



NEW Clarion

SAM 1066 Newsletter

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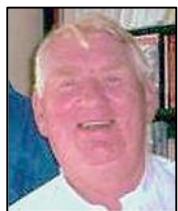
Affiliated to

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Editorial

The impact of the Corona virus is already being felt in our modelling world. The Free-Flight Nationals has been cancelled and we, SAM1066, are reviewing our own programme.

To date:

The Croydon Wakefield Day & SAM1066 event on Salisbury Plain on Saturday April 11th is cancelled.

Our Cagnarata event at RAF Colerne on Sunday August 9th together with the Croydon Coupe & SAM1066 day on Salisbury Plain on Sunday October 16th, are under review and at this time are not subject to cancellation. Decisions on cancellation will be taken nearer the event dates, when the virus situation becomes clearer.

I expect all indoor meetings to be cancelled due to unachievable isolating distances.

BMFA Free Flight Corona Virus Actions

As a result of the Corona Virus the FFTC are obliged to take action to reorganise the Free Flight contest calendar. It is a fast-moving situation and things could and will change. Based upon what we know at the moment and to fit with the Government guide lines, the following actions have been agreed by the FFTC.

- The Free Flight Nationals has been cancelled.
- All BMFA FFTC contests are suspended until the end of May these being the 3rd Area, Northern and London Galas, F1ABC team selection, F1E and space contests.
- The Plugge Cup and free flight overall championships are suspended.
- There will be a rebate for holders of the season contest entry tickets. The amounts will be calculated when the situation returns to normal.
- Test flying on Salisbury Plain Area 8 is allowed. Remember the Government guide lines.
- We have been advised by St Georges Barracks that North Luffenham is out of bounds until further notice.

The FFTC will monitor the situation and keep all advised. The FFTC regrets this action but we must do this in order to comply with government guidelines.

We will keep you posted as the situation develops. The FFTC will restart the competition calendar as soon as the situation allows.

The BMFA Contest & Events Calendar (ConEvCal) will be updated noting the cancelled competitions. The BMFA Competition Secretary has said that the BMFA ConEvCal is the primary source for competition information.

Free Flight update

During this period the FFTC will send out the occasional message to update the free flight community during this shut down period.

These notes are sent to supplement what is put out on the BMFA website. The FFTC urge all to keep up to date with what is being published on the BMFA site. These notes are sent as a supplement with specifics as they effect free flight.

In essence the organised free flight competition scene is non-operational for the next twelve weeks. We will wait to see transpires after then. We will act according to what restrictions are applied. As soon as we are able, we will get things operational again. What we will do for the remainder of the 2020 is open to debate and circumstance.

The information we sent a few days can now be updated.

All of our national competition sites are off limits until at least the 1st July. This is the directive that we have received from the MOD. This at best allows us 6 months of the year to complete the calendar. If the 1st July becomes a reality, we can then decide on the shape of that calendar. We will know if this will happen as we get closer to that date.

Remember to follow the government guidelines as to what is expected of each and everyone of us. Read the BMFA guidelines and keep safe and well.

Editorial continued:

Back to proper editorial, content is going to be a little thin with events being cancelled left right and centre. I've a feeling you will be fed with a diet of vintage articles from model mags of the past for the foreseeable future.

As I am sure you all have a large building programme about to start, I would ask that you take a few pictures along the way and cobble together a few words in support to make some articles for the Clarion.

I realise these appeals of mine are a regular occurrence with minimal success but give it a whirl. You may not be budding master wordsmiths but I can knock anything you can produce into acceptable prose. Have a go Joe.

First up this month is a report on my last indoor meeting at Thorns, I expect this will be the last meeting until the winter season starts and it is debateable if the Corona Virus will be under control by then. I did manage to remember to get a picture of the other side of the hall as I intimated last issue. The partition gets rocked about a little occasionally when junior football is in progress, but it's the noise that really gets to you.

The usual Pylonius piece follows and a couple of engine tests which for some reason are reduced in scope without power curves.

Sandwiched in between is another of Ray Malmstrom's masterpieces in the shape of a scale model of the Avro 504 K. This model shows another aspect of Ray's modelling which was not always the quirky models we've come to expect.

Dick Twomey has ferreted out some details of the Mew Gull and Alex Henshaw who raced the plane and set records. I've a copy of his book 'The Flight of the Mew Gull' which is a personal record of Alex's solo flight to Capetown and back. I recommend it as an excellent read.

I'm afraid I've had to dig out another of my old Clarion articles from 2003 as a content filler. I find it quite interesting to read these old articles of mine as they bring back many pleasant memories, even the tales of disaster.

The annual Crawley indoor meeting is reported by Nick Peppiatt with numerous excellent pictures of the scale models that were flown. Seeing Gerard Moore's model of the Vickers 'Gunbus' I was prompted to search out details of the other 'A' frame pusher, the De Haviland DH 2. These aircraft make one take a second look as initially it appears that CG could never be in the right place but on further consideration the weighty engine will do the job.

Roy Tiller continues to dip into our library copies of the Meccano Magazine picking out the items of aeromodelling interest.

I've resorted to purloining an article from the New Zealand Vintage magazine, edited by Bernard Scott, to bulk up content. There may well be more in future issues whilst we are on lock down.

Peter Hall brings us up to date with the Stirling efforts of the stalwarts at Beaulieu in the BMFA 1st Area event, I did not contemplate travelling to Barkston and I've heard nothing.

Our secretary wraps up this issue with his monthly report and model plans.

The situation with regard to the corona virus is so fluid and changing seemingly by the hour that it is not worth me trying to update the events calendar any more. Just keep your eyes on the BMFA website <http://www.bmfa.org> and SAM1066 <http://sam1066.org>

I'd still got the models etc. in the car boot from my last trip out to Sneyd so, having only had three flights with one model at that meeting, I didn't bother to change the model box and I set sail for the South B'ham meeting without the chore of reloading.

An uneventful trip in the KUGA, taking in three motorways, saw Rachel and I setting up shop against the centre barrier in our usual spot in the Thorns sports hall.



Thorns is a large hall split into two sections by a removable four foot wooden barrier topped with a short curtain and netting to the roof. The two sections differ in size and the B'ham club, through Colin Shepherd, book the larger of the two sections.

The smaller section would still be useable for indoor as it's about two thirds the size of the larger section. Quite often this smaller section is occupied by very junior footballers and the noise is ear-splitting and the barrier gets rocked by flying footballs. They are not normally there for more than an hour, which is more than enough for us. It does mean we have a few interested spectators sticking their noses round the end of the wall but no new flyers as yet as far as I'm aware.

A couple of newcomers were with us for their second visit and they had the misfortune to park their radio models etc. alongside yours truly. That was their first mistake, their second was to show interest in my 'Gymminie Cricket No2' and, as they queried the mylar covering and its application, I had no alternative but to give them the full lecture on the material and my method of application to models. I bet it addled their brains more than a little.

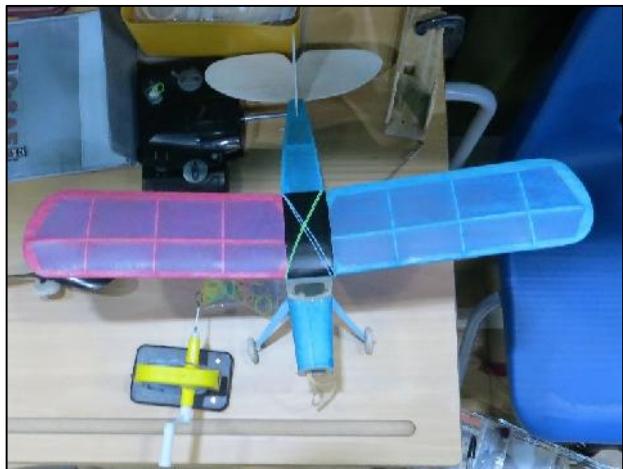
I was flying GC No2 as I had checked out No1 at Sneyd a couple of weeks earlier. I used the same size motor, .090" x 12" loop and after a low turns check flight I slapped on 1000 turns and up and away, Quite a bit of light bashing but model survived to record 4min-19 secs. Had a few flights more.



Mick Chilton was nearby with his new 'Frog Senior Red Wing', the Thorns model for xmas. This is the second version to have been built and Mick was having a little trouble taming its wandering flight path.

Mick Brown was also in attendance with his own 'Red Wing' and it's beginning to look good in the air. No flight times have been declared as yet, we wait and see. Organiser Colin Shepherd is well on the way with his build and was showing me some beautiful old Jap tissue he has dug up from somewhere. He already has some water shrunk and drying on a frame ready for covering.

As is the norm, I have not started building mine, I've downloaded details and printed out parts but no balsa cutting as yet. It will probably be much nearer xmas before my version is airborne.



One of the new guys had this peculiar radio model, I did not get any good pictures so it will have to be next issue before I can get good stills. I'm not sure how it worked but it seemed to have two vertical props toward the front and one pusher in an internal slot. It drifted about almost stationary like a drone but I don't see how just the two motors could do that, there must have been another at the rear that I missed. The big surprise was when, with a bit of a bang, the two motors turned forward and the model stood on end and helicoptered. I really must have a good look at it next time, it's bugging me at the moment.



First timers at Thorns were Peter Thompson and his dad flying their usual 'Planks' and 'Easy 5's.

The Thompsons are regulars at Sneyd but I think this was their first foray to Thorns. I imagine the extra height of the hall would have increased the potential duration of their models but I was not in their proximity and did not hear of any times that they recorded.

I must be a little more of a rover around the hall next time as I seem to be missing a lot.

John Andrews



Extract from Model Aircraft July 1951

Most Radio Jobs are now too unwieldy to negotiate an unassisted take-off; what is required is a Doughty Chuck.

"... consistently averaged flights of over three minutes, under conditions varying from good to heavy rain" :

report in a model journal,
"It's only raining slightly ?

Well that's something, to be sure,
But oh for a sudden deluge ;
A steady drenching pour.
" For when the sky is stormy,
and the rain as thick as wax
Only then I'm certain of flying for a max.",

and a word on slope soaring:

Jack and Jill Went up the hill
to catch a thermal wafter.
Jack fell down and broke his crown;
Not the record he was after.

Focus on Modelling

My regard for the strong-minded and highly individual character of the Aeromodeller-at-Large is not, I think, without justification. To pursue his hobby successfully he must be impervious to the jeers of the sophists (" ... a sort of prolonged adolescence, my dear . . . ", highly resistant to the fatal lures of the fleshpots, and magnificently untrammelled by the domestic restraints of the obsessive female.

True, he has always been given to a few minor weaknesses. A little too susceptible, perhaps, to the coquettish appeal of the human refrigerating appliance, whether it be a gleaming Vincent H.R.D., or a rusted Vintage N.B.G. Yet through the years he has, on the whole, kept good faith with his chosen cult. That is, until now. . . .

Well, I suppose all supermen are in some way vulnerable. Achilles had his squiffy hoof. Samson lost his high power/weight ratio after his girlfriend had given him a short back and sides. So it's possibly too much to expect that our own particular genus of superman is not so afflicted. The sad fact that he is so, became only too obvious last year, when giant after giant quietly succumbed to the baleful hypnotism of that single optic merchant: the miniature camera.

Club secretaries will tell you of mass desertions by camera-toting renegades. Some will admit to still having a few members on their books, although even these are mostly camera-fiends lingering on in the faint hope that some new member may produce a model upon which they can exercise their aesthetic skill.

Flick through your recent model mags. You will find that not even they have escaped infection. Contributors who at one time could be relied upon to express themselves on model matters with a single minded coherency now tend to wander off into the incomprehensible jargon of the camera-smitten fanatic. And every month that goes by sees the yielding of more and more space to the splash of the weird symbols and fussy instructions of amateur photography.

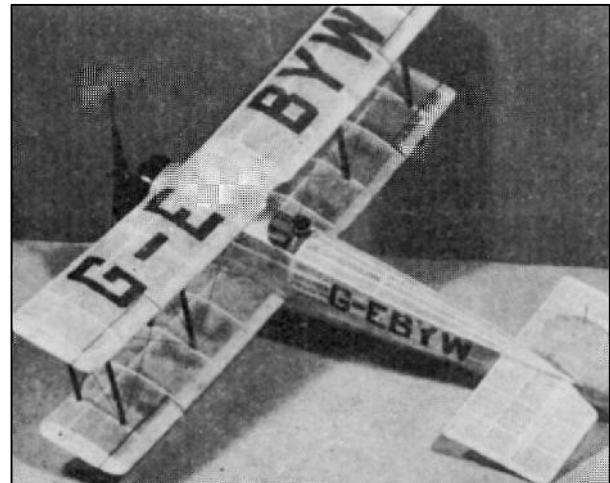
There are, of course, some modellers, like myself, who have had a short feverish dabble into the murky mysteries of the black and white art, but with such negative success that they have returned to the modelling fold wiser and sadder men. After all it does become rather disheartening to find that the films—like the subsequent comments—are invariably unprintable, especially those optimistic action shots which always turn out to be the same elongated phantom charging through the same thick fog.

To those still fortunate few, who have not yet succumbed to the sinister influence of the evil eye I can only suggest the old Negro remedy of carrying a rabbit's paw. Not a very enlightened suggestion, I admit, but when it comes to the prospect of spending the rest of one's life in the solitary confinement of a small, ill-ventilated and befumed dark room, anything's worth trying.

It was recently stated that one favourable aspect of our 'umble 'obby was the beneficial exercise derived from the retrieving of our far flying models. I quite agree. In fact, I've never seen a healthier swarm of small urchins than appear on our local flying field.

Even C/L flying can, apparently, be regarded as a healthy pastime. — Good for the circulation.

All dedicated aerodellers know that every once in a while they build a model that has just that extra bit of appeal, that additional thrill some of their other models do not possess. The rubber-powered Avro 504.K (full-size plans on following pages) proved to be just such a model. Test flying this little biplane and seeing it airborne silhouetted against the evening sky recalled a day when the author watched the real Avro 504K, G-EBYW of Aviation Tours Ltd., at an air display in the early 1930's giving air-minded enthusiasts their aerial baptism. Begin by constructing two basic fuselage sides from 3/32 sq. in. strip, and 3/32 in. sheet, join with 3/32 sq. in. cross members. Add the 1/16 in. sheet formers, and finally the 3/32 sq. in. and 1/16 sq. in. stringers. Check at each stage for accuracy of construction. Firmly cement in place the pieces holding the rear dowel peg, and sheet piece taking the tail-skid



wire. Before adding the thin card front decking bend the 20 s.w.g. wire centre section front and rear struts. Cement these accurately to the inside of the nose sheeting where indicated. The paper strut fairings can now be added. Reinforce strut attachments with silk or linen tape pieces. Add the tail-skid unit. Fill in the underneath of the nose with 3/32 in. sheet. Build engine cowling from laminated sheet, sanding carefully to shape. Cement front formers M and N to fuselage, and complete by assembling engine cowling complete with dummy cylinders to former M. Before covering, sandpaper completed fuselage, rearwards of the dowel peg. Keep rear of fuselage as light as possible. Fit 1/16 in. sheet pieces A between formers E, F, G (see front view on plan). Cover with lightweight tissue leaving slot at rear of fuselage for front of tailplane. Watershrink the tissue and give one coat of clear dope. Give engine cowl four coats of clear dope. Add windshields, cutting them from cellophane or very thin acetate sheet. To improve appearance, carve pilot and passenger from soft blocks. When rough carved, cut down the centre and hollow out. Re-cement together and paint with powder or poster colours, used thickly. Build four wing panels, and join at centre ribs. Check for 3/4 in. dihedral under all wing tips. Cement pieces H, J, K, L to wing ribs at positions indicated. The interplane struts slot into these pieces. Cover wings, except centre section of lower wing and beneath centre section of tipper wing, with lightweight tissue. Water-shrink and give one coat of clear dope.

Registration lettering is cut from black tissue and doped on. Assemble lower wing to fuselage, checking for correct incidence and equal dihedral on the wing panels. Cement 1/16 in. sheet correctly chamfered under centre section of lower wing. Form the three undercarriage struts, cement in place and reinforce with squares of silk or line tape well cemented on. Attach bamboo skid to front and rear struts only by binding and cementing. Steam bend front of skid to curved shape, before assembly. Assemble wheels when completed as plan, to the 20 s.w.g. wire axle. Add bamboo wing tip skids. Assemble upper wing on to centre section piece Z, Piece Z is held to the centre section struts by pieces of silk or linen tape, and is cemented in place before fitting the upper wing. Check wing for correct alignment from top, side and front views. Take care with this part of the assembly. Cut struts from 3/32 in. sheet, sand to section, give one coat dope and slot ends into pieces H, J, K, L. Build fin over plan, sand edges round, cover, watershrink and give one coat of thin dope. Cement in place, build tailplane in three pieces; cover and dope as for fin. Assemble front section through slot in rear of fuselage and then add elevators to either side. Add tailplane struts.

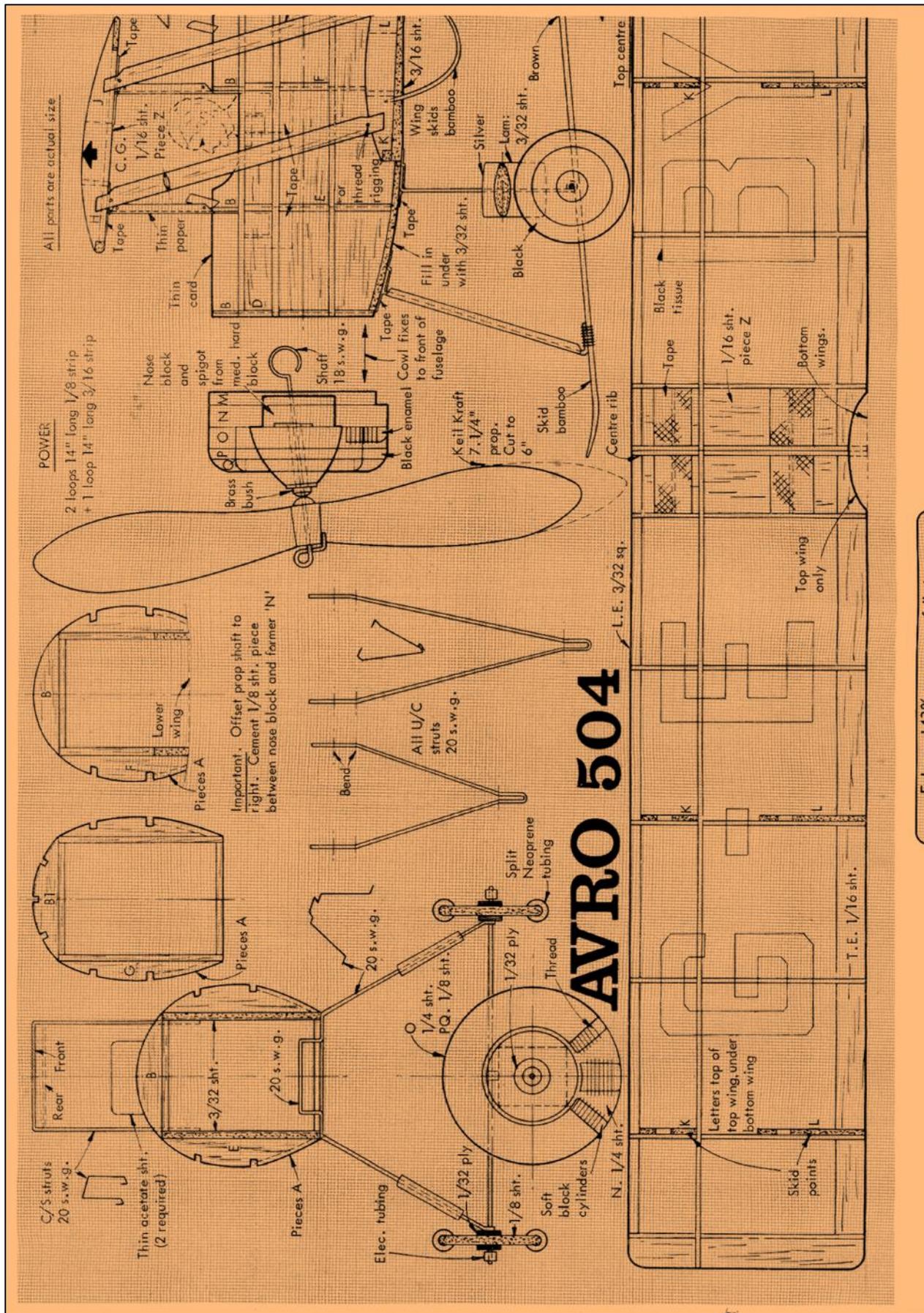
Paint two dashboards on thin paper, cut out and cement to formers B. Build noseblock from laminated sheet, also noseblock spigot. Carefully drill noseblock to accept an 18 s.w.g. brass bush. Note the angle of the bush, giving correct downthrust. This is important. Give four coats of clear dope and enamel noseblock and engine cowling block. Cut the tips off a 7 1/4 in. diameter K.K. plastic propeller, to give a 6 in. diameter propeller. Use 18 s.w.g. wire for driving shaft and assemble propeller and shaft to noseblock as shown. Paint all struts brown. Rigging is optional. Add registration lettering in black tissue to fuselage and the words AVIATION TOURS LTD, CROYDON in fibre pen.

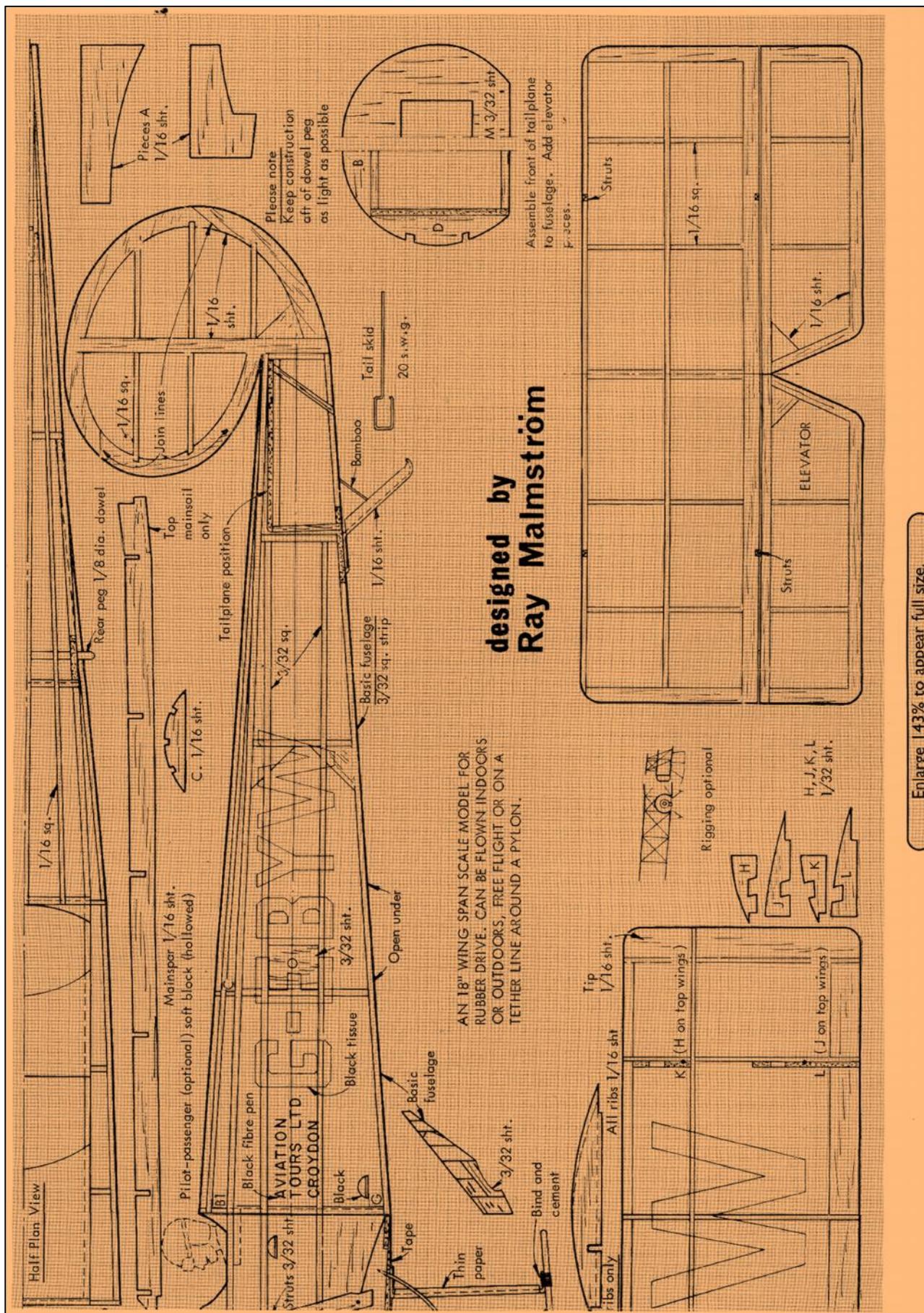
Front of fuselage and front top decking is painted silver, shock absorbers are made from laminated 3/32 in. sheet, fitted to centre undercarriage legs, given one coat of clear dope and painted silver. Centre of wheels are silver, and tyres painted grey. Propeller should be painted brown. Aileron lines are put in with fibre pen in black. Lines on engine cowling are with a fine pen and Indian ink.

Flying

Balance your AVRO 504K very carefully before any flight tests. Suspend it from the balance point (C.G.), it should hang level, both from side and front views. Some noseweight (sheet lead or folded cement tube) will be needed. Glide test over long grass on a calm day, with the rubber motor (made up as indicated on the plan and well lubricated) installed. Obtain a straight, and as shallow a glide as possible. When glide tests are satisfactory, offset the noseblock by cementing a 1/8 in. strip approximately down the left-hand side of the noseblock (model viewed from rear); you can then try a "power-on" flight. A "run-in" motor will take 160 safe turns on a 3 1/2 to 1 standard geared winder made from a hand drill.

Our own AVRO 504K using only the commercial plastic propeller turned in most steady and consistent flights of 20 secs.



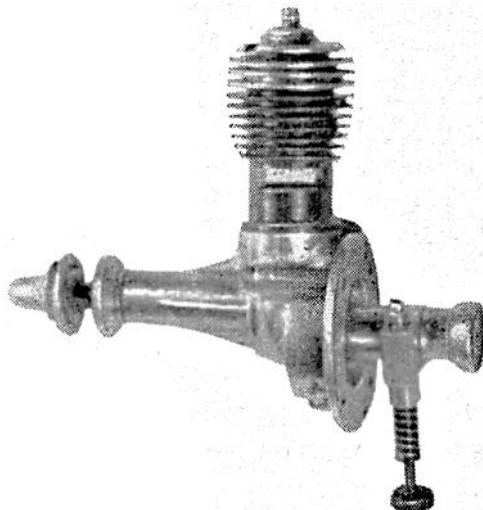


From the book 60 years of IVC MAC by

Ray Malmstrom

**Engine Analysis: Thermal Hopper .049
Typhoon Diesel R.250**

Aeromodeller
Annual 1954



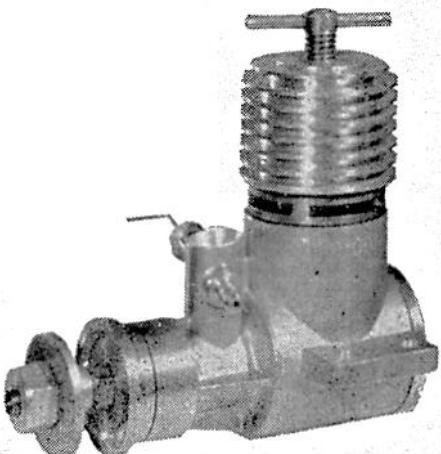
PROPELLER TEST DATA

Propeller Dia.	Pitch	R.P.M.
6	3	15,500
6	4	14,700
6	5	12,600
6	6	Inconsistent

**THERMAL
HOPPER .049**
Manufacturers.
L. M. Cox Manu-
facturing Co., Inc.,
Poinsettia,
P.O Box 476,
Santa Ana,
California, U.S.A.

Displacement.
.0499 cu. m.
(.82 c.c.).
Bore. .406 in.
Stroke. .386 in.
Bore/Stroke
Ratio. 1.05.
Bare Weight.
1.35 oz.

6 x 3 American Wood
Propeller.
Fuel used:
Mercury No. 5.
R.P.M. 16,250.
Stant Wooden Propellers
Fuel used:
Mercury No. 5.



**TYPHOON-
DIESEL R.250**
Manufacturers.
Miniatuur-
Motorenfabriek
Typhoon,
Keizeragracht,
372,
Amsterdam,
Holland.

Retail Price. (Holland) 47.45 guilders
(approx. £5 equiv.).

PROPELLER TEST DATA

Propeller Dia.	Pitch	R.P.M.
11	6	6,600
10	6	7,400
10	4	8,700
9	6	7,900
9	5	8,750
9	9	10,900
8	6	9,200
8	5	10,750
8	4	11,900
8	3	12,750

Fuel used:
Mercury No. 8.

* Constant geometric pitch wooden propellers.

Displacement. 2.47 c.c. (.15 cu. in.).
Bore. 15 mm.
(.590 in.).
Stroke. 14 mm.
(.551 in.).
Bore/Stroke
Ratio. 1.07.
Bare Weight.
4 3/4 oz.
Mounting.
Beam.

Mew Gull**Dick Twomey**

Article courtesy Mauritius 'Weekly'



Percival Mew Gull G-AEXF at Brighton Aerodrome in 2007

Role	Racing aircraft
Manufacturer	Percival Aircraft Company
Designer	Edgar Percival
First flight	March 1934
Primary user	Civilian racer
Produced	1934–1938
Number built	6
Developed from	Percival Gull

Nowadays most of the aircraft you see in the skies could be described simply as “a tube with wings” but it was not always so! Designs were shaped differently for a wide variety of reasons, whether for speed, for endurance or for carrying capacity, and many were very easy on the eye. The subject of this article was not only attractive to look at, the Mew Gull also excelled in aerial racing competitions, it was ‘fit for purpose’. Its successes of course were the achievement of some talented pilots who flew it, the best known being Alex Henshaw and the aircraft’s own designer. Edgar Percival had dreamed up the Mew Gull as a sleek single-seater monoplane for handicap air racing, a popular sport in the UK during the 1920s and 1930s, which some old hands still consider to have been the “Golden Age” of aviation. One such race was the “King’s Cup”, which had first taken place in 1922. The original Mew Gull was built in 1934, and took part in the King’s Cup in the year that followed. Though Percival kept on trying, he never won -- this achievement was made by another famous aviator of that time, Alex Henshaw, who won the 1938 race at an average speed of 236 mph – a very high speed in those days. In this same race another Mew Gull, flown by Giles Guthrie, came second. Percival was 6th.

Of all the Mew’s pilots the most famous was undoubtedly Alex Henshaw, who made his name in 1938 by flying on 5 February from England to Cape Town in his Mew Gull, stopping at Oran in Algeria, crossing the Sahara to reach what was then the Belgian Congo – and then on via Angola to reach his targeted destination the following day. The whole flight of 6,377 miles had taken 39 hours and 36 minutes. Whereupon our hero – after a minimum rest -- turned around and flew all the way back to the UK. Story goes that on arrival, after an aerial adventure of four and a half days, he was so exhausted that he had to be lifted out of the cockpit!



Prime Minister Winston Churchill talking to Alex Henshaw, after a 1941 demonstration flight on a Spitfire.
Source: Imperial War Museum online collection IWM Collection No.H 14264

Henshaw made his greatest contribution to the free world by testing newly built Spitfires during World War II, becoming Chief Test Pilot at the famous Castle Bromwich factory near Birmingham. There he flight-tested in a day up to 20 Spitfires and Seafires (the naval version), often in very poor weather conditions. It was concentrated, arduous work. Although he had never been called upon to fight, Alex Henshaw was decorated for his invaluable wartime service.

Now a surprise conclusion: This researcher had not expected to learn that this passionate flier stopped flying not long after the end of the war, taking up farming and subsequently becoming an author. He wrote several titles including in 1980 ‘Flight of the Mew Gull’, the account of his pre-war racing and record setting. When he was 93 he was invited to fly in a two-seater Spitfire in an anniversary flypast over Southampton (birthplace of the original Spitfire design) -- and lived over another year after that.

Hats off, Alex!

Dick Twomey

This article is a reprint of one of mine published in the old paperback Clarion circa 2003

John Andrews – Bricks on Strings Part 1 – etc.

I've just got back from a Saturday afternoon indoor meeting at the Alumwell School Sports Hall in Walsall. These meetings are put on by the Birmingham lads Pete Ashmore and Colin Shepherd and are well worth a visit. The venue is one of the best there is and there is plenty of floor space and altitude. The School is dead easy to get at, you just drop off the M1 at junction 10 and take the main road towards Walsall, then turn right at the second set of lights after about $\frac{1}{4}$ mile.

I seem to be writing an advert so I might as well do it properly.

ALUMWELL INDOOR DATES

Colin and Pete are negotiating the following dates

October 11th, November 8th, December 13th & January 10th.

These are Saturdays 1pm until 5pm, Free Flight Only.

Juniors get in free and I took my eight-year-old Grandson Jamie with me. It was quite hot and sticky in the hall but it was great for me, I just sat in my chair and Jamie wound up the Hanger Rats, I hooked up the motor and he performed the take-offs. He even caught some of them before they landed. He also did a few hand launches quite naturally, without throwing. In the end, I let him launch my old EZB.

Brian Roberts was there also and he persuaded Jamie to fly his BMFA Dart. It was the first time I had seen a dart fly properly; it must have been doing best part of a minute, very smooth and stable.

That must be my best digression yet, this article is intended to be my Control-line experiences and I've not mentioned C/L yet. Bricks on Strings, as the dyed in the wool free flight fraternity irreverently called them.

I did a great deal of control-line flying, in the 1950's; the Rugby MESAS (that's Model Engineering Society Aeronautical Section) had the use of the St. Andrews Rugby Club football field on Sunday mornings. There were always a few of us performing every Sunday and we had a go at most types. I, together with my modelling friend and neighbour Ian Lomas, had a go at team racing; and we took an Elfin 2.49 powered racer to a sponsored event at Butlins Holiday Camp in Skegness. It was a good reliable model but I had only put a single elevator on the inboard half of the tailplane and this proved inadequate to keep the tail down on take-off as the event was run on the grass sports field. We had done our practice on tarmac on Lawford Aerodrome and never flew on the Rugby pitch. Although we had the fastest model, we took two or three attempts for each take-off and were well beaten in the end by an ED Racer powered model with 2" diameter wheels and a large tail plane.

Combat was another innovation in those days and we had our moments at that. We had plenty of crossed lines and the like before we became proficient. There was one occasion early on when Ian panicked when the lines crossed and released the handle. Away went the whole shooting match going quite well with the model flying round the handle in a relatively stable manner and the model and lines covered quite a distance before gravity finally won.

We did become good enough to try a few competitions at a rally or two. The AM35 was the motor of our choice at the time, the PAW19D had not yet surfaced but a lot of the opposition were using Oliver Tigers. The AM35 was cheaper, lighter and served us well. The main drawback was the difficulty of hot restarts, these were always uncertain. You only had to look at an Oliver and away she went but the AM sometimes took a few flicks to get it restarted.



Two of Authors Combat models of the period (Pity I could not get my old SMAE No. back when I rejoined)

Fuel at the time was homebrewed and the Oliver Brew, as it was known as, was 50% Paraffin – 30% Ether – 20% Caster Oil with an additional 2% Amyl Nitrite. Our gang used this mix on most of our engines: ED Racers, Frog 2.49's, Elfin's, Frog 1.49's and the like but when it came to the AM we found that 40% Paraffin & 40% Ether gave cooler running and better restarts.

It's quite amusing when you think back, we used to go into Boots and just buy it all. The Amyl Nitrite came in an 8 oz brown fluted glass bottle complete with a ground glass stopper, I've still got the bottle in the garage. The pharmacist in Boots would have apoplexy if you asked for it today. We used to get the Ether in the huge Winchester Bottle and Blue Paraffin was the choice, from the 'Esso Blee Duler' if you remember the ads.

Our Castor Oil was the real find, we had a cattle market at the end of our road and on the far side a chemists shop that specialised in farmers requirements, low and behold, gallon cans of lovely thick Castor for the treatment of cattle.

Speaking of finds, we got our dope, also in gallon cans, from the BTH Co. where Bickerstaffe and I worked. It was called cellulose cement and was used in some manufacturing process somewhere. It needed a lot of thinning but cost was minimal.

Eventually I got into C/L Aerobatics with semi-serious intent and competed in the Gold Trophy at the Nationals on quite a few occasions without notable success.



1950's Stunt Models, ED 2.46 Racer Powered

The picture shows one of my models and one of Ian's. I flew the one in the foreground in the Gold using a borrowed Frog 3.49 cc BB. If memory is correct, although I competed for a few years, I never completed the required two schedules for the Gold Trophy in any year without incident. I can remember writing off one ED Racer powered model practicing before the event and I also recall having to land a Frog 500 powered model inverted after an engine premature flame out. The engine was mounted upright and the little brass knob on the top of the KLG Plug was well ground away by the runway when the model came to rest. The old Frog 500 was a good motor but the needle, as fitted, was too sensitive for us to get near to peak RPM and we also suffered from leaning out during the run.

Even my final attempt, when flying a good reliable PAW19D powered model, was not completely without error. The model had a tank that was marginal in capacity and on the second flight the engine cut during the cloverleaf at the end. I did finish up with the second best performance with a diesel-powered model but that is not as good as it might sound. There were only two of us using diesels; the other guy was Gig Eifflander, Mr. PAW.

I met the Australian Brian Horrocks at one rally somewhere; he was flying a large (for those days) stunt job powered by a Glo Chief 49. Brian had come over to commiserate with me as I had just written off my model attempting a wing-under through the tarmac when the up line broke. During the course of our conversation, it transpired that the Gold Trophy was his Mecca and he actually said that if he could win it he would give up flying. He went on to win the Gold that year but I cannot imagine an enthusiast like he was packing it in.

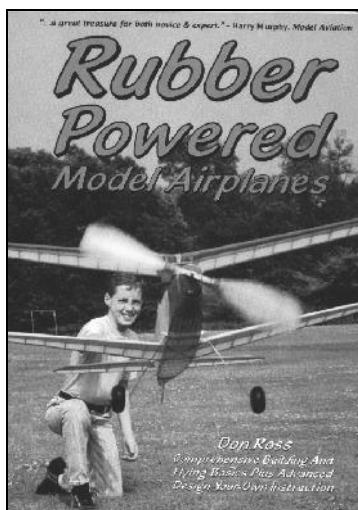
The club got invites to give demonstrations at Sports Days and Village Fêtes and the like in those less safety conscious days. We used to give them the full works, starting with some team racing then Aerobatics and finally the Combat spectacle. We used to tell the organisers that we needed a 100ft circle to fly but this did not always materialise.

On one occasion, we had to fly in the next field to get enough space. Once the engines started, over came all the kids followed by parents, this exodus was not good for the stalls at the fete so we had to ration our demo's.



Author retires after Stunt demo at a Rugby Garden Fete in late 50's

Now a complete change of subject to finish this epistle to the afflicted.



David gave me a copy of the book pictured alongside to have a browse through. I found it to be quite interesting, It is a complete guide for the building and flying of rubber powered aircraft, from the beginner through to expert.

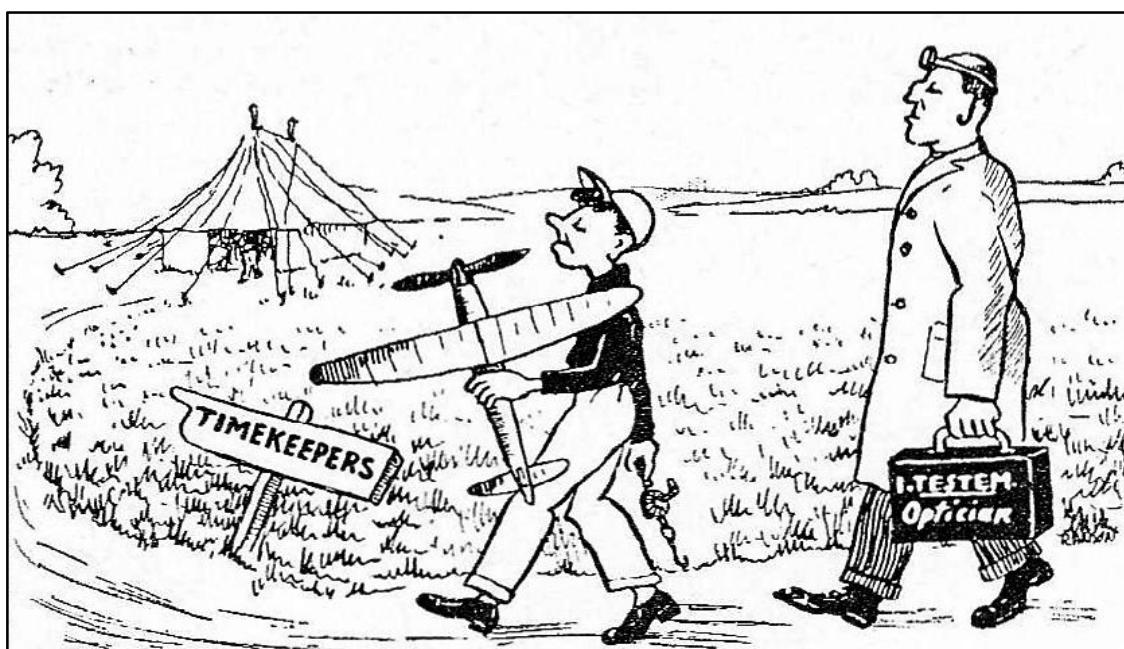
It concentrates on the novices requirements in extensive detail and should enable a complete beginner to make significant progress in the hobby, even without an experienced flier on hand.

I particularly like the way the book sets off, no extensive preamble about this that and the other, just a half page introduction then before your halfway down page one of chapter one "SO...lets go flying" It then jumps straight in to building an all sheet beginners model which is the right way to go.

Theres plenty for the more experienced, pitch tables etc.

The book is available from: **SAMS, The Chapel, Roe Green, Sandon, Buntingford, Hertfordshire, SG9 0QJ.**

John Andrews (Clarion 2003)



The SEBMFA Meeting at the K2 Leisure Centre, Crawley, 15th February

This year the K2 Leisure Centre provided an excellent refuge from Storm Dennis, but the storm may have reduced the numbers attending. As last year, part of the hall was divided off by curtain for another activity, but this still leaves a large flying area of over 110 feet square. As usual, there were competition slots sandwiched between the fun-flying. The competitions held were, as in previous years; - Catapult Glider (max span 12 inches), HLG, EZB, Living Room Stick (LRS), Gyminnie Cricket, Open Scale, Peanut Scale and Legal Eagle along with mass launches for the Butterfly and Hangar Rat.

I flew my Sablatnig SF4, built from the Lubomir Koutny design, which was kitted by the Czech Ikara company, in Open Scale and the Nesmith Cougar in Peanut Scale. I described the build of this Peck kit early in this IIFE series of articles. I also entered the mass launch events, my Butterfly ending up stuck in the rafters, and LRS, with a version of Joe Krush's 777. My flight times for this event were amazingly consistent with those of last year. I have found that, with the motor I'm using, 1800 turns backed off by 290 gives a steady climb and not too much contact with the ceiling furniture. Last year's flights were 3m 41s, ending with flying through a gap in the dividing curtain, 5m 29s and 5m 13s. This year, the first flight also ended with a hang up on the curtain at 3m 34s, followed by two relatively clean flights of 5m 29s and 5m 20s. For the longer flights I re-positioned my launch point to better allow for the effects of the drift. I did not enter Legal Eagle, as I had lost my Prime Suspect model in the impenetrable rafters of the Thames Valley Athletic Centre some time ago.

For those interested, the competition results were quickly made available on the Crawley DMAC website <https://crawley.bmfa.org/free-flight/k2-indoor> .

Scale models at the K2



Two Open Scale entries:

Mike Hadland's rubber powered Stampe SV-4C, left and Alisdair Clark's twin electric powered Fairey Rotodyne autogyro.

Alisdair Clark continued his autogyro theme this year and entered an electric model of the Fairey Rotodyne, which was un-flown until the meeting. To his great credit Alisdair did eventually achieve a short hand launched flight with this very challenging subject. I have described this model of the Fairey Rotodyne as an autogyro - this is how it was flown. But, of course the full-size machine was more than that; the rotor was propelled around for take-off, landing and hovering by tip jets from burning fuel and compressed air from the forward propulsion engines.

Only one prototype was built, as further development was constrained by noise problems and political machinations.

An informative article on the political aspects of the Rotodyne project, entitled 'A Very Large and Awkward Baby....', by Prof. Keith Hayward was recently published in The Aviation Historian (issue 23). This article also contains some fine photographs of the original.

Another entry in Open Scale was Mike Hadland's beautiful Stampe SV-4C.

Unfortunately, this must have hit something in one of its qualifying flights, as I saw Mike carrying back a dismantled model.

Let's hope that the repairs are straightforward.



Two Peanut Scale entries: Both are fine flying models.
 Gerard Moore's black Helio Stallion and Mike Hadland's Bucker Jungman.

Amongst the Peanut Scale entries were Gerard Moore's Helio Stallion, an armed gunship of limited production for the Vietnam War, and Mike Hadland's colourful Spanish produced Bucker Jungmann or CASA 1.131.

Dave Prior did not enter any of the competitions, but achieved nice flights with several scale models. He flew his rubber-powered Richard Crossley designed Reggiane RE-2000 Falco from the Bluebottle Squadron kit, now available from the Vintage Model Company. The original was inspired by the Seversky P-35. Dave also flew a Loubimir Koutny designed Zlin Z50 M Peanut from plans published in issue 738 of the AeroModeller (June 1997). However, I don't think he achieved the 90 s flights that Loubimir claims!



Two of Dave Prior's models flown at Crawley:
 the Zlin Z 50M, and the Reggiane RE-2000 Falco

Gerard Moore's CO₂ models

I was very pleased to find Gerard Moore and his father in attendance at the Crawley meeting for the first time in a number of years. Gerard brought along and was flying a number of CO₂ powered models.

I featured some of Gerard's CO₂ powered models in IIFE 32 (NC, October 2019), using some photographs that OEE had taken some years previously. I can now feature some more of his fine models.



Gerard Moore's Columban Cri-cri powered by two homebuilt 2.6mm³ CO₂ motors



Gerard's Vickers Gunbus powered by a Brown GB-12 motor

The Columban Cri-cri is claimed to be the smallest manned twin engine aircraft in the world. Gerard's model is about 10 in span and is powered by two of his home built copies of the small Gasparin motors. It flew very well at Crawley and must also be one of the smallest twin engine models in the world!

The Gunbus is about 12 in span and was scaled down from the plans by John Watters published in the November 1985 edition of the *AeroModeller*. It is powered by the last of Bill Brown CO₂ motors the GB-12, in which he reverted to steel piston running in the bore, as used in his motors of the 1940s. The later Campus A-23s were also fitted with metal pistons.

Gerard also brought along and gave demonstration runs of a Powermax 5 cylinder, which he has restored. I will feature this in a future column.

All too soon, the raffle tickets were drawn, the prizes presented, the meeting was over and we were left to face the outside world and the perils of Storm Dennis. As usual many thanks are due to the South-East Area of the BMFA and to the Crawley Club for organising the meeting. Long may they continue.

Nick Peppiatt



No. 24 Sqdn. had the distinction of being the first single-seat fighter squadron to go into action during the first world war. They were equipped with D.H.2's and commanded by Major L. G. Hawker, V.C., who was later shot down and killed in a D.H.2. by Manfred Von Richthofen on November 23rd, 1916.

The pusher layout was evolved before the advent of synchronising gear (which enables the forward-firing machine guns to fire through the airscrew arc). The pilot had an uninterrupted forward view and had his gun mounted centrally in a trough beneath the windscreens. This, combined with the excellent manoeuvrability of the aircraft gave D.H.2 pilots the edge over their German opponents flying Fokker monoplanes and contributed much to our air superiority during 1916.

Rotary engines such as the Le Rhone, fitted to the D.H.2 had a nasty habit of shedding cylinders and more than one pilot lost his life because the rogue cylinder severed the tail booms !

Another famous pilot who began his fighting career in a D.H.2 was Major McCudden, then a Flight Sergeant attached to No. 29 squadron. His machine was No. 5985, one of the first production batch.

Colour Schemes : Early machines were clear doped with natural finish nose and other metal components and varnished ply. Later, the conventional khaki-green with clear under parts became general, although the nose was often left undoped. At least one such machine, from 32 Sqdn., had both sides of the wheel discs doped red, except for a small disc left clear in the centre. A similar marking denoted a Flight Leader in 24 Sqdn., save that a small margin was left inside the rim.

Manufacturers : The Aircraft Manufacturing Co. Ltd., Hendon, London, N.W.

Power : 100 h.p. Gnome Monosoupape ; 110 h.p. Le Rhone.

Dimensions : Span : 28ft. 3in. Length : 25ft. 2½in. Height : 9ft. 6½in.

Chord: 4ft. 9in. Gap: 4ft. 9in. Stagger: nil. Dihedral: 4 deg. Incidence: 3 deg.

Span of tail : 10ft. 3 in. Wheel track : 5ft. 9½ in.

Airscrew diameter : Gnome, 8ft. 10¼ in., Le Rhone, 8ft. 2½ in.

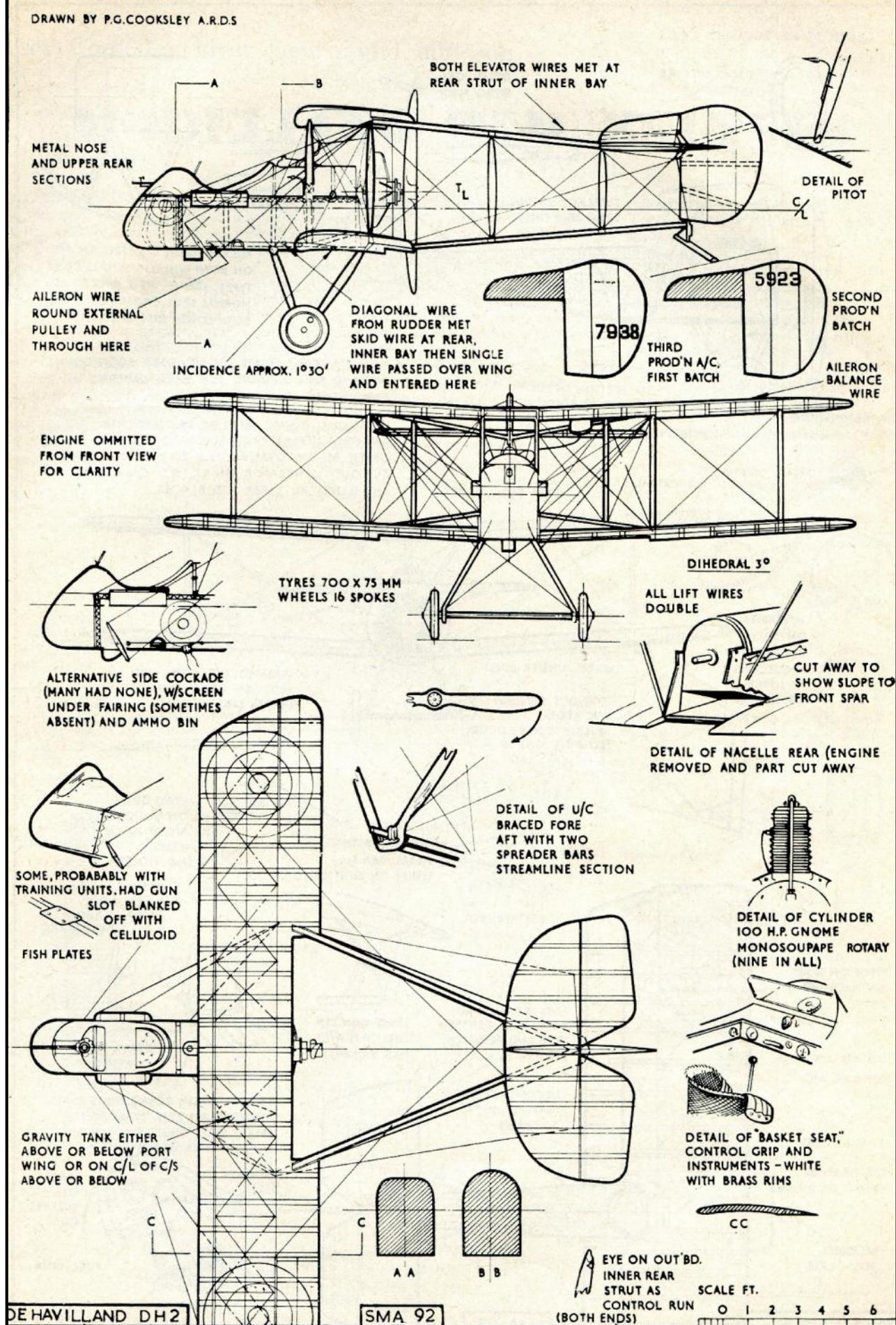
Areas : wings, upper, 128 sq. ft., lower 121 sq. ft., total 249 sq. ft.

Ailerons : each 14 sq. ft., total 56 sq. ft.

Tail-plane : 20.6 sq. ft. Elevators : 13.5 sq. ft. Fin : 2.7 sq. ft. Rudder : 11 sq. ft.

Weights and Performances

Engine	Monosoupape	Le Rhone
Empty	943 lb	1,004 lb
Military Load	80 lb.	80 lb.
Pilot	180 lb.	180 lb.
Fuel and oil	238 lb.	283 lb.
Weight loaded	1,441 lb.	1,547 lb
Maximum speed at ground level	93 m.p.h.	92 m.p.h.
Maximum speed at 7,000 ft.	85 m.p.h.	85 m.p.h.
Service ceiling	14,000 ft.	
Endurance	2½ hrs.	3 hrs.



Report No. 110

Meccano Magazine continued.

The February 1972 issue of Meccano Magazine carried an article titled "High Flyers" on the subject of kites. Below is an extract which I hope you will find of interest.

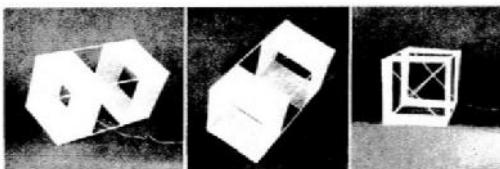
"Kite-fighting is a popular sport which originated in Malaya. The object is to knock your opponent's kite out of the sky. Often the kite has powdered glass stuck onto the line and the player has to manoeuvre his kite into a position from where he can sever the other's cord.

In the West, kites have been used in serious warfare to. In 1066, the Saxon's under King Harold flew kites as communications signals at the Battle of Hastings. During the Second World War, some German submarines carried kites which were towed on the surface and used to lift a sailor into the air to make long-range observations. Anti-aircraft gunners in the American army were trained by shooting down kites with aeroplane silhouettes.

At its best, kite-flying is a very skilful sport and many famous people take an active interest in it, among them astronaut John Glenn, Mrs. Jackie Onassis, actor James Stewart and singer Burl Ives.

The world altitude record for kite-flying is over 44,000 ft., but **in Britain it is against the law to fly a kite above two hundred feet or within three miles of an airport.**

More often than not however, the kite has been a help rather than a hindrance to men's activities. They were first used in meteorology in 1749, when Alexander Wilson and Thomas Melville used kites to hoist thermometers into the sky. The American statesman and scientist Benjamin Franklin carried out a famous experiment with a kite in 1752. He hung a metal key from a kite string and by attracting electricity from the air during a thunder storm, showed the existence of electrical properties in lightning."



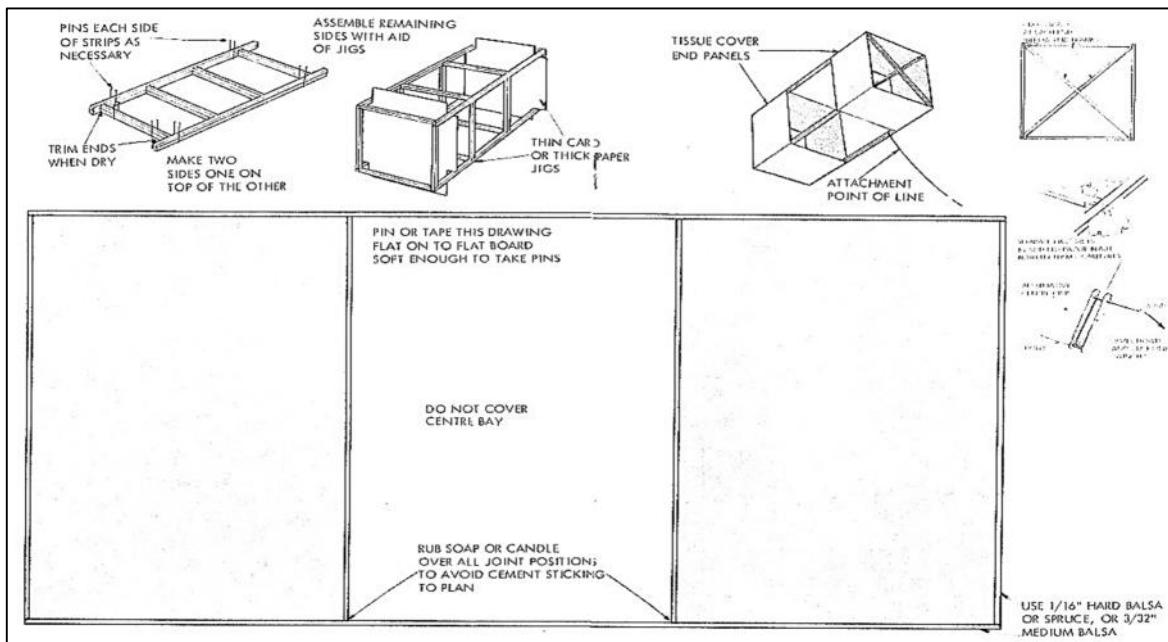
Nice to see that 1066 gets a mention. Just make sure that you comply with that height restriction and keep at least 3 miles away from any airport, this is 1972 you know!

. and for you to make,

A Simple Box-Kite

by Meccano Magazine Staff

After that this issue just had to include details for making your own kite, a simple box kite by Meccano Staff, pseudonym for Vic Smeed?

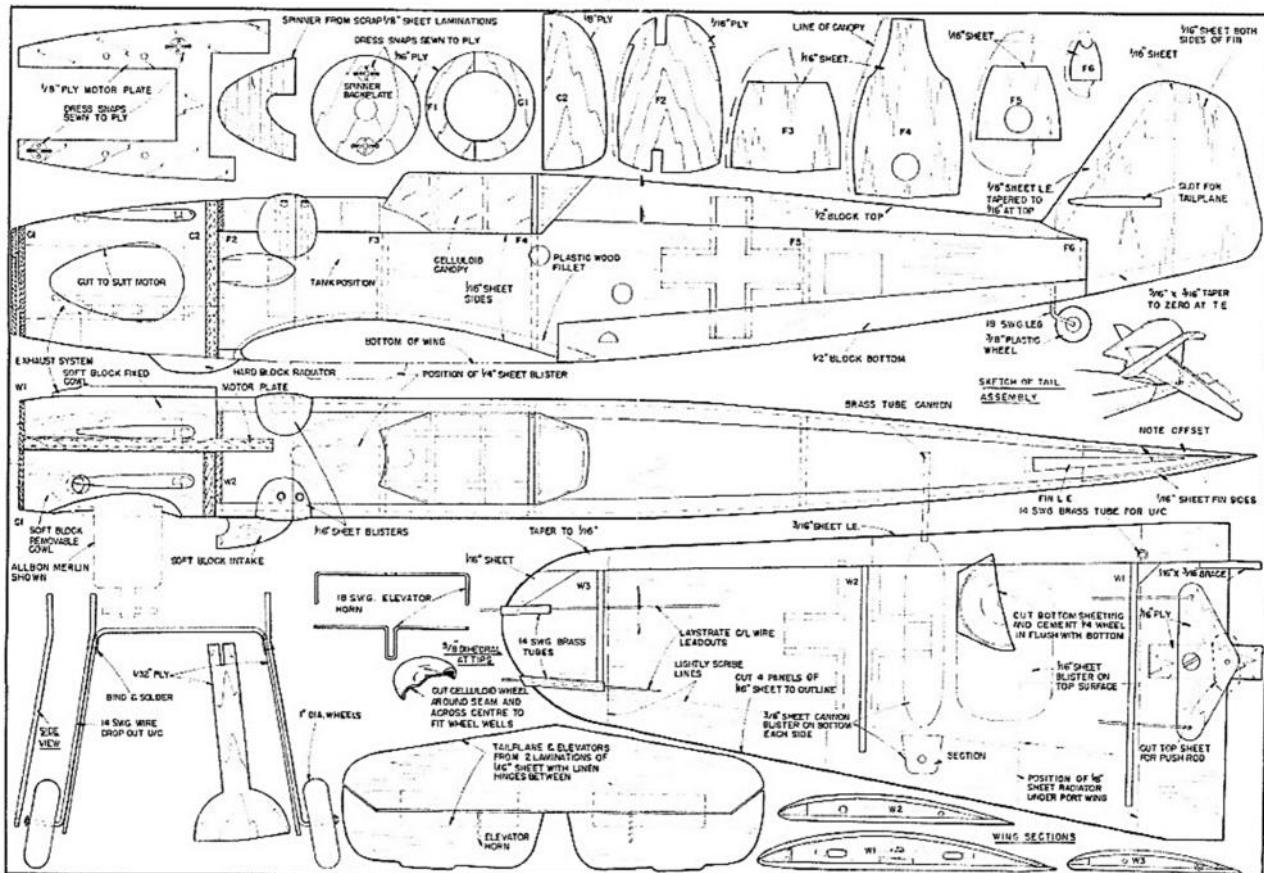


Next month in the March issue was an article and plan for a 16" wingspan Messerschmitt Bf109 control line model by F. Hawkins.

I found a Mike F Hawkins in the list of plans in magazines showing that Aeromodeller and Model Aircraft had published several of his designs including a Messerschmitt Bf109 control line model of 16" wingspan. Yes, the article and plan were a total cut and paste job from Aeromodeller November 1957, just a shame that they cut but did not paste the first initial of his name.



By F. Hawkins



No aeromodelling in the April issue but May brought a trio of scale catapult gliders of about 5" wingspan, designed by Stephen Archibald. These are to be launched by a catapult comprising 20 feet of 1/8" rubber attached to a peg pushed into the ground. Instructions include "Do not launch with anyone near catapult."

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RED ARROWS GNAT

CATAPULT

DO NOT RELEASE WITH ANYONE NEAR CATAPULT

PEG IN GROUND

20-25FT. 1/8" FLAT RUBBER

STRENGTHEN HOOK AREA WITH BALSA CEMENT BEFORE POSITIONING LEAD

SECTIONAL VIEW OF WING

WIRE RING ON END

SHEET LEAD

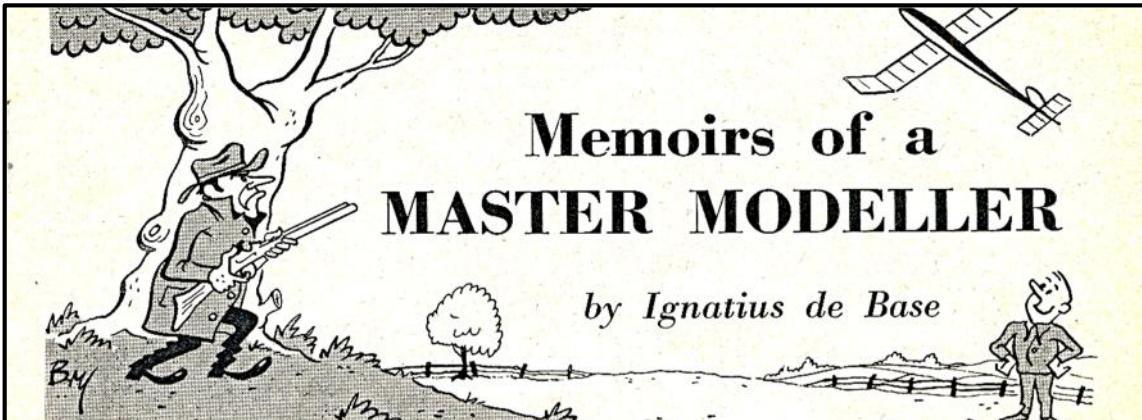
RUBBER BAND

PICE OF SCRAP WOOD ROUGHLY 1/2" x 1/8" x 6"

SIMPLE CATAPULT

More Meccano next month. All plans, as in Meccano Magazine available from:-
Roy Tiller, tel 01202 511309, email roy.tiller@ntlworld.com

Roy Tiller



EVERY winter for the past ten years I have designed and built the new supermodels that were to win me undying fame on the flying field; every summer my hopes have crashed—literally—in the dust.

Reviewing my career recently, I realised my mistake; I had let my greatest talent lie unused! If I'm not a brilliant designer, I am a crafty rogue. In future, I resolved, I would live up to the family motto, "If you can't win fairly, just win."

Decentralised and area centralised comps. were a cinch. My trusty pseudonyms, Hamish Hooch, Wullie Makinporridge and Donald Og Nog,

unbroken stream; cups, trophies, fame, a reputation, all were mine at last.

Suddenly came disaster. I was beaten! Some goon in the Scilly Isles outflew my five maximums and 30 min. fly-off. Or did he? As usual, I had checked the weather before deciding what my performance had been. (My performances, of course, are literally fabulous.) Nowhere in Britain were the conditions suitable for his sort of flying. I checked again, and also, found a vile fellow had been dishonouring our fine sport. That Sunday the wind in the Scillies was *forty knots*. A model would be 20 miles downwind long before his fly-off time.

My soft heart and forgiving nature, coupled with a disinclination to throw bricks in glasshouses, prevented my doing anything about this, but luckily an alias of mine, the Reverend J. J. Hamilton-Tuffs, D.D., D.Litt., also noticed the anomaly and wrote to the S.M.A.E. The cad has been suspended, pending investigation, for falsifying returns.

So far I had averted suspicion by various eyewitness letters to the Press, reports of marvellous weather that almost caused wholesale immigration to the new area, and speculation on a permanent thermal above the Gulf Stream. However, I knew I would soon have to appear at a centralised meeting. I laid my plans very carefully. My models really were good, but hardly up to top-notch opposition, so I decided to avoid the big galas.

Finally, I selected the Southern Altitudes Rally. It's a well-publicised affair, much more so than its support merits. Results from previous years showed a definite weakness in the Nordic class, and this I chose for my glorious debut.

A couple of quick flights showed that my models—Stradivarius II's—were in

good trim, so I refitted the detachable ballast weights and had them processed. Now it was time for the first of my devilish plots. I "borrowed" every length of fuse on the field and replaced them with my treated stuff that looked, and was, exactly the same, except it didn't burn quite hot enough to part rubber bands.

It worked beautifully. I had the only



working d/t, so by the third round I also had the only first-class model within many miles. My one dangerous rival was a bod whose model was a little off trim, but because of strong thermals was consistently doing a max., then promptly landing without needing to dethermalise. Meanwhile, I was plugging away at my own maximums. It was difficult not to get them in the prevailing conditions, and my technique makes them fairly certain anyway. Let me tell you about it.

Model and line immediately before

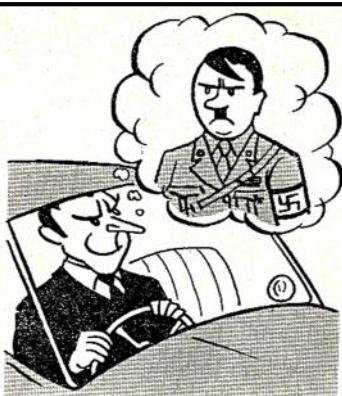
formed the East Orkneys area. At once the scheme proved its worth, but even among its ace birdmen one club, the Eerie Haggis, was outstanding, and in that club there was only one modeller—me! Success followed success in an

the flight are completely legal, then John, my accessory, takes the glider to the end of the high-shock nylon line, hooks her on, and we stretch the line another 60 or 80 ft. This material returns to its original length very slowly, about 10 ft. per minute. Just before launching, John removes the ballast and gives the line a last good pull. I take her up and let her go if I get a perfect overhead tow, otherwise I break the line which is nicked beside the reel, below where I normally hold it. In case of accidents a friend is timing, ready to make any necessary mistakes.

My rival's fourth flight was like its predecessors, out of trim in a thermal, stalling in just after a maximum. I saw defeat looming up, and I hadn't gone to all my trouble for someone else's benefit. A spot of quick thinking gave the answer. I hurriedly cut a length of fuse, pushed Jetex igniter wick most of the way up the middle, and handed it to him as he checked the rigging. He used it, unsuspecting, and the model dethermalised off the line; victory was within my grasp. Then it hit the biggest riser in history, and promptly gave him his fifth maximum.

I was waiting for it to land, determined to tolerate no more nonsense. For the decider it was going to fly with its trimtab all the way over in the opposite direction.

In the fly-off I flew first, returned a



good time, and waited to see the prang. The model all but went straight in on the tow, but he played her magnificently and made a good launch. You can guess the rest. By ill fortune I had hit his perfect trim. He was minutes over my performance.

Furious, I jumped into my car and drove off—then inspiration came. Had not Hitler said "Victory can be achieved not only at the eleventh hour but at five past twelve!"? I retrieved my model,

replaced the ballast and looked for the bod's job, finding it in a nicely secluded spot just beyond the airfield boundary. The weight compartment was sealed by Sellotape, so it was easy to get rid of a couple of ounces of lead shot. He didn't arrive on the scene till I was well clear.

I awaited him at the official table.

"Congratulations. That's a fine model you have there. May I see it?"

Then, with my best shocked expression I put the glider down and turned to the judges.

"I don't want to seem unsportsmanlike, but this seems very light to me. Will you please weigh it again?"

I insisted and they finally decided to re-process both models. Mine (now) was legal, but the other was *three ounces under weight*. The rotter! As usual, dozens of people had thought his job was flying abnormally slowly, so he has a very strong case to answer at the next S.M.A.E. Council Meeting. Officially he was "disqualified, with the strongest censure, for altering a processed model deliberately and dishonestly to evade the rules."

All this is beside the point. I had won my first centralised contest, stilled any suspicious thoughts, taken home a lovely pot, and thus started a career that is to become famous, indeed unique, in the number of its victories. My way, how can I lose?

Duplicating Angles Using Wu-Meters

AVANZ

Article courtesy New Zealand's Vintage news Letter 'AVANZ'

Scene: Proctor Road FF site, 09:17 hours. Warm air, gentle breeze, perfect flying conditions. Then, a propos of nothing, Dave says



and holds out a sinister black box with buttons. There is a stunned silence in which we realise that no-one has thought to capture the moment, so later the scene is re-enacted with Bryce's help.

If you concentrate *really* hard you can hear the excitement in my voice as I exclaim: *Crikey, there's possibilities here!*

With the co-operation of P.Pal of the interweb, China Parcel Post, and Mr.Wu of 14635 Grove of the Passionate Seamstress, I quickly have a similar item, and then realise that two would be better than one. Now the possibilities can begin....

Trial and error is costly when setting up a new model, especially a FF one where there is a narrow

band of settings for most models. The old Robart incidence meter was useful for big models but too clunky for those of a delicate disposition, and the wobbly "anti-



parallax scale" was only good to 0.5 degrees. Out she goes, and in comes Mr. Wu's digital level, accurate to 0.1 degree (batteries and metal rules not supplied). The bottom of the Wu-Meter is magnetic so it can be attached to a metal rule to provide a stable base and this gives an easy means to attach the Wu-Meter to a model.



Wu-Meters have been used so far in the setting up of new models and replicating successful FF models - both uses applicable to RC as well. In FF, incidences and wing wash-in/out are largely guess-work followed by tentative testing. A lot of grief and rebuilding can be



avoided if the settings of a good performer can be measured and copied exactly. That this is true is demonstrated in cookie-cutter commercial models that have the correct settings locked in. Replacement models that we try to build exactly like the original one never fly the same because the ruler, protractor and eyeball used to set them up are not sensitive enough. Enter Mr. Wu.

Wing, tailplane mount incidences: Wu-Meters are placed on the wing and TP mounts as in Fig 4. The meter on one mount is levelled and the relative incidence of the other mount is read on the second meter. As they are very sensitive, getting one Wu-Meter exactly to zero can be a challenge, so simply leave them both as mounted and subtract one reading from the other.

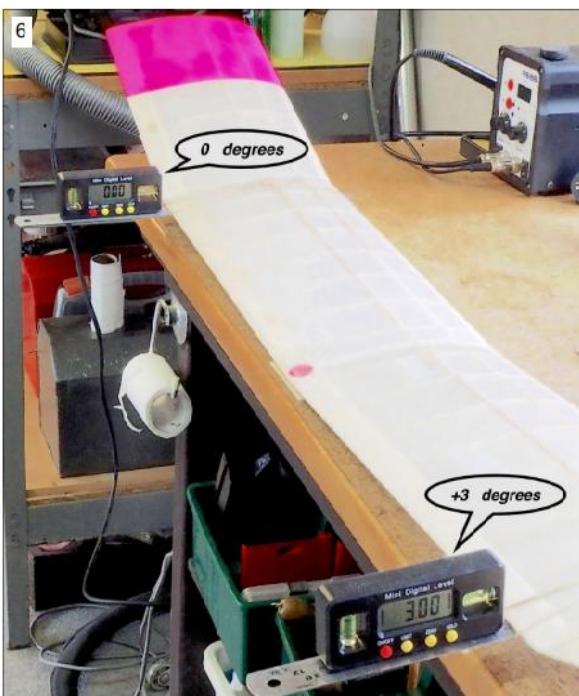
The exact angular difference between the wing and tailplane mounts can be duplicated using the Wu-Meters. Note that the word "aerodynamic" is not a guest at this

process, but should one feel all technical, relief may be found by propping the "leading edges" of the Wu-Meters up by the appropriate amount to adjust them to the zero angle of attack of the airfoils.

Tailplane tilt angle: First level the fuselage span-wise. The tailplane mount below (on a Dixielander, of course) shows 2 degrees tilt for a glide turn to the right.



Wing wash-in and wash-out: This is an area where Mr. Eyeball has always been King, but with Mr. Wu's arrival, I feel an abdication looming. Wing wash-in helps determine whether a FF model flies or does the other thing, so it should be more accurate than *sorta like last time*. (Fig 6).



Wu-Meters are attached to 1-foot steel rules that are banded to the underside of the inner panels at the dihedral joint. Zero-out the meter on the flat panel - or again just subtracting one reading from the

other is enough. Wash-in on this panel (another Dixielander, naturally) was corrected to three degrees after the Wu found it to be out by one degree - despite claims by Mr. Eyeball to the contrary.

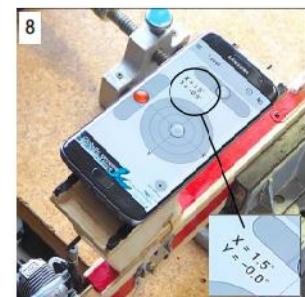
Engine thrust lines: Possible, but difficult to mount the Wu-Meter on the engine thrust line to compare with the datum line reading. My attempts did not result in appealing photographs, so use your imagination.

Flier sobriety: No-one is comfortable around a dangerous flier. By taping a Wu-Meter to the suspect flier's head, one can determine whether he is fit to fly. In the interests of encouraging field safety, Bryce (who was perfectly safe at the time) volunteered to demonstrate the method.



Yoot-ful fliers: It's always nice to include youth in aeromodelling, so for the young, or the sinophobes, here is a Wu-Less method of angular measurement.

Cellphone level applications are as accurate as the phone's sensors - mine goes to 0.1 degree, so it's in Wu-Territory. A bit more clunky to use, but it is a way we can use to demonstrate to youth that aeromodelling and the 21st century do overlap in places.



Comparing the Y-axis reading in Figs 8 and 9, the Non-Wu-Meter shows the tailplane mount is at 1.6 degrees positive, confirming a previous Wu-Reading.



With the world coming to a standstill, a bit of non-aeromodelling material be interesting.
 With tongue in cheek it had not escaped my attention it will soon be 1st April.



Caption to the attached photo

'Forget War of the Worlds and Horsell Common, forget the Roswell conspiracies,
 the Aliens really landed at the old Beaulieu Heath Airfield.'

The weather conditions in the Autumn of 2019 produced one of the best displays of Fungi, Toadstools and wild Mushrooms for many years.

This is a giant puff ball approx. 6 inches tall. Spotted by John Hook while retrieving during a trimming session at Beaulieu last October.

Having consulted Wikipedia it seem likely to be a *Calvatia*, a member of the Basidiomycota group of Fungi. Interestingly, the name *Calvatia* derives from the [Latin](#) *calvus* meaning "bald" and *calvaria*, meaning "dome of the skull".(of course most of you knew that.....!)

Plenty of time for building in the next few months. The models might even last a bit longer than usual; we will not be allowed out to break them!

Regards

Dave Etherton.

First Area Meeting, Beaulieu, March 2nd 2020

Driven by our zealous club chairman in pursuit of Plugge points at any cost, we reported for duty despite yellow warnings. To our surprise, although the cold west south westerly was gusting up to thirty five m.p.h. at least and we were up to our waists in water, there were lulls and the sky was lovely - just look at the photos.

Chris Redrup, leading from the front, chucked his P30, it flipped upside down in a gust and was down in eight seconds for an attempt, but he followed this with a couple of maxes and a second flight pulled down in bad air for 1' 32".

I got a couple of maxes with a P30 but the second disappeared into a cloud base in a boomer. The long retrieve was enough to finish my day.

Roy Vaughn took two fine maxes with his F1J but got caught in horizontal rain retrieving the second flight.

Dave Etherton, combined glider, Dave Cox, combined power and Tony Shepherd, F1Q all got their three flights in despite long retrieves. I didn't see any details but I saw Tony return with his model after an eight minute flight and a two mile plus wade through the flood. 'It's supposed to be enjoyable.' He said. Indeed it was, when it stopped.



Chris Redrup casts his P30 aloft



Dave Cox gives his power model the old Heave Ho!

Going home on the M3 the signs said ' M3 closed junctions 10-9' It wasn't convenient to believe this so like the doomed pilot ignoring his instruments, I carried on to the stationary mega-jam. I got home three hours later.

Roy Vaughn decided that the signs had a typo. but escaped the worst by diverting to explore, at his leisure, some of the lesser known side-streets of Winchester.

Chris Redrup cleverly foresaw the whole calamity and went via Portsmouth, (that's why he's Chairman)

Peter Hall

As probably noted elsewhere in the NC, edicts & directives from all & sundry concerning the dreaded Covid-19 have managed to turn our world upside down. No competition events, Free Flight Nats cancelled, even solitary flying is off bounds.

Though in the current circumstances, frustratingly correct.

So what is left to do other than contemplate life post lockdown?

Well, I have taken the opportunity to identify & make available an accessible storage area with shelves that will take all of my Aeromodeller & Model Aircraft mags, so I can get at them much more easily than previously. As a bonus, there was also space for a fair number of my steam railway jigsaw puzzles. What with this & the garden to beat into shape, I am set fair for my lock down!

Whilst transferring all the mags, I managed to get them properly sorted into date order & identify a few duplicates - mostly Model Aircraft, as the Aeromodeller mags were already in pretty good shape. Browsing through the duplicates, (as one is prone to do when occupied in such tasks!), I came across the October 1960 edition & within it, a plan for a Wakefield design by Geoff Lefever, who I remember mostly for A2 gliders (maybe my old age playing tricks?). Anyway, the model is called Fevair & I have scanned the plan, although it doesn't exist in our plan library, for the rubber powered model of the month.

Here is a thought - presuming one day we shall get back to building & flying our models again in the not too distant future. Within the SAM rules we have a class for classic gliders, why could we not have one for classic wakefields? Would there be any support for such a class? Answers/objections to your esteemed Editor.

Other than that, it has been a singularly quiet month. Anything legislatively to do with drones has faded into the background, albeit various photos have appeared in the press showing them being used for observations & disinfection control in places such as Spain & Italy. No doubt, there will have to be a rethink of some sorts on what path the UK follows now that the powers that be in Government have decided that we shall exit EASA, thus there will probably not be any alignment with EU rules post July, as was previously forecast.

We shall just have to wait & see.

Interestingly DEFRA have come out with proposed legislation concerning draconian restrictions on the use of British coal, which has given rise to consternation & alarm in the Heritage Railway & Traction Engine movements.

A similar & parallel tale to that we have suffered through ill thought out drone legislation, whereby minority activities are totally ignored through pandering to - on this occasion, the Environmental lobby.

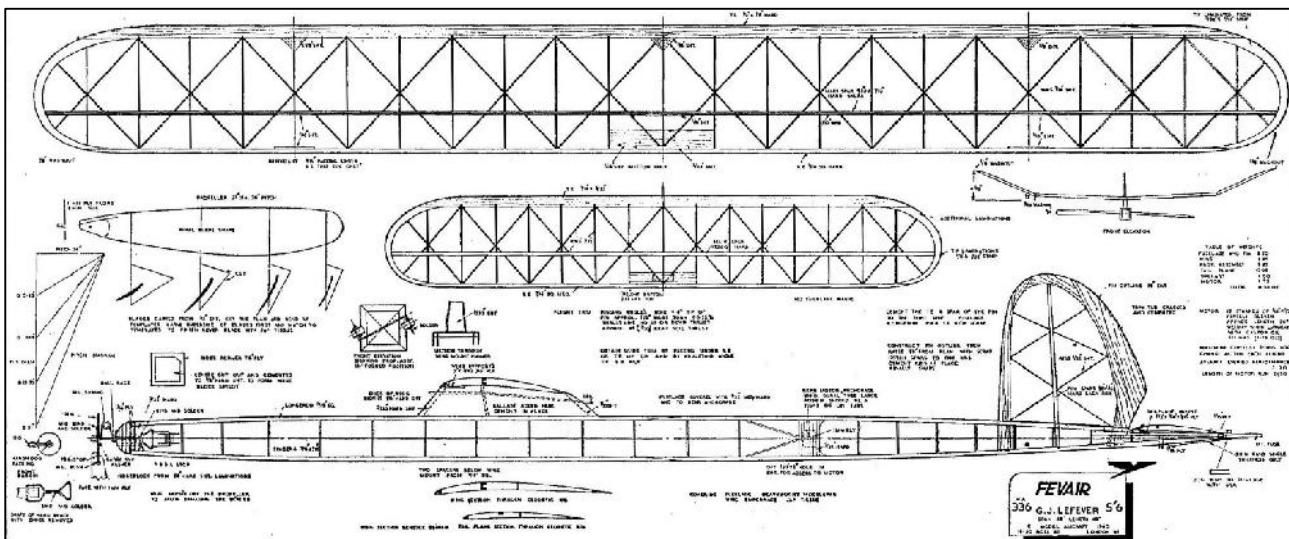
We do live in troubled times. Enjoy your locked down time & put it to good effect!

Roger Newman

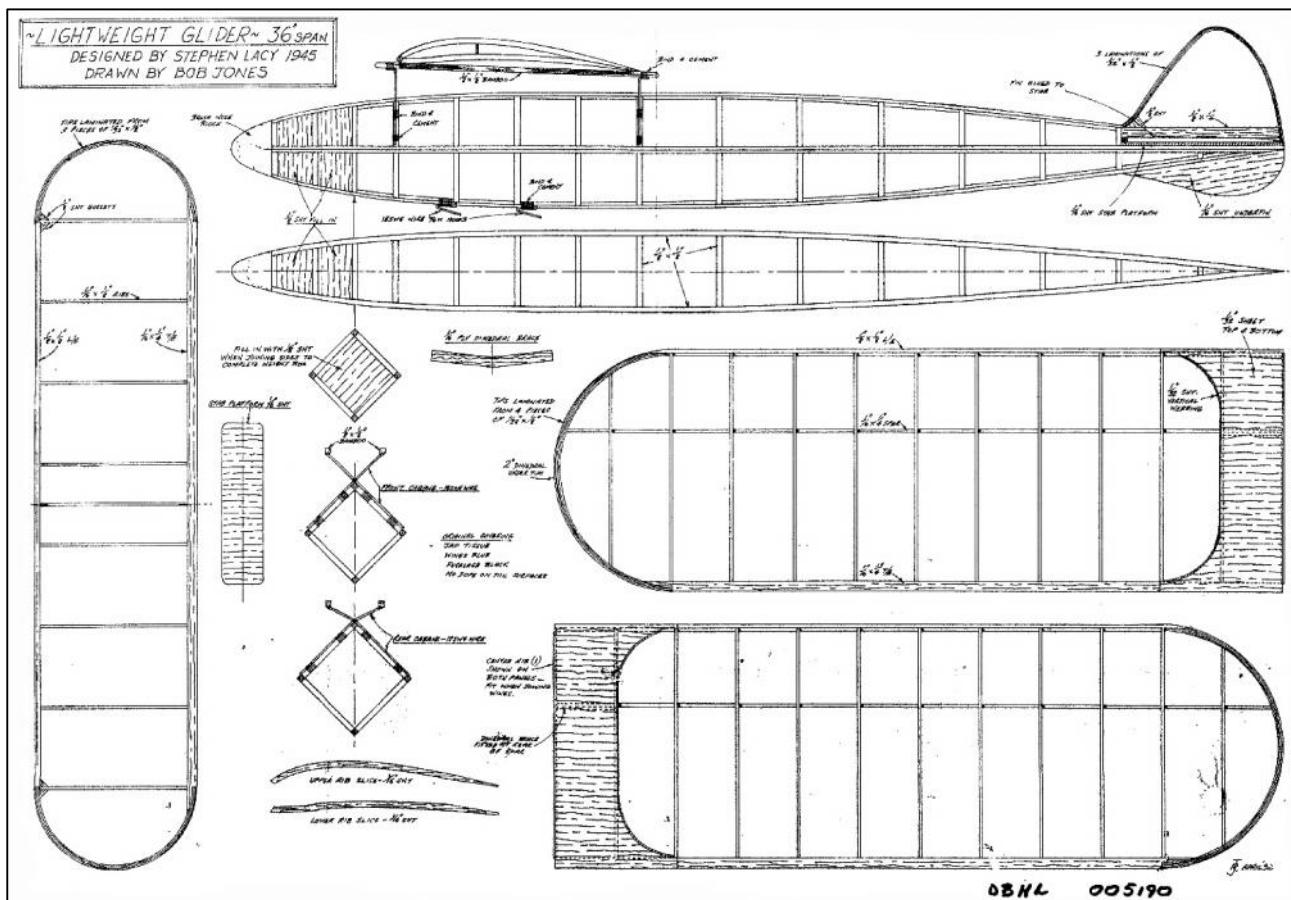
Plans for the Month

Roger Newman

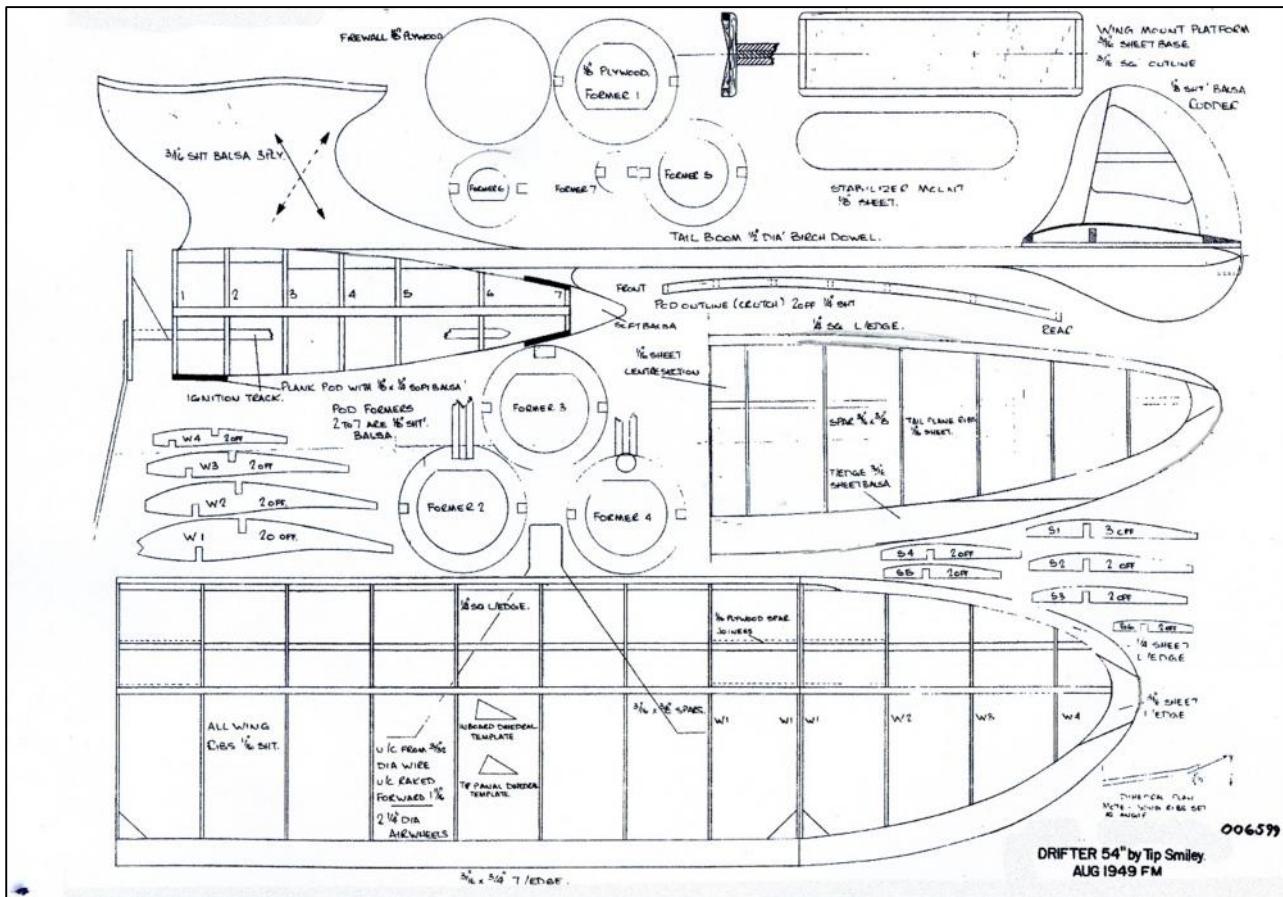
Rubber: Fevair - Classic Wakefield as mentioned



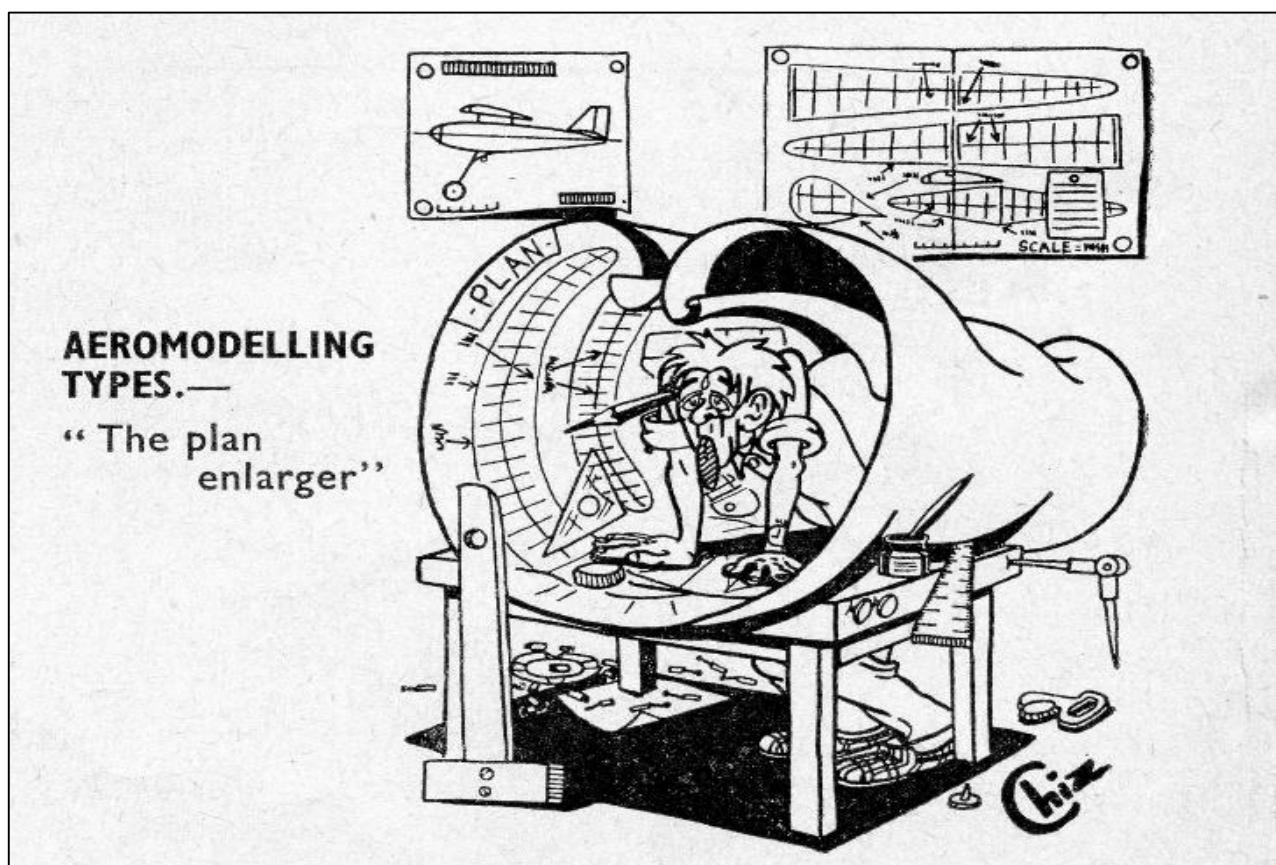
Glider: Lightweight Glider from the board of the late Stephen Laceym - bungee candidate?



Power: Drifter - looks like a larger version of the Penny Rocket by Albert Hatfull?



Roger Newman



BMFA road shows

There are a number of Achievement Scheme events coming up this year.

To start with there are 2 achievement scheme roadshows the first in Ely on 28th March, then a further Roadshow in Newcastle on 18th April.

These roadshows are a good opportunity to talk to the achievement scheme review committee, area chief examiners and club examiners and ask any questions about the achievement scheme or raise any issues or improvements you feel could be made. There is no charge to attend and the roadshows are open to any BMFA member, refreshments and lunch will be provided. Places are limited so it is a good idea to reserve your place as soon as possible.

It is anticipated the topics for discussion will be

- The ethos and administration of the Achievement Scheme
- CAA Registration & Competence
- Upcoming regulatory changes
- On-line Developments
- Video Guidance
- Open discussion
- Q&A Session

To reserve your place at the Ely roadshow go to <http://tempURL>
and for the Newcastle roadshow <http://tempURL>

There will also be 2 Achievement scheme hosted fly-ins at BMFA Buckminster, these are a relaxed fly-in format with opportunities for training, testing and trial lessons. Why not bring along a non flying friend? Camping available. These flyins will be on the weekends of:

30th/31st May and 8th/9th August.

Contact Andy Symons on andy@bmfa.org if you would like to attend these flyins.

Best Regards

Andy Symons on behalf of the Achievement Scheme Review Committee

Tel: 0116 2440028 email: admin@bmfa.org

Southern Coupe League 2020

The latest schedule of events counting toward the Southern Coupe League is as follows. The loss of the First Area meeting means there is a gap until the next event in April, plenty of time to get your models trimmed.

01/12/19	Coupe de Brum	N Luffenham	
26/04/20	London Gala	Salisbury Plain	
14/06/20	Oxford Gala	Port Meadow	
28/06/20	4th Area	Area venues	
23/08/20	Southern Gala	Salisbury Plain	
13/09/20	Crookham Gala	Salisbury Plain	
17/10/20	Coupe Europa	Salisbury Plain	

CROYDON WAKEFIELD DAY

11th April (Sunday)

Cancelled

4000 sq ft of exhibition space, F1B (in rounds),

Marcus Lightwave (RAFF V, Bazooka, Dinahmite, Supa Dupa)

For further information please contact:

Ray Elliott tel 020 8997 7745, email ray.elliott8@btinternet.com.

THE 2020

SCALE INDOOR NATIONALS

**WEEKEND
EXTRAVAGANZA!**



RADIO CONTROL
on the 18th April

★ With new 'Kit' and 'Air Race' classes

FREE FLIGHT
on the 19th April



★ With new scale and 'No-Cal' classes



The world's finest scale models - in action!

For more information contact Mike Stuart - ffscale@googlemail.com

WALSALL CAMPUS SPORTS CENTRE, WS1 3TA

Editors comment: I recommend these events above as a spectator, there is a superb viewing balcony with seats and catering available and it gets you level with the flying aircraft. The pits area is also accessible so you can get close to the competitors and their models.

It's a superb day out and Rachel and I attend every year.

Peterborough Flying Aces

Sunday 6th September 2020

At Ferry Meadows, Nene Park, Peterborough PE2 5UU

Competitions 10.00 to 16.15

A NEW EVENT FOR 2020!

KK Robin Precision Flight Time rubber event. **£50 PRIZE FOR THE WINNER.**
3 different target times. Note! Model must use plastic prop 8" Max dia. For original KK kits for £20 (£22.90 inc p&p) contact Brian Lever at blever@btinternet.com or 01733 252416

SCALE MODELS NOTE! ALL scale classes, except MASEFIELD_Rubber_Scale are judged for flight profile and realism by the Flight Judges. They may ask for some verification, so please have the plan or, if scratch built, the 3 view available on the field.

Masefield Rubber Scale- Any scale rubber model, to which **Masefield** type bonuses will be applied. **No flight judging**, just duration plus bonuses. Present model to control for processing.

Open Rubber / CO2 / Electric Scale For models that are not necessarily "Kit" models Judged for flight profile and realism. Any CO2 motor/tank permitted. See note re verification

Kit Scale ANY rubber powered Kitted model up to 36" span. Judged for flight profile and realism. See note re verification

Jetex/Rapier Authentic Scale Judged for flight profile and realism. See note re verification

EDF Authentic Scale Judged for flight profile and realism. See note re verification

Jetex/ Rapier Profile Scale Judged for flight profile and realism. See note re verification

P-20. 20" span and length. Max 8" plastic prop. 6 gram motors (may be external).

Cloud Tramp 5 flights NO MAX. (best and worst times discarded, and the remaining 3 times totalled. Note! If fewer than 5 flights logged the best and worst are still discarded.

Frog "Senior" Rubber Duration (for plan see <http://www.houseoffrog.co.uk>)

Vintage Model Company "PILOT" Rubber Duration. Senior and Junior Classes.

Model must use kit prop. Note! We would like to see that any junior has had a hand somewhere in the building of the model.

Rubber Ratio: NO MAX. Any rubber powered model with wing span 15"- 25" (tip to tip).

(KK "Elf" is eligible). Flight score is total time in secs (for 3 flights) divided by span inches.

Catapult Glider: Catapult, max 2 grams rubber on a 6" max handle. This equates to a 280mm length of 3/16" rubber tied into a single (140mm) loop. Any model permitted.

TableTop Precision Precision flight time Rubber event - models must Rise off Table.

36 inch Hi-Start Glider: Any glider up to 36"span launched by the supplied "Hi start" bungee.

Best Unorthodox: Unusual models. Must be seen to fly by the nominated Scale judge

Open E20 Electric Duration Max length and span, 20 inches. Any motor, battery and timer. Max motor run 8 secs. DT and RDT permitted. Certificate for best "Ferry 500" Restricted Class model. (for rules see www.peterboroughmfc.org).

Rubber Scramble: 20 minutes, use any rubber powered model that qualifies for one of the above events. Competitor must both wind and launch, from box, but may use a retriever.

Flying Swarm Mass launch for any non electric model that is eligible for one of the day's competitions. Last model down is the winner.

Young Flying Aces: Prize for Best Junior. Scrolls for top 3 (Jun.17yrs or under on 31/08/20)

Prize for 1st place: Scrolls for 1st, 2nd and 3rd:

Bumper Raffle: Note: this is a Free Flight event: No Radio Control:

Proof of Insurance required for all flyers.

Revel in the special atmosphere created at this unique event: Discounted parking.

Toilets, Café, and Park Visitors Centre.

Contact Brian Waterland on 01778 343722 (07717 461000 on the day).

See also Peterborough MFC Website at www.peterboroughmfc.org

(1a)

CROYDON COUPE EUROPA

17th October (Saturday)

Salisbury Plain Area 8.

F1G (in rounds), Vintage Coupe.

Flitehook trophy for F1G teams.

Start 10am.

Entrance to Area 8 is approx 2 miles west of Shrewton
on B390 to Chitterne.

For further information please contact:

Ray Elliott, tel 020 8997 7745, email ray.elliott8@btinternet.com.

Cocklebarrow Vintage R/C

5th July - 16th August - 27th September

Signposted from Aldsworth, Glos.,
off the B4425 [Cirencester/Burford] and
off the A40 [Northleach/Burford].

follow SAM 35 signs.

All types of R/C up to 1969, sport flying, no competitions.

BMFA insurance essential [A certs. not required].

Contact: Tony Tomlin;

Tel: 02086413505 mobile: 07767394578

email: pjt2.alt2@btinternet.com

Salisbury Plain Area 8. 2020.

Bids have been submitted to use Area 8, Salisbury Plain, for free flight, every Saturday and Sunday, plus 3 Bank Holiday Mondays in 2020.

At present these bids have been formally authorised until the end of March, although I do not anticipate there will be any problem with the later bids.

For those wishing to sport fly/trim, an annual permit must be obtained through: donna@bmfa.org for £20.

The terms and conditions remain the same as in previous years.

On contest days only, non-permit holders can sport fly/trim on payment of a site access fee of £5.

All flyers entering a contest must also pay the site access fee. This applies to Club Galas, Centralised, and Decentralised BMFA events. The exception to this is for BMFA Contest Season Ticket holders, who will not be required to pay the site access fee for BMFA Centralised events, and the World Cup events.

We have been politely asked not to create any new vehicle tracks on the area and to ensure that we stick to the established tracks when driving.

Most of you will be aware that part of the area was used as a film set in the spring of 2019. This has resulted in the access track being improved. The set was a French farm, the film is 1917, and will soon be showing at a cinema near you.

Peter Watson.

L'AQUILONE SAM 2001

TOMBOY RALLY INTERNATIONAL POSTAL CONTEST 01/07/2019 – 30/06/2020

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 along with 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 36" or 44" wing span (as per plan Aeromodeller) and 48" (as per Boddington plan or 36" scaled up) 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. & or float version;
- Lone fliers can self launch and time

Engine/motors

I.C. engines are admitted within the following limits: **36"-44" wingspan:** Any engine 1 cc. max, 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 freely assembled admitted batteries: -500 Mah 3 cell LiPo
separated batteries pack for Rx alimentation is allowed

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;

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 June 2018 to Curzio Santoni (cusanton@tin.it) or to Sianf ranco 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 (36",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 36" Tomboy F/F. Only engines diesel max 0.75 c.c. shall be used. The other rules are the same for 36" or 44" wingspan type. It is possible to use an 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

Indoor Flying with the South Birmingham MAC

Mainly Free Flight

Thorns Leisure Centre.

Stockwell Ave.
Off Thorns Road - Quarry Bank - West Midlands - DY5 2NU
Saturdays 1pm until 4pm

2020

Jan 11th – 8th Feb – 7th Mar – 4th Apr – 2nd May

Admission - Flyers £8.00 - Spectators £2.00

Ultra-light R/C models may be flown for the first 15mins of each hour
(quad copters or heavy fast flying models not accepted)

For further information phone Colin Shepherd 0121 5506132
or e-mail cosh43@hotmail.com



**Indoor Flying
Bethesda North Wales**

Sessions are first Sunday of the Month
September '19 through to May '20
13.00hrs til 16.00hrs

Canolfan Hamdden Plas Ffrancon Leisure Centre, Coetmor New Rd,
Bethesda, LL57 3DT.
Free flight rubber and small electric RC. Scale, sport, small helis, small
quads, etc.

Fee £7 - £10. Contact Martin or Allan on 07425 860821
martin.pike.xray@btinternet.com allancb2005@yahoo.co.uk
 Facebook <https://www.facebook.com/Flying.Bethesda/>
 Teas & coffees available from the machine.



Bloxwich Indoor Flyers

Free Flight & lightweight RC
Sneyd Community School
Vernon Way, Sneyd Lane,
Bloxwich, WS3 2PA

Saturdays 2pm until 5pm
Flyers - £8 Spectators £2
2020 dates

Jan 25th - Feb 22nd - Mar 21st - **Cancelled**

Contact: Allan Price: Tel: 01922 701530
e-mail: montrose32@btinternet.com



BMFA South West Area Indoor Flying

organised by

Cornwall Vintage Aeromodellers

at

Saints Health and Fitness Centre

St Austell Rugby Club

Tregorrick Park, St Austell

Cornwall, PL26 7FH

Flying from 1200 to 1600 on the following dates,

2020

Sun 12th Jan - Sun 16th Feb - Sun 15th March

Mainly free flight but some micro R/C (fixed wing & helicopters)

Admission: **Flyers £10 Spectators £1**

Phone: David Powis on 01579 362951

Email: dave_powis@hotmail.com

FLITEHOOK

Indoor Free Flight Meetings

**West Totton Centre,
Hazel Farm Road,
Totton, Southampton.
SO40 8WU**

2020

12th Jan: 9th Feb: 8th Mar: Cancelled
Sundays 10.00a.m. to 4.00p.m.

Contact: Tel. 02380 861541

E-mail flitehook@talktalk.net

Café on Site

Flyers £8

Juniors & Spectators Free

Flyers must be BMFA Members



Waltham Chase Aeromodellers

Waltham Chase Aeromodellers, in association with South Hants Indoor Flyers,
are pleased to announce the continuation of the Indoor F/F Meetings
held at the Main Hall at Wickham Community Centre, Mill Lane, Wickham, Hants PO17 5AL.
These meetings will be held on the following dates:

Tuesday Evenings

2020

**7th.Jan - 4th.Feb - 3rd.Mar - 7th.Apr
5th.May - 2nd.Jun - 7th.Jul**

All meetings will run from 7.00 p.m. to 10.00 p.m. The Main Hall at Wickham Community Centre is particularly suitable for indoor free flight models of all types, with a ceiling free of obstructions. Tables and chairs will be available in the hall, the organisers are always grateful for assistance with moving furniture. A hot drinks machine is available on site.

Admission to the meetings will be **£5** for fliers and **£1** for spectators,
whilst accompanied children will be admitted free.

Junior fliers will be charged as adult spectators.

Fliers will be required to show proof of insurance.

No R/C models may be flown at these events.

Flitehook, who carry a large stock of indoor models and accessories,
will attend many of the meetings.

Waltham Chase Aeromodellers look forward to welcoming all indoor F/F fliers to these events.

For further details please contact:

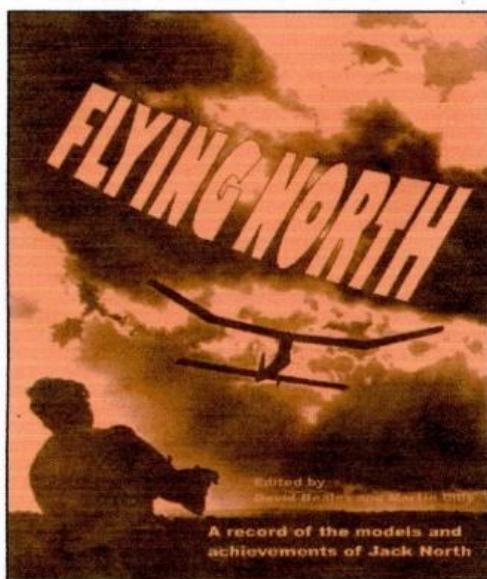
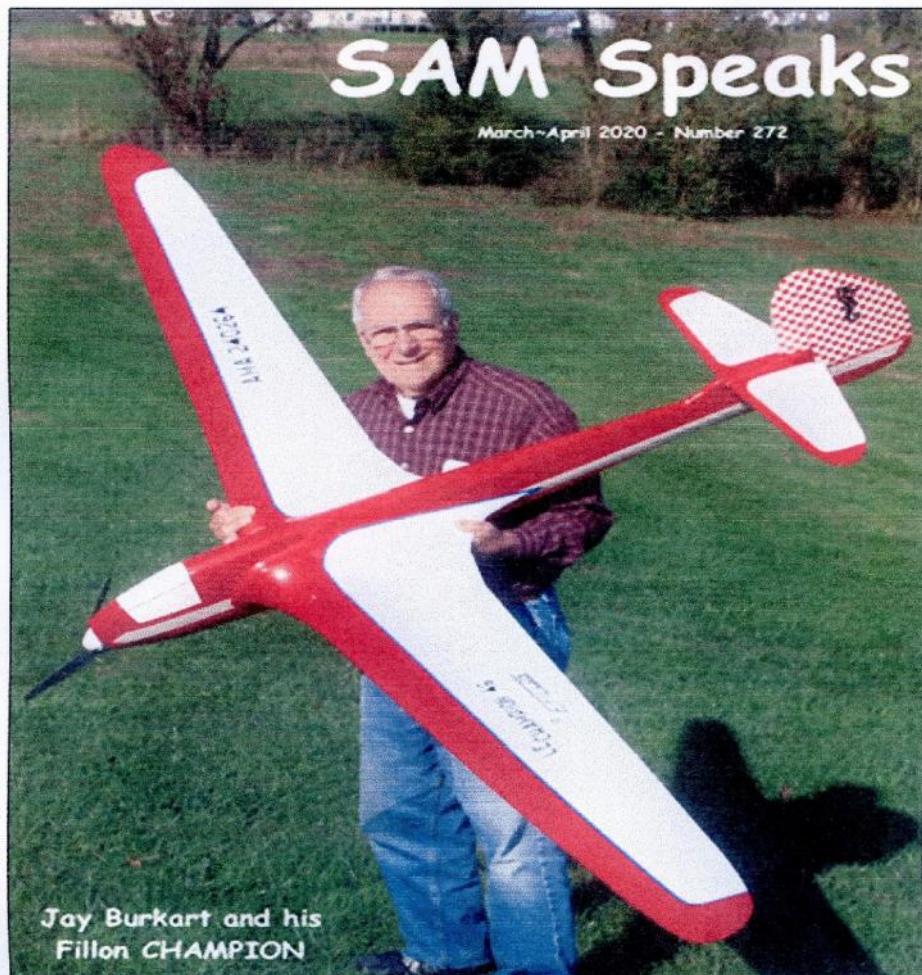
Alan Wallington, "Wrenbeck", Bull Lane, Waltham Chase, Southampton, Hants.
(Tel. 01489 895157) (e-mail: WCAero@outlook.com)

or see our web site: <https://wcaero.bmfa.org>

SAM Speaks USA.

This bi monthly emagazine can be obtained from the Society of Antique Modellers. Web site <http://www.antiquemodeler.org/> for the modest cost of \$30 pa.

Quite a few UK people already belong, but a few more might help our Parent Body!



Flying North is a 163 page book covering the model flying career of Jack North, and including 23 previously un-published plans of his aircraft. Access to Jack's drawings and notes dating back to 1938 means that there are a number of designs in the book likely to be tempting to the nostalgia-minded.

Contact: Martin Dilly on 020 8777 5533 or write to: 20, Links road, West Wickham. Kent BR4 0QW or e-mail: martindilly20@gmail.com

The price in the UK is £18; airmail to Europe £20 or to anywhere else £22. Cheques should be payable to BMFA F/F

Team Support Fund, in pounds sterling only, and drawn off a bank with a branch in the UK, you may also order by credit card, all proceeds help to fund the expenses of those representing Great Britain at World and European FF Championships

FREE FLIGHT FORUM REPORT 2020

Warps - Right way? Wrong way? What way? -
 Mike Woodhouse;
 Moment Arm - A Novel Stability and Control Arrangement -
 George Seyfang;
 How Big Should I Build My Next Coupe? - Alan Brocklehurst;
 Scale Matters - Ivan Taylor;
 Evgeny Verbitski - An Appreciation - by Mike Fantham, Ken
 Faux and Peter Watson;
 Do Freewheelers Drag? - Spencer Willis;
 The Hammer and the Feather - Aram Schlosberg;
 The Performance of Rubber Motors - John Gibbons;
 Gurney Flaps - George Seyfang;
 Gyros in Free Flight Scale - Ivan Taylor;
 A Glass Act - Russell Peers;
 A Glider for Every Occasion - Stuart Darmon;
 A Love Letter to the Free Flight Community - Bernard Guest.



The UK price is £12.00 including postage; to Europe it's £15 and everywhere else £17. Sales of the Forum Reports help to defray the heavy expenses of those representing Great Britain at World and European Free-Flight Championships. 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

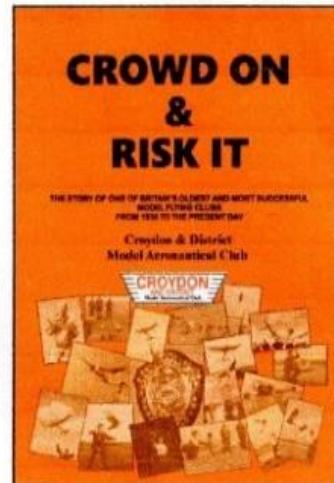
or by phone to: (44) + (0)20-8777-5533, or by e-mail to martindilly20@gmail.com.

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 sixth roll. Doing the sums, that means that there's now just under a mile of Dilly Jap covering models all over the world.

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.

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. I normally sell it in rolls at contests, as it's a shame to fold it for mailing, but 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.

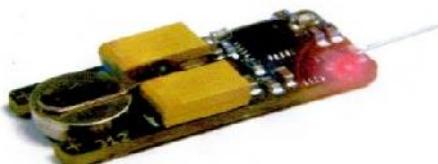
"I am really impressed with how well this tissue performed. Dilly Jap tissue with 2 coats of thinned nitrate dope is around 8% stronger than the old 00 silkspan with 2 coats of dope, yet Dilly Jap is 0.09 grams per square foot lighter. Here are the test results:

Test#	Tissue Type	gm/sq ft	Avg Ten Str lb	Spec Str lb/gm
9a	Dilly Jap 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!"

BUGS

Free Flight Model Tracker



£50.00 - each including 6 batteries

Ready to use radio tracker

Suitable for most handheld receivers

Powered by one 312 ZincAir hearing aid battery

27mm long, 11mm wide, 5mm thick 3 grams

including battery

Run time around 10 days

Red LED flashes when transmitting

Available in any frequency from 140MHz to 980MHz

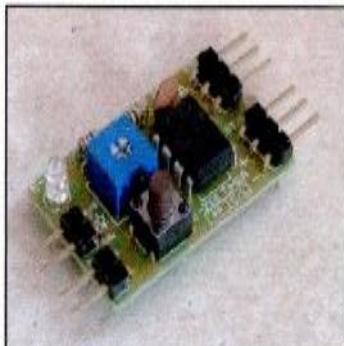
Supplied in protective heatshrink

Very quick delivery, often next day

On sale at

http://www.leobodnar.com/shop/index.php?products_id=217
or contact Peter Brown 07871 459291 for options

E-Zee Timers



E-ZEE FF Combined Electric Motor Power and Servo Operated DT Timer Type EFF 1
Cost £15.00 + p & p

This timer controls electric motor power and run-time (via an ESC) and after a further delay drives a D/T servo to terminate the flight. The motor power is set by a single turn potentiometer and the motor run and D/T periods are set by

a simple push button / LED interface

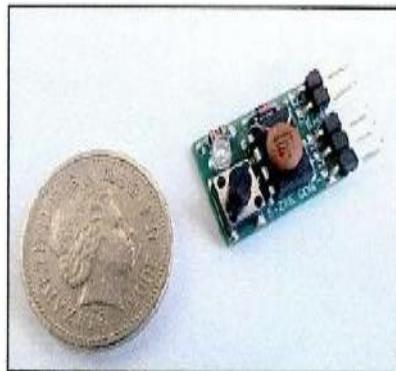
- motor run duration:-adjustable 1 to 30 seconds, set in 1 second increments
- d/t duration:-adjustable 10 seconds to 5 minutes, set in 10 second increments
- motor power:-adjustable at all times from zero to full throttle (by potentiometer)
- push button immediately stops the motor at any point during the flight profile
- duration settings are saved in memory a single button push serves to repeat a flight.

Length 30mm Width 20mm Height 11mm Weight 5gm

For installations where the timer is inaccessible remote pushbuttons and LED's are available

Servo operated DT Timer only Type SDG 1 Cost £12 + p & p

This timer was originally developed for use with 36 inch hi start classic gliders, but will be of interest to all sports free flight flyers not requiring electric motor control. The timer drives a D/T servo to terminate the flight, the D/T periods being set by a simple push button / LED interface. Driven by a small 30mAH battery and using a 2 gram servo the avionics can be used as nose ballast so there is no overall weight gain



- d/t duration:-adjustable 10 seconds to 5 minutes, set in 10 second increments
- push button immediately cancels the flight at any time
- duration settings are saved in memory a single button push serves to repeat a flight.

Length 22mm Width 13mm Height 11mm Weight 2gm

Timers are supplied with a comprehensive instruction manual and users guide

E-Zee Timers have been designed and are manufactured in the UK
Exclusively available from

Dens Model Supplies

On Line shop at www.densmodelsupplies.co.uk
Or phone Den on 01983 294182 for traditional service

Provisional Events Calendar 2020

With competitions for Vintage and/or Classic models

March 1 st	Sunday	BMFA 1 st Area Competitions
March 15 th	Sunday	BMFA 2 nd Area Competitions
March 29 th	Sunday	BMFA 3 rd Area Competitions
April 10 th	Friday	Northern Gala, Barkston Heath
April 11 th	Saturday	Croydon Wakefield Day & SAM1066, Salisbury Pl.
April 25 th	Saturday	London Gala, Salisbury Plain
April 26 th	Sunday	London Gala, Salisbury Plain
May 9 th /10 th	Sat/Sun	Mayfly, Old Warden
May 23 rd	Saturday	BMFA Free-flight Nats, Barkston Heath
May 24 th	Sunday	BMFA Free-flight Nats, Barkston Heath
May 25 th	Monday	BMFA Free-flight Nats, Barkston Heath
May 31 st	Sunday	Odiham Cancelled
June 28 th	Sunday	BMFA 4 th Area Competitions
July 12 th	Sunday	Southern Area Gala, Abingdon
July 19 th	Sunday	BMFA 5 th Area Competitions
July 25 th /26 th	Sat Sun	Scale Weekend, Old Warden
August 1 st	Saturday	East Anglian Gala, Sculthorpe
August 2 nd	Sunday	East Anglian Gala, Sculthorpe
August 9 th	Sunday	SAM1066 Cagnarata Day (250gm), RAF Colerne
August 23 rd	Sunday	Southern Gala, Salisbury Plain
September 5 th /6 th	Sat/Sun	Stonehenge Cup/Equinox, Salisbury Plain
September 13 th	Sunday	Crookham Gala, Salisbury Plain
September 19 th /20 th	Sat/Sun	Vintage Weekend, Old Warden
September 20 th	Sunday	BMFA 6 th Area Competitions
October 3 rd	Saturday	Buckminster Gala
October 4 th	Sunday	Buckminster Gala
October 5 th	Monday	Buckminster Gala
October 11 th	Sunday	BMFA 7 th Area Competitions
October 17 th	Saturday	Croydon Coupe Day & SAM1066, Salisbury Plain
October 24 th	Saturday	Midland Gala, Barkston Heath

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
Flitehook, John Hook	-	www.flitehook.net
Mike Woodhouse	-	www.freeflightsupplies.co.uk
BMFA	-	www.bmfa.org
BMFA Southern Area	-	www.sabmfa.org.uk
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

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