of his own design & various appendices including a variety of formulae - as was a lot of early modelling documentation.



The Author at work on his latest 'plane. This is a flying scale model of the Westland "Lysander." It is one-fifth full size, and is thus 10 ft. span and 6 ft. long. It is equipped with a 1 h.p. 4-cylinder engine, which is described in the chapter on Engine Testing. The machine will be fitted with flaps, slots, and an automatic stabilising control.

Model Motors 1940

Essentially a 29 page picture book catalogue of model airplane motors from the period & published in the USA.



• We believe this catalog fills a long-felt want among model fans. As your local dealer and source of all model supplies, we are happy to present this compact and beautifully illustrated guide for buyers.

ATOM

SPECIFICATIONS	
Horsepower—1/10	Displacement .097 Cu. In.
Bore $\frac{1}{2}$ "	Stroke $\frac{1}{2}$ "
No Piston Rings	Class A
Weight 2 Ozs.	List Price, \$12.50

The accessories shown on the above motor are standard equipment. Replacement accessories are listed on pages 28-29.

Scale Model Aircraft Construction Procedure

Written by Robert Hambrook of the Federal Security Agency of the USA in 1942, it is a curious little pamphlet as can be seen by an extract from the foreword as follows:

FOREWORD

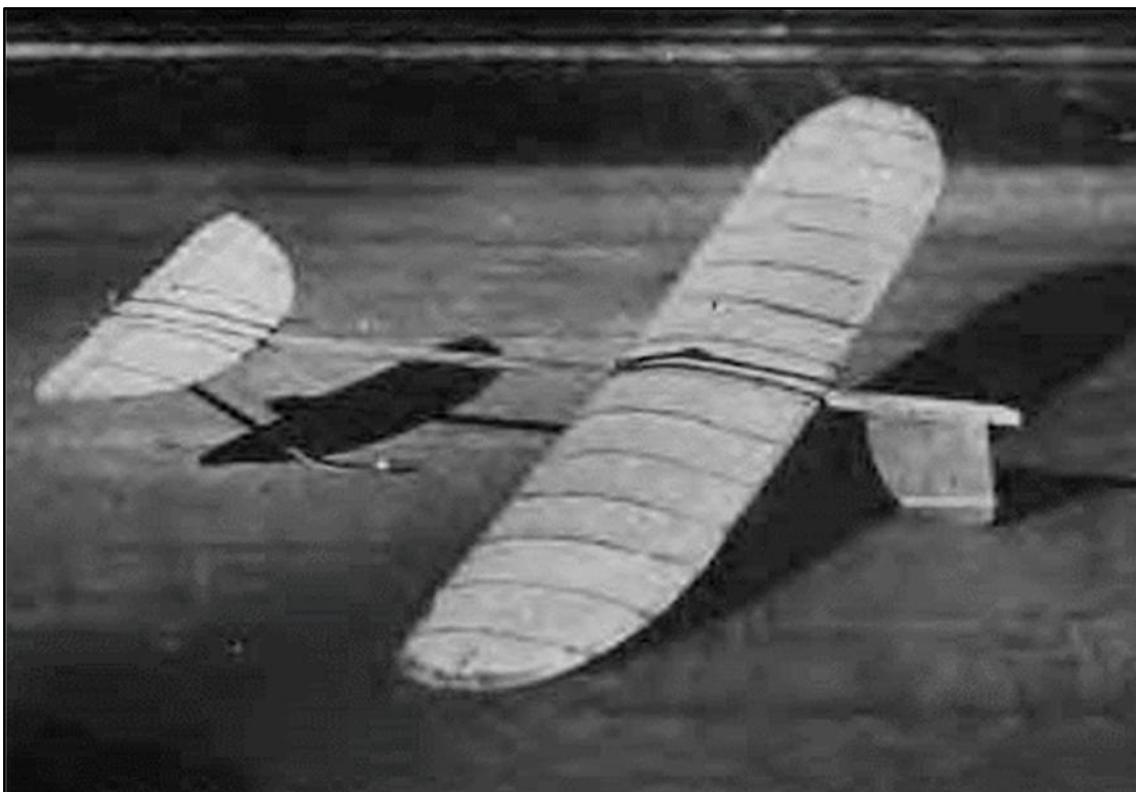
Accurate scale model aircraft have proved the most helpful training device for the recognition of aircraft, range estimation, and determination of cones of fire. For this reason the Navy, the Army, and civilian defense groups, and others need thousands of them. This will require the modeling of planes of many types: Fighters, scouts, fighter bombers, bombers, torpedo carriers, and commercial planes. These are to represent the planes of the United States, England, Canada, Australia, Holland, Russia, France, Germany, Italy, Japan, and other nations now engaged in this war.

In December 1941 the Secretary of the Navy asked the U. S. Commissioner of Education if the nation's schools could make 500,000 scale model airplanes "for such purposes as recognition, range estimation, and determination of cones of fire." Since that date a number of conferences have been held to determine the feasibility of such a program and desirable procedure to be followed. After careful consideration it was decided that these scale model aircraft could be made through the utilization of our nation's schools.

Under the plans which have been developed the U. S. Navy, Bureau of Aeronautics, is supplying authoritative drawings and plans. The U. S. Office of Education prepared such educational and informational material as required.

The Second Book of Boys Model Aeroplanes

This is a follow up book to the original publication of 1910, this edition was published in 1911 & written by the same author - Francis A Collins & was released on the basis of the advance in knowledge over the preceding year but covering very similar material. Interesting nevertheless & well illustrated.

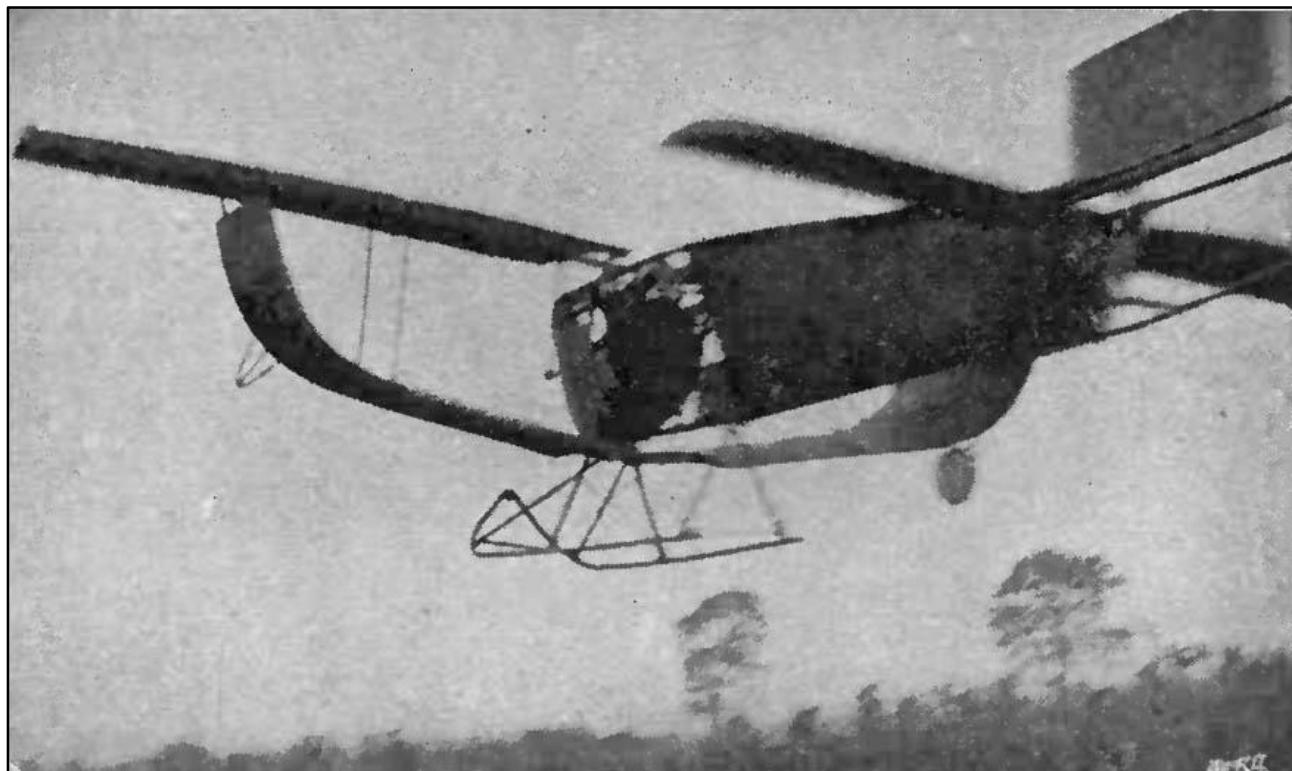


An effective glider built by R. S. Barnaby

The Theory & Practice of Model Aeroplaning

Yet another informative book of 298 pages from an early period of modelling, written by one V E Johnson MA & published by Spon of Haymarket, London in 1910. It is a pretty comprehensive treatise of the subject matter presented through the views of fairly academic prose but very interesting.

“Model Aeroplaning is an Art in itself”



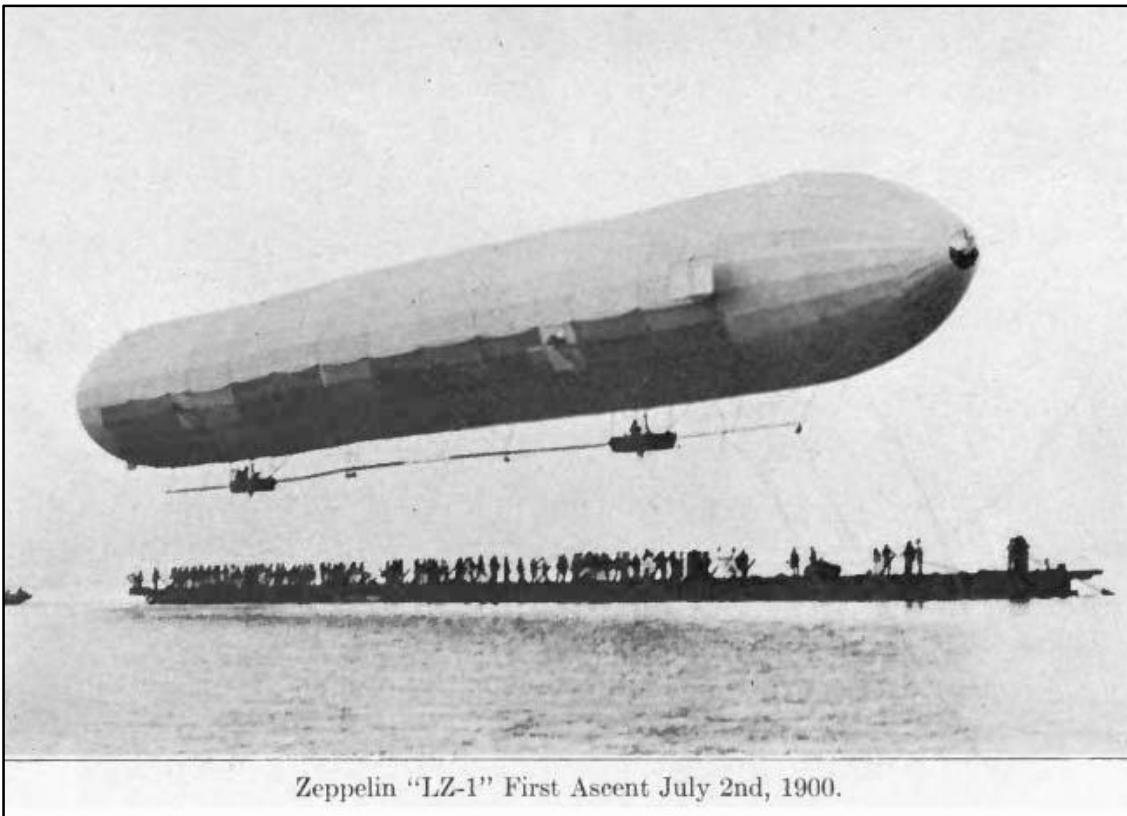
MR. STANGER'S MODEL IN FULL FLIGHT.

THE object of this little book is not to describe how to construct some particular kind of aeroplane ; this has been done elsewhere : but to narrate in plain language the general practice and principles of model aeroplaning.

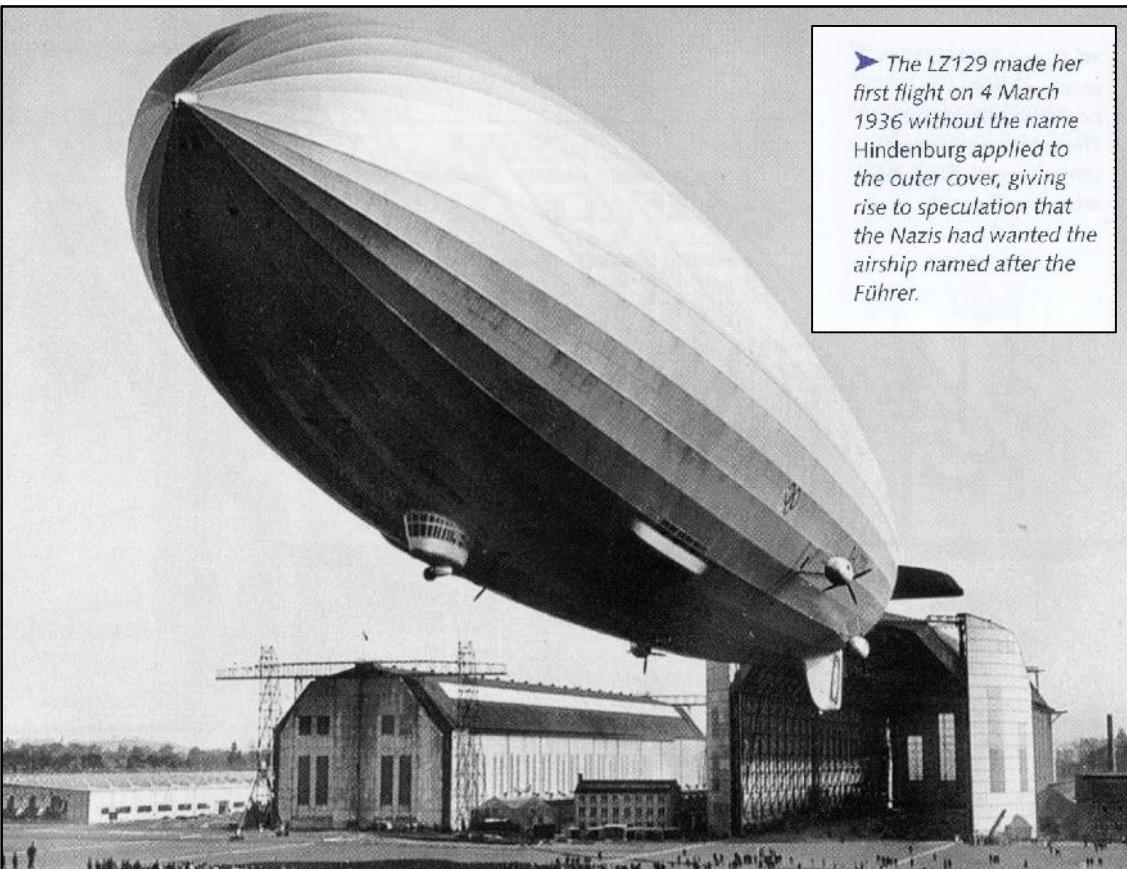
There is a *science* of model aeroplaning—just as there is a science of model yachting and model steam and electric traction, and an endeavour is made in the following pages to do in some measure for model aeroplanes what has already been done for model yachts and locomotives. To achieve the best results, theory and practice must go hand in hand.

Zeppelin - Story of a great achievement

A 140 page biography of Count Zeppelin & his achievements in the field of airships, published in the USA in 1922.



Roger Newman



'The Hindenburg' from the book 'The Zeppelin Story', by John Christopher



Model Aircraft January 1954

Topical Twists

Radio-control is still making sensational headway—except, perhaps, against the wind. This was amply demonstrated at the Southern International Meeting, where the latest masterpieces of technical elaboration revealed their boring qualities in quite another sense—or so it appeared to the long suffering spectators.

First prize was, quite rightly given to the only model to take the air, but after much discussion it was decided not to allow the second prize to a small boy who was flying a paper aeroplane made out of an old copy of the *Radio Times*.

Pocket Edition

Recent reference to a possible limitation of model box sizes makes us realise, with some irritation, that public transport development has not kept pace with the progressive increase in the bulk volume of our delicate model structures. Luggage racks and compartments seem to become less and less adequate and the temper of the average traveller more and more inflamed.

Even so, we who, for better or for worse, are married to this maddening pastime try our best to cope with the problem by split wings, detachable fins, sectional fuselages and other means of reducing our voluminous little playthings to fairly portable dimensions. There are, however, a few rebellious spirits with a fine contempt towards this namby pamby attitude of breaking up a perfectly good model into penny packets, and who would no more think of marring the sheer uniform beauty of a 7-ft. wing than (in some cases) fly.

Perhaps it is some latent "realist" streak that prompts them to build their model coffins to look so much like the real thing.

Making the various model components to be as detachable as the luggage van on a transcontinental express is but one approach to this transport question. My own answer is the development of a folding structure. For many years now I have been experimenting with a gadget that would enable a model frame to be readily collapsed. Putting 801 turns on a motor which will take only 800 is one quite effective method, and my own special trimming technique another.

The main snag has been to devise a structure that

would also uncollapse, but at long last I have found the perfect answer. The inspiration came from a pair of lazy tongs—by which I do not mean two groups of indolent chinamen, but a sort of Victorian trellis work gadget which enabled our energetic forefathers to feed the fire by remote control.

The advantages of a model built upon this expanding principle should be obvious to anyone who has had a large, wayward model returned to him by letter post. Then again, with a model that fits snugly into a coat pocket, it would be possible to make your way to the flying field without being pursued up the street by a horde of jeering urchins.

And, very important to the chronic non-flier, he could always plead the excuse of changing into the wrong jacket.

Rising Fliers

Team racing is governed by such a complexity of rules that, so far, even the inventive genius of the F.A.I. seems to be frustrated to the point of leaving it well alone. Every aspect of design is rigidly standardised so that no, clever drawing board type can pull an aerodynamic fast one over his less knowledgeable fellows.

Quite rightly, the only outlet for development is in bigger, better and beefier engines; thus giving every encouragement to the average aeromodeller, who, of course, keeps a tame model engine expert to sharpen up the b.h.p., curve on his twenty guinea American motor.

In this worthy endeavour to give all a fair and equal chance the vigilant rule devisers seem to have overlooked one thing; the exploitation of another form of development of which there is a growing tendency—the growing tendency of the handle waving pilots.

All the top race teams are now fiercely competing with each other in producing the tallest breed of pilot. The 6-foot target has been left well behind, and the only concern now is one of cloud base height.

Lesser team race types probably have nightmarish memories of being tangled up in the skyscraper legs of one of these gyrating giants—especially those who have had the Harrow-ing experience of flying with the tallest specimen yet to be produced.

Round the Clubs

That baby they keep passing over the conduct of the Trials organisations should be quite grown up by now.

At a recent model contest one small model section guzzled down 28 bottles of lemonade.

No doubt they were hoping for a "repeat" performance.

A certain club proudly announces its policy of putting aeromodelling in the public eye.

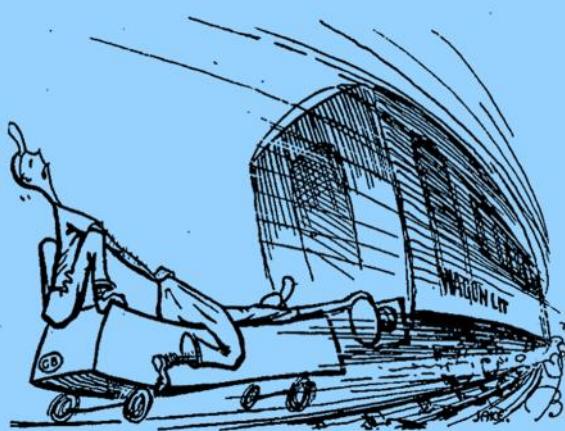
That new insurance cover should come in handy.

One Area Committee recently held its meeting on a park fountain.

But it was the same old gush. . . .

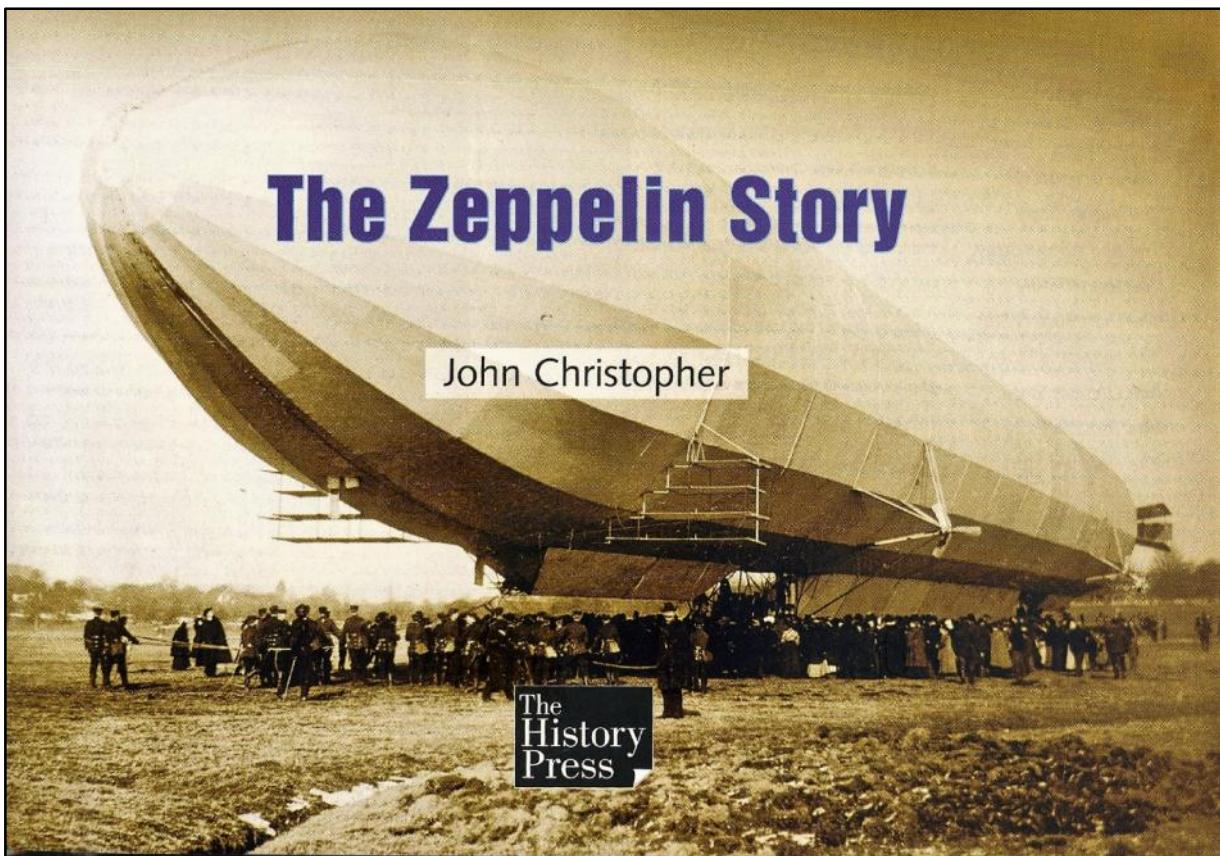
And just half a line about the club that turned up for a glider comp. with only half a towline.

Most clubs seem to make a point of describing how near one of their PAA-load types came to winning a gold watch. They can certainly put that sort of Bulova.



... trans Continental express ...

Pyronius



Most of the images in this book have either come from the archives of Airship Initiatives Ltd or are new photographs taken by the author. Others are from the US Library of Congress, Goodyear, the US Navy, the US National Oceanic and Atmospheric Administration (NOAA), CargoLifter, Hybrid Air Vehicles (ATG), 21st Century Airships and Zeppelin Tourismus Forderverein.

I would also like to thank my wife, Ute, for her continued support and many hours of proofreading, and my children Anna and Jay.

The quotations in this book come from a number of sources including:

My Zeppelins by Hugo Eckener; *The Log of HMA R34 – Journey to America and Back* by Air Commodore E.M. Maitland;

Transatlantic Airships by John Christopher; *The Zeppelins* by Captain Ernst Lehmann and Howard Mingos; *Airshipwreck* by Len Deighton and Arnold Schwartzman; *Dr Eckener's Dream Machine* by Douglas Botting; *The War in the Air* by H.G. Wells; *Trail Blazing in the Skies* by Goodyear Tyre & Rubber Company; *The Zeppelin Reader* edited by Robert Hedin; plus *Future Life, Telegraph Travel, Modern Transport* and *The American Magazine*.

This book is dedicated to the memory of Roger Munk and George Spyrou, two fine airshipmen who died while it was being written. Roger was an inspiration to many as the creator of the first modern airship with the Skyship series in the 1980s, and it was George's company that kept them flying into the twenty-first century.

INTRODUCTION – BEYOND THE BALLOON

If airships are to be of any real use for military purposes, it is imperative that these airships must be able to navigate against very strong air currents; they must be able to remain in the air without landing for at least twenty-four hours, so that they can perform really long reconnoitring tours ... In other words: large airships will be needed.

Count Ferdinand von Zeppelin, Report to the King of Württemberg, 1887

The Zeppelins were born out of warfare. Their creator, Count Ferdinand von Zeppelin, had envisioned a fleet of aerial behemoths emblazoned with the imperial eagle of the German emperor to ensure the nation's domination of the skies. Each one would be capable of navigating against the elements on long duration flights of more than twenty-four hours. They would be able to carry heavy loads of men, supplies and ammunition or bombs. In other words, they needed to be big. Very big indeed.

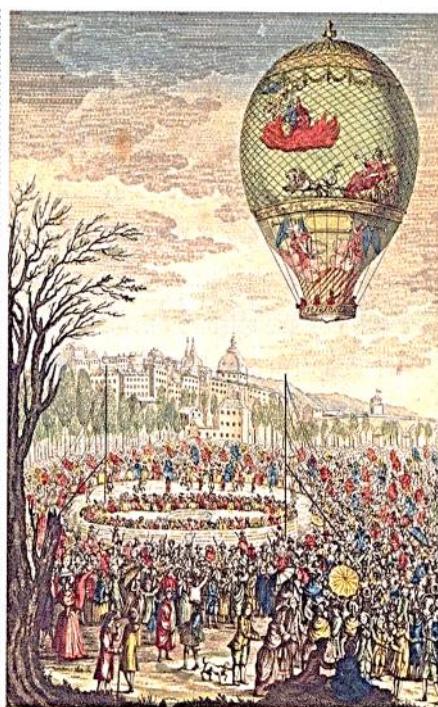
'If it is possible to solve these problems,' Count Zeppelin reported to the King of Württemberg in 1887, 'the importance of airships in the future will certainly be immeasurable. Not only will they become important in warfare; they will be used for civil transportation... They will also be used on expeditions of discovery (to the North Pole, to central Africa).' These prophecies were extraordinary, especially as they came from an elderly Prussian cavalry officer who had left the imperial army under something of a cloud. Even more



This monument to Count Ferdinand von Zeppelin, 1838–1917, bears the motto: 'One only has to have the will for it to succeed.'

7

► The Montgolfier brothers' balloons caused widespread wonderment when they first flew in France in 1783, but the hot-air balloons soon gave way to the more robust hydrogen variety.

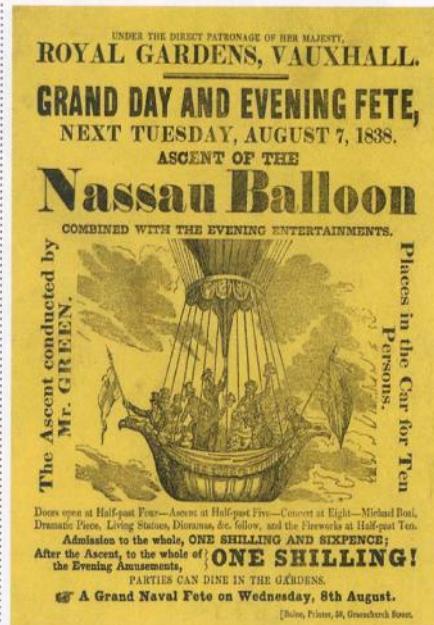


so considering that they were made at a time when only a handful of experimental airships had appeared on the scene. This

was seven years before the Wright brothers so famously made their first heavier-than-air hops at Kittyhawk, and until then the sky remained the province of a small band of the upwardly-mobile: the balloonists.

Zeppelin had first encountered tethered observation balloons when he travelled to the USA to act as an official observer during the American Civil War, and he must also have been aware of the free-flying balloons used by the French to escape the Prussian's siege of Paris in 1870–71. Balloons, by their very nature, can only travel with the wind which severely limits their ability to manoeuvre above specific targets. During the nineteenth century they remained, with the exception of a handful of scientifically-minded high-fliers, the plaything of the travelling showmen who entertained the paying public with their dazzling aerial

► An advertising handbill promoting the ascent of the Nassau balloon from the Royal Gardens at Vauxhall, London, in 1838. You could even pay to fly with Charles Green who was the most highly celebrated British aeronaut of Victorian times.



displays. Inevitably, the novelty of a balloon launch began to wear thin and, as interest dwindled, the showmen resorted to ever more exotic stunts. They ascended beneath

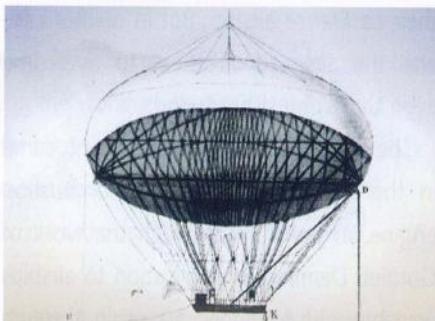
their balloons astride horses, descended on precarious parachutes and, heaven forbid, they even resorted to sending their wives aloft. None of this served the cause of the visionaries who continued in their quest to find the means of propulsion and steering to make them into a viable military tool, to create what the French term a 'dirigible' balloon.

As early as 1784, just a year after the Montgolfier brothers' fragile hot-air balloons had first flown, a French army engineer named Jean Baptiste Marie Meusnier had devised an egg-shaped airship to be inflated with hydrogen gas. This was, in essence, what is now known as a 'pressure' or 'non-rigid' airship as it had no internal framework or structure and its shape was to be maintained by internal pressure alone. Meusnier had even solved

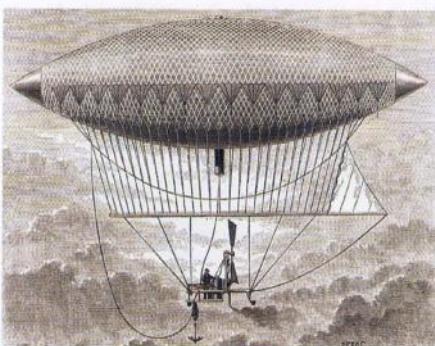
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the problem of controlling the internal gas pressure despite changes to the external ambient air pressure (see Chapter 10). But what was lacking was an efficient means of propulsion.

In 1852 another Frenchman, Henri Gifford, tackled the propulsion issue with steam power, and although his airship is reported to have attained speeds of up to 6mph (9.7km/h), the wisdom of placing a boiler in such close proximity to the flammable hydrogen was highly questionable. Throughout the remainder of the nineteenth century a veritable army of inventors and engineers kept the patent offices occupied with all sorts of methods of propelling an airship, including assorted human-driven flapping devices and paddle wheels. In 1883 Gaston and Albert Tissandier flew an electrically powered airship, and



► Le Meusnier's prophetic 1784 design for a non-rigid airship. Never built, it did portray the shape of things to come.



► Frenchman Henri Gifford's steam-powered airship of 1852. Note that the exhaust from the boiler points downwards away from the hydrogen-filled envelope.

the following year a pair of engineers in the French army, Charles Renard and Arthur Krebs, developed a lightweight battery for



► The dapper Brazilian aeronaut, Alberto Santos-Dumont, delighted turn-of-the-century Paris with his aerial exploits aboard his one-man runabouts.

► In 1901 Alberto Santos-Dumont won the Deutsch Prize by completing a circular course across Paris and around the Eiffel Tower.

their *La France* airship. But in neither case was the airspeed sufficient to overcome even the slightest headwind.

The answer to this predicament came in the form of the internal combustion engine, in particular through the work of Gottlieb Daimler. Its application to airships was brought to public attention through the activities of the wealthy and dapper Brazilian-born aeronaut Alberto Santos-

Dumont, whose first craft took to the skies above Paris in September 1898. 'My first impression,' he later recorded, 'was surprise to feel the wind in my face.' Santos-Dumont went on to develop a number of aerial runabouts and, in October 1901, he made the headlines by successfully flying his No.6 airship on a twelve-mile course across Paris and around the Eiffel Tower to claim the Deutsch Prize. Santos-Dumont's brave adventures continued to captivate the public's imagination, but his airships were tiny and in no way could fulfil Count Zeppelin's militaristic ambitions.



12



►► This early nineteenth-century engraving reveals the wide variety of visionary schemes for balloons and airships ranging from flying doughnuts to fish-shaped craft.

Too be continued

Editor


Cover Story

Our cover picture this month is of a familiar scene on all club grounds at most week-ends—that of an aero-modeller preparing his machine for flight with the help of fellow clubmen.

The particular group depicted are members of the North Kent M.A.S. and the machine receiving such earnest attention is a Wakefield specification model designed and made by the Club's assistant competition secretary, A. D. Hall, who is seen giving attention to his propeller spindle prior to winding up. A. D. Hall is well known to most as a result of his performances with flying boats and seaplanes, but he does also build successful models in other categories. His two helpers are J. Knight and Mr. Knight, Snr., who still maintains his enthusiasm for models by making diesel engines to his own designs. The photograph was taken by your Editor, at Gravesend Aerodrome.

Xmas, 1947

In view of the present difficulties which we are all facing, it is the very earnest wish of the Editor and all those associated with the production of this journal that every model aeroplane enthusiast should enjoy a thoroughly happy Xmas and as much good cheer as can be coaxed out of our dwindling rationing allowances.

While our national troubles do not appear to be diminishing, we are thankful that the spirit of aero-modellers is as buoyant as ever and that the movement is growing at a nice healthy pace.

The year which is nearing its end has been a momentous one for model aviation in many respects and a very considerable advance has been made in establishing our hobby on sound lines in spite of many difficulties.

Knowing that aeromodellers, as a body, are just as enthusiastic in their moments of entertainment as they are on the flying field we are quite sure they will make the most of those opportunities for festivity which present themselves and that they will enjoy themselves whatever befalls.

We wish all aero-modellers a very pleasant Xmas with all possible opportunities and a much brighter New Year.

On the Map

The Ministry of Civil Aviation has just issued the Preliminary Report of the Special Advisory Committee on Private Flying, and so far as model aviation is concerned, this is the most important document which has been published to date, and one which will have considerable effect on our hobby if its recommendations relating to models are carried out. It is worth the close study of all interested in model aviation.

The committee was appointed on January 22nd, 1947, "to advise the Minister of Civil Aviation on the development of private flying (including gliding) and to report to him from time to time on questions relating thereto." The committee considered that models come within the term "Private Flying" and The Society of Model Aeronautical Engineers was amongst the aeronautical societies who were

called upon to give evidence before the committee and in this connection it was represented by the chairman of the society.

The broad result is that, for the first time in its history, model aviation has received official recognition and is now acknowledged as being of prime importance in the development of the "air-faring" spirit which we, as a nation, must now foster in view of the present "air-age." In short, model aviation has now been placed on the official aeronautical map.

This is something which is long overdue and for which many of us have been striving for a long time without appreciable success. It is hoped that model aviation will derive considerable benefit in the future from this new outlook, particularly in the way of general facilities and improved status.

The report is too long for detailed comment in these pages, but the following extracts from it will serve to outline the general feeling of the committee towards model aviation and the more important steps it advises should be taken.

Section III. General Observations, para. 23.

"The committee are strongly of the opinion that the respective activities of model-making, gliding, and power flying should be co-ordinated on a national scale. These activities, starting with modelling by young people still at school, form a natural chain in the progress of aviation training. Together they constitute a healthy, educational and constructive occupation offering full scope for development of the ingenuity and individuality inherent in the British race." (This was a point stressed by the S.M.A.E.)

Section IV. Educational Background, para. 35 and 36.

"On the practical side a number of ways of stimulating and maintaining interest could be found, amongst which are the utilisation of handicraft facilities for making model aircraft, instructional visits to aircraft industries, aerodromes and clubs, free flights for older pupils at senior schools, free air trips abroad as an incentive to good work, and the granting of scholarships whereby certain pupils might learn to fly at no cost to themselves."

MODEL AIRCRAFT

December 1947

"The committee recommend that the closest co-operation be maintained between the Ministry of Education, the Ministry of Civil Aviation, and recognised aeronautical bodies in matters designed to foster the air-faring spirit."

Section VII. Model Aircraft Clubs, para. 61, 62, 63 and 64.

"We have been much impressed by evidence from the Society of Model Aeronautical Engineers concerning the activities of the model aircraft movement. The movement has great scope and an abundance of enthusiasm, and is clearly of national importance."

"The committee are informed that there are at present more than 350 model aircraft clubs throughout the country. These clubs provide a healthy and constructive recreation for thousands of young people, and an interesting and practical introduction to the world of aviation."

"A number of model aircraft clubs are already conducted in association with schools, and the committee feel that in this connection there should be the closest co-operation between the Ministry of Civil Aviation and the Ministry of Education, with a view to introducing aero-modelling in the handicraft curriculum of all appropriate schools. Arrangements should also be made in order that such activities can be co-ordinated with the facilities provided at air centres, the creation of which is recommended in Section XXII of this Report"

"We further recommend that redundant aerodromes should be made available for the flying of model aircraft and that other suitable and convenient open spaces should also be made available for use by the model aeroplane clubs, at no cost."

Section XXII. Air Centres (at each Aerodrome), para. 118.

"The committee are most anxious that the Air Centre should serve as a social focal point for the activities of model-making, gliding, and power flying, and also possibly for other sports outside aviation. However, controversial evidence has been received as to whether in fact these three flying activities are operationally compatible, more experience will have to be gained, but if flying control and aerodrome discipline are really good and no one of the three activities absorbs an undue amount of the available aerodrome capacity, then the committee take the view that this very desirable arrangement could work harmoniously, although perhaps not on the smaller types of aerodrome mentioned in Section XXI."

Section XXVI. Summary of Recommendations, para. 127 (i), (ii), (ix) and (x).

"The respective activities of model-making, gliding, and power flying, which form a natural chain in the progress of aviation training, should be co-ordinated on a national scale (para. 23)."

"The closest collaboration should be maintained between the Ministry of Civil Aviation and recognised aeronautical bodies in presenting in attractive

form matters designed to foster the air-faring spirit (para. 34-36)."

"There should be the closest collaboration between the Ministry of Civil Aviation and the Ministry of Education with a view to introducing aero-modelling in the handicraft curriculum of all appropriate schools and such activities should be co-ordinated with the facilities to be provided at air centres (para. 63)."

"Redundant aerodromes and other suitable and convenient open spaces should be made available for the flying of model aircraft at no cost (para. 64)."

From this it will be seen that much progress has been made and that the S.M.A.E. has succeeded in establishing model aviation's case with the committee to very good effect. In this connection no little thanks are due to the generous view taken towards model aviation by the Royal Aero Club, who advanced the case for aero-modelling enthusiastically.

The Report contains a comprehensive Appendix section dealing with various aspects of aviation development, basic aircraft types and glider types, and plans for a proposed air centre for aerodromes. It is gratifying indeed to find that provision is being made for aero-modelling by the inclusion of a model making room and model store in the "Instructional Block" of the buildings of aerodrome air centres, which should prove invaluable to local clubs.

Time must necessarily elapse before the recommendations of the committee are translated into actual fact, but the seeds have been sown and have reached a state of germination; it is up to all aero-modellers to tend to them carefully until they reach maturity and bear fruit.

Petrol and the Aeromodeller

The advent of further restrictions on the use of petrol will come as a serious blow to many aeromodellers, and in particular to those who are enthusiastic contest fans.

For this reason it is hoped that the S.M.A.E., with the help of the clubs, will find a good central site for the 1948 Nationals, capable of being reached from all parts of the country by public transport.

The officials of the S.M.A.E. are doing all they can to find such a site, but it is quite impossible for them to extend their personal search all over the countryside under present circumstances. Indeed, it would not be possible for them to do so under the most favourable conditions.

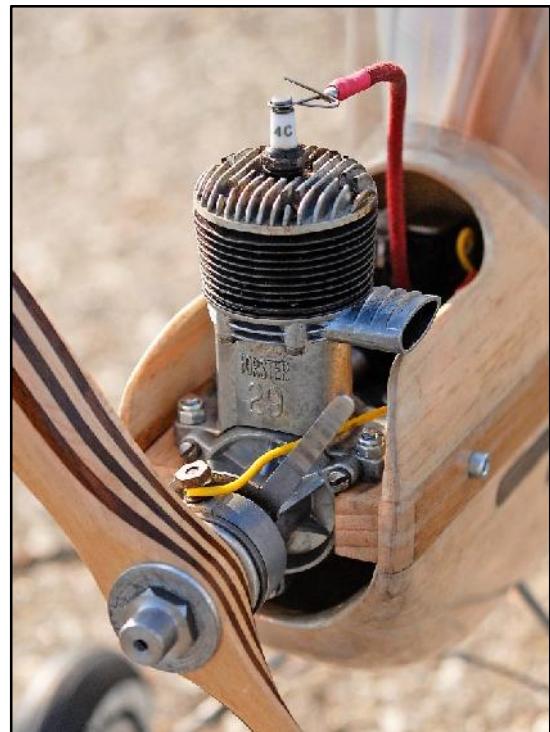
All clubs who have not already done so should, therefore, carefully consider all the possible sites in their locality and if any are considered at all suitable—whether permission to make use of them has been obtained or not—they should send particulars of them to the Contest Organising Committee of the S.M.A.E., at Londonderry House, as quickly as possible, preferably on the special questionnaire sheet prepared by the contest committee.

My Models: No.1

- Martin Hurda (Czech Republic)

The Brooklyn Dodger (1942) by Sal Taibi
55inch/1400 mm-Engine Forster 29-Vintage Austin timer-Aero-spark coil-2xAA batteries





*Martin Hurda
(Czech Republic)*

*Agents:*

Ripmax Ltd.,
39 Parkway,
Camden Town,
N.W.1.

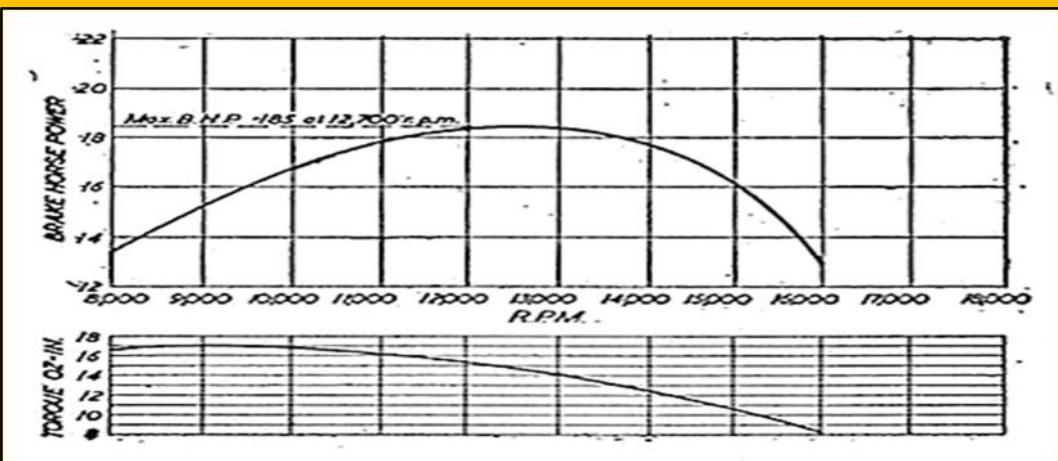
Price:
£3/15/0 plus 12/1
P.T.

Specification

Displacement: 2.456 c.c. (·1498 cu. in.).
Bore: ·5905 in.
Stroke: ·5470 in.
Bore/stroke ratio: 1·1.
Bare weight: 4½ ounces.
Max. power: ·185 B.H.P. at 12,700 r.p.m.
Max. torque: 17 ounce-inches at 9,000 r.p.m.
Power rating: ·075 B.H.P. per c.c.
Power/weight ratio: ·045 B.H.P. per ounce.

PROPELLER—R.P.M. TESTS

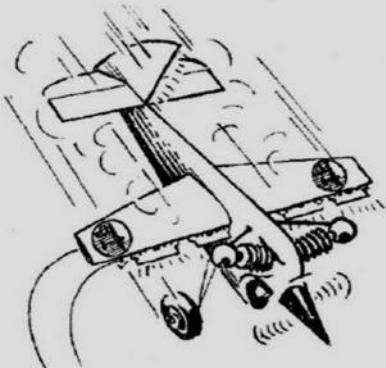
<i>Propeller dia. x pitch</i>	<i>r.p.m.</i>
9 x 3 (Tiger)	10,600
8 x 4 (Tiger)	12,000
8 x 3½ (Tiger)	13,200
7 x 4 (Stant)	13,600
8 x 4 (Stant)	12,200
8 x 5 (Stant)	11,700
8 x 6 (Trucut)	9,200
8 x 4 (Trucut)	12,200
7 x 9 (Trucut)	9,100
7 x 4 (Trucut)	13,800
7 x 3 (Trucut)	15,400



AEROMODELLER ANNUAL

45

The Saga of Sandy McGuire



1

His corpse they wrapped up in tissue,
His hearse was the treasurer's jeep.
A large model box was his coffin,
When they buried him full six foot deep.

2

His "Super Stunt Tripe" was beside him,
At his feet lay a new coil of wire;
And in his right fist a control grip,
As they buried poor Sandy McGuire.

3

And this is the tale of his passing—
For he died the enthusiasts' way;
He died in a centralised contest
In England one wet summer's day.

4

On the well worn patch by the tarmac,
Where the grass grows sparse and thin,
Sandy McGuire, in control line attire
Dreamed of the cup he would win.

5

His model was all metal covered,
The engine a 10 c.c. twin;
The wings were short, shiny and stubby,
And sharp as a razor the fin.

6

He set her down on the greensward
And brimful he filled up the tank.
The engine it started its roaring
At his first experienced yank.

7

Holding hard the control grip,
His assistant he told to let go.
He braced himself for the struggle,
For her flying had never been slow.

8

He gave her a couple of circuits,
Then immediately started to stunt.
He rolled her off from a half loop,
And then slipped her into a bunt.

9

He flew her around then inverted,
And did one or two outside loops;
Then dived her down vertically,
And up in a series of swoops.

10

The crowd were all cheering quite madly—
They never had seen such displays
As Sandy McGuire was then giving:
For this was his finest of days.

11

Then suddenly came disaster,
As the sun got into his eyes.
Or perhaps it was too much Scotch whisky—
(The latter, I fear or surmise).

12

The control lines they knotted and crinkled,
As the model began to turn in.
The motor screamed loud in its death song,
Soul destroying and horrible din.

13

A second passed so very slowly—
The crowd was so still and so hushed.
The model screamed onwards towards him:
His feeble frame buckled and crushed.

14

As his life's blood soaked into the turf
These last parting words he did say:
"My funeral won't cost you a farthing,
I'm insured with the old N.G.A."

15

Thus quietly he died in the sunlight:
His life's shortened course was now run.
By insuring himself and his model,
He knew that his duty he'd done.

16

So take heed you control line fanatics,
And please do not think that I lie;
See that you're all insured for disaster,
And here's to the next one to die.



Recently Ray Elliott sent me a copy of a Facebook page depicting our past chairman, the one and only John Thompson, tuning his power model motor at the 1960 World Championships. I extracted the picture and did what I could to clean it up. See below.



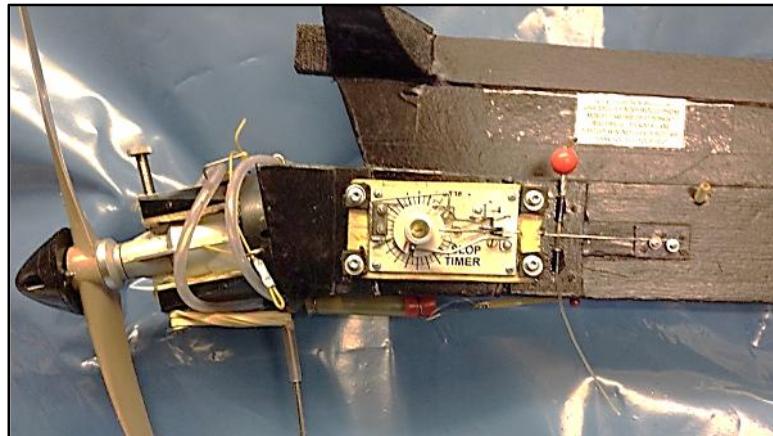
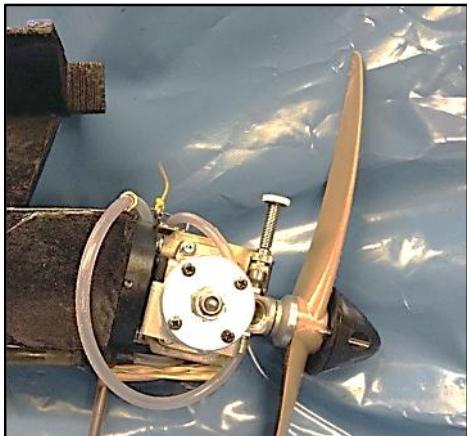
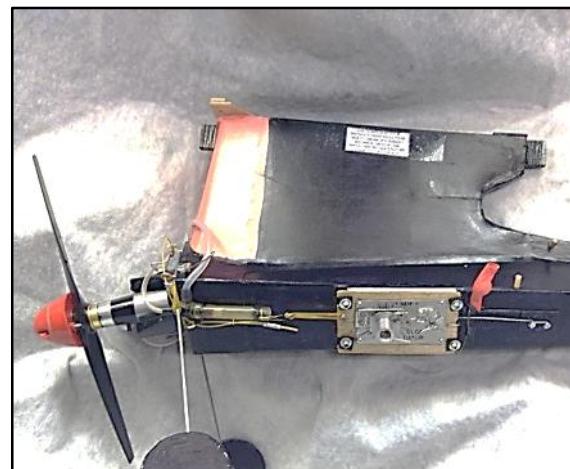
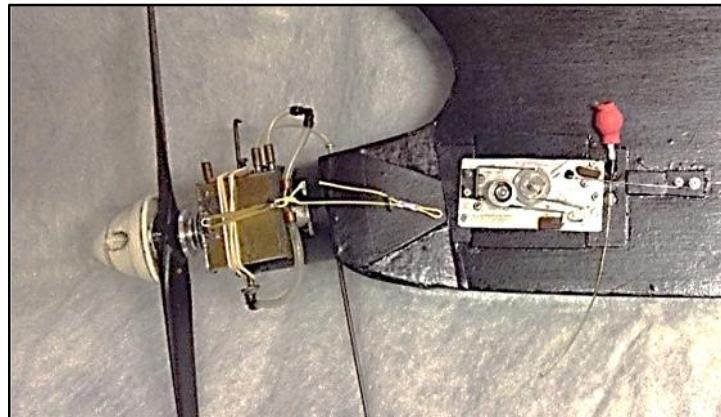
This exercise has prompted me to ferret out a few pictures of John from my computer files. For those who may not know he, together with Mike Parker, was the driving force that rescued SAM1066 when it began to founder after the death of David Baker.



John was a dyed in the wool Free Flight Power flyer and represented Ireland in many world Championships. When he finally gave up competition flying he amused himself building replicas or near replicas of vintage power models and fitting out the sharp end with highly tuned engines. He provided this magazine with a series articles on many models, with descriptions, pictures and notes on the many designs. If you look through New Clarions from 2015 through to May 2017 you will find a model of his in each issue. His last being Barry Wheeler's Eliminator in the May issue 2017.

Sadly the June issue reported his untimely passing.

His delight was trimming the somewhat overpowered models and achieving tremendous altitudes. He would then D/T, I do not think he had much interest in the glide performance. He was not one for fancy colour schemes, all his models were black fuselage & white flying surfaces and his engine fittings had the appearance of a plumber's nightmare.



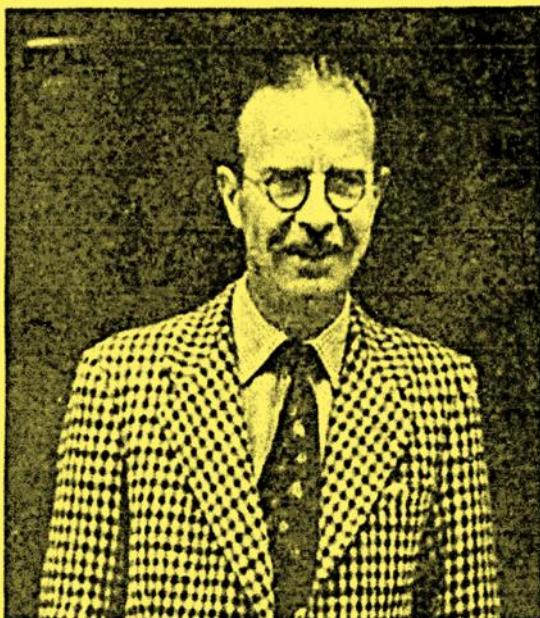
It would appear that the use of gobs of down-thrust was part of his trimming procedure

One of John's many tasks was the distribution of prizes at the end of our flying meetings. He always had a firm handshake, a cheery word and an obvious delight in the recipients achievement as he handed over the trophies and or bottles of wine.



John Thompson, an aeromodelling legend and a great loss to our society in his passing.

Editor



"*Model Aviation*", official journal of the A.M.A. in the U.S.A. contains a report on the F.A.I. meeting which we quote verbatim:

I.M.A.C. MEETING REPORT

Paris, December 1955 as reported by Mr. A. F. Houlberg, President of the F.A.I. International Model Aircraft Committee.

Organisation of World Championships

It was decided that the question of holding the four championships together was dependent on a National Aero Club being willing to stage such an event. Any National Aero Club applying for permission to organise such an event is to submit full details of a plan of organisation. The final decision is to be made by the I.M.A.C. and will be dependent on whether the holding countries wish to organise their own championships. In short, most countries wish to retain their right of conducting the contest in their own country if they win a championship.

The F.A.I. Sporting Calendar for World Championships for 1956 is, therefore: (Published in our February issue and omitted to save space.—Ed.)

Items Raised by Belgium

A vote was first taken to ascertain if the Committee

Heard at the HANGAR DOORS

A sad loss

It is with sincere regret that we report the sudden passing away on the 25th February of Mr. Arthur Henry Mullett, energetic principal of the Brighton model business that is probably even better known overseas than at home. Coronary thrombosis was the cause of death, and the end came with dramatic suddenness in the matter of a very few hours.

Arthur Mullett was barely 47 years of age, and he will be sorely missed in the trade. Originally dealing in musical instruments, he started his model shop in the post war years, and in a remarkably short space of time had built the business up to one of world-wide fame. Service was the standard on which this success was achieved, and particular attention was paid to the requirements of those keen overseas modellers who cannot walk around the corner to a model shop and make their selections.

A keen model boat man, he was always ready to compete or assist at regattas, but devoted much of his time in recent years to his other hobby of fishing.

Mr. Mullett leaves a widow and three children, to whom we extend our deepest sympathies. We learn that the business will continue under the able management of Ray Spence, who was Arthur's right hand man for many years.

Those rules

Mail continues to arrive from faraway places, providing yet more comment on the 1957 rule changes. One opinion we value is that of the most unbiased, and certainly the world's greatest all-round flier, Emil Fresl of Yugoslavia. Emil would like to see a 300 gm/cc. rule, or reduction of power run to 10 secs.

was of the opinion that a change in the formulae was desired in 1957. Belgium raised this point in particular because of the results of the Championships last year in Germany. The vote had the following results.

Gliders: No change

Wakefield: Eight to two votes against increase in the maximum flight time. Eight to two against increasing the number of contest flights. Nine to nothing against increasing the total weight of the model. Six to one for revising the rules for 1957.

A lengthy discussion then took place on the question, which resulted in the following voting:

Reduction of rubber to 50 grams—five for. Reduction of rubber to 60 grams—two for. No change—one for.

The rubber weight will therefore be reduced to 50 grams for 1957.

Power: Six to four votes for change.

A discussion took place on the question of increasing the power loading to 300 or 400 grams per cubic centimetre of displacement. When put to a vote, there were five votes for and three against 400 grams. The voting was the result of the majority feeling that if any change was made, it should be an appreciable change or else the Committee would find itself in exactly the same position again by the end of 1957.

The President pointed out that these were drastic alterations and that the meeting could either pass them then and there or refer them back to the National Aero Clubs for ratification.

The Committee considered that as each delegate held a mandate from his National Aero Club, the Committee was authorised to make a final decision. When put to vote, six were for making a spot decision and two against.

The power loading for 1957 will, therefore, be 400 grams per cubic centimetre (or double the present power loading).

Championship Jury

It was agreed that it was the prerogative of an organising National Aero Club to appoint a Jury or Stewards Committee. It is preferable that two of the three members

April, 1956

179

AERO
MODELLER

be of a nationality other than that of the organising nation, and preferably chosen from among members of the International Model Aircraft Committee.

Official Languages

It was confirmed that the official languages were French and English, and that the rules of all international contests were to be in these two languages. The text of the rules is to be sent to the F.A.I. Bureau for a check and approval of the translation to avoid misunderstandings.

R.O.G. Requirement

It was agreed by six votes to two to abolish the rise off ground requirement for 1957. This does not affect the requirement that hydroplanes must take off from water or the requirement that control line models take off from the ground.

Sporting Code Annex B

After a detailed discussion, it was agreed that it was advisable for the whole of Annex B of the present Sporting Code to be incorporated in the Rules when the Code is reprinted in 1957. This applies to such points as requiring competitors to provide templates of lifting surfaces, requiring competitors to vacate the starting position immediately after a flight, forbidding metal propellers, allowing only the competitor and one assistant at the take-off area, etc.

Great Britain proposed that persons forming a team in an international contest should all be nationals of the country entering the team. In view of the complications arising in connection with colonies and dependencies and the fact that this involved other committees, it was agreed to place this on the agenda for the next General Conference.

The above report is the first *detailed* account of what took place at the F.A.I. meeting (although it does not state who voted for what) and indicates that it was far from the cut and dried affair that some delegates would have their National Bodies believe. All of which emphasises that an F.A.I. delegate carries a heavy responsibility, not only at the meeting itself, but also in presenting on his return a fully detailed account to the people who sent him. A lot of British heads would have been less hot about the rule changes had they seen the above report, which brings us to the 64 dollar question: Why should British modellers have to glean their information from overseas sources when the S.M.A.E. could very easily have issued the above report and cleared the air?

Charles R. Wood, who is Vice President of District XI of the A.M.A. and hails from Seattle has written at length; he generally agrees with the new rules, but he says he is far more perturbed at the splitting up of the World Championships into three separate meetings. This view is also expressed by "Flypaper" one of America's enthusiastic model magazines which says the decision "appears to be a rather selfish attitude on the part of these countries in taking this stand. The U.S.A. for the past two years has strived to combine the three largest events and this was finally accomplished in 1955. Now things have back slid." Mr. Wood also mentioned that he doubted whether the U.S.A. will be able to send teams owing to the high travel cost, and has suggested to the A.M.A. that they declare their

own U.S. Champion in each of the World Championship Classes.

International contests

Our old friend Juste van Hattum invites British enthusiasts to the International Flying Wing Contest organised by the Royal Netherlands Aero Club which will take place on June 8-11 in Holland. Full details and the venue will be communicated to National Aero Clubs in the near future and interested modellers should note that entries must be submitted through the S.M.A.E.

Contests embrace both gliders and power models and this year the wing loading has been reduced to 8 grammes per square decimetre, i.e. 2.621 ounces per square foot.

Also of interest to aeromodellers who wish to combine aeromodelling with a continental holiday is the Monaco Hydromodels event for both rubber-driven and powered waterplanes organised by the Aero Club de Monaco on the 5th and 6th May, 1956. Aeromodellers who are also motoring enthusiasts should take special note that the famous "Grand Prix de Monaco" takes place the following weekend. Again entries must be submitted via the S.M.A.E. to whom an official invitation has been sent.

Gliding holidays

Quite a number of our readers spent a most enjoyable holiday last year at one or other of the Gliding Clubs that run special Holiday Gliding Courses. Fees range from 12 gns. to 18 gns. per week according to Club and season, which includes full board and accommodation, flying membership, tuition, lectures, insurance, and other outdoor activities. There is no doubt that this is the ideal type of holiday for modellers who like the outdoors and who wish to carry their aviation activities a stage further than modelling. For those in the North the Yorkshire Gliding Club offer facilities at Sutton Bank; in the West the Bristol Gliding Club operate at Lulsgate; and in the South the Surrey Gliding Club will look after you at Lasham. Full details can be obtained direct from the clubs whose advertisements will be found elsewhere in this issue.

British Nationals

Lack of an AEROMODELLER has prevented us passing on the unfortunate news regarding the British Nationals which were scheduled for the Whitsun Holiday period, i.e. 20th and 21st May. Waterbeach, that haven of modellers, was the intended flying site but we understand that the R.A.F. have been forced to withdraw this offer owing to the aerodrome going fully operational. Last minute efforts by the S.M.A.E. to find an alternative 'drome have produced R.A.F. aerodrome Hemswell in Lincolnshire which is approximately 10 miles N.W. of Gainsborough, so will all "Nats" enthusiasts make special note of this change as it is a tidy step from Waterbeach to Hemswell!



Dusan, you have recently won the 'Aeromodeller Trophy' at the Coupe Europa event and have taken second place in this year's Southern Coupe League. Could you tell us a bit about your aeromodelling experience?

I've become truly fascinated by free flight due to its nature being true aeromodelling and complexity. I enjoy all aspects starting from selecting a design, building the model from core materials, trimming in various conditions up to flying in competition. The learning and gaining the experience is really the key for success. All the advice I've been given was (not surprisingly) spot on. In all the situations I didn't follow the advice I got burned by damaging my model or losing an opportunity for good position in a competition. I prefer simplicity, reliability and good preparation over more complex designs.

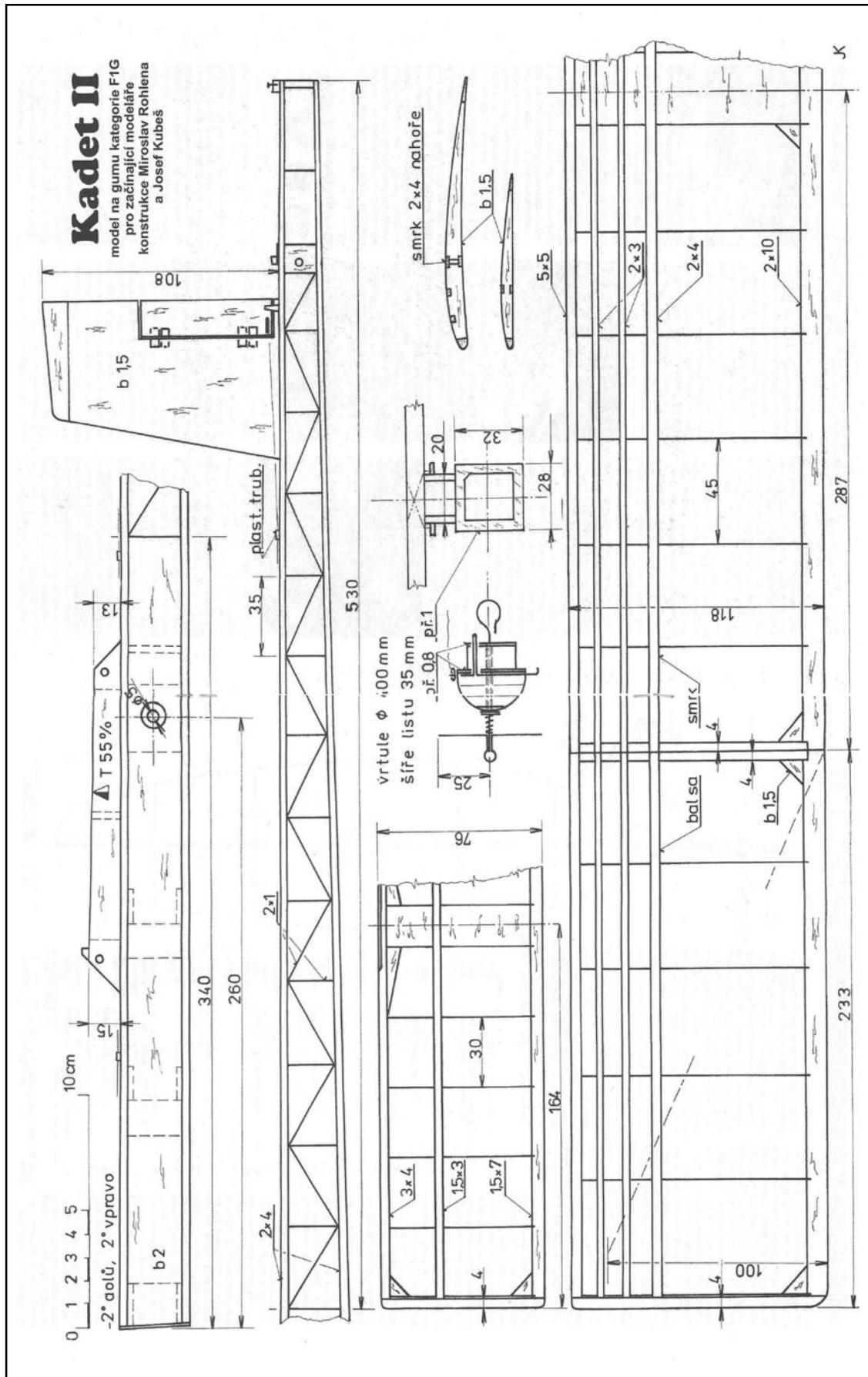
2. How do you pick the air?

I use my senses at the moment. I'm still a learner in picking the air. I'd like to develop good senses and experience in picking the air which I find as key for success. I have a certain idea to build a thermal detector using Raspberry Pi Zero microcomputer to help to develop my senses. In any case it won't replace any experience on an airfield which will always be the foundation.

3. What developments would you like to make in your coupes?

My current 2 coupes are not bad but there is always room for improvement. I want to build a higher aspect ratio design, experiment with making carbon D-box wing construction, optimise fuselage design and acquire a front-end preferably with Feathering. I haven't fully decided whether to use a tomy mechanical timer or RDT. I used a tomy on the first coupe and RDT on the second one. Both have pros and cons.

I'm enclosing the Kadet 2 plan on which my coupes are based. I use the same dimensions, wing and stab section. But I've modified the construction - balsa D-box on second wing and carbon motor tube and boom on fuselage.



Report No. 143 Our earliest magazines, continued.

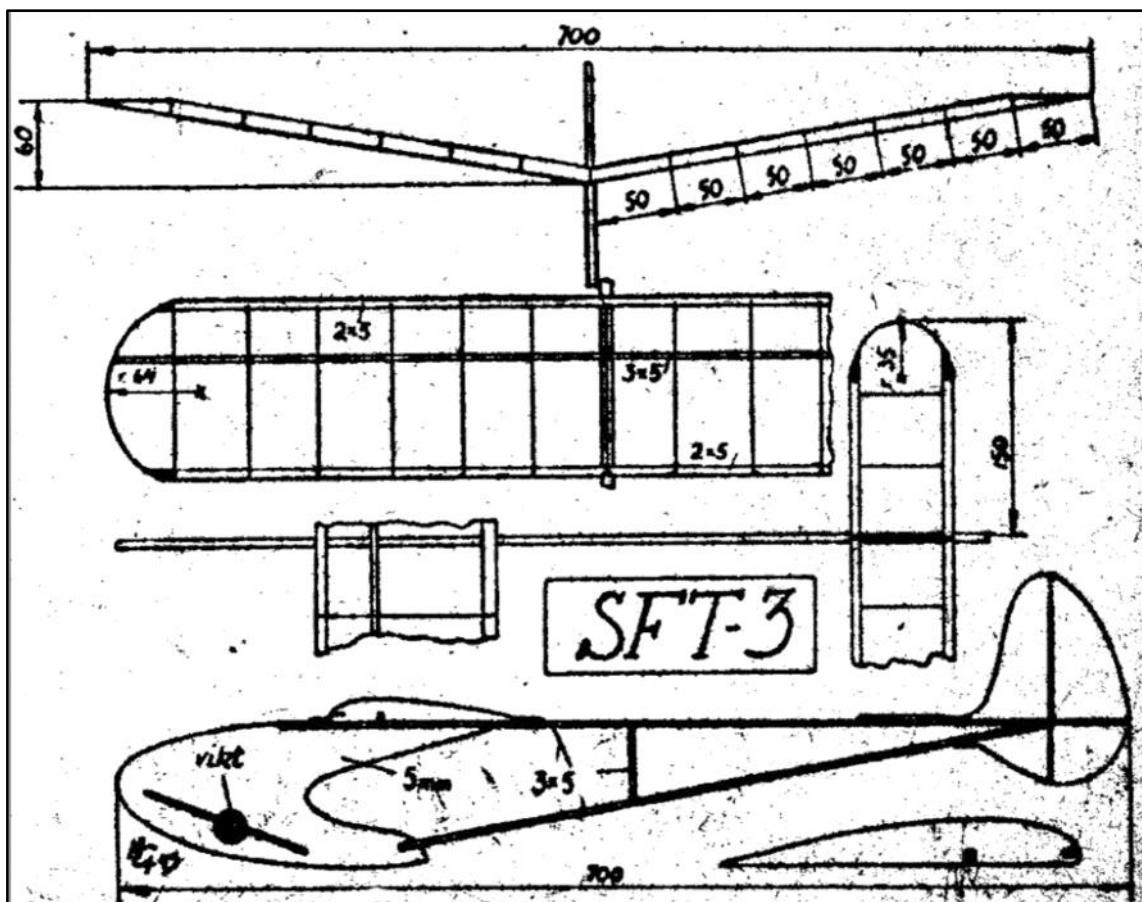
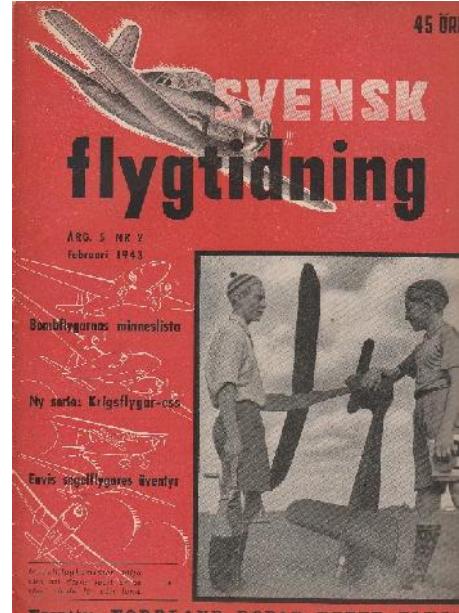
Last month we looked at the Swedish magazine **Flygning** which claimed to be "The Official Organ of the Royal Swedish Aeroclub" Our copies of this magazine span from 1935 to 1940, but there are big gaps so it is not a complete run.

Next in date order we come to **Svensk Flygtidning**, which makes no claim to club affiliation. This is again a magazine dealing mainly with full size aircraft topics but has aeromodelling articles on the last few pages. We have 15 copies of this magazine spanning from 1943 to 1945, with gaps, again not a complete run. Just one of our copies has aeromodelling featured on the front cover. This same issue announced that the magazine would run a series of articles for beginner aeromodellers including designs to build with reduced plans in the magazine and full size plans available by post. The reduced plans are very reduced, less than a quarter of a page each, unlike Aeromodeller where reduced plans were generally full page size.

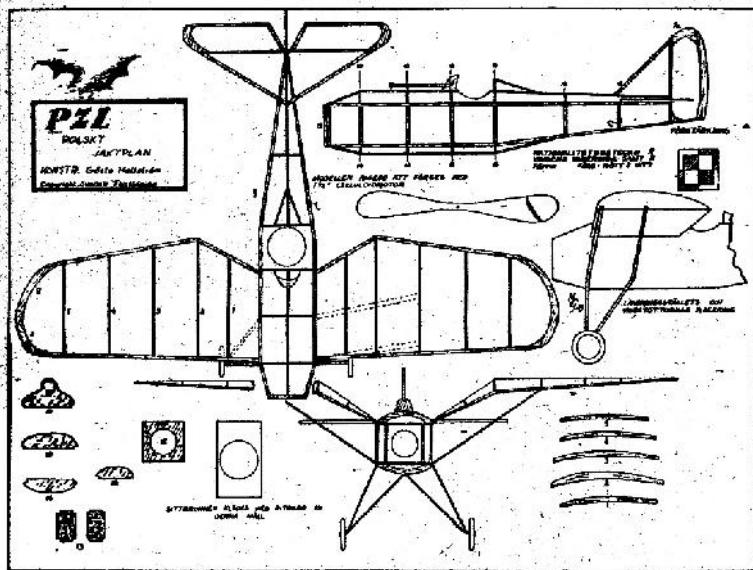
This month's model is a 28" wingspan glider named "SFT 3" built of pine or linden wood and covered with "heavy lining tissue paper e.g. diploma paper".

The article is not signed off, nor does it give the name of the designer of the model or any indication of the significance of the letters "SFT" in the model name. On the plan, just below the nose of the model, are what might be a pair of initials, perhaps belonging to the designer, but what are they?

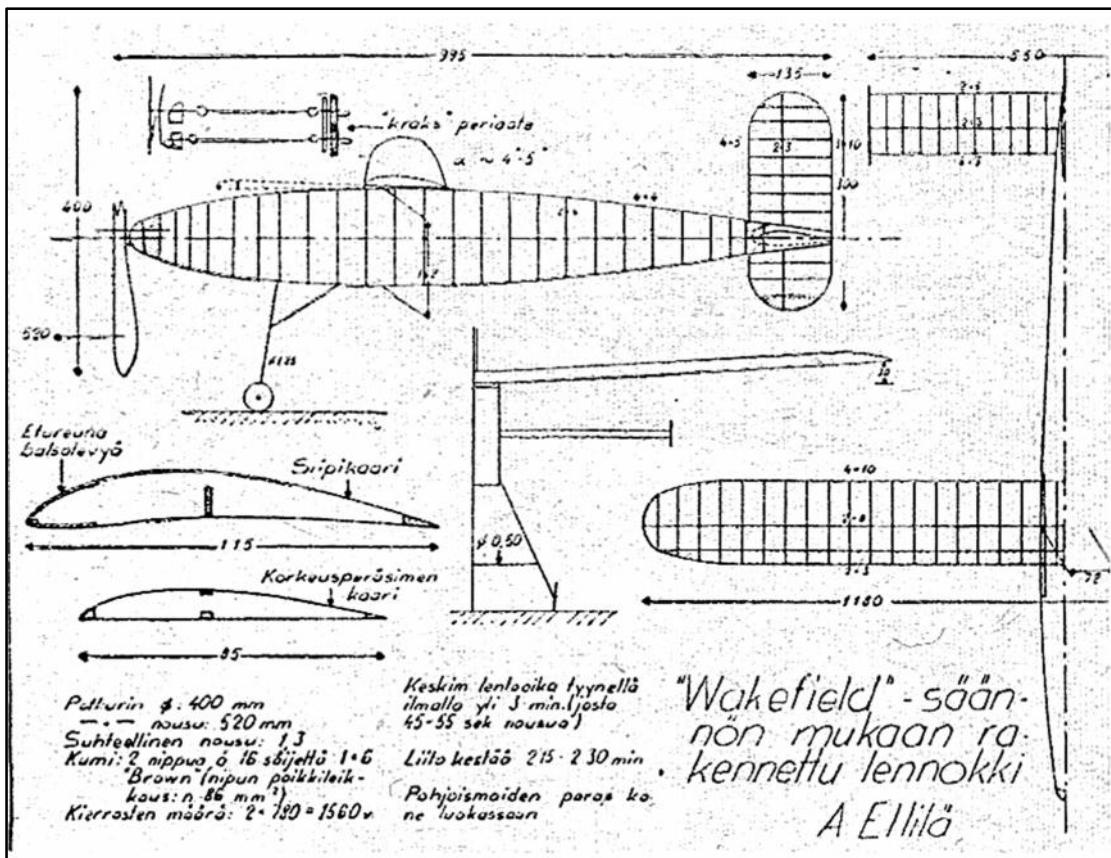
Answers please.



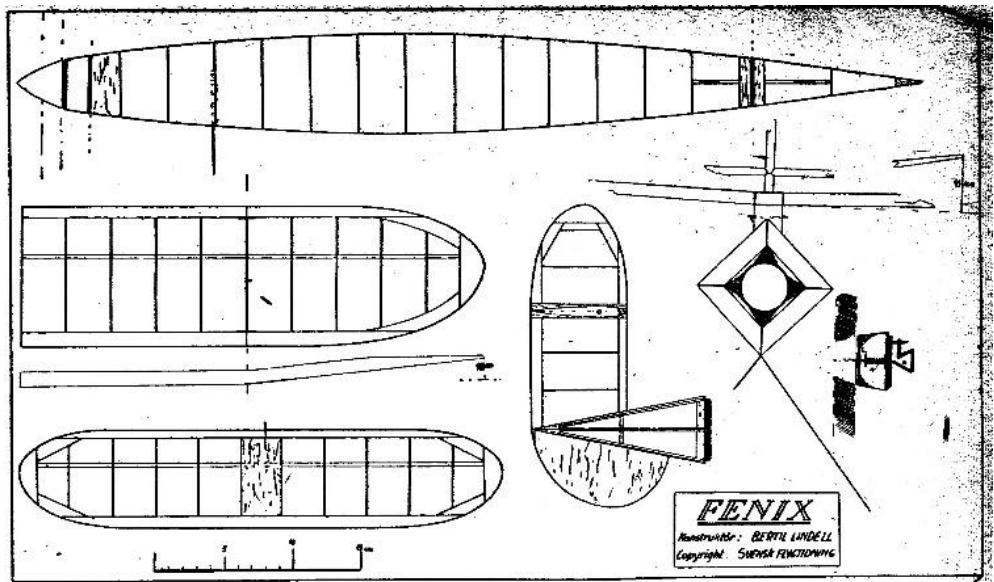
The March 1943 issue has a plan for a rubber powered scale model of the "PZL Polish fighter" designed by Gosta Hellstrom. This 13" span model is offered as a beginner's scale model for indoor or outdoor flying. In the case of an indoor model; it must be built to a light weight by using balsa wood for the structure and covering the top only of the flying surfaces. No dope is to be used, the tissue being tightened by water shrinking only.



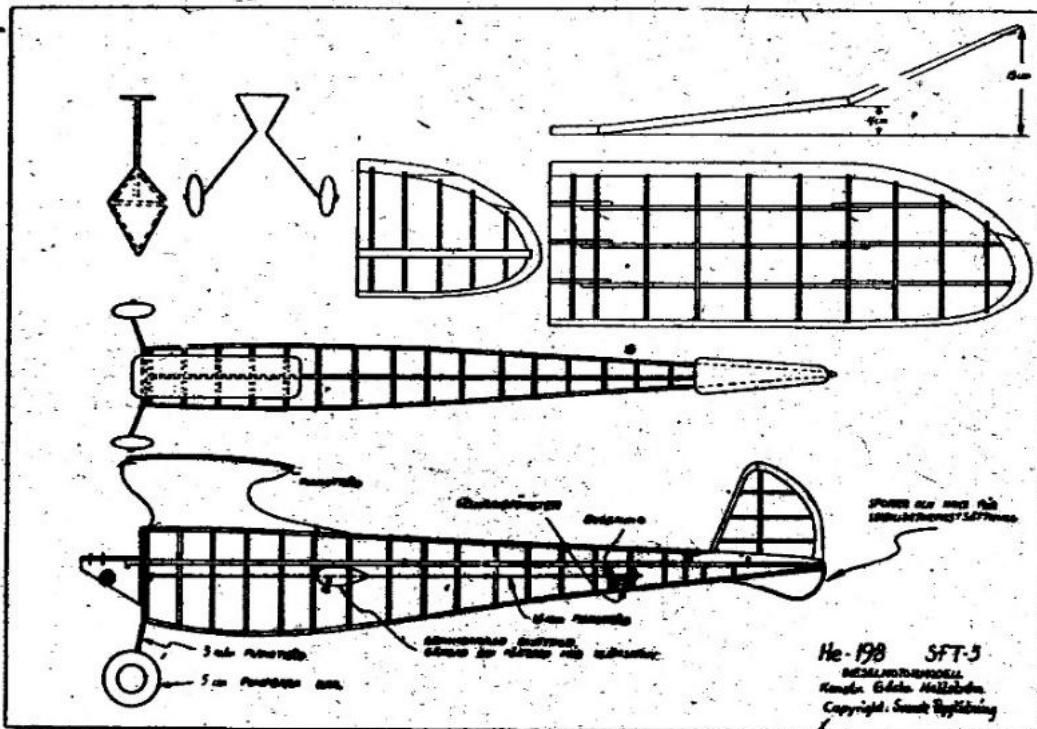
The July 1943 issue carried a most complimentary report on Aarne Ellila's Wakefield model, precis of the Google translation below.



"In 1941, a national competition was held at Alleberg, as Finland's entry into the world war prohibited the "Nordic competition lingen". Here Ellila won by far. This summer, the old "crock" now 3 years old, celebrated with a crushing defeat of the Swedish team. Ellila's Wakefield did approx. 3 min 10 sec, on average between 8pm and 10pm in the evening! We Swedes stood and watched, how it climbed calmly but quickly. The height was impressive, the best ever seen. The adjacent drawing, which I received from Ellila, gives a good representation of the purity of the model. Two things in particular are of interest, namely the rubber motor and the airfoil. The honour of the first goes to the Stockholmers from whom the Finns learned the power transmission in the stern. The wing section shows that Aarne already knew more about 1939 model plane aerodynamics than perhaps anyone in Sweden. It is strongly arched, relatively thin and very pointed."

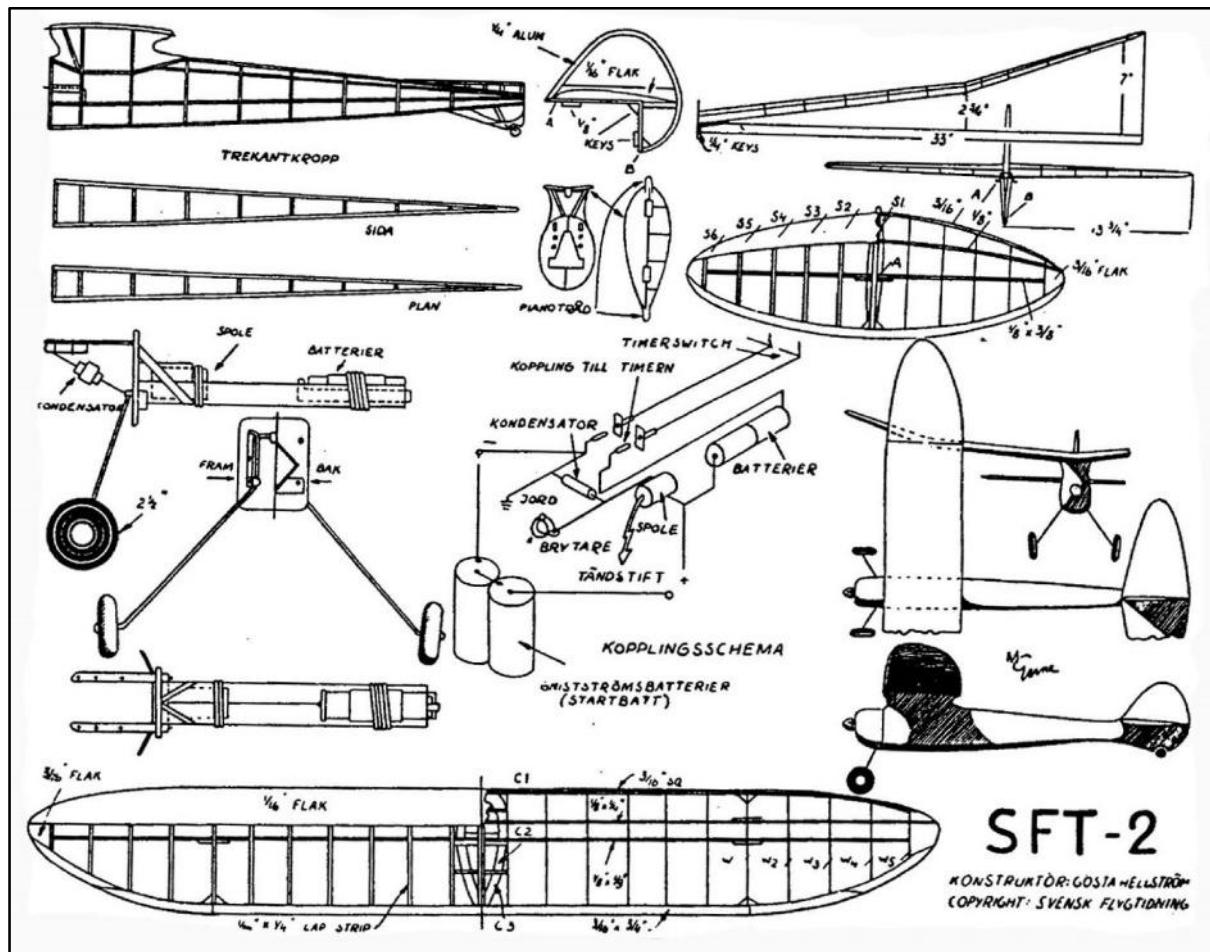


The November 1943 issue has a reduced plan for a 28" wingspan rubber powered model named "Fenix" designed by Bertil Lindell. The drawing is rather lacking in detail, but the accompanying article gives all the wood sizes, the wing section as "Clarke Y", the stabiliser section as symmetrical, the propeller diameter, pitch and chord are all stated and comprehensive instructions are included for the propeller free wheel system.

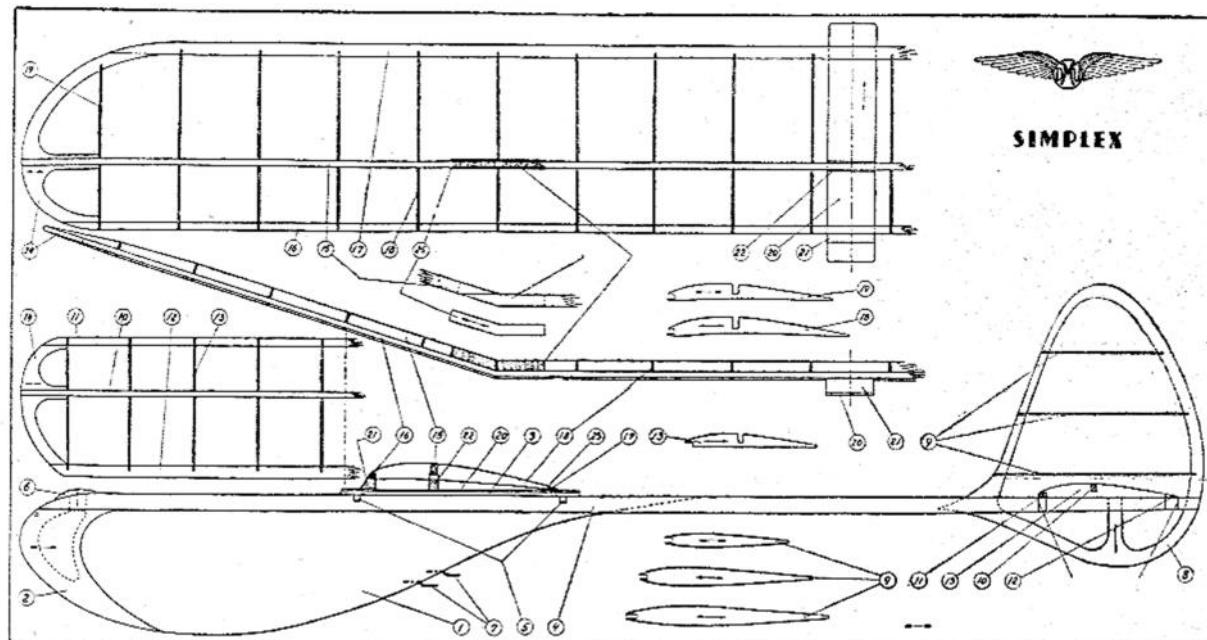


The final issue of 1943 has a plan for another model by Gosta Hellstrom, this time a pylon power model of 44" wingspan, named in the heading of the accompanying article as "Dieselmodell SFT-3". The drawing gives the model name as "He-198 SFT-3". The "He" presumably referring to the designer's surname, Hellstrom, the 138 perhaps indicating that he is a prolific designer but what of the SFT-3? We have seen this before on the first plan mentioned in this report.

The "SFT-2" is also known to us from the Swedish **Oldtimer** magazine issue No. 2 of 1993 which has taken it from **Svensk Flygtidning** of December 1942. The plan identifies this 66" wingspan power model as being another designed by Gosta Hellstrom and is stated to be "Copyright: Svensk Flygtidning", so the obvious conclusion must be that this is where the first two letters of "SFT" come from, but what of the "T". Swedish readers please advise.



The use of "SFT-3" for two different designs might be just a numbering error, in which case they are in good company, the *Aeromodeller* regularly got their plan numbering in a muddle.



The latest **Svensk Flygtidning** in our collection, which is dated April 1945, has a plan of the "Simplex" a 40" wingspan glider from Denmark designed by Richa Moller Jensen. This model, as suggested by its name, is designed to be easy to build and thus to encourage newcomers to the hobby. The drawing style is that which has no dimensions of the parts, but identifies each with a circled number. The accompanying article gives all the details required for building the model.

Roy Tiller, tel 01202 511309, Email roy.tiller@ntlworld.com

Roy Tiller

Yet more on Bill Brown and the wonderful Brown .005 CO₂ motors

The IIFE column has a success to report. Chris Hutchinson, photos of whose motor were featured originally in IIFE 18, back in NC January 2018 has got his BJ.005 running again, thanks to the information given in this column a couple of months ago. He made a wire ball retainer as found in a couple of the late Lindsey Smith's motors.

However, I'm still somewhat puzzled about the cylinder head ball valve retention feature, so I sent an email to our friend Buz in California, which included the following: -

'Talking of Lindsey Smith's collection of motors and seeing a Brown .005 motor in the photo with the KK motor, he had three .005s. We have been musing on the retention of the ball in the cylinder head. Two of Lindsey's had a 0.020" dia wire clip and the third a rather battered shaped aluminium washer, which I have since managed to mislay! However, it does show that the motor will run quite happily without a ball retainer. To add to the confusion, our friend Gerard has one with an integral steel retainer which looks exactly like the patent drawing attached, although the patent was filed slightly after the date the production of the motors started. Have you any idea of the most common way that Bill Brown used to retain the ball in the cylinder head in these motors? Did they all have a retainer? Any comments you have would be most appreciated.'

He responded: -

'Hello again Nick ~

One of the more puzzling things when trying figure out about the how and why Bill Brown did things might be explained is that in all my reading of him was that he was an inveterate tinkerer.

What I'm about to say are my impressions of the man, and are mine only; derived from reading a few magazine articles and brief biographies. I'm not implying he wasn't business-minded, but the conformity and standardization of product seemed to be one of the lesser of many balls he was juggling at the time, as a teacher/advisor to Campus industries, still designing, machining and selling Brown Jr. GAS engines along with many other duties in and outside of his CO₂ endeavor. As other later CO₂ engine manufacture was an addendum to existing company structures (Modela, Herkimer Tool/Mohawk, Keil-Kraft, Humbrol,) Bill's Brown Jr. and Campus engine making remained more or less a dedicated, hard-working machinist and his sons toiling in a pair of surplus Army Quonset huts, one of them housing Bill's family of 5. His advisory panel and design bureau was his circle of fellow machinists and model flyers. The Brown Jr. "CAMPUS A-23" changed semi-radically halfway through production as new developments and techniques in the CO₂ world advanced, such as the 2mm nozzle and the use of a bail and rod in filler assemblies.

One of ways Brown saved time was he would not publish a new original instruction sheet(s) for a new engine model, but to just cross out the older one and handwrite the new engine name in pen. At first I thought this was cheesy, but then grew to appreciate how little time he had on his hands. Lazy the man was NOT.

I think the Brown .005 was just a "snapshot" as you will, for a few evolving features bouncing around Mr. Brown's head that he may of wanted to incorporate in CO₂ engines to follow. The patent lays out many improvements, and some that have been used in previous production engines but not formally patented. Brown's earlier patent on his first CO₂ engine (what became the licensed OK CO₂) was a classical utility patent protecting rights on his novel engine as intellectual property, whereas the latter patent (the .005) was a generalized "shield and sword" claim claiming some features and details he had banging around his head or on the workbench. Maybe he was prescient seeing on the horizon the many of wonderful and performance-driven engines from Europe and the UK hitting the market in the mid-1970s.

Back to the .005. I've autopsied a couple of .005s and haven't run across the wire retainer. I've learned not to take what I see on the first engine I take apart, let's say a Telco standard, as representative as all the other Telcos in that series. I learned that by reading my favorite author of matters CO₂, namely, yourself. Some physical changes happened to the Telco as the company changed hands from the original ticket machine pals. Unfortunately the engines we evaluate today are generally second or third hand, and the smaller, and usually important, parts embedded themselves in a shag carpet 40 or 50 years ago and so we're making incomplete assumptions. To their credit, Modela, Telco and Gasparin/GMOT had exploded drawings available but I am not aware of any from the Brown Jr. concerns.

Sorry, Nick. That sure was a hell of a long way to say "I don't know," and for that, I apologize.

Best wishes, Buz'

I then responded: -

'Hi Buz,

Thanks very much for your insights and kind words. As you say, what we are examining today is not pristine and as new. The amount the inlet pipe protrudes into the cylinder head is also clearly significant. This feature is mentioned in both patents. Two of the motors that have

come into my possession have been modified to have screw on pipe attachments, so the pipe cannot retain the ball. Indeed, Doug McHard does not show this feature in his modification of the .005 cylinder head in his *AeroModeller* Annual 1972-73 article. However, I have run a motor quite happily without any retainer. I think the ball is retained in position on the seat by some ringing and the oil. I don't know what happens when the oil dries out and the ball becomes loose. I think all we can try and do is to keep these little gems running as best we can.

Have you seen the video of the flight George Kandylakis's PZL using one of these motors?

[PZL P.24G F4E CO2, round 1 at IIFI 2022 - YouTube](#)

Best regards,
Nick'

Thanks are due to Gerard Moore for the link to film of the great flight of PZL 24, using a BJ.005.

This one: -

[1/20 scale PZL 24, Hellenic Air Force 1940, CO2 operation sequences - YouTube](#)

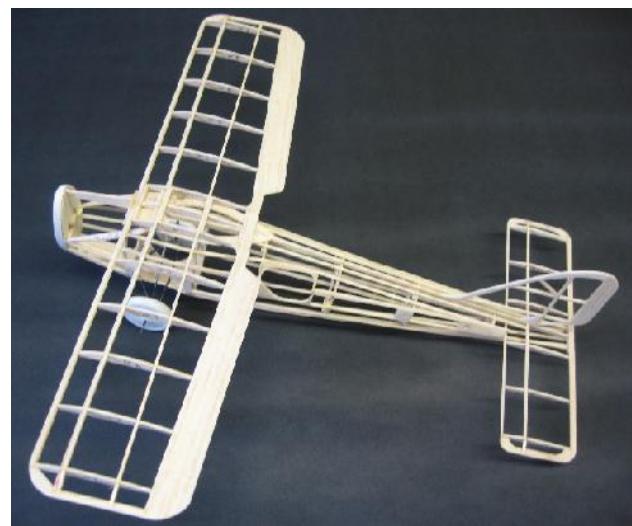
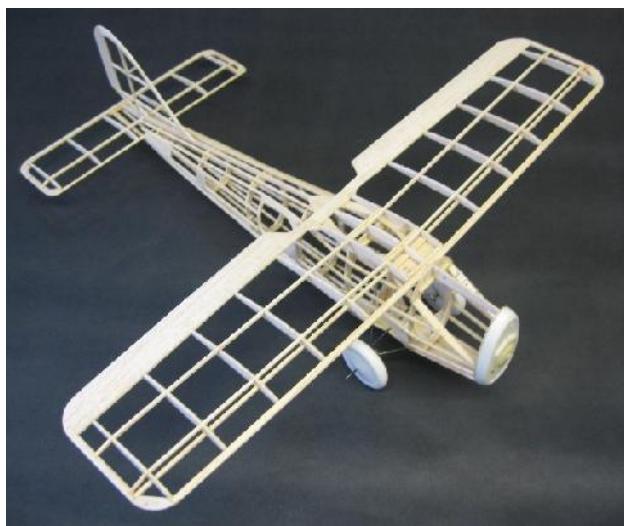
shows the ingenious motor installation.

This is certainly a wonderful example of a flying scale model.

The two patents referred to in the above correspondence are US2588478 and US3703848.

I'm steadily coming to the view that the location feature for the ball in the head valve was a later addition/modification. It is pure speculation, but I wonder if Doug McHard was involved in its development. Doug and Lindsey were good friends.

That's a lot of text for the column this month, so I'll finish with pictures of the bare bones of a Peanut Scale Dayton-Wright Racer. Perhaps there will be more on this next time.



High Wycombe indoor meeting 12th February 2023

Following the success of the BMFA 100th year anniversary indoor meeting held at Wycombe Leisure Centre, Handy Cross (for report see IIFE 52, NC May 2022), the BMFA South Midland Area are holding a further event in February. As previously there will be slots for Free-Flight and RC.

The hall size is 60mx30mx9.1m high, which is a similar size to the K2 sports hall at Crawley, which, unfortunately, is no longer affordable. Please see the BMFA events calendar for full details.

Nick Peppiatt

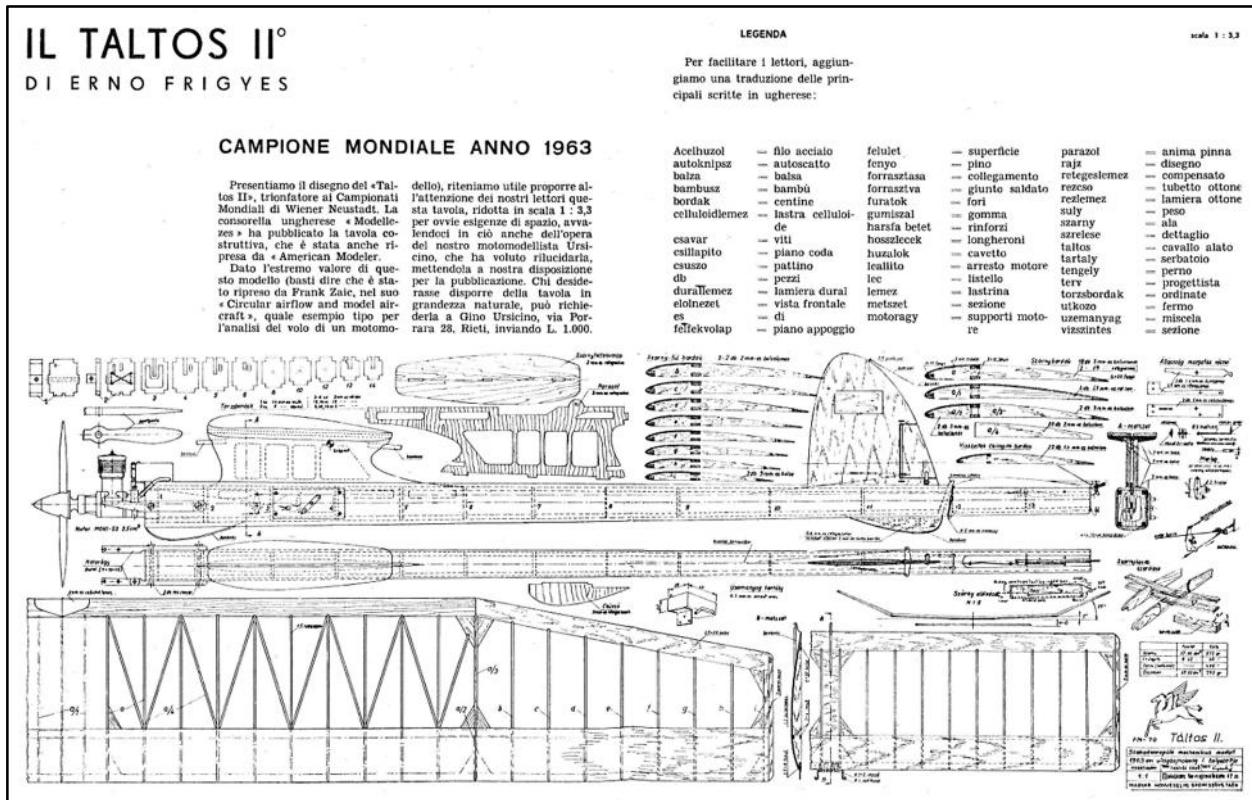
Surprising as it may seem, this year has passed - for me - pretty quickly. Too quickly at times but beggars can't be choosers.

All the best wishes for a happy 2023 to our readers & for some decent flying weather, particularly as I can see a model in the air again - marvellous what cataract surgery can do.

Although these notes are being started prior to our AGM, no volunteers have appeared out of the sticks to take on the Secretary role so it looks as if you will have to stick with my waffling & activities for another year.

The FFTC Calendar for 2023 has been released & it already looks pretty full, but we've managed to pencil in dates for two combined Croydon/SAM1066 days & a provisional Colerne day in July. All subject, of course, to confirmation at our AGM & in the New Year.

On the home front, was copied in on an email originating in the Czech Republic from Martin Hurda who seeking a plan file for the Movo M28, which I managed to dig out for him & he has sent your Editor some very nice pics of models that he has built. The M28 is to be powered by an original Movo D2 engine - very nice! Doing the search for the plan reminded me how much archive stuff I have from my friends in Italy. In an ideal world it should all be backed up & copies made for anyone who is interested. Here is an example from a 1965 Modelissimo magazine.



In the 1960's (& from memory) I recall Erno Frigyes was a very well-known international power flier from (I think) Hungary, who won the World Power Champs in 1963 with this model.

Anyway, there is loads more for anyone interested. Here are a few pics of the Movo D2 diesel - one is of an original, the other - possibly - is of a replica, it looks too pristine to be original?

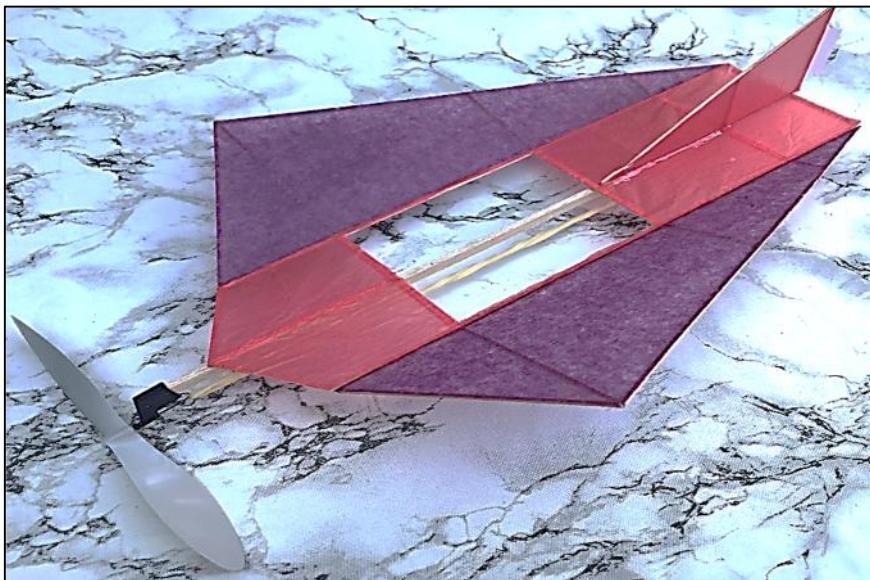


Original Movo D2



Replica? Could be original & really well restored - the Movo engines were made in Italy immediately following WW2. A reproduction was made in 1989. Apparently you can tell an original because the serial number is 2991. All the 1989 reproductions were given the same serial number, 1989 & it looks like the lower (posh) pic has a number starting with a "2"? Question for the engine buffs.

Managed to get to the most recent Wickham indoor meet & took a little model built before I went on my travels. First thing I've built for quite a while. Anyway, the flight pattern was consistently distinctive - nice left turn with steady climb & circle for the first 30 secs or so then as the power dropped, a sharp right turn into the nearest wall. Totton on Weds when hopefully I'll have a bit more time to sort it out. Can't even remember where the plan came from - old age strikes again.



An out of the blue email - from a modeller with a request - here it is in full. It's always nice when we get an interest from the wider modelling community, so have a look at the website - you never know what you might find.

Hi Roger,

I hope that you do not mind me contacting you through the email address listed on the Society of antique modellers website.

I have been providing a wide range of Carbon Fibre Products to RC Modellers for over 20 years through my eBay shop www.ebay.co.uk/str/laptopconnections and have now launched my own web shop at www.laptopconnections.co.uk.

I would like to offer a 10% discount on all products ordered from my own web shop to all SAM 1066 members using the discount code "RCMODEL10" at checkout. This will be a permanent arrangement and will not expire.

If this is of interest and appropriate, please could you forward this information to any club members who might also be interested ?

Best Regards, Michael Steval

LaptopConnections Ltd.
 92 West Busk Lane, Otley, West Yorks. LS21 3NB
 Mob : 07981-002651
 Tel : 01943-467164
 Email : sales@laptopconnections.co.uk
 Web : www.laptopconnections.co.uk

Finally, a pic from my recent travels - sunrise on the River Dee in North Wales at Newbridge



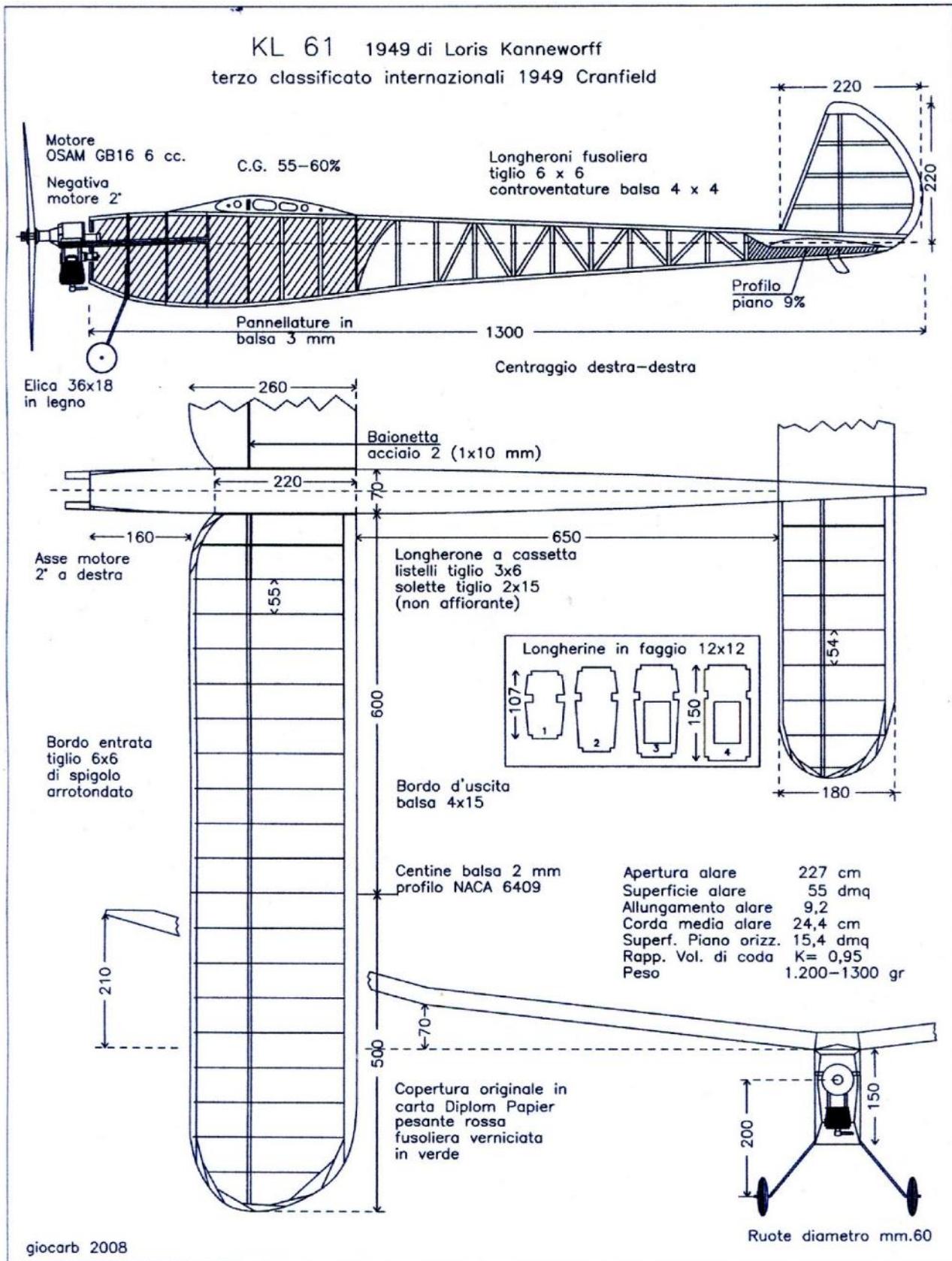
Roger Newman

Plans for the Month

Roger Newman

Plans for the month - Italian theme again this month - note that these plans are not in our plan library but I do have some of the file as pdf's or in other formats

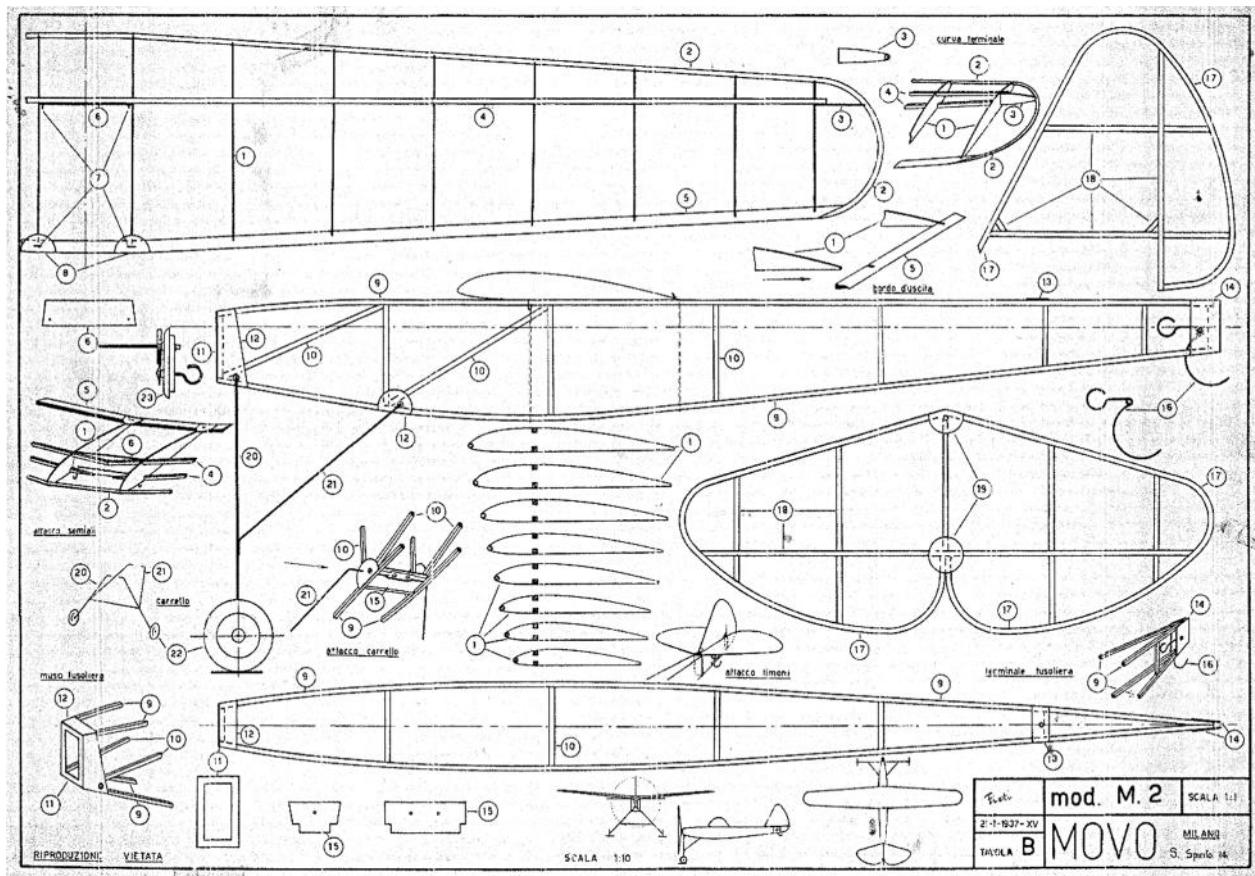
Power: KL-61 - competed in 1949 at Cranfield - see pic.



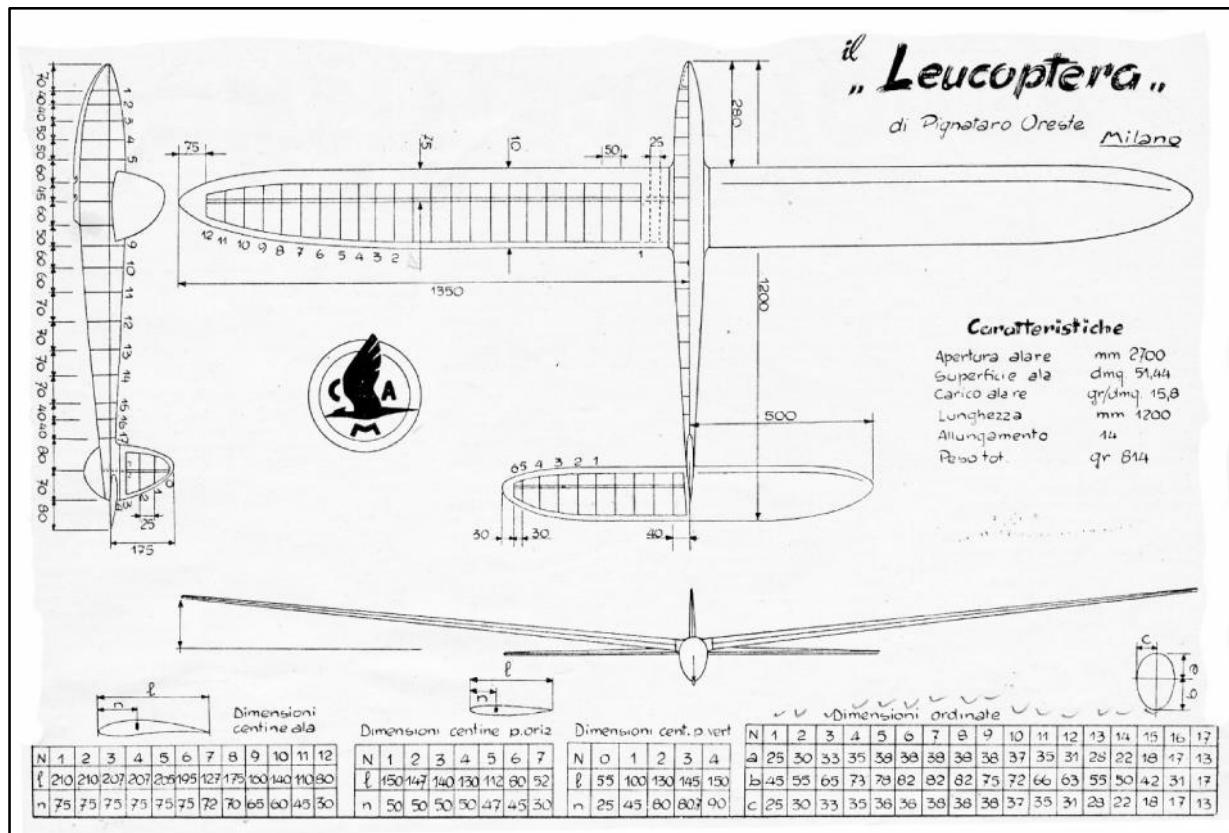


M. Kanneworf, of Italy, is assisted by fellow-countryman G. Lustrati in the Bowden Trophy International Power Contest at Cranfield Aerodrome.

Rubber: Movo M2 - pretty little model from 1937



Glider: Leucoptera-1 - typical 1940's style model



Roger Newman

Cancelled North Luffenham Event

Gavin Manion

Regarding the cancellation of the Birmingham Coupe event, 4th December 2022

Those present at "the gate" at North Luffenham on that Sunday morning will know that I was unable to draw the field access key from the MOD gatehouse because there was an exercise on.

As people waited, made coffee, ate mince pies (courtesy of Kris Best) and chatted we watched mini-buses ferry troops in and out and heard the distant sound of automatic fire. Given that some people had driven considerable distances we were a cheerful lot, not a word of complaint was made and there was discussion about when it might be best rescheduled. Eventually people drifted away leaving me to finally depart from the gate at around noon. On reflection, I was unhappy about rescheduling anything until I better understood the problem that day. I had made all the usual checks and bookings well ahead of time but things had gone wrong and I wanted to have some confidence that the normal arrangements were still in place.

Fortunately Alan Jack is very close to the users and the military at Luffenham and so I asked for his help. It took about a week for Alan to determine that, as is so often, it was a case "cock-up not conspiracy". The exercise was a late arrangement and our usual Liaison Officer had been on extended leave. The troops on exercise were aware that the field was "booked" by civilian users and were expecting to "deconflict" (military word, not mine) to enable the airfield to be used by both parties. The problem was that the Guardroom Sergeant didn't know any of this. He came on shift to discover that there was an exercise on the field, he didn't know where on the field they were, what they were doing or when they planned to leave. What he did know was that in those circumstances he couldn't give me the key. We understand that

there is now a new instruction to Luffenham Security that, should the situation occur in future, they must consult a specific officer before access to the public is refused. Alan was kind to copy me in on the emails between himself, Rutland Radio Flyers and our Liaison Officers. From these it's clear that the military at Luffenham regretted what had happened, explained why they believed it had occurred and the mitigation they had put in place to prevent it happening again.

We all know that we access military sites with their approval but with the understanding that their operational needs will take precedent. The response from MOD North Luffenham could have been just that, but it wasn't and I think that reflects well on the good relationship we've had with the personnel there over the years. Given all this I'm happy to re-arrange the event and hope that fliers will have confidence to attend; the new details are in the notice attached.

My thanks to Alan Jack for resolving the events of that day and maintaining the good relationship we've enjoyed with MOD North Luffenham.

La 8th^{ième} Grande Coupe de Birmingham - part deux...

This will take place on the Sat 18th OR Sun 19th of February at MOD North Luffenham starting at 10.00. All other details are as previously advertised but with the following addition. The organisers will determine which of the two days of that weekend are likely to have best weather and will email potential attendees on the evening of Thursday 16th Feb to confirm the chosen day.

Will all potential fliers please email Gavin Manion on gavin.manion84@gmail.com ahead of time so that they are included in that confirmation email.

Gavin Manion gavin.manion84@gmail.com

Stu Darmon 01858 882057

Gavin Manion



Wanted: - crankcase for ETA Diesel 2.5 cc

I'm after a crankcase for an ETA 2.5 cc Diesel,
(or a damaged/worn out engine to plunder).



The story is that I met "Louis" a French team race champion in the 1950's while camping at Lake Annecy and his winning ETA engine was missing its crankcase, so I sent him my whole engine! He has sent back the Bits less the case.... Now I need one.

David Bintcliffe.

Contact email - bintcliffefamily@yahoo.co.uk

Kits for Sale

I recently bid for and bought much of the Aeromodelling stuff left by Alan Wiggs who passed away last year. Alan was a great pioneer of the vintage rubber brigade. I first met him the 80's at the model Engineer Exhibition when it was at Wembley. He was manning the SAM 35 stand and got me to join. My membership was rewarded with a free plan of the Prefect rubber model. I still have it (but I have never built one).

I was interested in all the models but had to pay quite a lot because there were some nice unused kits including a pre-war Club Kits Super Duration - so old and yet it's all there. Anyway, I loaded up my hatch-back to the roof with various kits, propellers, wheels and loads of built models and got them home. I am busy refurbishing eight of Alan's models but there are many complete kits in original boxes which I will never build (see list).

Pre War Club Kits Super Duration 40ins
Arden Geared Propulsion Unit
CM Products Soaring Glider 30ins (repro)
Comet Sparky 32ins Rubber Model
Cosmo R1 Spar Tractor - Tissue on bamboo frame 19ins
Easybuilt Jimmie Allen Skokie
Frog Redwing Senior Series 18ins
Hyper Cub Plan and Gearbox no wood
KK Achilles
KK Ajax 30ins
Sleek Streak 14.5ins
Star Flyer (like Sleek Streak)
Veron Comper Swift
Veron Swordfish
Original KK 7 and 12 ins Props

So, if you are interested, I would like to sell the kits to SAM readers before they go on Ebay.

Call or e mail me anytime. Andrew Longhurst
Tel: 07948 706402 or email: andrewlonghurst@yahoo.com

L'AQUILONE SAM 2001
TOMBOY RALLY INTERNATIONAL POSTAL CONTEST
01/07/2022 - 30/06/2023

We wish to present this competition to all the lovers of this nice model with the only aim of having fun in a postal contest which is organized to provide some fun flying together or at the same time as are all postal contests. The Tomboy Rally wants to prove the performance of this model alongwith the ability of the builder and pilot, without reaching the peak agonism of usual contests and only wishing to fly the model having fun in a relaxed manner. After having carried out some tests we have decided to admit the use of I.C. engines and electric motors trying to reduce the gap between them.

Model

- The 30" or 44" wing span (as per plan Aeromodeller) and 48" (as per Boddington plan or 30" scaledup) models are admitted;
- Models may be fitted with floats as per plan (scaled-up for 48" version);
- no minimum weight;
- reinforcement or lightening of the structure with respect of the basic outline of the original model are admitted;
- materials to be used are those found on the plan;
- plastic covering in place of tissue, silk or other is admitted;
- More than one person can use same model;
- Same model can flight in L.G. or float version;
- Lone fliers can self launch and time.

Engine/motors

I.C. engines and electric motors are admitted within the following limits:

30"-44" WINGSPAN

I.C. Engines:

- Any engine with 1 cc. maximum displacement;
- Fuel tank : 3 cc.
- R/C carburettor is admitted.

Electric Motors:

- Any electric motor is admitted with direct drive
- The engine cannot be stopped and started again: the motor must run continually without interruptions till the end of the battery charge or competitor's decision;
- no folding prop is admitted; if a folding prop is used the blades must be held open with a rubber band;
- freely assembled admitted batteries:
- 450 Mah 2 cell LiPo
- separated batteries pack for Rx alimentation is allowed

48" WINGSPAN

I.C. Engines:

- Any engine with 2, 5 cc. maximum displacement;
- Fuel tank : 6 cc.
- R/C carburettor is admitted.

Electric Motors:

- Any electric motor is admitted with direct drive - The engine cannot be stopped and started again: the motor must run continually without interruptions till the end of the battery charge or competitor's decision;
- no folding prop is admitted; if a folding prop is used the blades must be held open with a rubber band;
- freely assembled admitted batteries:
- 500 Mah 3 cell LiPo
- separated batteries pack for Rx alimentation is allowed

Flights and results

- Each competitor may fly as many flights as wished during the admitted period but only the best flight will be considered for the final result.
- Hand launches are admitted.

- The flight time start when the model is released or takes off. The flight time ends when the model lands or hits a fixed obstacle. In case the model flies out of sight the timekeeper will time for 10 seconds after losing sight of the model. Timing will continue if model is seen again or stopped after 10" deducting this time from the total time of the flight.

Awards :

- A diploma for all competitors and prizes for the first three in each version rank. Special prize for best flight in float version.

Results

Results, address, photos and technical specification about model must be forwarded to the Organization within the 15th July 2023 to Curzio Santoni (csanton@tin.it) or to Gianfranco Lusso (gfl@orange.fr). Many pleasant flights and happy landings to ALL !!!

SPECIAL PRIZE VIC SMEED

SAM 2001 have scheduled an extra diploma that will be awarded to the best flight in Tomboy floatplane version (30", 44" or 48") taking off from water. The Editor will send to the winner a Diploma signed By SAM 2001 President and a bottle of special Italian Wine to drink to Vic Smeed! Good ROW and flight.

SPECIAL PRIZE DAVID BAKER

The 2012 was the 5th edition of SAM 2001 Tomboy Rally and we have scheduled a special prize for the three best

flights obtained with 30" Tomboy F/F. Only engines diesel max 0.75 c.c. shall be used. The other rules are the same for 30" or 44" wingspan type. It is possible to use a R/C Tomboy, however, being this a free-flight contest, the time must be stopped when transmitter is used, since the aircraft model should fly freely from any control.

from the ground.

Good thermals

Permits for Salisbury Plain & North Luffenham

There is a tab on the free Flight Technical Committee website
Where you can apply and buy the permit that you require on line

The costs are:

£20 for Salisbury Plain - £35 for North Luffenham

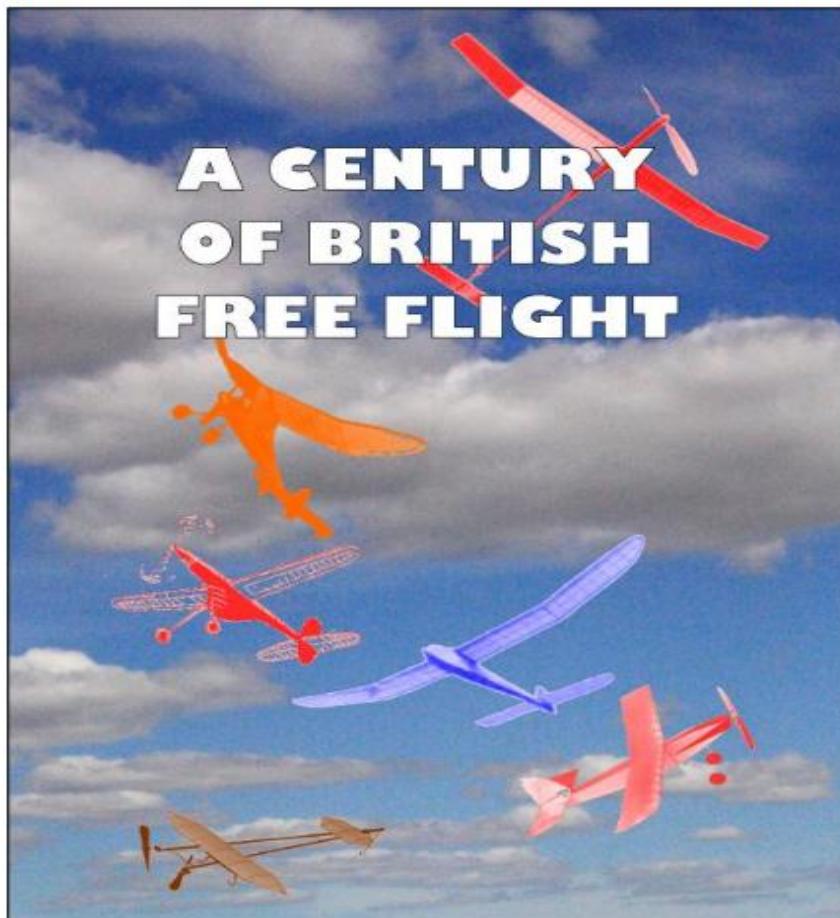
The details of the Conditions of Issue
And Code of Conduct are included with the application
And must be strictly followed

A CENTURY OF BRITISH FREE FLIGHT

A new book, A Century of British Free Flight, has just been published to mark the BMFA's centenary. 155 pages of text, plans and photographs in colour and black and white trace the development and history of free flight from before Bleriot crossed the Channel to the present day. Nine authors have pooled their talents to cover everything from the rise of the Vintage movement to electronic timers and GPS tracking.

The histories of gliders, scale, rubber, electrics, power models and indoor are all explored by people who've spent most of their lives flying their classes. Although there's no 2022 Free Flight Forum Report we think A Century of British Free Flight will more than fill the gap. All proceeds will go towards defraying the expenses of those representing the United Kingdom in teams competing at the World and European Free-Flight Championships.

The UK price is £20.00 on the flying field or £22.00 by mail; to Europe it's £25.00 and anywhere else it's £28.00. Cheques should be payable to 'BMFA F/F Team Support Fund' in pounds sterling, drawn on a bank with a UK branch; you may also order by credit card, which is a lot easier (and cheaper).



Copies are available from:
Martin Dilly, 20, Links Road, West Wickham, Kent BR4 0QW
or by phone: (44) + (0)20-8777-5533,
or by e-mail to martindilly20@gmail.com.

Petit Classique de Brum

MOD North Luffenham, 16th April 2023

A relaxed day out – or will we be April Fools?

A competition of 3 flights, no rounds. Start 10.00 end 16.00,
followed by Fly-offs as required.

Max and Fly-off (not DT) to be determined by the CD on the day
with regard to weather and other conditions.

Classes will be:

pre 1970 Coupe (incl. Vintage Coupe), - Classic A1,
Combined E36 + 1/2A power (both 8 second run),
Classic Glider (50m line) and Mini Vintage.

Competitors may enter two models, separately, in each event.
Highest placed entry to count,
NO SUBSTITUTION of parts nor model permitted.

Entry £10 for the day, prizes for 1,2&3 in each class.

NOTE TO POTENTIAL FLIERS: -

April is traditionally a bit showery, so much so that they write songs about it.

If the forecast is for VERY INCLEMENT weather, then WE WILL POSTPONE the event to the alternate date of 23rd April.

To avoid an unnecessary journey if you think you'll be there PLEASE TELL GAVIN MANION BY EMAIL. The decision whether we go ahead will be notified by email by the evening of Thursday 13th April.

Gavin Manion - gavin.manion84@gmail.com

Stu Darmon - stuardarmon1a@yahoo.com
tel 01858 882057

Indoors in Wales

At

Canolfan Hamdden Plas Leisure Centre
Coetmore New Road, Bethesda LL57 3DT

Free Flight rubber and Small electric RC, Scale,
small helis and small quads etc.

Sundays 1.00pm til 4.00pm

2022

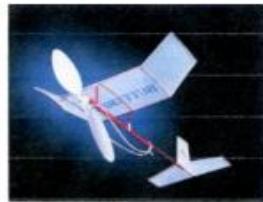
Oct 2nd - Nov 6th - Dec 4th

2023

Jan 8th - Feb 5th - Mar 5th

Contact:

Martin Pike: martin.pike.xray@btinternet.com



**Flitehook
Indoor
Free Flight**



West Totton Community Centre SO40 8WU

2023 Winter/Spring Dates:

Weds: 18th Jan; 15th Feb; 15th Mar; 19th Apr;

12.00 noon - 4.00 pm

BMFA Membership mandatory

£8 per session

Spectators & Juniors are free of charge

Easy access; Cafe; Toilets; Parking

Flitehook Sales Table

Any queries

email rogerknewman@yahoo.com or phone 02392 550809

Supported by Southern Area BMFA



Waltham Chase Aeromodellers

Indoor Free Flight Meetings

At

**Wickham Community Centre
Mill Lane, Wickham
Hants, PO17 5AL**

Thursday Evenings 7-0pm til 9-30pm, £5

2022 Dates:

Jan 20th - Feb 3rd - Feb 17th - Mar 3rd

Mar 17th - Mar 31st - Apr 14th - Apr 28th

May 19th - Jun 9th - Jun 23rd - Jul 7th

Sep 22nd - Oct 6th - Oct 20th - Nov 3rd

Nov 17th - Dec 1st - Dec 15th

Due to current restrictions, for the immediate future the organisers will need attendees to pre-book their slot at each meeting with the maximum number of attendees being set at 14. If the number of pre-bookings is significantly less than 14 then the organisers may have to reduce the meeting duration to avoid running at a significant financial loss. Hopefully, in the not too distant future, the coronavirus situation will calm down and we will enjoy greater numbers of attendees such that pre-booking and event duration adjustment will not be necessary. For the time being it is also a requirement that you wear a face mask.

To book a slot at a meeting (and for any further information)

contact the meeting organiser, Alan Wallington,

via email at alan@ajwallington.co.uk or by phone on 01489 895157.

This should be with Alan by the morning of the Wednesday

before the meeting you wish to attend.

You will receive confirmation of your slot on the Wednesday evening.

And finally all flyers must be current members of the BMFA.

Please bring your 2022 certificate with you to your first meeting or alternatively email it to Alan with your first pre-booking request.

Peterborough Model Flying Club

Free Flight Indoor Flying

at the Veracity – Bushfield Leisure Centre,
Orton, Peterborough, PE2 5RQ.

Car Park on site.

Contacts Brian Waterland 07717461000
or Martin Skinner 07774863008.

Small Rubber/electric or Co2. No R/C, Drones or shockies.

Dates

30/10/2022.	Sunday.	10:00 AM to 1:00 PM.
12/11/2022.	Saturday.	10:00 AM to 1:00 PM.
26/11/2022.	Saturday.	10:00 AM to 1:00 PM.
7/1/2023.	Saturday.	10:00 AM to 2:00 PM. Extra hour.
5/2/2023.	Sunday.	10:00 AM to 1:00 PM.
4/3/2023.	Saturday.	10:00 AM to 1:00 PM.

E30/RDT/BMK/E20 Batteries

The 75mAh lipo's which I sell for E30 now come with Micro JST plugs which make them suitable for BMK timers etc. Since they do not have the current limiter, they work well with the Band Burner and can also be used as lightweight E20 batteries. Just send me £10 and I will put 4 in a Jiffy bag. I still have some without connectors which are now 5 for £10. Ron Marking, Pros Kairon, Pennance Road, Lanner, Redruth TR16 5TF. Alternatively, use PayPal but e-mail me your address.
ron.marking@btinternet.com

FREE FLIGHT SUPPLIES

MICHAEL J. WOODHOUSE
 12 MARSTON LANE, EATON, NORWICH
 NORFOLK, NR4 6LZ, U.K.

Tel/Fax: (01603) 457754 International Tel +44-1603-457754

e-mail: mike@freeflightsupplies.co.uk.

Web site: <http://www.freeflightsupplies.co.uk>.

Face book <https://www.facebook.com/groups/266212470107073/>

I supply items, which are needed by the free flight modeller, or any other modeller, items that cannot be readily obtained through the normal model shop outlets. I also believe in the builder of the model principal so what you will find, on my list, are components, plans and kits etc. Although I am not a shop, if you are passing through Norwich, you are welcome to call in, a quick telephone call first to check that I'm at home will save a wasted diversion.

ORDERS and PAYMENT

Place your order by telephone, by e-mail, CASH, DIRECT TO FREE FLIGHT SUPPLIES BANK ACCOUNT, CREDIT/DEBIT CARD, MORE!

WESTERN UNION, PAYPAL

AVAILABLE

LIGHTWEIGHT COVERING MATERIALS - HI-TECH MATERIALS - FIXINGS - RUBBER - RUBBER MODEL PROPELLERS - TIMERS - KP AERO MODELS - TOOLS - PLANS - KITS - "HOW TO DO IT" PUBLICATIONS - BOOKS.

Full details of the above items are on
 the Free Flight Supplies Web site.

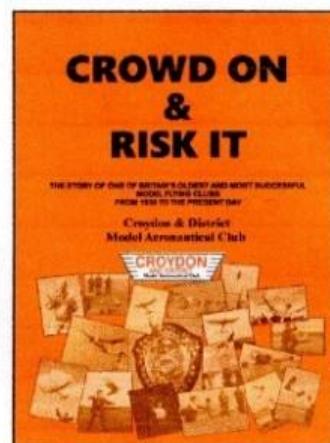
CROWD ON & RISK IT

This is the story of one of Britain's oldest and most successful model flying clubs, Croydon & District MAC, from 1936 onwards. The club contributed much to aviation, both model and full-size, and the late Keith Miller compiled its history till around 1960. Now, this up-dated 73 page version of the club's history, copiously illustrated with many previously unpublished photos, takes the Croydon saga up to the present. Contributions by past and present members vividly capture the atmosphere of the heyday of free-flight, with almost weekly contests at Chobham or Bassingbourn.

53 designs by Croydon members have been published in the model press and 24 of its members have represented Great Britain in World and European Championship teams. Several have gone on to notable careers in aerospace. Crowd On & Risk It covers all this and more.

Just £8 by PayPal or cheque.

Contact Martin Dilly (martindilly20@gmail.com), phone/fax 020 8777 5533 or write to 20, Links Road, West Wickham, Kent BR4 0QW for your copy.



DILLY JAP IS BACK

After a bit of a gap since the final 5 yards came off my last bulk roll of Japanese tissue several people have asked if it will be available again, so I've just received my seventh roll. Doing the sums, that means that there's now just over a mile of Dilly Jap covering models all over the world.

To re-cap on the details, it's 12 gm/M2 and has a strong unidirectional grain. It's white and low absorbency, so remains very light when doped. For those of you old enough to remember, it's identical to the Harry York tissue sold at his South London model shop in the 1950s.

Anyhow, since the last roll came in 2015, the price is slightly higher (maybe as a result of you-know-what ...xit and its effect on sterling), but it's still only £13 for a five yard roll a yard wide, or £15 by mail to the UK. I normally sell it in rolls at contests, but lately many people have had it sent lightly folded, so I can do that if you prefer.

I'm on 0208-7775533 or e-mail: martindilly20@gmail.com

INDEPENDENT REVIEW OF DILLY JAPANESE TISSUE

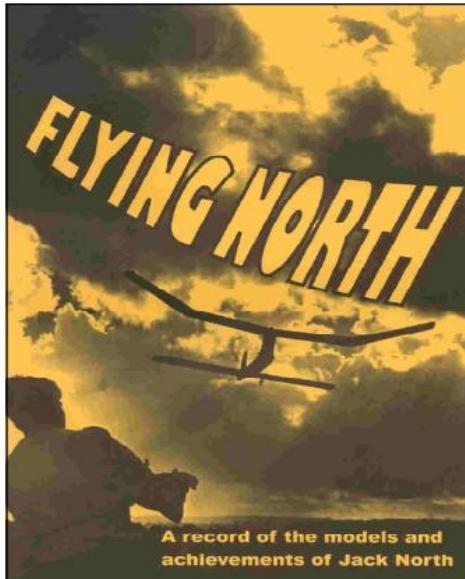
The following appeared on the Hip Pocket Aeronautics Builders' Forum. Nine different tissues were tested, doped and un-doped.

"I am really impressed with how well this tissue performed. Dilly Jap tissue with 2 coats of thinned nitrate dope is around 8% stronger than the old 00 Silkspan with 2 coats of dope, yet Dilly Jap is 0.09 grams per square foot lighter. Here are the test results:

Test#	Tissue Type	gm/sqft	Avg Ten Str lb	Spec Str lb/gm
9a	Dilly tissue (UD)	1.20	14.74	12.28
9b	Dilly Jap Tissue (D)	2.04	19.70	9.66

So far, the Dilly Jap tissue has the highest specific strength of all the tissues and Silkspans tested. Doped Dilly Jap has nearly double the strength of doped Japanese Esaki tissue and yet doped Dilly Jap weighs 0.1 grams per square foot less than doped Esaki. Dilly Jap can't be beat for weight critical contest models requiring the torsional rigidity afforded by tissue papers!"

THIRD RE-PRINT JUST ARRIVED



FLYING NORTH

A goldmine for vintage and nostalgia model flyers -

FLYING NORTH traces the model flying career of Jack North, one of only three people to represent the UK on all three outdoor free flight teams, - Wakefield, Power and Glider. It covers his flying and models from 1938 onwards and includes no less than 24 of his previously-unpublished designs.

FLYING NORTH was compiled and edited by two of Jack's Croydon clubmates, David Beales and Martin Dilly, who had access to Jack's extensive notebooks, photographs, drawings and his original models.

FLYING NORTH is a fascinating 163 page book and includes 130 photographs, reminiscences by colleagues, re-prints of all Jack's published plans and articles, including his later extensive work on thermal detection, and an outline of the professional career that also made him such a respected name in high-speed aerodynamics.

FLYING NORTH proceeds go towards the costs of the national teams representing the UK at World and European Free-Flight Championships.

Price £20.00 in the UK, £24 airmail to Europe and £30 elsewhere.
Contact Martin Dilly on +44 (0)208-7775533 or e-mail martindilly20@gmail.com

ISSUE 285 OCTOBER-DECEMBER 2022

SAM SPEAKS

THE WORLDWIDE VOICE OF VINTAGE AEROMODELING



In this issue:

- RC Ramrod 600
- "Flip Stick" 1942 HLG
- Garofalo's "Arch Angel"
- Midwest SAM Champs
- Speed 400 replacement motor
- Shulman's "Zoomer"
- Receiver Pack Considerations
- Ed Swinton's C Stick

This bi monthly emagazine can be obtained from the
Society of Antique Modellers. Web site
<http://www.antiquemodeleur.org/>
for the modest cost of \$30 pa.
Quite a few UK people already belong,
but a few more might help our Parent Body!

FREE FLIGHT FORUM REPORT 2021

Indoor Duration - A Challenge to Conventional Design - Tony Hebb
 Coupe in a Box - Gavin Marion
 Building Other People's Mistakes - Stuart Darmon
 The Models of Ray Monks - Simon Dixon
 Simulated 3D Flight Dynamics - An Approach to Gain Insight for
 Trimming and Aircraft Development - Peter Martin
 Building During Lock-down - Phil Ball
 Tame Your F1B and Related Thoughts - Mike Woodhouse
 What Next for a Lady Flyer - Sue Johnson
 F3 RES - RC for the Aging Free Flyer - Andy Sephton
 From Wichita to Robin III - Mike Fantham
 Further Thoughts on Carbon-Skinned Wings for F1A - Stuart Darmon
 Geo Fencing and Electronic Stability - John Emmett

The UK price is £13 including postage; to the rest of Europe it's £16 and everywhere else it's £20. Forum Report sales help to defray the heavy expenses of those who represent Great Britain at World and European Free Flight Championships. Cheques should be payable to 'BMFA FF Team Support Fund' in pounds sterling and drawn on a bank with a UK branch. You can also pay by credit card, which is far easier (and cheaper).



Copies are available from: Martin Dilly,
 20, Links Road,
 West Wickham,
 Kent
 BR4 0QW

Or by phone: +44(0)2087775533
 Or e-mail: martindilly20@gmail.com

FREE FLIGHT FORUM REPORTS OVERSTOCK SALE

There's an excess stock over the years of the following Free Flight Forum Reports – 1997, 1998 and 2016. There's an enormous amount of information there on a wide range of free flight topics as the following contents list shows.

1997 - Slow Open Power - One Man's View by Dave Clarkson; Vintage Lightweights by Andrew Longhurst; Testing Balsa Quality by Bernard Hunt/ John Taylor; Return of an Old Tosser by Chris Edge/ Mike Fantham; Some Rambling Thoughts on Free-Flight Aeromodelling Design Trends by Andrew Crisp; Electronic Timers - An Overview by Chris Edge/Martin Gregorie; Selecting Slippery Stuff by John Barker.

1998 - Computer-Aided F1A Fuselage Layout by Mike Fantham; Fast Track to F1C Flying by John Cuthbert; Micro-Meteorology and Thermals by Mark Gibbs; The Latest Thinking in F1B Trimming by Peter King; F1A Tailplane Structures by Mike Fantham; Is the Weather Better on a Sunday or a Monday? by Phil Ball; A Practical Introduction to Electric Free-Flight by John Godden; Avionics and the Future of Free-Flight by Mike Fantham; GPS - A Global Position Paper by Julian McCormick; Builder of the Model - Where Next? by Mike Fantham
 2016 - Indoor Scale Free Flight Gliders by Andy Sephton; Juniors in Free Flight by Mark Gibbs; Carbon Fibre for Aeromodellers by Mick Lester; The Making and Testing of F1B Rubber Motors by Peter Brown; Computations at Low Reynolds Number and a New Aerofoil for F1G (Coupe d'Hiver) Models by Alan Brocklehurst; Carbon Fibre Covered Prop Blades from Simple Tooling by Phil Ball; Weather Forecasts - How Good Are They and How to Interpret Them by Mark Gibbs; Capitalising on Low Drag Aerofails and All That by Alan Brocklehurst; Basic Propeller Theory by Andy Sephton; Methanol to Lithium by Peter Watson; Some Interesting & Successful Models from 2015 by Phil Ball; Dave Greaves 1942-2016 - An Appreciation

To clear the excess we're offering all three Reports together at a special discount price of £15.00, a saving of £21 on the single copy prices. To Europe the cost is £18 and anywhere else it's £21. Cheques should be payable to 'BMFA F/F Team Support Fund' in pounds sterling, drawn on a bank with a UK branch; you may also order by credit card, which is a lot easier (and cheaper). Copies are available from :

Martin Dilly, 20, Links Road, West Wickham, Kent BR4 0QW
 or by phone: (44) + (0)20-8777-5533, or by e-mail to martindilly20@gmail.com.

Provisional Events Calendar 2023

With competitions for Vintage and/or Classic models

All competitions are provisional. **Check websites before attending**

February 26 th	Sunday	BMFA 1st Area Competitions
March 12 th	Sunday	BMFA 2nd Area Competitions
March 26 th	Sunday	BMFA 3 rd Area Competitions
April 7 th	Good Friday	Northern Gala, Barkston
April 16 th	Sunday	Le Petit Classique de Brum, N Luffenham
April 17 th	Easter Monday	Croydon Wakefield Day + SAM1066 , Salisbury Plain
April 29 th	Saturday	London Gala, Salisbury Plain
April 30 th	Sunday	London Gala, Salisbury Plain
May 29 th	Sunday	FF Nationals, Mini , N Luffenham
June 3 rd	Saturday	FF Nationals , Salisbury Plain
June 4 th	Sunday	FF Nationals , Salisbury Plain
June 18 th	Sunday	BMFA 4 th Area Competitions
July 9 th	Sunday	BMFA 5 th Area Competitions
July 29 th	Saturday	East Anglian Gala, Sculthorpe
July 30 th	Sunday	East Anglian Gala, Sculthorpe
August 20 th	Sunday	Southern Gala, Salisbury Plain
September 2 nd	Saturday	Stonehenge Cup, Salisbury Plain
September 3 rd	Sunday	Equinox Cup, Salisbury Plain
September 17 th	Sunday	BMFA 6 th Area Competitions
October 1 st	Sunday	BMFA 7 th Area Competitions
October 15 th	Sunday	BMFA 8 th Area Competitions
October 28 th	Saturday	Midland Gala, Venue, Barkston
November 5 th or 12 th	Sunday	Buckminster Gala, BMFA Centre

Please check before travelling to any of these events.

Access to MOD property can be withdrawn at very short notice!

For up-to-date details of SAM 1066 events at Salisbury Plain check the Website -

www.SAM1066.org

For up-to-date details of all BMFA Free Flight events check the websites

www.freeflightuk.org or www.BMFA.org

For up-to-date details of SAM 35 events refer to SAM SPEAKS or check the website

www.SAM35.org

Useful Websites

SAM 1066	-	www.sam1066.org
Mike Woodhouse	-	www.freeflightsupplies.co.uk
BMFA	-	www.bmfa.org
SAM 35	-	www.sam35.org
National Free Flight Society (USA)	-	www.freeflight.org
Ray Alban	-	www.vintagemodelairplane.com
Belair Kits	-	www.belairkits.com
Wessex Aeromodellers	-	www.wessexam1.co.uk
US SAM website	-	www.antiquemodeler.org
Peterborough MFC	-	www.peterboroughmfc.org
Outerzone -free plans	-	www.outerzone.co.uk
Vintage Radio Control	-	www.norcim-rc.club
Model Flying New Zealand	-	www.modelflyingnz.org
Raynes Park MAC	-	www.raynesparkmac.c1.biz
Sweden, Patrik Gertsson	-	www.modellvanner.se
Magazine downloads	-	www.rclibrary.co.uk
South Bristol MAC	-	www.southbristolmac.co.uk
Vintage Model Co.	-	www.vintagemodelcompany.com
John Andrews	-	www.johnandrewsaeromodeller.webs.com

control/left click to go to sites

Are You Getting Yours? - Membership Secretary

As most of you know, we send out an email each month letting you know about the posting of the latest edition of the *New Clarion* on the website. Invariably, a few emails get bounced back, so if you're suddenly not hearing from us, could it be you've changed your email address and not told us? To get back on track, email membership@sam1066.org to let us know your new cyber address (snailmail address too, if that's changed as well).

P.S.

I always need articles/letters/anecdotes to keep the New Clarion going, please pen at least one piece. I can handle any media down to hand written if that's where you're at. Pictures can be jpeg or photo's or scans of photos. I just want your input. Members really are interested in your experiences even though you may think them insignificant.

**If I fail to use any of your submissions it will be due to an oversight,
please feel free to advise and/or chastise**

Your editor
John Andrews