

NEW Clarion

SAM 1066 Newsletter

Issue
nc042023

April
2023

The Society of Antique Modellers Chapter 1066

Affiliated to
SAM 1066 Website:



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www.sam1066.org



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Editorial

The latest 'Propwash' from New Zealand tells of the impact of *Cyclone Gabrielle* on their Awatoto flying field which has been all but totally wiped out'

Monday 13th February. Disaster day !!

Hawkes Bay and much of the North Island has suffered one of the worst natural disasters in our history. Cyclone Gabrielle has wreaked havoc across the country and here in Hawkes Bay the devastation is now only starting to be revealed with the tragic loss of lives and the ruination of infrastructure, homes and livelihoods becoming apparent.

Awatoto Field is a mess with most of our facilities having been affected, and presently without access all is conjecture. Much of the fencing is compromised and the Deans and Shade shelters severely damaged, and our field toilet and storage shed gone, I think on its way to Chile!!

Belay that, don't trust the rumour mill, the toilet shed is still in place beside the stop bank over its poohole !! The club access road condition is unknown at this stage, but one would suspect with the silt and the debris it will be out of action a while. What the future holds who knows, most people have more on their minds at present so clean up and planning will have to take their place.



And we in UK think we have flying field problems

Awatoto field as it was for the 'Warbirds over Awatoto 2023' meeting.



Pits view to the east



Pits view to the west

Extracts from the latest edition of the 'Model Flying Hawkes Bay' magazine 'Propwash'

Editorial continued:

Here we go again, the outdoor season is under way, the delayed 1st coupe event has been flown and results are within.

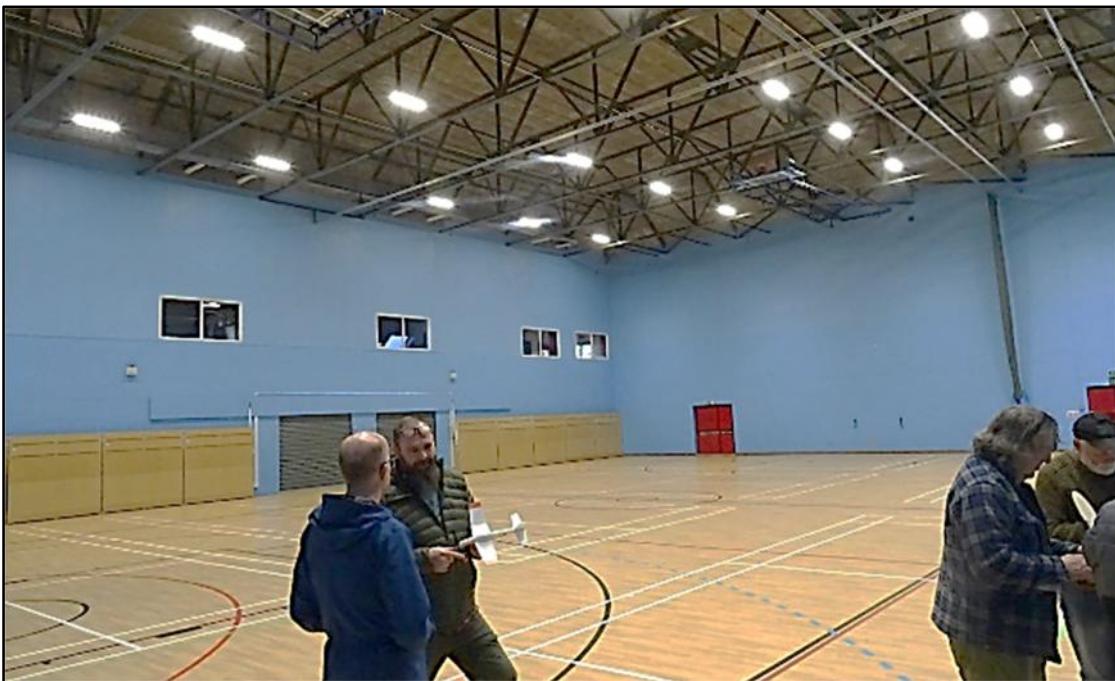
Unfortunately our Cagnarata meeting has had to be transferred to Salisbury plain, the South Bristol club were unable to get a licence for the meeting at RAF Colerne.

Indoor meetings are still being flown and I ask, once again, for short reports and a few pictures from the events. Some of you may eventually pluck up courage to write a few words, readers really are interested to see and hear reports. If you doubt your literary skills a few pictures with captions will be gratefully received.

What have we got in this issue?

-]) Martin Pike reports on the first indoor event at his newly acquired venue in Bangor. It appears he is building up a following. He just has to get the balance right between the R/C and FF flying slots. Martin is to be applauded for getting indoors in Wales underway. His inaugural meetings in Bethesda he underwrote personally and his efforts appear now to be bearing fruit.
-]) Martin Hurda from the Czech Republic highlights another of his models, this time the 'Le Timide' by Rene Jossien. This model is a mini-vintage contest winner, particularly in the hands of our Chairman Tony. I have one or two more articles on his creations in hand for future issues.
-]) There is Vintage Clarion, an amusing epistle written by a MAX taken from my oldest copy of the paper back Clarion, September 1965. More to come from Max taken from my oldest versions of our magazine. He is very Pylonius like in his amusing sideways look at this hobby of ours.
-]) Peter Hall has been sounding out another of the regular Coupe flyers. This time it's Dr.Jim Paton who explains his approach to coupe flying. He professes to having a somewhat cavalier attitude towards competition but unlike the Cavaliers from the Cromwell era he is a winner.
-]) There is another of Ray Malmstrom's masterpieces from the book 60 years of IVC MAC, this time it's the 'Martian', a diminutive tandem wing model for 0.5cc engines. The number of models this iconic modeller has designed is astounding and the fact that a good number of the plans for them are drawn on one A4 sheet of paper is surprising.
-]) Gavin Manion reports on the delayed 8th Coupe de Brum in detail together with the results. Gavin himself came out as leader of the pack. He flies well on his own muck heap it would appear (*no offence towards Luffenham intended*)
-]) Peter Hall & Roy Vaughn follow up with a report on 2nd area event and Southern Coupe League table standings.
-]) I've featured the 'Peintenpol Air Camper', a likely candidate for the scale modeller. A simple box like aircraft which should make a good competitive scale indoor flier.
-]) Interspersed are the usual extracts from the various magazines of the past.
-]) Roy Tiller continues to pick out bits and bobs from his archive stock of old magazines. This issue from the original Model Airplane News published in 1929.
-]) Secretary Roger Newman winds up this issue with his monthly report and the three plans from our store.

We had our first indoor meeting in Bangor this weekend. It was a great success. The University-owned hall (the Brailsford Centre) is in upper Bangor, easy to access with parking.



The hall is much larger than the hall we had been using (6 badminton courts cf 4, and a higher ceiling). We had around 19 attendees, with several new faces.



A number of R/C flyers came, some of whom had not flown free-flight models since childhood. Rory's friend LEO was in charge of photos, maybe not as many action shots as I'd have wished. I spent most of my time playing host and helping people to fly, but did get a few flights in.

All agreed that the new hall was better, so we will be booking further events there. I wonder to myself why I'd not looked into hiring this hall previously. It is more expensive (£39/hr cf £28/hr), but as long as we have enough people (>10), costs can be covered with a reasonable entrance fee.

An R/C flyer commented that on occasion people were milling about in the centre of the floor. Fair enough, I must remember to ask people to avoid staying in the middle. However the same person was flying the largest R/C model, that rather dominated the flying space - a hazard to FF planes and disturbing the air (although we do not yet have

many FF duration models). As I recall from Thorns Indoor, Colin Shepherd dealt with that by having separate FF and R/C sessions, rather than subdividing the hall. I'll have to look into that for next time.

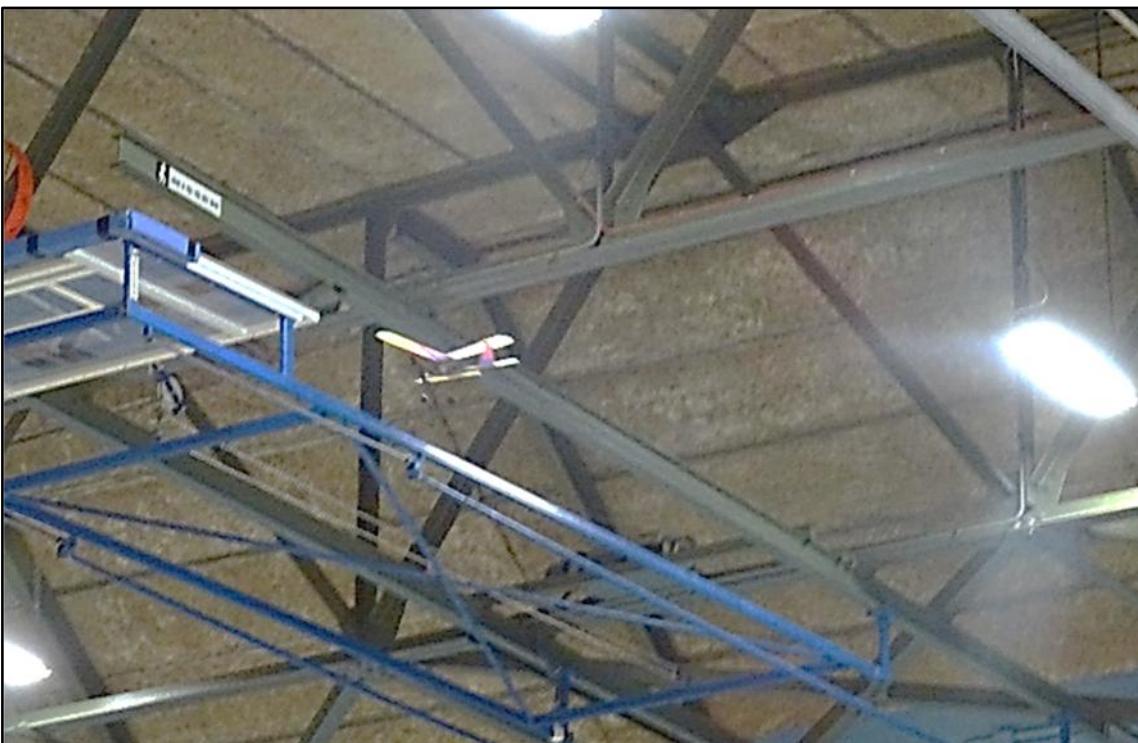
On a different tack, Rory and I have booked accommodation in Walsall to attend the R/C and FF Indoor Scale Nationals, 22-23rd April.

Of course, my new Auster J/4 will be a seasoned flyer by then (I live in hope - it is just fuselage sides and parts at present).

I hope to report for a future issue.



Rory Pike with a diminutive R/C Drone



The ever popular 'Hangar Rat' circling the hall & heading for the waiting basketball beams

Martin Pike



TOPICAL TWISTS

by **pylonius**

Topical Twists

Left in the Wake

Those people with plenty of the green stuff (and I don't mean rubber lube) will even now be making plans for a visit to the World Championship Series which, as we all know, is doo, I mean due, to be held across the pond later this year. From the point of view of those they will leave behind they are, as it were, twice blessed, for they have also a summer to look forward to.

For us types less endowed with such a fulsome share of the world's wealth, other, more desperate, means than the mere exchange of money are called for. There will, no doubt, be quite a spate of stowaways on the *Queen Mary*, while more adventurous travellers will shortly be arriving on the Irish coast complete with swimsuits.

After ruminating upon a Kon-Tiki effort by way of the box of scrap balsa, I, for my part, have now bravely decided to face up to this New World challenge, solely upon my merits as a model flier.

Pity, really, I would have loved to have gone.

A Write Carry-on

Back in the "good old days" of aeromodelling a model journal would rely for at least 50 per cent. of its reading matter on the long and elaborately verbose club reports which flooded into the editorial office in a huge, papery deluge. Since that time the journalistic urge of the average club reporter seems to have dwindled almost to the point of extinction; much to the disgust of our old typical modelling friend, J. Bloggs, who, for some unfathomable reason, is so proud to see his name in print.

Probably we can attribute this decided improvement in our model journals to the modern practice of appointing P.R.O.'s, gentlemen usually pompously aware of the high dignity of their office, but without the vaguest idea of what the initials stand for.

Then, of course, clubs are not what they used to be. Nowadays, before a club can grow to any useful size there is a general breakaway of disaffected minorities, who then proceed to set up shop under such titles as The Muddleton Misfits or The Woollyhead Walkouts. The result of this can be seen in the reaffiliation lists, where the general score seems to be about S.2, J.1.

So, what with the P.R.O.'s on the one hand and the S.2, J.1 factor on the other, it is hardly surprising that

MODEL AIRCRAFT

club reporting is becoming something of a lost art. Even so, there are still a few ingenious literary types who manage to weave quite impressive reports around the feeble activities of their S.2, J.1 broods. One I particularly admire is the publicity genius of the modestly named Pranghurst, Ditchfield & District Model Aircraft Society, of which our old friend, J. Bloggs, is the most prominent member. The remaining two-thirds of the club membership consists of F. Muggs and A. Flopp.

Even after intensive study the system by which these three distinguished names are juggled about to give the impression of a vast membership in a veritable frenzy of activity, is still very much of a mystery to me. All I know is that it works on the same principal to the armed legions we see on the stage; the same half dozen blokes going round and round, in endless procession.

Possibly, the wintry weather has limited the activities of the Pranghurst club to J. Bloggs and F. Muggs heaving around a couple of chuck gliders in the back garden, but, no doubt, we shall see a full length glider contest report in due course. Even the absence of junior A. Flopp will be turned to good account by describing him as the new indoor record holder—not having stirred out of his Sunday bed for months.

Entente Discordiale.

I don't know what happens behind the scenes at our International governing institute; it means sweet F.A.I., to me, but their habit of changing rules is even worse than the propensity of our area officials to ignore them. Particularly annoying to me is the change in the cross section rule, which now makes my 1954 Wakefield obsolete. Lucky thing I haven't built it yet!

I now find that I have got to eat my words. I don't know how I shall fare since nobody else seems to be able to swallow the things I say. But to put the whole thing in a literary digest, I stated some time ago that at least the team race boys were immune from the caprices of the F.A.I. How wrong I was; a recently published set of International rules have got the team race types running round in circles.

V.I.P.-R.S.V.P.

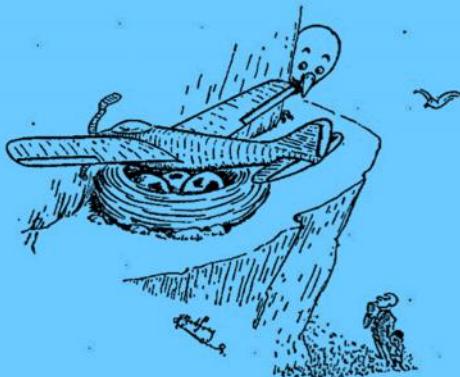
An indication that aeromodelling is finding greater public favour is to be seen in the number of V.I.P. bookings we are getting for our prizegiving ceremonies.

But hardly can we claim aeromodelling as having arrived until the elusive V.I.P.'s begin to arrive also.

Cosmic Ray

Much may be the pleasure we get from crazy cartoonist, Ray Malmstrom's caricatures of modelling personalities, but we derive even more from his caricatures of model aeroplanes. The latest visible example of airborne comic strip is the *Martian*, which, we understand, came into being during the freak weather last December.

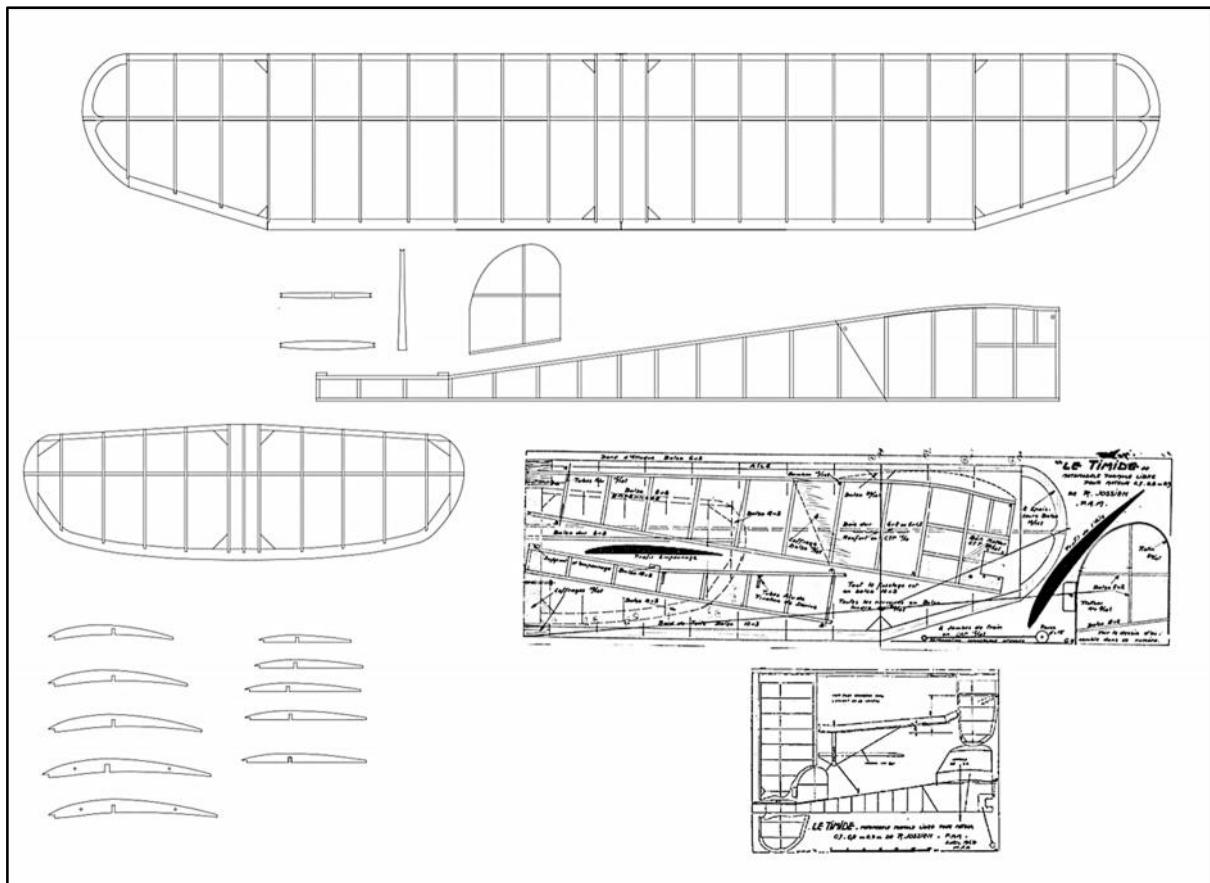
Why he chose to call this cosmic creation, the *Martian* is something of a mystery; obviously he couldn't believe an invasion from the Red Planet was imminent! Perhaps we would be nearer to a solution if we knew the planetary nature of that "dot in the sky" to which it is reputed to climb.



Pylonius

Le Timide (1949)by Rene Jossien40inch / 101cm

Engine: Mp Jet classic diesel 040 (0.6ccm)







Martin Hurda (Czech Republic)

NEWS Review

Control Line Progress

Control-line models made a slow start in this country, but there is every sign that this type of model has now "caught-on" here and that the lee-way is being rapidly made up.

For the man who has become tired of losing his model in a thermal or through a timer failure it offers the opportunity of indulging in power model flying, with no risk of loss, and gives him the added thrill of being able to make the model respond to his whim.

For the man who has a leaning towards realism in modelling it offers a new outlet, as near-scale flying models lend themselves admirably to this type of flying.

The reduction in the risk of damage to the machine when flown by control-line is bound to be a powerful factor in the choice, however.

The S.M.A.E. have included a number of control-line contests, all of the aerobatic type, in their competition programme for 1948, so that everyone will have the opportunity of demonstrating their skill in this direction.

Safety First

While there is a reduced risk of losing your model when it is flown on the control-line, there is, nevertheless, an element of risk involved in other directions, and it is important that all who undertake control-line flying should make themselves familiar with the points which need their attention.

Lines of adequate strength, properly fastened to sufficiently robust handles, are obviously of prime importance, but there are many other little points which must not be overlooked if accidents are to be avoided. The control of onlookers, particularly on public open spaces, is a matter needing very careful attention, and there are many other small items which need the consideration of the aeromodeller if he desires to fly safely and keep out of trouble.

It is therefore gratifying to observe that the S.M.A.E. Control-line Sub-committee have prepared a set of simple rules for the guidance of control-line enthusiasts, adherence to which will ensure safety of operation.

February 1948

These rules are being published in the Society's Handbook for 1948, now in the hands of the printers, but the Society will doubtless oblige anyone particularly interested with an advance copy of them.

New American Rules

We have just received from America details of the latest rule changes which have taken place on the other side of the pond as a result of a majority vote of the Contest Board of the Academy of Model Aeronautics and which become effective as from the first of January.

Some of these rules are very sensible, but others need some understanding and the reasons for their introduction are obscure.

Amongst the sensible ones one notices the following: Team entries must compete in the age group of the oldest team member; proxy flying permitted if the Contest Director is satisfied the builder is physically disabled; only one model can be entered in any one event; total of three flights to count instead of average of three; minimum of two lines for safety on speed control-liners; control handles limited to within 6 in. beyond hand of flyer; fixing of standard control line length and number of laps for speed flying; use of three timers with 1/10 sec. or better watches.

New rules which are at variance with the British viewpoint are: The "ten-minute flight limit" rule for scoring, which is double that found satisfactory during our contests last year and which has been adopted by most European countries; elimination of wing loading on hand-launched gliders, with the best three of the flights count; hand-launching of rubber models permitted for records; flights of less than 40 sec., with free flight power models to classify for "no-flight."

We find it somewhat illogical to call for a landing gear on a rubber-driven model and yet permit hand-launching, whilst the fixing of a no-flight time of 40 sec.—considerably in excess of the normal engine run—does not seem reasonable.

Two technical rules of interest are noted. In the case of power-driven models four-stroke engines are to be encouraged by rating them as only 60 per cent. of their actual piston displacement, although no discrimination is made in the case of compression-ignition engines, although these are in greater need of a separate classification; and tailless models are to be encouraged by taking two-thirds of their projected area as the basis of classification. This is somewhat on the lines considered by the F.A.I. in introducing the total arc method of classification this year, which is better in that it provides greater freedom of design of all models.

The elimination of wing loading and fuselage cross-section limits on power-driven models and the fixing of a power loading limit of 100 oz. per square inch is also an important change, and the results of this development will doubtless be watched with interest here as it may well be the solution to the power-model classification problem.

Zeppekins: continued

Editor

Extracts from the book 'The Zeppelin Story' by John Christopher

On the evening of 31 May 1915, two airships of the Army Airship Service, LZ37 and LZ38, set off for London. The LZ37 was forced to turn back following damage to her outer cover but LZ38 had no problem following the course of the Thames all the way to the capital. The airship's crew dropped incendiary bombs on a number of locations, causing several fires and resulting in four fatalities, including two children. Even though the Zeppelin raids had been widely expected Londoners were shocked by the brutal reality of all-out war and the inability of the authorities to tackle the intruders. The LZ38 had passed almost unseen, unhindered by searchlights or hostile fire. Fifteen aircraft of the RNAS had taken off in pursuit, but only one pilot caught so much as a glimpse of the airship.



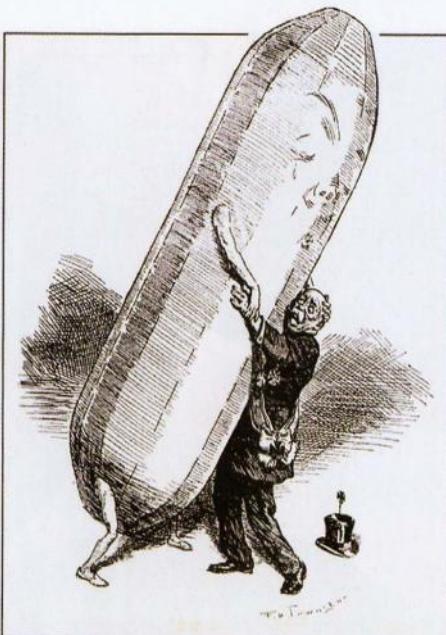
Further raids followed and while the drone of the airships' engines did cause fear among the civilian population, the attacks failed to create the widespread

▲ The Zeppelin 'cloud car' was used to lower an observer beneath the clouds. This example is on display at the Imperial War Museum in London.

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► Count Zeppelin:
'Stands London where it
did my child?' The Child:
'Yes Father, missed it
again.' Punch cartoon
from 1915.

►► Recruiting
poster celebrating
Sub-Lieutenant
Warneford's achievement
in bringing down the
LZ37 in June 1916.



terror anticipated by the Germans – partly because the British Government had imposed restrictions on reporting the raids. More significantly, the Zeppelins provided

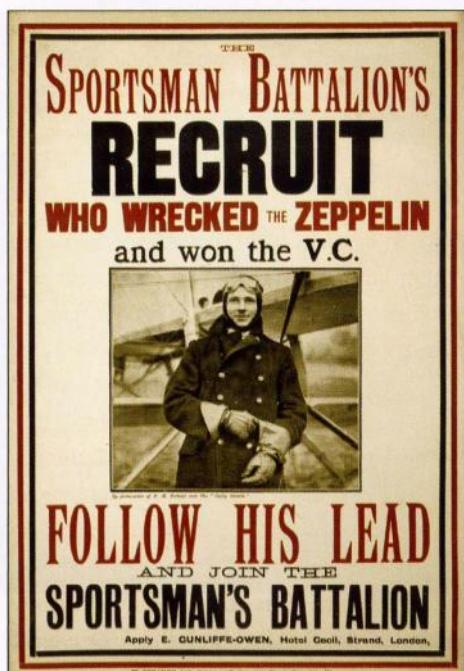
the authorities with a powerful propaganda weapon and the nocturnal raiders were soon labelled as 'baby killers'

Then began a game of technological catch-up. Gradually the British improved their defences with searchlights and anti-aircraft batteries surrounding London, as well as new aircraft which could climb higher and attack the Zeppelins with incendiary bullets to ignite their hydrogen gas. But by the spring of 1916 the first of the 'Super Zeppelins' had arrived on the scene, beginning with L30, and these could fly even higher while carrying 5 tons of bombs.

It wasn't until 7 June 1916 that the British claimed their first kill. Sub-Lieutenant Reginald Warneford brought down LZ37 which was returning across the North Sea after an aborted raid. Just over a year later Second Lieutenant William Reefe

Robinson shot down SL-11 over Cuffley, Hertfordshire. Although this was actually a Schütte-Lanz airship, its destruction was celebrated as the first Zeppelin destroyed over British soil. These successes pushed the Zeppelins ever higher and accordingly, each new type was bigger than any before, culminating with the L70-class Type-X of 2 196,300cu ft (62,200cu m) which had a theoretical range of around 7,460 miles (12,000km) and a ceiling of 20,000ft (6,000m).

In retrospect, the Zeppelin raids on England were an expensive exercise, both in terms of resources and the loss of airmen and one which had little impact upon the outcome of the war. Even so, this period of unparalleled aeronautical progress would pave the way for the ensuing age of international air travel.



Did you know?

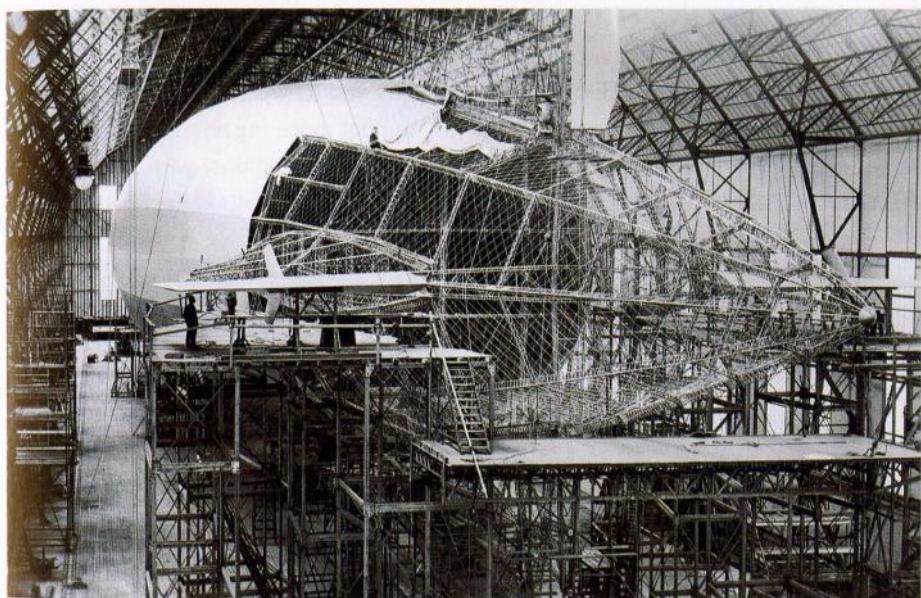
When the British airship R101 crashed into a hillside near the French town of Beauvais and was destroyed in the ensuing fire, the RAF flag flying on her tail survived intact. It is now displayed in the village church at Cardington, Bedfordshire.

The First World War saw the Zeppelins progress from simple craft that could travel between cities within Germany, to streamlined leviathans capable of linking the continents. This feat was most clearly illustrated by the flight of the L59 which, in November 1917 had departed from the southernmost Zeppelin base at Yambol,

supplies. Once it reached its destination the airship was to be cannibalised; the framework to be used to build barracks, the

in Bulgaria, on an audacious rescue flight to take vital supplies to the beleaguered troops defending Germany's last African colony, Deutsch-Ostafrika, otherwise known as German East Africa. The intention was to make the 3,600-mile (5,800km) journey as a one-way trip. The airship was loaded with ammunition, machine guns, rifles and medical

fabric and gas cells converted into sleeping bags or clothing, and the Maybach engines would run generators.



◀ The LZ126 Amerikaschiff under construction in 1924.

Extract from the old paperback Clarion September 1995

Vintage Rubber - Just for Fun by Max

It was back in about 1982 that I made the discovery that there were still blokes building real "old" planes with balsa, tissue, dope and, in extreme cases, even with balsa cement.

Almost at once I waved goodbye to radio control and threw in my puny lot with these time-warped "vintage" loonies.

I suppose that I had never been entirely at home with modern radio control with its plastic covering, cyano cement and engines that were more powerful than an Atco lawnmower; so to find that there was still a beautiful old-fashioned world where weight, or lack of it, was still king, came as a blessed relief.

In order to take my place among this merry band of ancients I painstakingly built a Korda 8oz. Wakefield from a kit.

Didn't fly. Still hasn't. Weighs a ton.

However, that was more than ten years ago and it isn't the point. The point is this: beguiling though the proposition was of a lot of daft old sods stuck in the thirties and forties still building the same old models in the same old way, the truth actually turned out to be very different.

Go to any SAM 1066 rubber comp and there they all are, crowds of docile old farts in shorts down to their ankles, dozens of thick-lensed reading glasses hanging from scrawny necks, varicose veins standing out like whip-cords, innocently clutching their nice simple "vintage" models just like they did fifty years ago.

Just like fifty years ago? Don't make me laugh.

These crafty old buggers are surfing flat out on the crest of a technological wave which could propel us all to the outer edges of the universe if it was not just focused on vintage aeroplanes.

If the Mitsubishi Corporation could harness just half of the inventiveness and technology which is concentrated into Middle Wallop in the middle of each August it could take over the world by next Wednesday at the very latest.

Let us consider, for example, the simple dethermaliser.

Now in my day the absolute summit of DT sophistication was to light the fuse with the, then very new and very expensive, gas lighters which had an adjustable flame and would light in a wind. Lesser beings, meanwhile, used the barely glowing ends of their Rizla roll-ups.

Thus, when I built the aforementioned leaden Korda I naturally fitted it with what I thought was a state-of-the-art fuse-type DT. However, when I fronted up at my first SAM competition I found most of the cognoscenti were not using fuses at all, gas lit or any other kind; they were using something called a Tomy timer.

This took me aback. Tomy was not a word I had heard in 1953.

Fortunately, an article appeared in one of the early SAM 35 Yearbooks which described how to obtain and modify a Tomy motor so that it performed as an utterly reliable, almost weightless, clockwork timer for actuating a DT.

Right, if that is what the geriatric hot shots were doing, I'd do the same. Lead me to the Tomys.

The next competition was eagerly anticipated but when I arrived and wandered round the paddock checking out the opposition I found that in DT technology I was still, so to speak, parting my Brylcreamed hair in the middle and keeping my trousers up with demob braces. In short, I was out of date.

These crafty old wallahs had only told people like me how to make one of their secret bloody timers because they themselves had long since upped sticks and moved on. Although they still used the Tomy, theirs bore little resemblance to my clumsy old-fashioned attempt.

Never mind, I was steered towards one Bob Jones from whom I bought a super, modern, bang-up-to-date, ready-made Tomy timer, and my daughter subsequently bought me yet another even more sprauncey job from Mike Woodhouse. "Look out world," I thought "I'm on my way."

Some hope.

Arriving confidently at the next meeting a-bristle with the latest Jonesian technology I find - and you won't believe this - I find that one of those senile, myopic, baggy-shorted old buggers has worked out that you can actually save about 0.0001 of a gram if you take the spring out of a Tomy and rely instead on the natural pull of the DT actuating rubber band to drive the timer.

How the hell can you compete with nit-picking on a cosmic scale like that? All I can say is that the Americans should be eternally thankful we decided to do vintage Wakefields and not enter the moon race instead.

I mean, imagine the weight of a farty little bit of a spring making any difference to the flight performance of anything at all let alone anything I'm ever likely to build.

And it doesn't end there does it; if you crack the DT thing there's still the rubber isn't there.

Personally, and call me conservative, but I rather liked the old FAI black stuff. Good stout rubber that. You could use the same motor for what seemed like

years: and you could repair it endlessly and easily because it broke a strand at a time. I've got motors that have got more ties than turns - then when the thing was too knackered to fly you could sole your work boots with it.

But along came "Tan".

In order to keep up in the headlong technological race we all had to have "Tan". It's wonderful stuff, we were told. Much better than that old power-surge black stuff.

In fairness, it wasn't bad and I bought several boxes of it only to find that the baggy-shorts had outflanked me yet once more.

Having enticed me into laying in a not inconsiderable horde of "Tan", I descend on the next meeting to find all the antediluvian competition luvvies mincing about the field congratulating each other on wonderful flights made with something called Tan TWO!

"You can get so many more turns on, dahling."

"I know, George, I'm up to 1200 and there's bags more to come and I heard that Bunty's just got 1500. Super."

"Tan TWO???", I scream. "What's that???"

For Chrissakes, how do they all find out about all this new stuff *all at once*? How do *they* know and *I* don't? Do they spend all night, every night on the phone telling each other where to buy daft sandals and the latest bloody rubber? Do they? I want to know.

OK, if Tan TWO is what it takes then Tan TWO we shall have. Tan TWO is ordered in every possible size. This is serious. $\frac{1}{4}$ ", $\frac{1}{8}$ " and $\frac{1}{16}$ ", Tan TWO for every frigging eventuality.

There's only one trouble; *my* Tan TWO breaks. It doesn't break one strand at a time so that you can repair it, and nor does it break when you try to crank on too many turns either. No, this useless bloody stuff breaks all at once across all strands like it's been cut with a knife, and on only 300 miserable turns the very first time you wind it. Grrrrrrrr!!

When I chanced to mention this to one of the "inner sanctum" he blithely replied that oh yes, he thought he might have heard something about a dodgy batch of TWO and advised that I should look for the right shade of Tan Two. "The right SHADE" I squawk. "What is the right bloody SHADE?"

So now apparently when we buy rubber we need to know which shade of Tan it is, which plantation it came from, whether it was grown on the southern slopes, what vintage it is and whether or not it was Chateau flaming boxed or not.

Give me strength.

But I'm not beaten yet and lest you think I'm resigned to staying behind in this vintage techno-race let me give you a warning: this is war.

So if, even as I write, deep in some mountain lair, you are a grizzled old Wakefield flyer working on a jewelled movement for your latest titanium Tomy, forget it brother. Don't waste your time. You are already way, way behind, because next year my models will have no DT mechanism at all and that saves grams baby; big, big grams!

Instead, my tailplane will be held by a single pubic hair exactly 0.85 inches long, extracted from a four year old female Gluck squirrel, only two of which are known to survive, and these are in the remotest part of Uzbekistan seldom visited by man.

(Except Mike Woodhouse that is, who goes twice a year.)

This intimate hair has been found to be the only fibre known which has *exactly* the right breaking strain to hold a Copland tail in place in flight. There is not so much as a microgram of surplus weight.

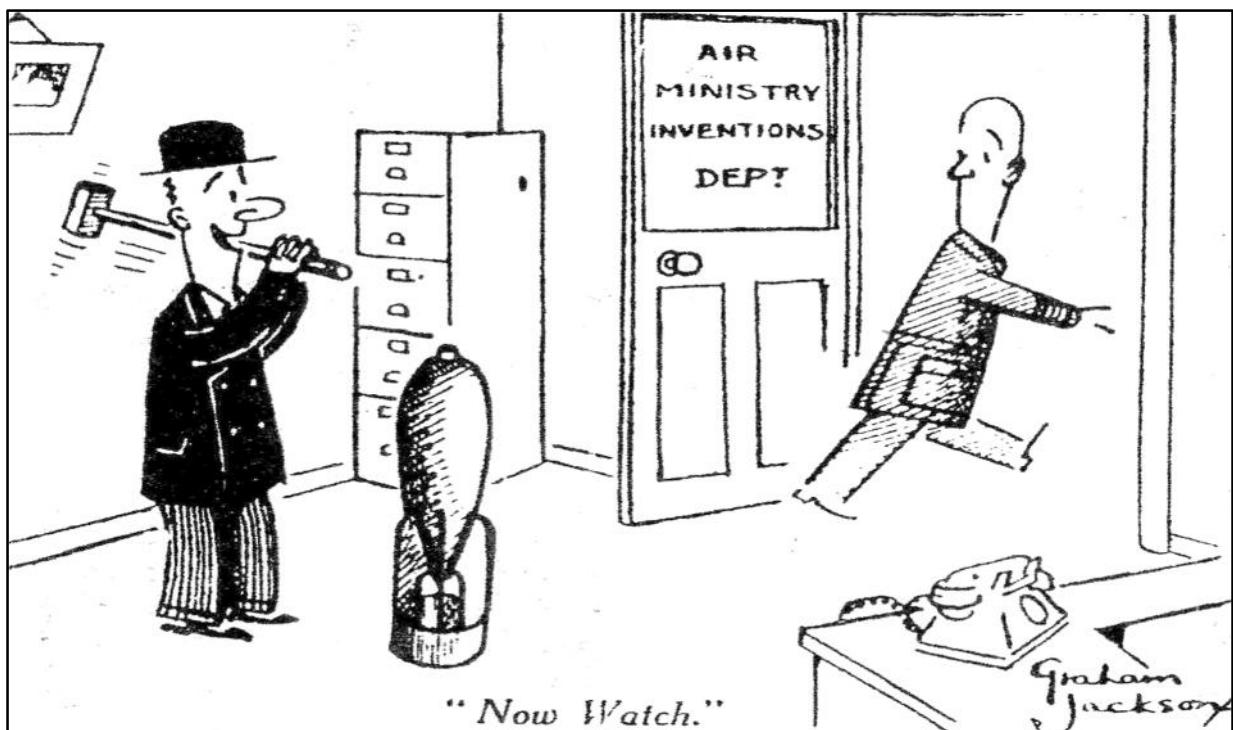
When the plane has maxed, as you should know it has done on every single test flight, in all conditions, I simply shoot through the Squirrel hair, the tailplane pops up and down she floats, gentle as you like.

Oh, and in case you are wondering, a season's supply of this rare and precious hair costs £1,500 from Woodhouse M., but don't bother to write, I've already cleaned him out. I've also cornered the market in Tan SIX.

Read it and weep boys.

MAX

MAX



BMFA South Midlands Area Indoor Extravaganza 2023

Following on from the successful SMAE Centenary meeting in March last year (see report IIFE 52, in NC May 2022), this event again took place in the large sports hall at Wycombe Leisure Centre on Sunday, 12th February. This time three twenty minute slots were held in each hour, for scale and slow-flying R/C models, shockies and free-flight.



View down the length of the hall during a slow-flying session. The pits are on the left. Look at the lovely, large space for flying! There are at least nine planes there, but hard to spot.

The busiest slots seemed to be the R/C slow flying/scale ones. At one point I counted eighteen transmitters being held in a row. Such is the wonder of the electronics of current 2.4GHz systems that this works very well. There was no sign of interference, all models appeared to be under good control and, in fact, mid-air were very few.



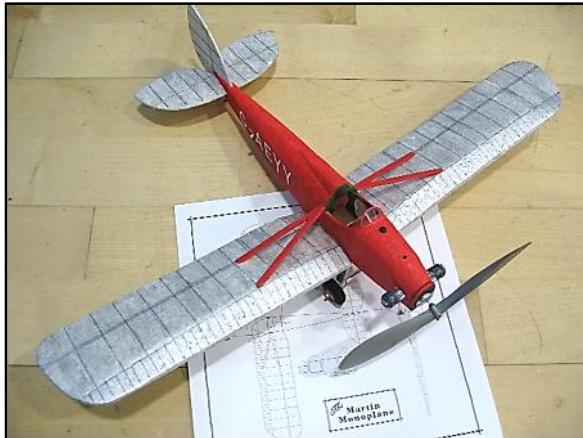
Leigh Richardson's display of mainly wall-paper foam models.



Leigh with the Granger brothers Linnet, predecessor of the Archaeopteryx.

I thought the number of free-fighters present somewhat disappointing, but those of us who were there made very good use of this excellent site. Leigh Richardson turned up once again with his large fleet of beautifully built models, mainly from polystyrene wall-paper foam, but

some built from traditional sticks and tissue. Like me, he likes obscure aeroplanes. I asked him about the Amazon Falcon racing plane model that he had brought along last year. This had been puzzling me, as I could not track down any information about it. He readily confessed that it was a spoof, made for his father!



Leigh's Luton Martin Monoplane.
If it looks somewhat familiar, the original
used D.H. 53 Hummingbird components.



Bill Hannan designed General Aristocrat peanut,
built by Leigh

The SAM35Speaks editor, Colin Hutchinson, had brought along a good variety of models, but his attempts at CO₂ flying were initially thwarted. The aluminium SodaStream CO₂ bottle usually has an ACME thread. However, in this case the thread of the bottle he had brought along was the same form as that of the old steel bottles, which SodaStream no longer re-fill. Of course, the filler adaptors he had were for the ACME thread.



Colin Hutchinson's 18" span Rambler
with Gasparin G-28. Flies well indoors and out



Brown CO₂ fillers from Lindsey Smith's estate.
Top, 2mm, with brass adaptor. Bottom, 1.6mm.



Sean's Baby 'Toots'



North Pacific Sleek Streak

John Foster was also at the meeting and showed me the conversion of Lindsey Smith's CO₂ filler adaptor that Gerard Moore had made. The nut of the brass adaptor of Lindsey's fitted the old SodaStream thread, but there was no means of depressing the plunger to release the gas. Gerard had cleverly produced a modification to do this. Putting two and two together I suggested to John that he lent it to Colin, and it was successfully used it to get his CO₂ models flying including his Gasparin G-28 powered reduced sized replica of Gil Shurman's Rambler. It was a good test of Gerard's modifications.

Another model that attracted me was a 13" wingspan Baby 'Toots', originally designed by Karl Dieckman and published in Model Airplane News in April 1950. The plans were also re-printed in Vic Smeed's 'Flying Models Favourites of the Fifties' and are available on Outerzone. This design was also claimed to be suitable for Brown Campus A100 power. Certainly the thin horizontal cylindrical tank would fit well in the fuselage. The use of a more recent CO₂ motor with a fatter tank mounted closer to the vertical would be more challenging.

My old pal John Michie lost a foam surfaced rubber powered model in the ceiling furniture. It was successfully located at a Saturday evening R/C only meeting a couple of weeks later by a first person view drone and nudged out.

I flew a Micro-Tyro, constructed in Depron foam to the design by Arnaldo Correia published in the September 2017 edition of AeroModeller, the Stevens Aero FlyBaby Bipe and the modified KeilKraft Piper Super Cruiser in the R/C slow-fly slots.

For free-flight I flew a couple of Peanuts, FRED and Ganagobie, the Sablatnig SF-4 Triplane, the Bostonian Sorta Korda and a North Pacific Sleek Streak. I had dug the latter out of the loft for Colin Hutchinson's benefit, as he had remembered flying them in his youth but could not remember the details. It must have been last flown over 40yrs ago.

The six hour meeting went remarkably quickly and, again, I did not take enough photos! I thought the slot arrangements worked well as far as I was concerned - flying in two, then a twenty minute break to recover, have a natter and prepare for the next slot. There are some film clips of the meeting on youtube: -

[BMFA South Midland Indoor Flying Extravaganza 2023! - YouTube](https://www.youtube.com/watch?v=5JyfzXzXWUw)

Thanks are due to Brian Seymour and his team from the High Wycombe & DMAC for running the event.

Crawley moves to Burgess Hill

I have received notice that the next BMFA South East Area Indoor meet, which was held in the Crawley sports halls for many years, has been booked.

It will be held in the:

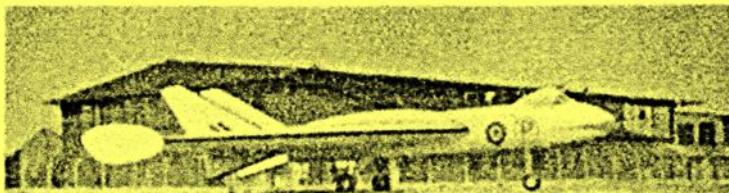
Triangle Leisure Centre in Burgess Hill on 18th February 2024, so please make a note in your diaries.

Indoor Scale Nationals

The 2023 BMFA Scale Free Flight Indoor Nationals will take place on Sunday April 23rd. The venue is again Wolverhampton University Sports Hall (which is actually in Walsall).



Nick Peppiatt



HEARD AT THE HANGAR DOORS

Air Scouting Stimulus

May 26th-27th saw an important conference that may have widespread effects on aeromodelling, when leaders of the Boy Scouts movement met at R.A.F. Halton to discuss the future of the Air Scout branch. Inaugurated in 1941, the Air Scout branch had a natural appeal during the war years, and was very popular, since when it has settled down to a comparatively small but enthusiastic membership which has shown a gradual increase in the last few years.

The recent appointment of Air Vice-Marshal J. G. W. Weston, C.B., O.B.E., R.A.F., as Headquarters Commissioner for Air Scouts will do much to expand this useful branch of the Scout movement in the United Kingdom. He firmly believes that Air Scouting fulfils a great need for air-minded boys who wish to further their aeronautical interests, whilst at the same time following normal Scouting activities. The Air Ministry offers official recognition to Troops of Air Scouts who fulfil certain conditions. Recognition makes the Air Scout Troop eligible for assistance, where practicable, from R.A.F. Stations, and for Scouts who have reached a certain standard of proficiency to fly as passengers in Service aircraft.

Our Managing Editor had the privilege of addressing the meeting on the subject of aeromodelling, as a result of which the Proficiency Badge requirements have been made more realistic, particularly as regards the expected abilities of a junior Scout in relation to his more senior counterpart. It was indicated that whilst very few Scouts could expect to get into the air until such time as facilities are more plentiful, a model aircraft could be in the hands of every boy, and much could be learnt of air requirements from the construction and flying of individual models.

Other speakers were Mr. Paul Minton, instructor at the Lasham Gliding Centre, and Mr. Gerald Pollinger on the subject of Aircraft Recognition, under the chairmanship of Air Vice-Marshal C. N. Bilney, C.B., C.B.E.

Lebensraum

The above term, flogged to death and destruction by the late (but not lamented) Adolph Hitler, may well be applied to the present day flying field situation. In practically every part of the country

Air of realism is captured by J. Hayne in this low angle photograph of his Albon Sabre powered APS Vulcan. For the shutter-bugs, his advice is to position the Coronet Cub camera 4 ft. from the model, and 100 yds. from a suitable hangar.

aeromodelling is operating under great difficulties due to the lack of reasonable facilities for free flight activities, and there is every indication that the situation will worsen.

We well know that some grounds have been lost to the aeromodelling fraternity through the thoughtless actions of one or two clots, but that does not help to alleviate the knowledge that many hundreds of well-mannered fellows are prevented from getting the most out of their hobby through the occasional lack of co-operation where a suitable ground is available. There are still a number of more-or-less derelict aerodromes scattered over the countryside that would prove a haven for such enthusiasts, but it would appear that there is far more difficulty in securing access to such places than to a fully-manned Service station!

Why? We haven't a clue, other than that in general such unused 'dromes are manned (if at all) by a skeleton staff, reduced to a minimum at week ends, and probably scared stiff of the responsibilities that may come their way were a band of wild-looking aeromodellers to descend on their blissful Sunday afternoons. Whatever the reasons, it grieves us to pass by expansive aerodromes completely void of plane or person, knowing full well that not far away enthusiastic aeromodellers are eating their hearts out for want of flying room.

Seriously though, we would welcome any suggestions from readers that may help in preparing a correct approach for the use of reasonable flying room, for there can be no doubt that the lack of free-flight space is slowly strangling the movement.

Designer's Loss

As we close for press, we learn with sincere regret of the sudden death of Mrs. Anna Smith, wife of the well-known designer of the popular Veron kits. Phil and his family were regular visitors to the popular rallies all over the country, and our readers will join us in tendering our sincere sympathies to Phil and his two young children in their sad loss.

S.M.A.E. Change of Secretary

As a result of the resignation of Mr. D. A. Gordon from the office of General Secretary of the Society, an Emergency Meeting of the Council has asked Major S. D. Taylor to relinquish the office of Competition Secretary and take over the duties of General Secretary with immediate effect.

Mr. B. A. Messom has agreed to carry out the duties of Competition Secretary and has been appointed to this office.

July, 1956

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AERO
MODELLER**Speed gen**

Recent correspondence from abroad indicates that there is an even greater dearth of information on speed matters than exists at home, so the following lists of current F.A.I. International Records should be of interest. Both free-flight and control-line categories are recognised by the International group, though much greater attention is paid to the tethered classes than the free-fighters.

FREE FLIGHT

Record No. 4 Rubber-driven: V. Davidov (U.S.S.R.) 11/7/1940 107.08 k/hr.
Record No. 8 Power-driven: E. Stiles (U.S.A.) 20/7/1949 129.76 k/hr.
Record No. 23 Radio-control: K. Stegmaier (Germany) 21/3/1954 58 k/hr.

In the above classes the record is measured over a course of 50 metres (164 ft.) for models with rubber motors, and 100 metres (328 ft.) for models with mechanical motors. The course must be flown in *both* directions within 30 minutes, times taken as the model enters and leaves the course (airborne of course) and the mean of the two runs made gives the record speed. The figure recognised is that of the next whole number below in km/hr., and each new record must beat the preceding record by at least 5 km/hr.

CONTROL LINE

Record No. 27 Class I (0-2.5 c.c.): R. Gibbs (Great Britain) 18/12/1955 208 k/hr.
Record No. 28 Class II (2.5-5 c.c.): R. Gibbs (Great Britain) 25/9/1955 235 k/hr.
Record No. 29 Class III (5-10 c.c.): L. Berke (Hungary) 2/10/1954 255 k/hr.
Record No. 30 Class Jet: I. Ivannikov (U.S.S.R.) 8/8/1955 275 k/hr.

Timing of control-line records is over 1 kilometre, and here again any new claim must exceed the previous record by at least 5 km/hr.

Prime interest is shown in engines used by record holders, and the following details are relevant to the above:

| | | |
|------------------|---------|----------------------------|
| Stiles | | Triumph 51 (8.226 c.c.) |
| Stegmaier | | Eisfeld DV3 (6 c.c.) |
| Gibbs (Class I) | | Carter Nipper (2.41 c.c.) |
| Gibbs (Class II) | | Carter Special (4.83 c.c.) |
| Berke | | McCoy 60 (10 c.c.) |
| Vassiltchenko | | M.V.4 |

Advance gen for philatelists

Regular readers and many of our overseas readers are keenly aware of our editorial interest in foreign stamps, particularly those featuring the hobby of aeromodelling. We have published facsimiles of many such stamps in the past, and now it is our turn to publish a stamp illustration that has not yet been issued.

It will be put into circulation next year by the L.I.P.A., Oporto's main aeromodelling club, in Portugal, and is entitled "Aeromodelling is the beginning of a dream . . ." Whether it will be used for postal services or as an envelope emblem or sticker is not yet clarified, but as an illustration we consider it one of the best yet seen.

Errata

To set the record straight, our recent feature on Multis (May issue) credited the wrong person for building the scale Lockheed Constellation in photo 5. This model was built by J. M. Walling of the Glevum Club, and has been demonstrated by him at many rallies. He specialises in four-engined types and is at the moment engaged on a seven-foot Bristol Britannia, and from the photos sent to us, it looks like being a most outstanding model.

Hungry Heifers

The whole of Cambridge felt sorry for David "Dusty" Miller, Chairman of Cambridge M.A.C., when his brand new high-climbing power job landed among a crowd of hungry heifers.

Trouble started when "Dusty's" model went O.O.S. after three minutes on its third flight in the d/c Hamley Trophy, which also coincided with Club's annual power event. His A.M. 2.5 powered red and white pylon model disappeared into the blue above Oakington Airfield and "Dusty" heard no more until next morning, when he received a phone call from an amused farmer.

"Your model landed among my heifers who decided to eat it", said the farmer. "What happens if they are ill?"

"Dusty" collected what was left of his model—the engine, two bearers and part of the pylon with address label!

The Cambridge Daily News ran the story with headline, "Heifer so sad tale" together with picture of "Dusty's" model before its last flight.

The farmer later commented, "My stockman was more than a little surprised when he saw the herd crowding round what was left of the model. Anyway cows are daft enough to eat anything. Mine have not started flying yet and they have not asked to join the A.T.C."

Happy ending: "Dusty" won the Club's power trophy with a three flight total of just over 8 mins.

Portuguese Aeromodelling stamp to be issued in 1957 depicts the hobby "As the beginning of a dream".





1. Jim, well, Doctor Jim really, having laid down your scalpel you picked it up again and began your balsa cutting career about twenty years ago? You've concentrated on competition rubber free flight especially vintage Wakefield and Coupe, tell us a bit about your experience. You fly a Bukin factory- built Coupe, the only one I've seen in competition. What do you think of it compared with locked- down models?

I've been intermittently aeromodelling since I was 5! I got a Jetex 50 for my seventh birthday. I suspect I got a lot of help from my father. Success was limited. Milestones since then included radio control and free flight at the Liverpool club's airfield at Woodvale, R/C with my teenage son and competitive R/C soaring in the BARCS league. Living near Malvern slope soaring figured prominently.

Free flight rubber took off on a neighbor's field about 20 years ago, starting with a KK Competitor. Flights varied from 30 to 45 seconds. The wife got a part time job in Oxford and I bought a Bukin carbon fibre F1G to fly at Port Meadow. At the time we had a pay rise to sell our soul to the computer from Tony Blair. It cost £220 and came from someone very helpful in California. I can't remember his name. I couldn't believe how well it flew compared with Keil Kraft kits. The first flight on half turns I was so excited I forgot to set the d/t as I wasn't using the wing wiggler or vit. It got down to 20 feet or so and then descended no more as it flew towards the houses. In those days I retrieved by running after it. As it approached the houses it slowly rose, flew over them never to be seen again. I promptly did a bit extra work and ordered another. A year later I ordered a second which failed to arrive, so I ordered another and the two arrived together. For many years I had three, the original being the best.

I competed and trimmed solely in F1G with these till I retired. At its peak I didn't win the nationals. I forgot to enter the time for my fourth flight. I did 5 maxes and flew in the fly-off finding better air than the other competitor. Only to be told by Trevor Grey that I only had 4 maxes. Such was, and is, my cavalier attitude.

When I retired I decided to make a model for every rubber class and entered a phase of industrious building. With diversification initially came some success. Nowadays I realise that most of my models are too heavy and have acquired more competitive models from the recently deceased, notably my good friend Ted Tyson who died a couple of years ago.

Concerning my vintage models, my favorite class is mini vintage, being only three rounds, and my favorite model is the Buckeridge lightweight. I have three specimens, all of which have been treed a few times, so worse for wear. I have 4 and 8 ounce Wakefields to compete with also, but they use up so much rubber.

2. How do you pick the air ?

Regarding finding lift, I have two guaranteed methods. First is to use Chris Redrup's thermistor and streamer and the second is to launch when someone tells me to. My tendency is to launch during a lull with rising temperature. Without instruments I have no idea whether the temperature is rising or falling. I can tell when there is a lull. I have yet to try launching with the infill. It's all obviously a black art.

4. Do you have any developments in mind for your Coupes?

Regarding factory built versus home-made coupes. The Birkins are overweight and this is a big disadvantage. I have cannibalized one to give it rdt, auto rudder, no vit and no wing wiggler. It is much lighter and performs best. My original best Birkin flew away on two flat batteries, one for the gps and one for the rdt. I won't replace it.

These days I have just inherited a few of Robin Kimber's collection of homemade F1Gs which perform well. I shall try competing with them this season.

I rather like flying open rubber also with my 50 grammers and my Last Resorts, which I am told are appropriately named, as it is easier to max with them. F1G is difficult. .



Jim launches, Bernard Aslett times

The 'Martian'

Ray Malmstrom

From the book 60 years of IVC MAC, courtesy Chris Strachan



**Strange but true,
this little tandem
wing job really flies. Any $\frac{1}{2}$ c.c.
motor will supply ample power.**

I CAN almost hear the aeromodelling wits murmuring, on seeing the *Martian*, "evidently a case of what you lose on the tailplane (non-existent!) you make up for on the wings" Well, frankly, that's about it, and when it comes to real flying, this tiny tandem-wing certainly has no need of a tailplane. Simple to build, easily trimmed, it has proved to be a very stable little job in the air. The following notes are for the less experienced. To the old hand, resting for a while from the nerve racking business of building contest jobs, the *Martian* should present no problems, and provide just about a couple of evenings' light entertainment, before this diminutive little job is ready for the wide open spaces.

Fuselage

Trace the shape on $\frac{1}{4}$ sheet. The lucky ones with some 6-in. wide stock tucked away can do it in one go. Others with only 3-in. wide sheet handy must make the fuselage in two parts and dowel and cement them firmly together. Add the engine mount, drilled for the engine of your choice, noting here the right thrust (viewing model from the rear). Add blocks A, wing platforms, fin, and the four dowels firmly cemented in, for the rubber bands. Add to this the undercart blocks and $\frac{1}{16}$ ply inserts, if you are going to use an undercart. The undercart legs are simply bent from 16 s.w.g. wire with bushed balsa or celluloid wheels retained by small washers soldered on. Round off all edges. Give two coats of clear dope and lay aside.

Wings

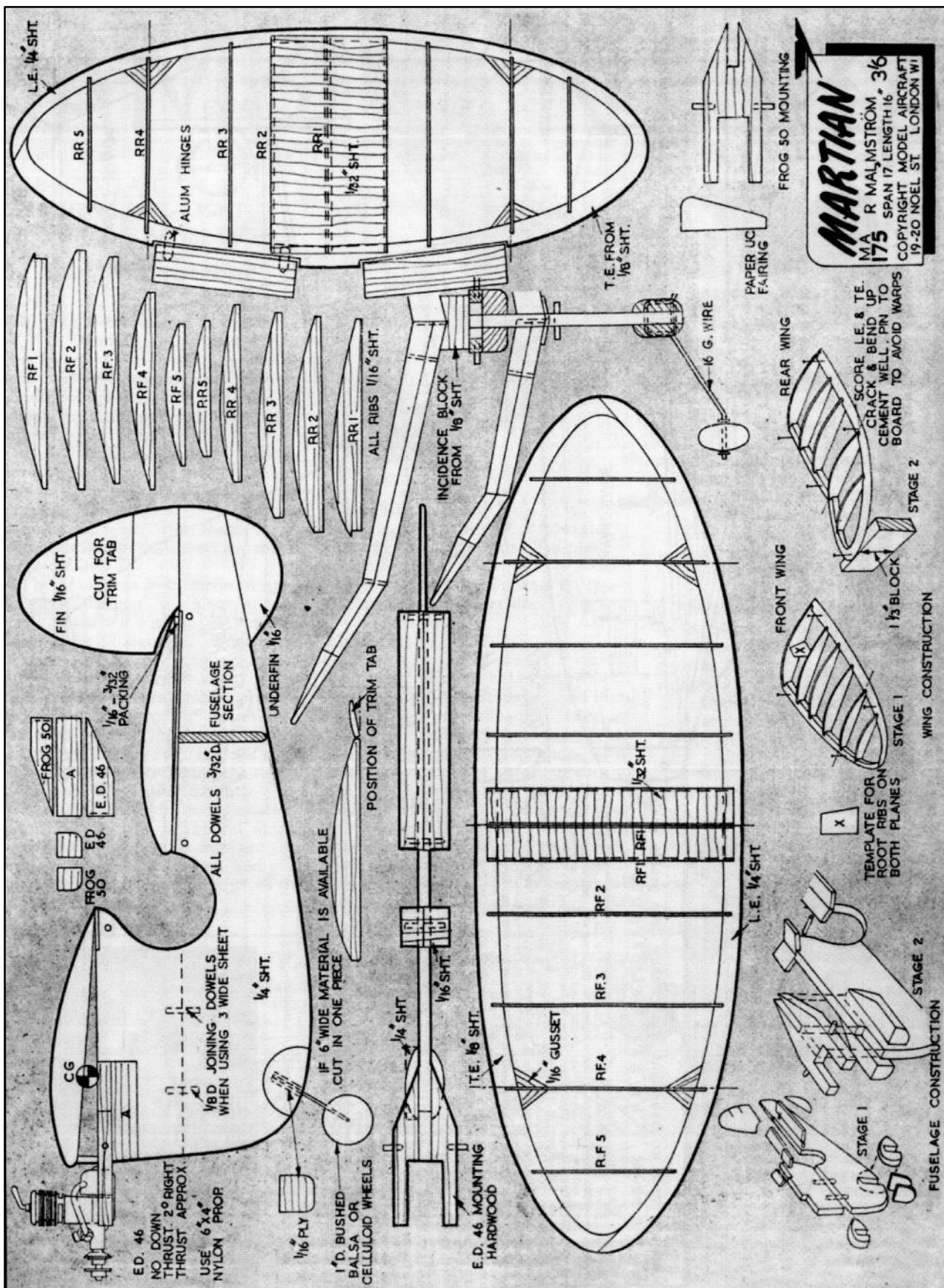
Front and rear wings are built in exactly the same way. Leading and trailing edges are cut from sheet. Pin these over plan and add ribs. Set root ribs by means of the template X, provided. A V-cut is made on the leading and trailing edges

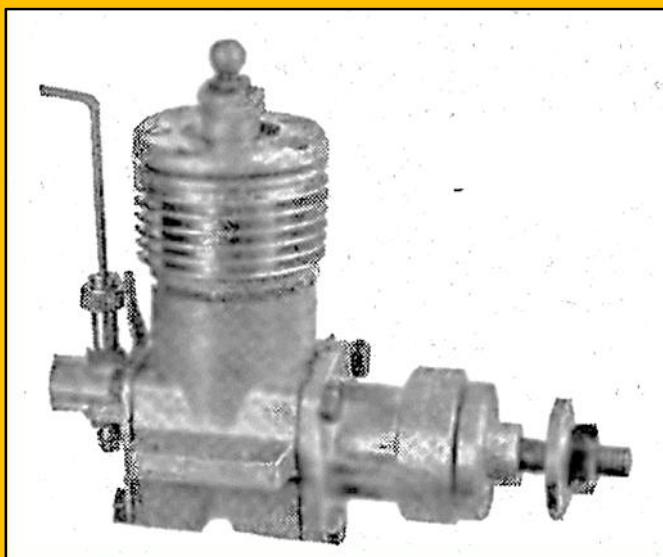
at the points shown, and the outer panels raised by $1\frac{1}{2}$ -in. Cement generously at crack, and add gussets. Join right and left wing panels together, supporting at correct angles until dry. Sheet with $\frac{1}{2}$ the two centre sections. Cover, water shrink, and give one coat of clear dope. Please see that your wings are absolutely true, and free from warps. This is important. Add the trimming elevator tabs to trailing edges of the rear wing, with aluminium hinges. Cement incidence block (from $\frac{1}{8}$ sheet) to L.E. of front wing. Decorate model with either coloured tissue or trimstrip, and give one coat of fuel proofer. Bolt engine complete with 6 x 4 propeller in place, assemble wings and balance model at point indicated.

Flying

Choose a calm day and a field of long grass for your test flying. The model is usually flown without the u/c, and the settings that produced a very satisfactory flight performance with the original *Martian*, are detailed on the plan. Slight engine right thrust, with the trim tab on the fin offset to the right (model viewed from the rear) about $\frac{1}{8}$ in. The elevator tabs on the rear wing are bent up to the angle shown. The model is very sensitive to these elevator tabs, and they should be adjusted a little at a time. When the correct setting has been found, they should be locked by cementing. A $\frac{1}{16} \times \frac{3}{32}$ packing under the trailing edge of the rear wing was found to be necessary. Naturally the settings will alter from model to model but these from the original model can serve as a starting point. Get the glide as shallow and as straight as possible, avoiding any tendency to stall. Violent turning on the glide can be cured by raising the wing tip on the inside of the turn by packing at the centre section. Throttle the engine down, or fit the prop. on the wrong way round for your first power flight. The engine torque should give a wide climbing turn to the left. With this first flight successfully logged you can begin to open up. One other thing, avoid power turns to the right. With this type of model they usually build up into a spiral dive.

With a $\frac{1}{4}$ full tank (FD46 engine) the *Martian* climbs to a dot in the sky. So either limit your power run, or start chasing. You have been warned!





WEBRA 2.5R (Glow)

Manufacturers:
Fein and Modeltechnik,
5 Genestrasse Berlin-Schonberg.

Price:
(Germany)
DM.49.50
(£4/5/0)

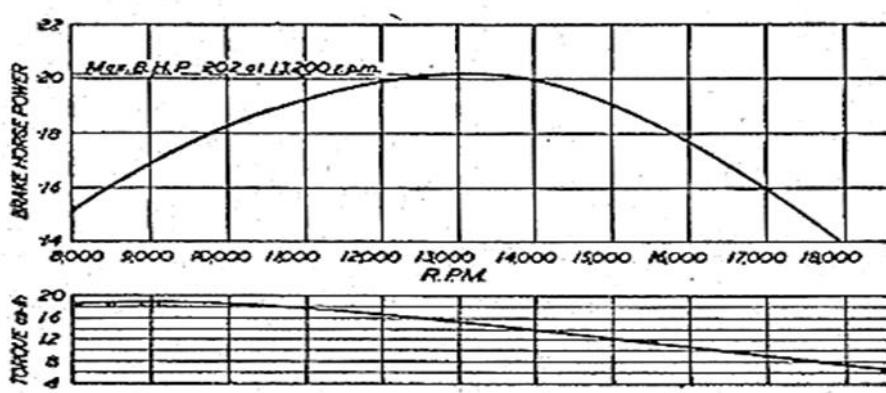
PROPELLER—R.P.M. FIGURES

| Propeller dia. x pitch | r.p.m. |
|---------------------------|--------|
| 10 x 9 (Stant) | 9,600 |
| 9 x 9 (Stant) | 10,300 |
| 8 x 9 (Stant) | 12,500 |
| 7 x 9 (Stant) | 14,000 |
| 6 x 9 (Stant) | 16,200 |
| 7 x 6 (Stant) | 12,800 |
| 6 x 6 (Stant) | 14,400 |
| 9 x 3 (Tiger) | 11,900 |
| 8 x 3½ (Tiger) | 14,200 |
| 8 x 4 (Tiger) | 13,000 |

Fuel used: methanol 40 per cent; nitromethane 25 per cent; Castrol M 35 per cent.

Specification

Displacement: 2.47 c.c. (15 cu. in.).
Bore: .612 in. (15.5 mm.).
Stroke: .513 in. (13 mm.).
Bore/stroke ratio: 1:2
Bare weight 4½ ounces.
Max. B.H.P.: .202 at 13,200 r.p.m.
Max. torque: 19 ounce-inches at 9,000 r.p.m.
Power output: .082 B.H.P. per c.c.
Power/weight ratio: .0436 B.H.P. per ounce.



8th Grande Coupe de Birmingham 2022 Flown 19th Feb 2023

Keen Clarion readers will be aware that the first attempt to hold this event in December unfortunately failed. The reasons behind that and the subsequent decision to reschedule have all been explained in a previous issue so I won't bore you with them again.

The forecast for a few days before the event was for a cool windy day and this might have put off some potential attendees. In fact the day was bright and even mild with sunshine for much of the time. The later on-line forecast of around 10-15 mph westerly was about what we had so best summed up as bright and breezy; we can all live with that.

A westerly breeze is a mixed blessing at North Luffenham. It gives the full width of the field for retrieval but puts the flight line just downwind of the working dog compound and treeline and so it was turbulent. What can make Luffenham difficult, particularly in a westerly, is the presence of the Parascending Club. Mercifully they were not flying, maybe they were put off by the forecast as well?

Many thanks go to Kris Best who once again CD'd the event, her friendly and wise input is a key part of the "Grande Coupe Experience". As in previous years she laid on some wonderful food at the control desk for all to have; croissants in the morning (how French), followed by savouries at lunchtime. These were much appreciated by competitors and commented on by all during the day.

She had us underway at 10.00 prompt having decided that the max for the first two rounds of F1G, and thus for all flights of the Pre-1970 Coupe class, would be 90s. Given the brisk wind and turbulence this seemed a reasonable decision and indeed only two flyers were clear by midday. Kris decided to hold the max at this throughout the contest though, as is often the case, the day calmed as evening approached. A max in the final round travelled just 450m (I know because I was using my new GPS tracking system for the first time).

By midday the day had become one of bubbling cloud in a blue sky with the sun popping in and out. Thermals were relatively frequent and well-marked, normally by the classic "lull-and-feels-warm" technique but maxes were hard to come by for many and that must have been down to the confusing effects of turbulence.

Four fliers took the opportunity to "Double-Up" their F1G and Pre-1970 flights. This feature is proving a popular way to fly both classes without doing 8 flights which is always a big ask even on a calm day. A particularly successful exponent was Peter Woodhouse who managed a first and a second place with just five flights dropping just one of them in the process. In an email to me he wrote "I flew my Michel Etievre's coupe in its first competition, (built circa April 2019) with its new and properly formed propeller blade and it just flew on rails. (I'm) really pleased with it." And so he should be; this simple nearly 70-year-old design has proved very successful when flown well on a thermally day.

On this tricky day several were unlucky to drop a flight or two so there were no fly-offs required to determine the places. In F1G Gavin Manion maxed out closely followed by Peter Woodhouse with just the one 9 second drop. In third place Stu Darmon short D/T'd to drop a second (!) in round 4 but a dislodged motor peg really spoiled his final flight. These three along with Bert Whitehead were well clear of the following pack.

Pre-1970 Coupe, which includes as a subclass Vintage Coupe for pre-1958 designs, had but one "Classic Coupe". The later designs have never been popular and thus far have shown no advantage over the earlier ones. This is strange because by the mid '60's the French knew all about how to make coupes fly properly. Get out there and look up designs from that era by Landeau, Meritte, Pierre-Bes and others and show us all what a Classic Coupe can do.

As in previous years the event was dominated by Vintage designs with the Etienvre as popular as ever though Steve Philpott managed his two maxes with his Fuit which is a much prettier model and so is to be recommended!

Peter Woodhouse's first round 81sec was enough to beat Philpott with 72sec into second place overall. Unfortunately, this simple arithmetic was inexplicably and repeatedly not noticed at prize giving when their order was reversed. This has since been completely resolved to the satisfaction of the fliers and Peter will be awarded the Vintage Plate for his efforts when opportunity allows. Hard on the heels of these two was Chris Redrup who says that his previously all conquering Etienvre needs some work following crash repairs. These three extended a comfortable lead over the rest of the field.

As the sun went down the day became cold so there was little delay in organising the prize-giving. Kris Best was master of ceremonies with wine for Firsts, Seconds and Thirds. A happy tradition is for Aeromodeller Editor Andrew Boddington to present the lovely Aeromodeller Trophy for F1G, he also bought along Aeromodeller Magazine art covers for winners which were well received. The organisers are very grateful for Andrew's continuing support of this event. So that was the delayed 2022 Birmingham Coupe. It seemed to be well enjoyed by those who competed and the organisers are grateful for those who attended, in some cases having travelled a good distance to be there. Perhaps the ready access to on-line forecasts can put people off attending on a day which was so much better than predicted.

The 9th 2023 event will take place probably in early December and probably at North Luffenham. Look out for details in "the press" later on in the year. As ever you are all most welcome.

Results F1G (times in seconds)

| Entrant | R1 | R2 | R3 | R4 | R5 | Total | Position |
|------------------|----|----|----|----|----|-------|----------|
| Gavin Manion | 90 | 90 | 90 | 90 | 90 | 450 | 1 |
| Peter Woodhouse | 81 | 90 | 90 | 90 | 90 | 441 | 2 |
| Stu Darmon | 90 | 90 | 90 | 89 | 70 | 429 | 3 |
| Bert Whitehead | 86 | 74 | 90 | 80 | 90 | 420 | 4 |
| Michael Marshall | 75 | 79 | 65 | 90 | 21 | 330 | 5 |
| Ray Elliott | 52 | 54 | 75 | 81 | 63 | 325 | 6 |
| Colin Foster | 61 | 80 | 53 | 0 | 0 | 194 | 7 |
| Chris Redrup | 43 | 52 | 0 | 0 | 0 | 95 | 8 |
| Roy Vaughn | 90 | 0 | 0 | 0 | 0 | 90 | 9 |
| Spencer Willis | 41 | 0 | 0 | 0 | 0 | 41 | 10 |
| Mike Woodhouse | 10 | 0 | 0 | 0 | 0 | 10 | 11 |

Results Pre-1970 Coupes (times in seconds)

| Entrant | R1 | R2 | R3 | Total | Posn | Model | Class |
|-----------------|----|----|----|-------|------|-------------------|---------|
| Peter Woodhouse | 81 | 90 | 90 | 261 | 1 | Etienvre/Jump Bis | Vintage |
| Steve Philpott | 72 | 90 | 90 | 252 | 2 | Jump Bis/Fuit | Vintage |
| Chris Redrup | 90 | 77 | 76 | 243 | 3 | Etienvre | Vintage |
| Colin Foster | 61 | 80 | 53 | 194 | 4 | Etienvre/Jump Bis | Vintage |
| Phil Ball | 53 | 73 | 56 | 182 | 5 | Curry-Dore | Vintage |
| Ray Elliot * | 52 | 54 | 75 | 181 | 6 | Bilgri Mini | Classic |

* Ray Elliot also placed 1st in Classic Coupe

8th. Coupe de Brum Pictorial

Pictures courtesy Geoff Smith



Kris Best & co kept things running smoothly



Steve Philpott couples up



Stuart Darmon waits for lift



Gavin Manion tends his tiddler



Chris Redrup with Roy Vaughn on bins

Gavin Manion

Southern Coupe League

Peter Hall/Roy Vaughn

Southern Coupe League 2023 BMFA Second Area

The weather last year was, on average, the best since 2008. and things can only get better. But March is always dodgy and the 2nd Area Coupe event was attended only by the fittest and keenest. Six flew and all I have is Gavin Manion's report from Barkston. Gavin says:

Bloody 'ell yesterday's 2nd Area at Barkston was windy.

It was never cold and there wasn't a speck of snow to be seen but that wind was relentlessly strong. I say relentless but in the afternoon, when it was if anything stronger, the lulls were easier to spot, I made my best flights under the afternoon cloud cover.

I flew my Bagatelle until runway rash abraded the wingtips beyond balsa cement gobbing was ever going to cure; I just couldn't miss the concrete.

Changed to the "good ol' No5" and made a very near max and finally my only max of the day. I flew it with Vintage Coupe 10x1/8th motors because:

a) I had made up a number of them and

b) I reasoned a longer run would give some chance of a climb after being tipped upside down by the turbulence at about 20seconds in. Maybe I've learned something??

I was beaten on the field by (drum roll) Ivan Taylor who was gifted an ageing Kris Best coupe a week ago, basically rebuilt the wing and "trimmed" it in the small field behind his house. He was a few seconds ahead with his two maxes.

Good news is that Ivan "likes these coupe things", maybe we have a Dusan replacement.

(Gavin is referring here to Dusan Jiricny who has returned home to Czechoslovakia after a very successful stay here flying Coupe for Birmingham.)

And so, after two events Gavin heads the League table. There are seven more to go and all you have to do is turn up and wind.

| Second Area - Results | | | |
|-----------------------|-------------|------------|-------|
| | Entrant | Club | Score |
| 1 | I.Taylor | Birmingham | 12 |
| 2 | S.Fielding | Morley | 9 |
| 3 | G.Manion | Birmingham | 8 |
| 4 | P.Woodhouse | Morley | 7 |
| 4 | S.Willis | Croydon | 7 |
| 6 | S.Darmon | Birmingham | 5 |

League Standings after Round 2

| | Entrant | Club | Coupe De Brum | Second Area | London Area | Crookham Gala | Nationals | Fifth Area | Cagnarata | Southern Gala | Coupe Europa | Total |
|----|--------------|------------|---------------|-------------|-------------|---------------|-----------|------------|-----------|---------------|--------------|-------|
| 1 | G. Manion | Birmingham | 12 | 8 | | | | | | | | 20 |
| 2 | P. Woodhouse | Morley | 9 | 7 | | | | | | | | 16 |
| 3 | S. Darmon | Birmingham | 8 | 5 | | | | | | | | 13 |
| 4 | I. Taylor | Birmingham | | 12 | | | | | | | | 12 |
| 5 | S. Fielding | Morley | | 9 | | | | | | | | 9 |
| 6 | S. Willis | Croydon | 1 | 7 | | | | | | | | 8 |
| 7 | B. Whitehead | Peterbro' | 7 | | | | | | | | | 7 |
| 8 | M. Marshall | Impington | 6 | | | | | | | | | 6 |
| 9 | R. Elliott | Croydon | 5 | | | | | | | | | 5 |
| 10 | C. Foster | Morley | 4 | | | | | | | | | 4 |
| 11 | C. Redrup | Crookham | 3 | | | | | | | | | 3 |
| 12 | R. Vaughn | Crookham | 2 | | | | | | | | | 2 |
| 13 | M. Woodhouse | Vikings | | | | | | | | | | 0 |

Peter Hall/Roy Vaughn

The Pietenpol Air Camper is a simple parasol wing homebuilt aircraft designed by Bernard H. Pietenpol. The first prototype that became the Air Camper was built and flown by Pietenpol in 1928.



| | |
|--------------|---|
| Role | <u>Amateur-built airplane</u> |
| Manufacturer | Pietenpol |
| Designer | Bernie Pietenpol |
| First flight | 1928 with <u>Model A engine</u> , May 1929 |
| Status | Plans available (2015) |
| Variants | <u>Grega GN-1 Aircamper</u> St Croix Pietenpol Aeria <u>Pietenpol Sky Scout</u> St Croix Pietenpol Aircamper |

Development

The Air Camper was designed to be built of spruce and plywood. One of Pietenpol's goals was to create a plane that was affordable and easy to construct for home builders. Building an Air Camper requires basic woodworking skills and tools. Builders also need to fabricate some metal fittings to attach the wooden parts together. Some welding is required. Pietenpol Aircamper Plans were originally published in a four-part serial in the "Flying and Glider" Manual of 1932-33.

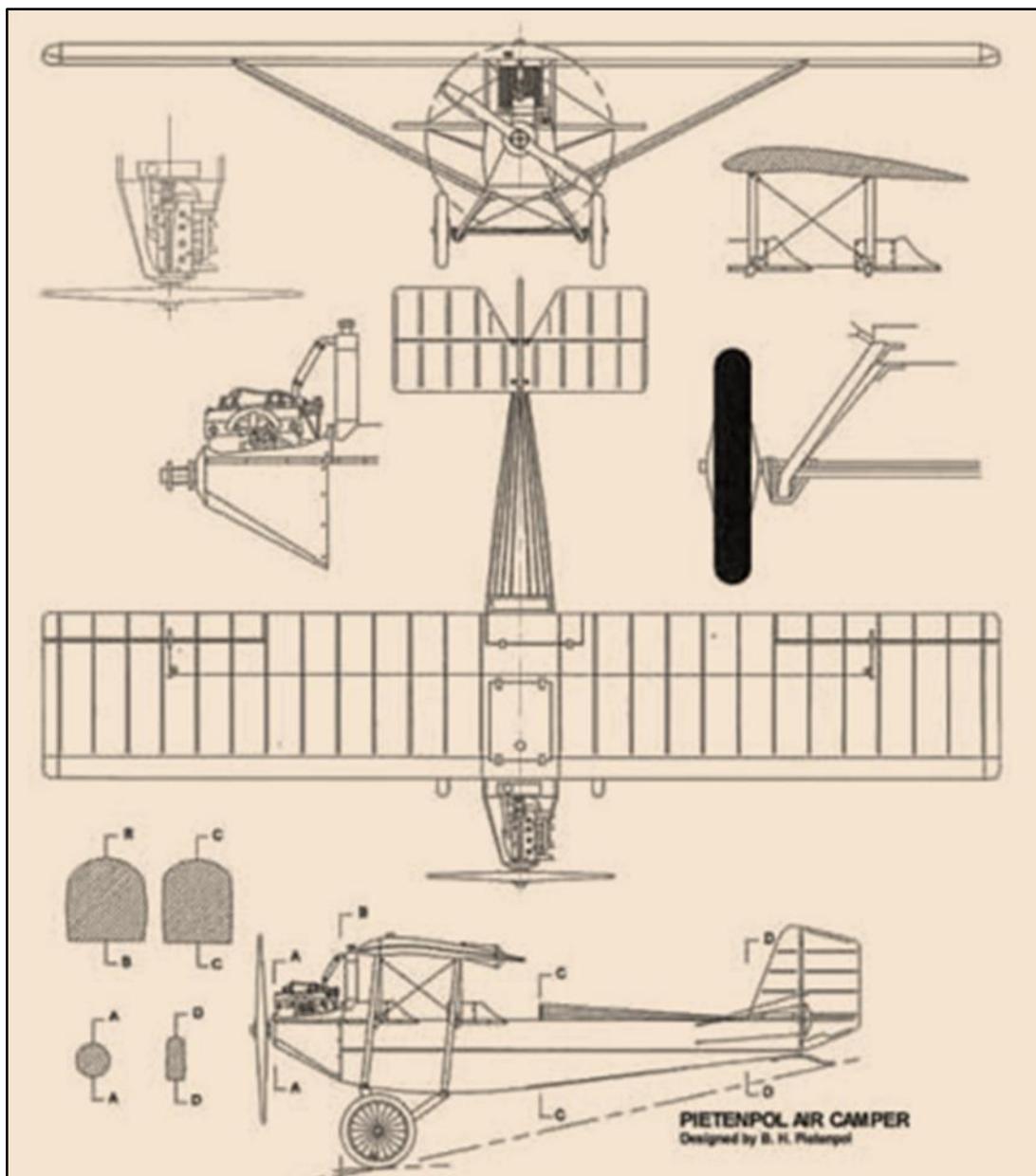
The original model was flown using an Ace four cylinder water-cooled engine. The Model A Ford engine later became the standard powerplant used; the design was first flown with one in May 1929.



Air Camper with a Ford Model A engine

In the 1960s Bernard Pietsenpol began to favour converted engines from Chevrolet Corvair automobiles. The Corvair flat six was higher horsepower, smoother, and significantly lighter, compared to the Model A, and was similar to those already available for general aviation use. The length of a Pietsenpol varies with the engine choices, as lighter engines needed to be mounted further forward for weight and balance reasons. Over the years over 30 different engines have flown in the Pietsenpol Air Camper. Many modern Pietsenpol builders prefer Continental A65, C85 or C90 air-cooled flat fours. Several examples of the Aircamper have been built in Europe and in 2012 were still flying.

In the 1920s and 1930s, kits were available for the design, but there were none available again until 2015 when the Pietsenpol Aircraft Company introduced a kit version of the Air Camper, with components supplied by Aircraft Spruce & Specialty. The kit includes all parts except the engine, dope, fabric covering, and hardware.



Report No.146 Our earliest magazines, continued.

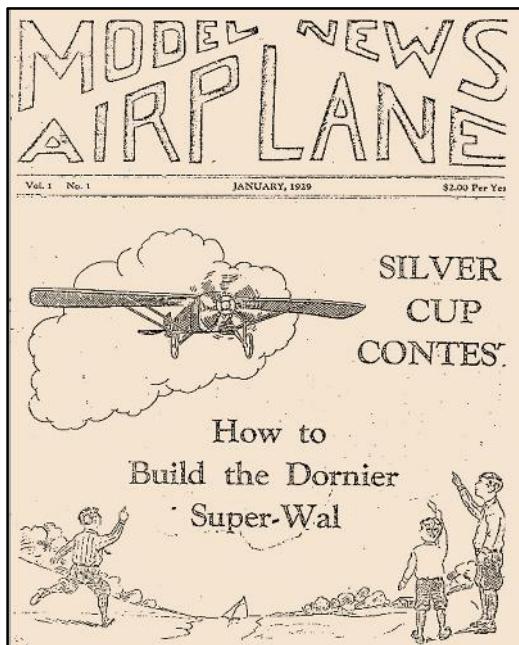
Next in the look at U.S.A. magazines we come to *Model Airplane News* but not as you know it. We have just a photocopy of *Model Airplane News* Vol. 1 No. 1 dated January 1929, edited and published by Sal Messina. This is a 28-page publication, slightly smaller than A4 in page size, for which a subscription appears to be required at \$2.00 per year.

Page two announced a competition with prizes for the most successful flying model weighing over 14 ounces. The rules (printed below) require a model built from M.A.N. plans to be photographed in flight, with the flight to be witnessed by "prominent persons".

Model Airplane News

Silver Cup Contest

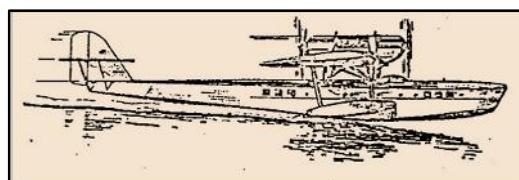
Three beautiful prizes that are to be awarded to
the builder and flyer of the most successful
model weighing over 14 ounces



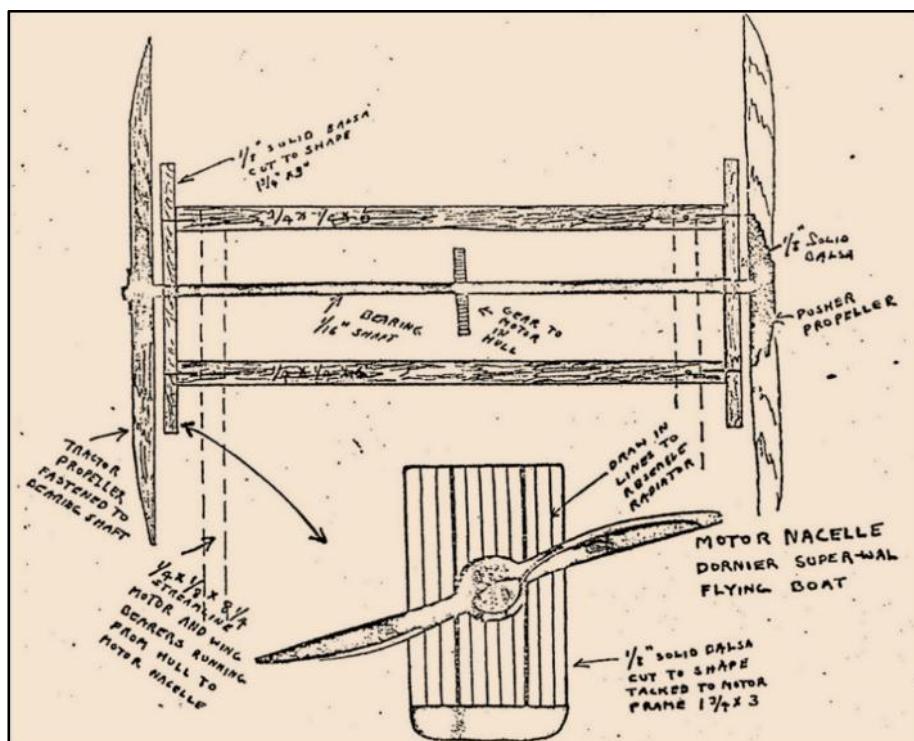
Contest Closes May, 1929

RULES OF CONTEST:

1. Model must be built starting with first issue of any model described in Model Airplane News. No other model will be accepted as an entree.
2. Three photos, showing construction of model in any form.
3. Photo of ship in actual flight.
4. Name of firm where supplies were purchased also cost of constructing ship.
5. Model must be over 14 ounces.
6. Names of two prominent persons that witnessed flight.
7. Length of time to construct model.



The only choice of model at date of publication is the scale model of the "Dornier Super Wal".



This month's article gives details of the fuselage construction, the rubber motor mounting and the arrangements for the chain drive to a countershaft and further chain drive to the tractor and pusher propellers. Part two is promised next month.

The editor/publisher declared "Of course I am not as large as the other magazines but I hope to be before long."

Alas, he was up against big publishing groups and

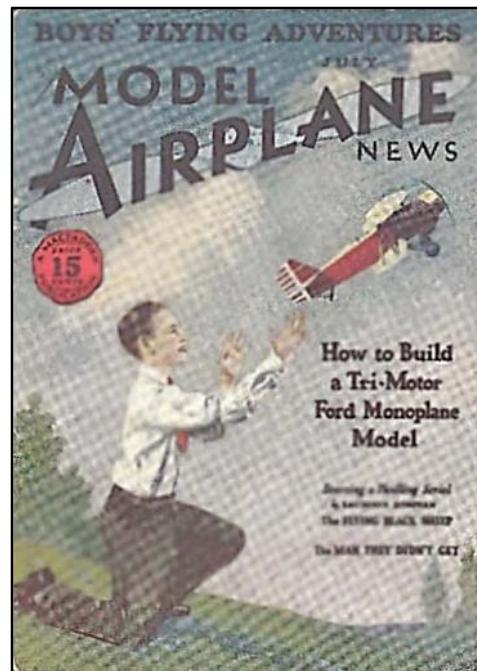
it seems that this first "M.A.N." lasted just a few months.

Model Airplane News, "A McFadden Publication", appeared in July 1929 with a full colour cover, and 48 pages measuring nearly 9" X 12" all for a cover price of 15 cents or \$1.50 for a 12-month subscription.

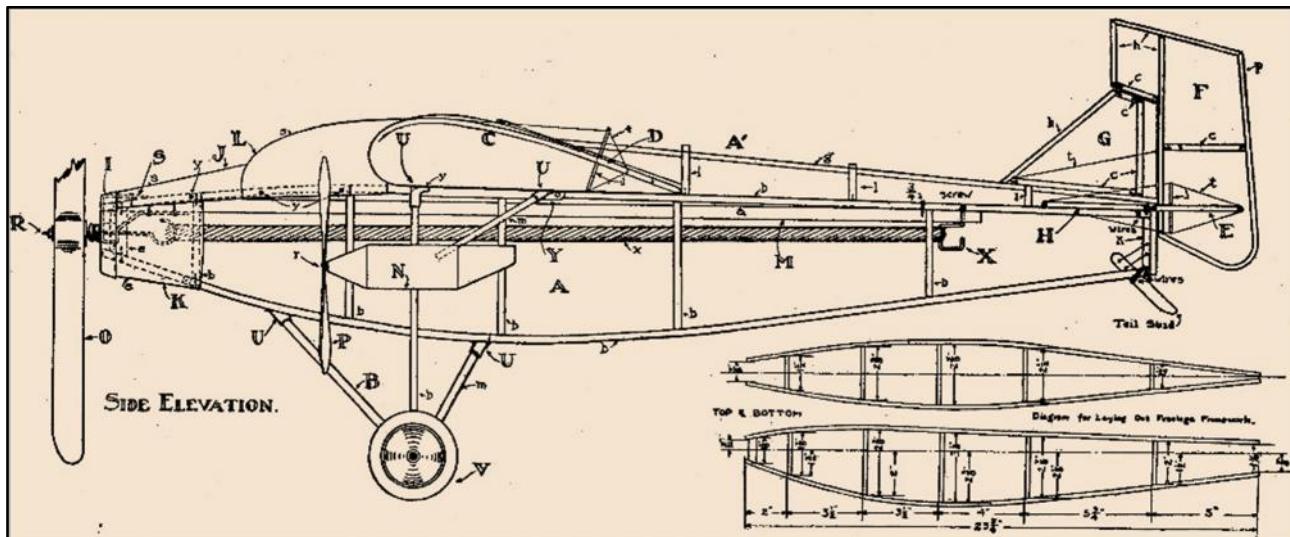
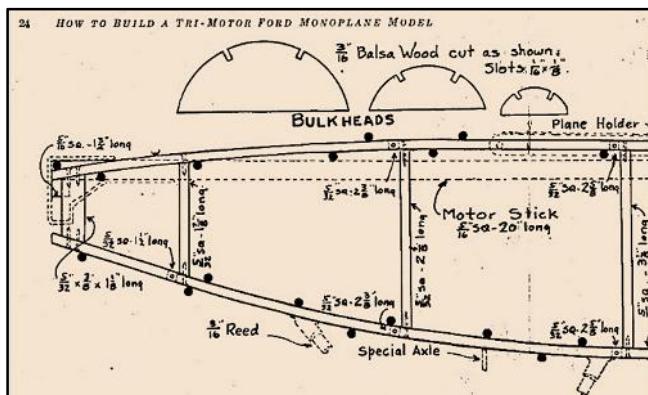
In line with the style of the day, there were a couple of fiction articles: "The Flying Black Sheep" and "The Man They Didn't Get".

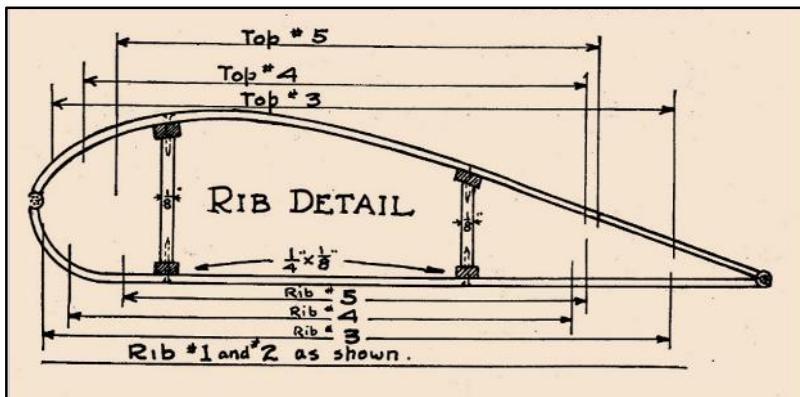
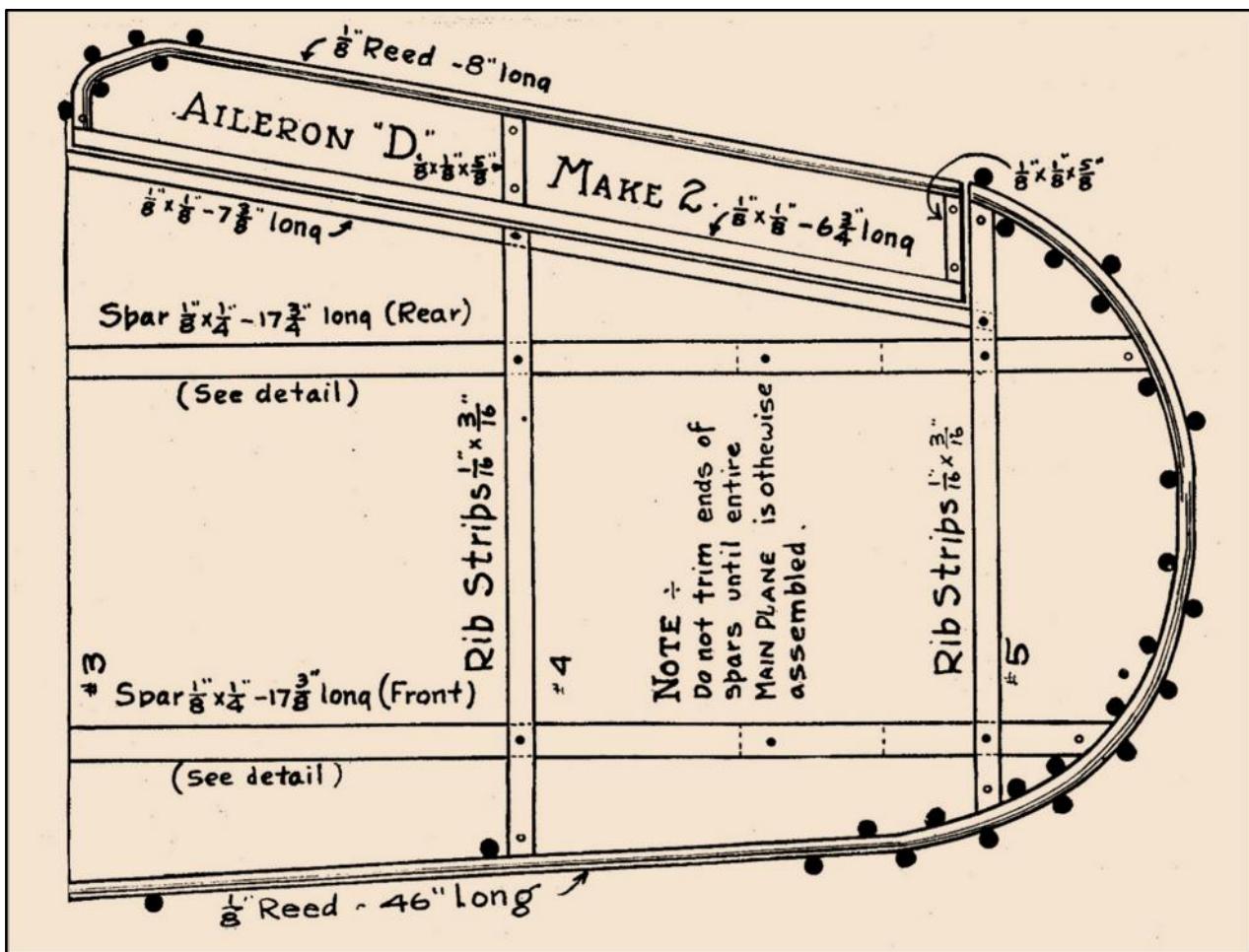
How to Build a Tri-Motor Ford Monoplane Model

from the ground and fly by its own power". A total of 12 pages are devoted to this model with full-size plans on the centre spread and five other pages. This model is not an easy build, but remember this is 1929, the materials are mainly "wood or reed" which must be boiled for 20 minutes to facilitate bending. The plans have big black dots, indicating where the nails should be placed to hold the parts in shape whilst drying. Building instructions for the fuselage include "First nail and glue the longerons (the long bars) to the vertical cross pieces and nose struts. Use $\frac{1}{2}$ " Model nails and plenty of glue, but be sure to drill $1/32$ " holes through the longerons before driving in the nails." The two sides are then joined together, the cross pieces being set just in front of the vertical pieces in order that the nails may pass each other.



The model construction article is for a 36" wingspan rubber powered model of the "Ford Tri-Motor Monoplane" which will rise





The wing construction is even more difficult, I certainly cannot make out from the drawings and the instructions how the rib cap strips are attached to the leading or trailing edges.

I did not find any detail of the propeller other than "Screw on the propeller until it rests tightly against the flange. Be sure that

the curved edge of the propeller faces forward."

Perhaps such things were resolved by the acquisition of a kit of parts.

THOSE who wish to purchase parts for the construction of the model described in these pages will be furnished with the name and address of the company which stocks these parts, upon request for this information from the reader. Address the Editor, MODEL AIRPLANE NEWS, Macfadden Publications, Inc., 1926 Broadway, New York City.

Plans and instructions, as in the magazine, available by email to those desiring a really vintage project but the Kit of parts may no longer be in stock.

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

Roy Tiller

Secretary's Notes for April 2023

- Roger Newman

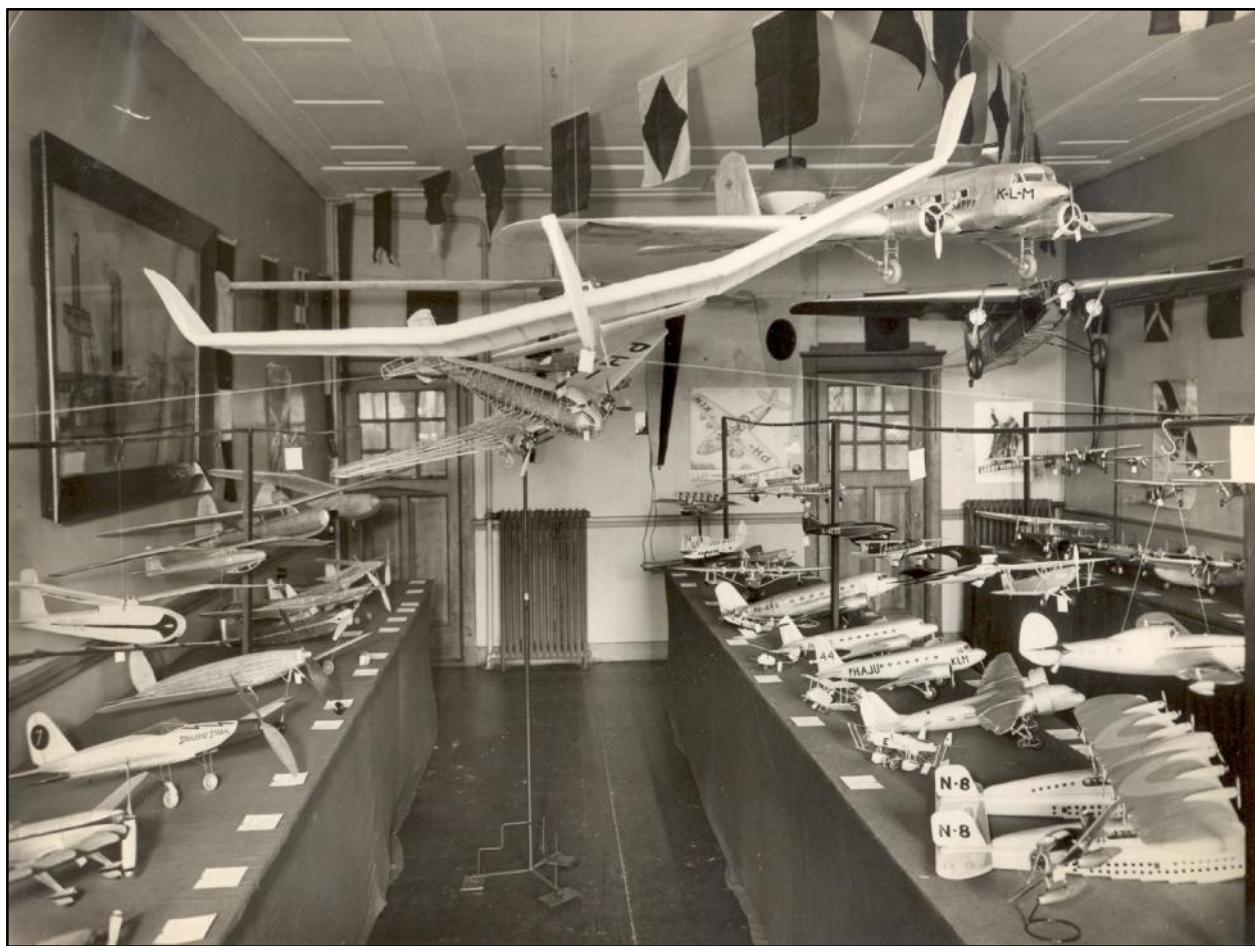
Secretary's Notes for April 2023

Very little to report this month due primarily to continued absence from home & inactivity on my part.

Only significant point to note is that RAF Colerne will not be available for our planned Cagnarata Day on 24th July, so the event will now take place on Area 8 of Salisbury Plain.

Few more pics following on from last month's ones on the aeromodelling scene in Holland - mostly pre WW2.







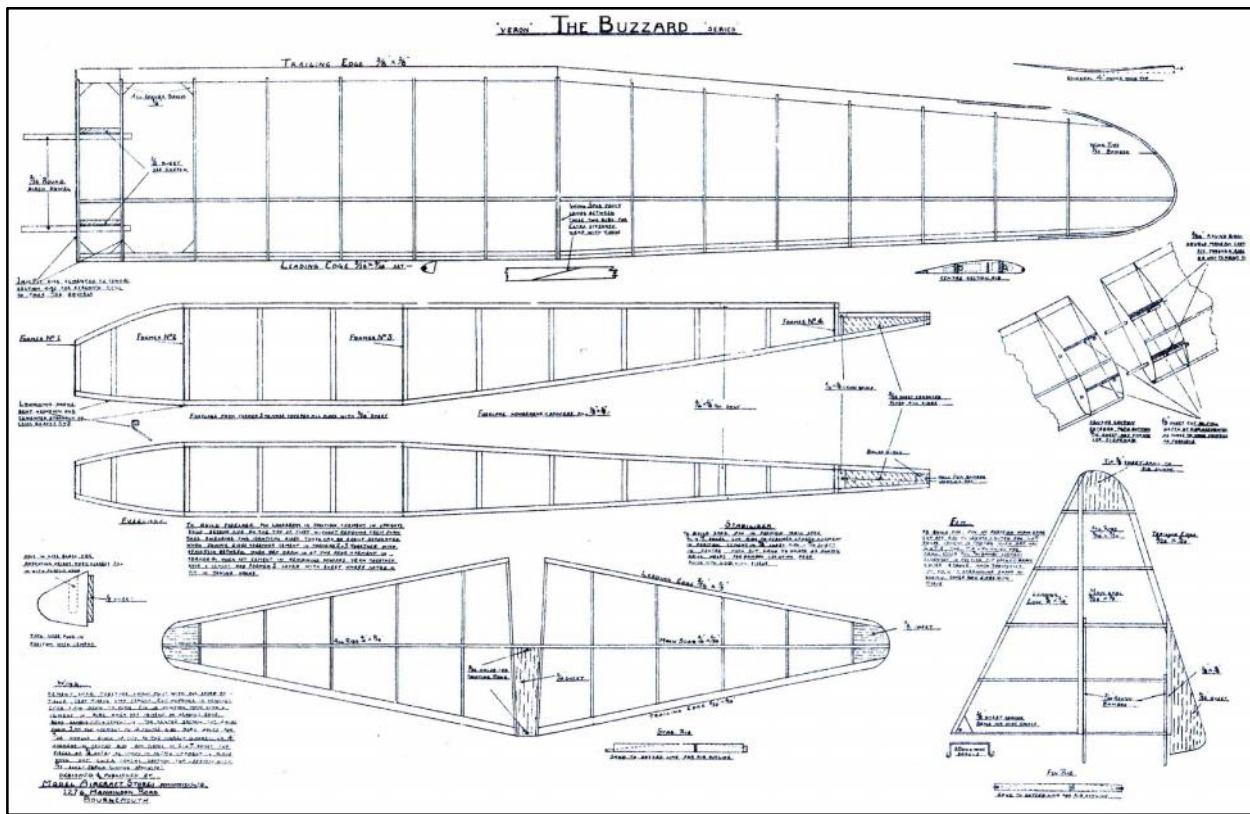
RMAeC 1912
DE 3 GRONDLEGERS der P.V.sport

Roger Newman

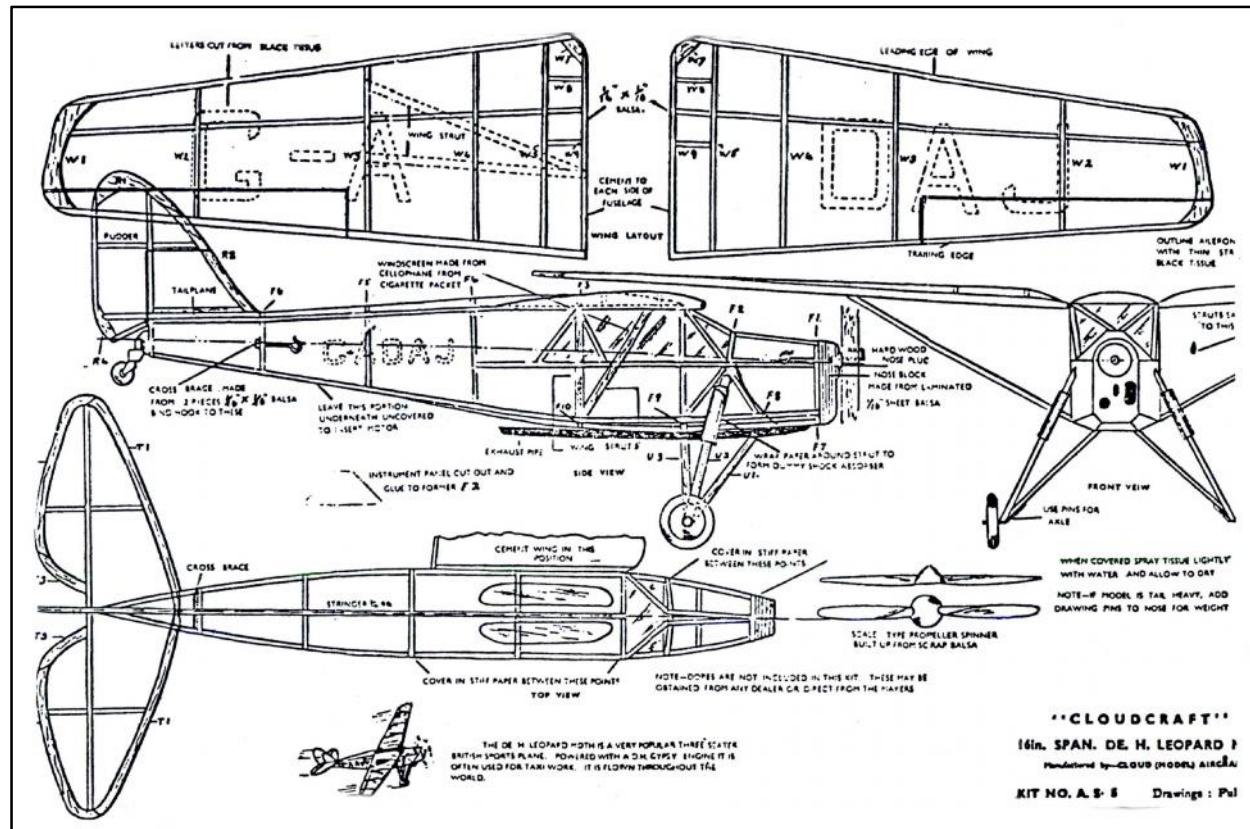
Plans for the Month

Roger Newman

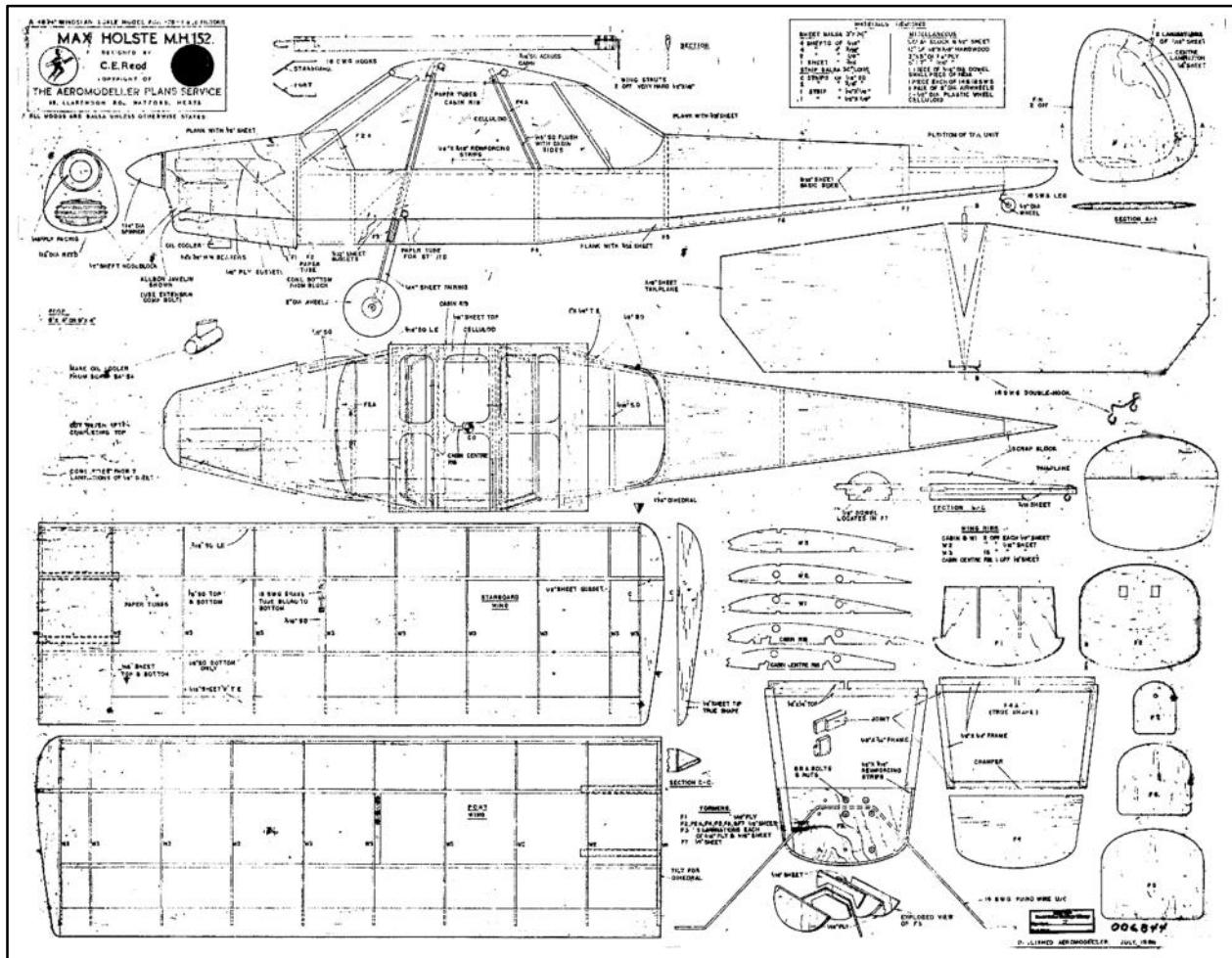
Glider: The Buzzard a 1939 an early Veron design



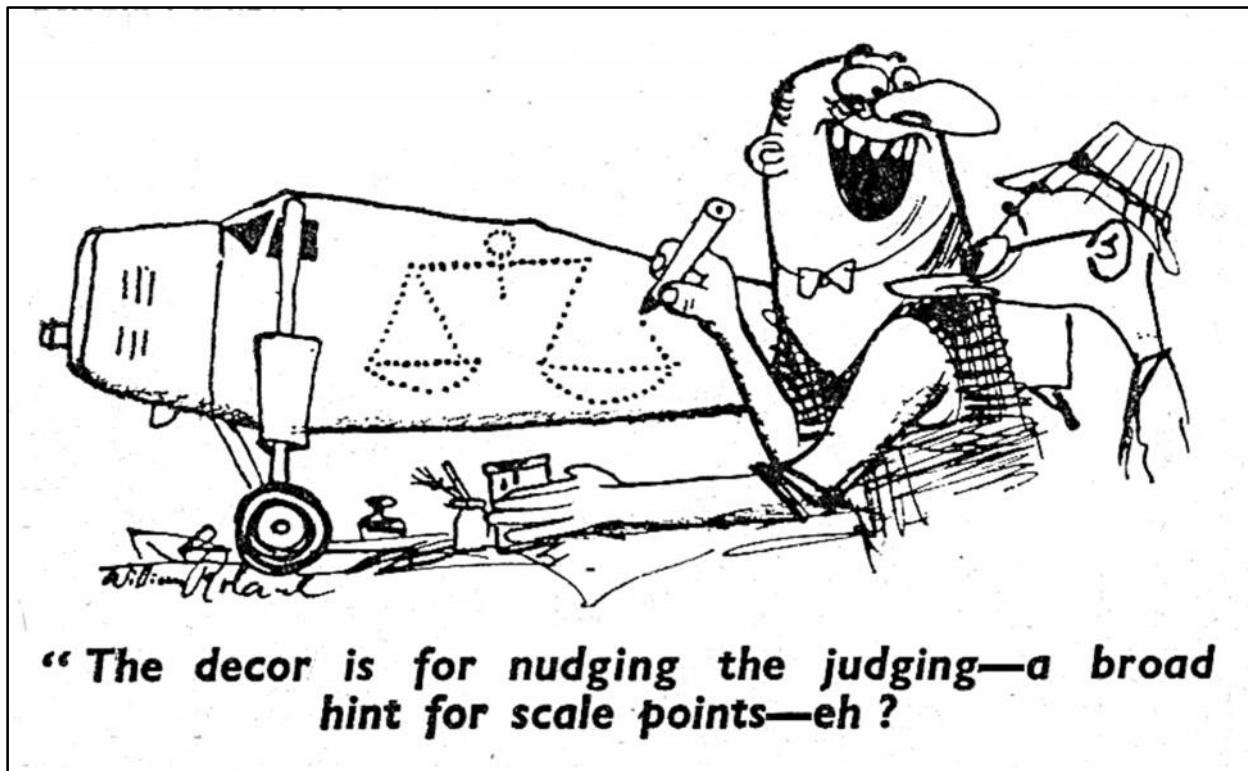
Rubber: Cloudcraft DH Leopard Moth - indoor scale



Power: Max Holste MH 152 - pretty scale model from July 1955 Aeromodeller

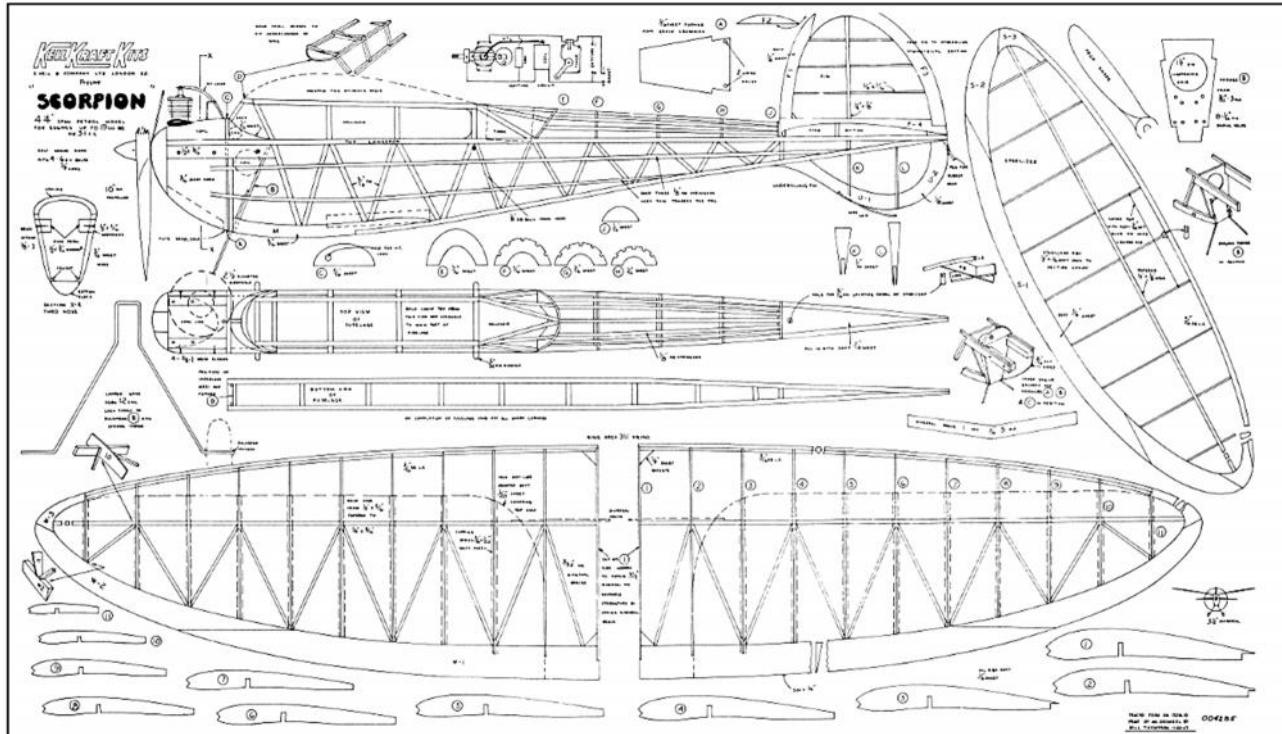


Roger Newman



For Sale

For sale: KK Scorpion Plan



This is the plan of the 44" version

I have had a change of mind and would like to sell a plan of the Keil Kraft Scorpion, which I have had enlarged to 72" wingspan.

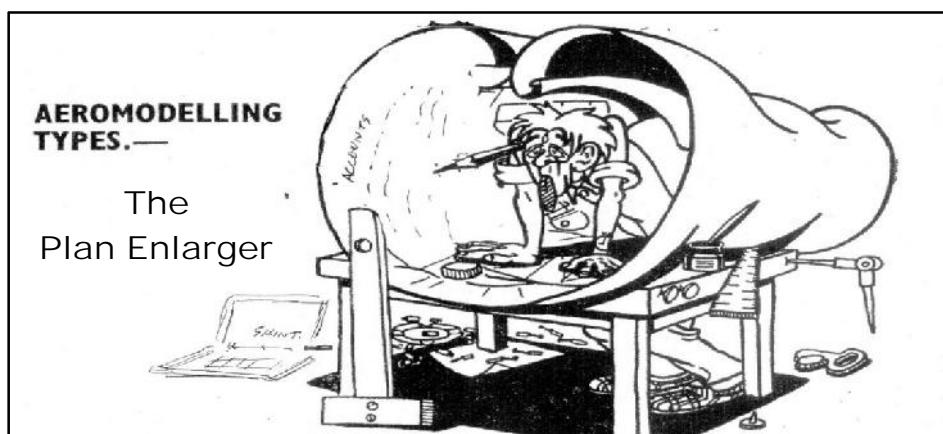
I had planned on using an OS 25 but realised on seeing the plan it would need a 40 size engine. I also realised that the model would be a little too large a project for this aging modeller.

You can view the plan of the original 66" version > www.rcgroup.com kk scorpion66 rc.

The plan measured 76"long x 44"wide and comes in a large brown tube as one huge single drawing.

If any member fancies building the model I am open to offers to purchase the plan
Please call me for more information.

Email barry.mourant@btinternet.com Tel : 01483 574765 Barry Mourant



For Sale:

Maxaid Glider Winch, with 50 metres of 50lb Dayglo orange Stren monofilament towline £10
Contact Martin Dilly at Tel: 02087775533 or email: martindilly20@gmail.com

L'AQUILONE SAM 2001

TOMBOY RALLY INTERNATIONAL POSTAL CONTEST

01/07/2022 - 30/06/2023

We wish to present this competition to all the lovers of this nice model with the only aim of having fun in a postal contest which is organized to provide some fun flying together or at the same time as are all postal contests. The Tomboy Rally wants to prove the performance of this model 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.G. or float version;
- * - Lone fliers can self launch and time

Engine/motors

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

36"-44" WINGSPAN

I.C. Engines:

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

Electric Motors:

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

48" WINGSPAN

I.C. Engines:

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

Electric Motors:

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

Flights and results

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

- Hand launches are admitted.

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

Awards :

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

Results

Results, address, photos and technical specification about model must be forwarded to the Organization within the 15th July 2023 to Curzio Santoni (cusanton@tin.it) or to Gianfranco Lusso (gfi@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 P/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 a R/C Tomboy, however, being this a free-flight contest, the time must be stopped when transmitter is used, since the aircraft model should fly freely from any control

from the ground.

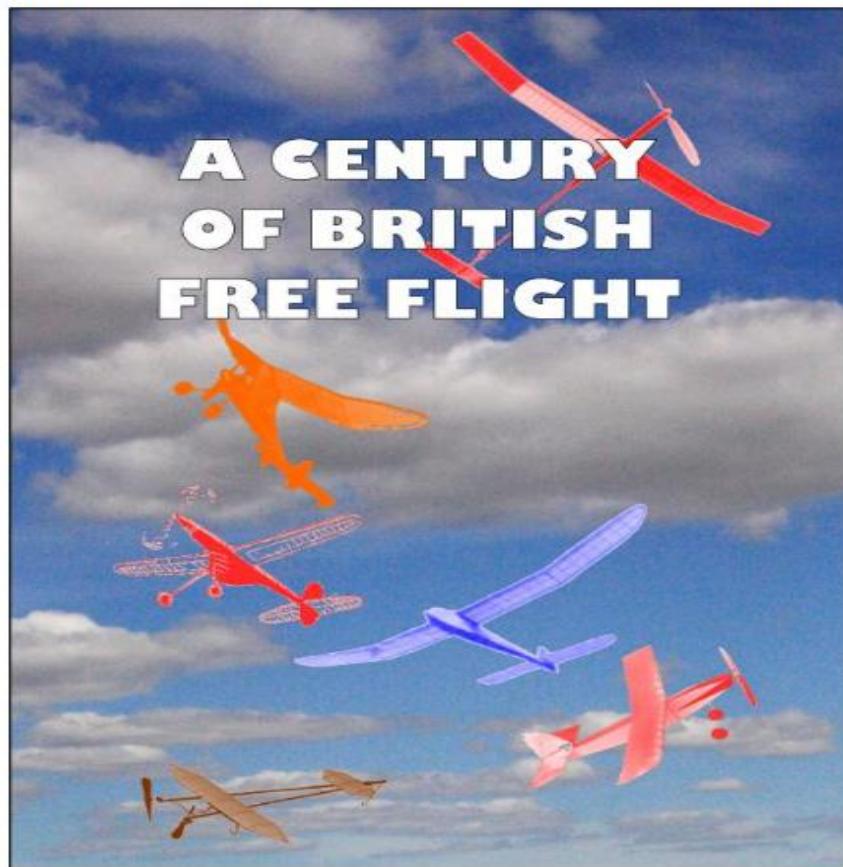
Good thermals

A CENTURY OF BRITISH FREE FLIGHT

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

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

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



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

Permits for Salisbury Plain & North Luffenham

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

The costs are:

£20 for Salisbury Plain - £35 for North Luffenham

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

The Gliding Centre

Husbands Bosworth Airfield,
Lutterworth LE17 6JJ

Melvyn Forman of the Husbands Bosworth historical society is giving a talk about RAF Husbands Bosworth at 7.30pm on **Saturday 8th April**, Easter weekend at the club. It is open to all, if you think it would be of interest to you or the vintage model aircraft club members please feel free to attend. There is no charge for the talk, the bar and possibly the canteen will be open.

Southern Coupe League

Programme for 2023

The country may be on its knees but the S.C.L. is in rude health and will stride boldly into the new season offering a rich and challenging programme. These are the confirmed events so far and we intend to include all the season's Coupe events in the League. You may wonder then why we do not change the name to the 'National Coupe League'. It is a peculiarly British trait to retain and celebrate the obsolete and look with suspicion on the new-fangled. The first event will be La Grande Coupe de Birmingham on either the 18th or 19th February depending on the weather, at North Luffenham. The date will be publicized as soon as a reliable weather forecast is available. Assuming ten events, your five best scores will count.

| | | |
|-------------------|-------------------------|-----------------|
| 18 or 19 February | Coupe de Brum | North Luffenham |
| 12 March | 2nd Area | Area venues |
| 30 April | London Gala | Salisbury Plain |
| 7 May | Crookham Gala | Salisbury Plain |
| 29 May | Nationals Small Classes | North Luffenham |
| 9 July | 5th Area | Area venues |
| 20 August | Southern Gala | Salisbury Plain |
| 8 October | Coupe Europa | Salisbury Plain |
| | | |
| | | |

Petit Classique de Brum

MOD North Luffenham, 16th April 2023

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

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

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

Classes will be:

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

Competitors may enter two models, separately, in each event.

Highest placed entry to count,
NO SUBSTITUTION of parts nor model permitted.

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

NOTE TO POTENTIAL FLIERS: -

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

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

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

Gavin Manion - gavin.manion84@gmail.com

Stu Darmon - stuardarmonf1a@yahoo.com
tel 01858 882057

Cocklebarrow Vintage R/C Dates for 2023

Sundays

16th Jul: 20th Aug: 24th Sep

Signposted from Aldsworth Glos.
on the B4425 between Cirencester/Burford
and off the A40 between Northleach & Burford
(follow SAM35 signs)

All types of R/C up to 1975
Sport flying, no competitions

BMFA Insurance Essential

Contact: Tony Tomlin
Tel: 02086413505 & 07767394578

THE CROOKHAM GALA 2023

will be held on Sunday 7th May
on Salisbury Plain Area 8

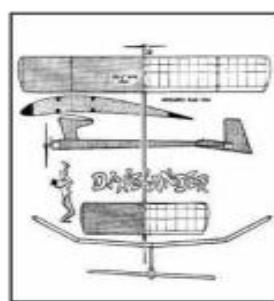
EVENTS

Modern And Vintage Coupe combined
(3 flights only. Prize for best vintage score)

Combined Glider: Mini Vintage: E36:

COMBINED POWER

(Including George Fuller Trophy
for best placed Dixielander)



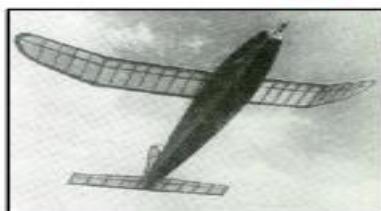
PRIZES FOR ALL CLASSES

Comps Start: 10.00am Finish 5.00pm

Contact: Chris Redrup: Tel; 01483 487273
Mob; 07544533509, email chrisredrup@yahoo.com

Croydon Wakefield Day *+SAM 1066 Day*

Monday 10th April 2023



**Area 8 of Salisbury Plain
10.00am – 5.00pm**

Croydon Club Competitions

4oz Wake

8oz Wake

F1B (in rounds)

Marcus Lightweights

P30

SAM 1066 Club Competitions

Vintage / Classic Glider

Mini-Vintage

Classic A1 Email International 2023

The second 'official' postal contest for Classic A1 gliders will run from June 1st to December 31st 2023. Top three individuals plus top team of up to three flyers will be awarded engraved glass trophies, and thanks to the generosity of Peter Brown, once again the winner receives a complete stand- alone RDT system.

Eligible models

A Classic A1 is any towline glider of total area not exceeding 18 sq. DM (279 sq. in.), built to a design published or kitted between January 1951 and January 1961.

N.B the 'Ghost', 'Top Kick' and 'Lil' Dip' will be considered eligible for this year's event.

There is no minimum weight requirement. Any form of dethermaliser may be fitted.

Towline

50 metres (164 ft.) maximum. Alternatively launching may be via a 'bungee' containing no more than 20m. of rubber and not exceeding 50 m. relaxed length, anchored to the ground (provided the whole flight is over substantially level ground).

Scoring

All flights for each entry must be made on the same day, using the same model. An individual may make up to three entries, so long as a different model is used for each. Flights must be timed by a person other than the entrant.

The max for the first flight is 30 seconds. If this is achieved, the entrant may make a second flight, of max 60 seconds and so on, the max increasing by 30 seconds each time until a max is not achieved (or flying cannot continue, e.g. because the model is lost or damaged). The total score for each entry is the sum of all flights, including the last sub- max. This should be submitted in the form of an addition, e.g.

30+60+90+112 = 292

Entry

Entry is free of charge. Score should be submitted to

stuardarmon1a@yahoo.com

or by post to **Stuart Darmon, 1 Post Office Cottages, Main Street,
Theedingworth, Leicestershire LE176QP, United Kingdom**

to arrive no later than January 10 2024. Please include your name, the name of your timekeeper, the design you flew, and the location of your flights. Additional information and photos would be most welcome.

SWAPMEET

Derby Aero Models Flying Club

Sunday 16 April 2023

at

**West Hallam Community centre, Station Rd,
West Hallam, Ilkeston DE7 6HP**

**Doors Open: 8.00 Traders, 9.00 Public
Finish @ 16.00**

Indoor Fly-In (micro RC & FF) 16.00 to 20.00

**Entry: Table £5 (Booking Required)
Own Table £3**

**Public £2 (Partners and children Free)
Fly-In £2.00**

Refreshments available

Contact Mick Lawson

Email: dickybird1@hotmail.com, Tel 07739584913

Waltham Chase Indoor FF

at

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

Waltham Chase Aeromodellers are pleased to announce the dates for indoor for 2023 up to the summer break are as follows:

2023

**05/01, 19/01, - 02/02, 16/02, - 02/03, 16/03, 30/03,
13/04, 27/04, - 11/05, 25/05, - 08/06, 22/06.**

Should we be required to cancel an event due to unforeseen circumstances, an extra event will be added to the end of the season.

All events will be held in the Main Hall, Wickham Community Centre, from 7 p.m. to 9.30 p.m. There is no need to book a slot for these events, and there will be no attendance limits.

Admission to events will be **£5** for adult fliers and **£1** for junior fliers (parents of junior fliers will be admitted free) and adult spectators

Fliers at these events must have proof of insurance for 2023 (BMFA membership or equivalent).

All indoor F/F fliers are welcome to attend these events.

Contact: Alan Wallington indoor@wcaero.bmfa.club

Bloxwich Indoor Flyers

Free Flight & lightweight RC

Sneyd Community School

**Vernon Way, Sneyd Lane,
Bloxwich, WS3 2PA**

Saturdays 1pm until 4pm

Fliers - £8 Spectators £2

2023 dates

Jan 21st - Feb 25th - Mar 25th

Apl 15th - May 20th

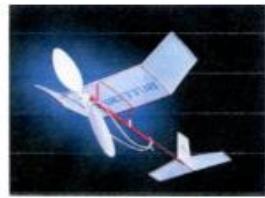
Contact:-

Peter Thompson: peter.thompson7408@gmail.com

The success and costs of these fixtures will be dependant on attendances.

If a regular group of flyers can be established we can move forward

If not then they will have to be cancelled.



**Flitehook
Indoor
Free Flight**



West Totton Community Centre SO40 8WU

2023 Winter/Spring Dates:

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

12.00 noon - 4.00 pm

BMFA Membership mandatory

£8 per session

Spectators & Juniors are free of charge

Easy access; Cafe; Toilets; Parking

Flitehook Sales Table

Any queries

email rogerknewman@yahoo.com or phone 02392 550809

Supported by Southern Area BMFA



Indoors in Wales

At

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

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

Sunday March 5th

1.00pm til 4.00pm

And at

**Brailsford Sports Centre
Bangor University
Bangor LL57 2DG**

Sunday March 20th & Sunday April 16th

5.00pm til 8.00pm

Contact:

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

E30/RDT/BMK/E20 Batteries

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

FREE FLIGHT SUPPLIES

MICHAEL J. WOODHOUSE

**12 MARSTON LANE, EATON, NORWICH
NORFOLK, NR4 6LZ, U.K.**

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

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

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

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

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

ORDERS and PAYMENT

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

WESTERN UNION, PAYPAL

AVAILABLE

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

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

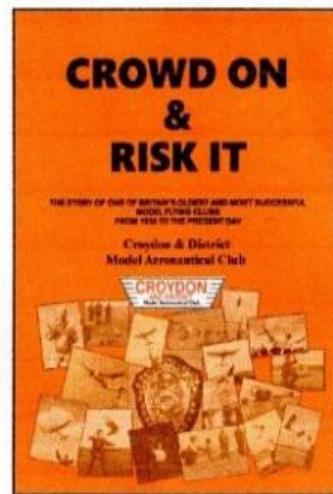
CROWD ON & RISK IT

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

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

Just £8 by PayPal or cheque.

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



DILLY JAP IS BACK

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

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

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

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

INDEPENDENT REVIEW OF DILLY JAPANESE TISSUE

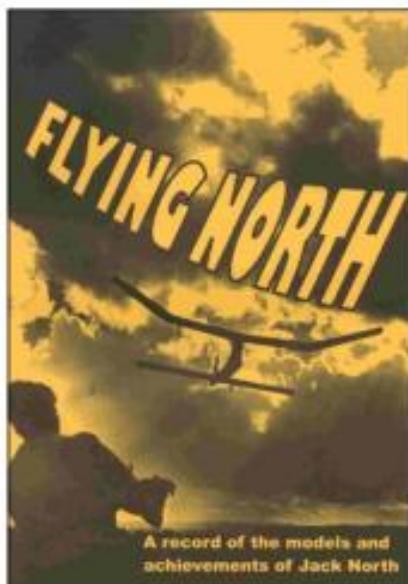
The following appeared on the Hip Pocket Aeronautics Builders' Forum. Nine different tissues were tested, doped and un-doped.

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

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

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

THIRD RE-PRINT JUST ARRIVED



FLYING NORTH
A goldmine for vintage and
nostalgia model flyers -

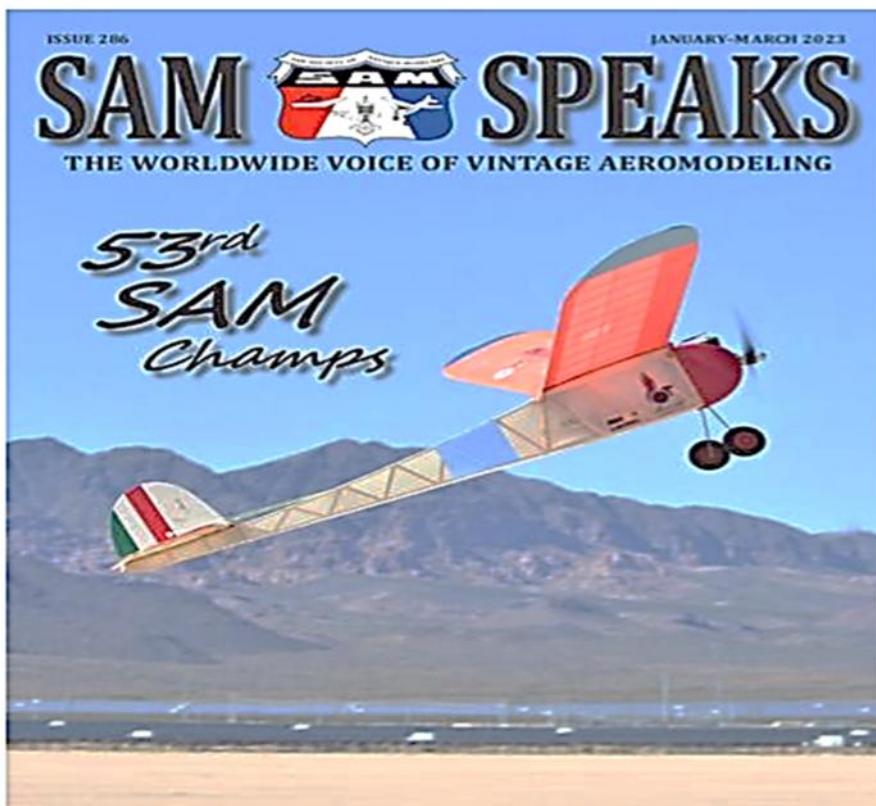
FLYING NORTH traces the model flying career of Jack North, one of only three people to represent the UK on all three outdoor free flight teams, - Wakefield, Power and Glider. It covers his flying and models from 1938 onwards and includes no less than 24 of his previously-unpublished designs.

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

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

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

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



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!

FREE FLIGHT FORUM REPORT 2021

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

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



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

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

FREE FLIGHT FORUM REPORTS OVERSTOCK SALE

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

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

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

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

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

Provisional Events Calendar 2023

With competitions for Vintage and/or Classic models

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

| | | |
|--|---------------|---|
| February 26 th | Sunday | BMFA 1st Area Competitions |
| March 12 th | Sunday | BMFA 2nd Area Competitions |
| March 26 th | Sunday | BMFA 3 rd Area Competitions |
| April 7 th | Good Friday | Northern Gala, Barkston |
| April 10 th | Easter Monday | Croydon Wakefield Day + SAM1066 , Salisbury Plain |
| April 29 th | Saturday | London Gala, Salisbury Plain |
| April 16 th | Sunday | Le Petit Classique de Brum, N Luffenham |
| April 30 th | Sunday | London Gala, Salisbury Plain |
| May 7 th | Sunday | Crookham Gala, Salisbury Plain |
| May 27 th | Saturday | FF Nationals , Salisbury Plain |
| May 28 th | Sunday | FF Nationals , Salisbury Plain |
| June 4 th | Sunday | FF Nationals, Mini , N Luffenham |
| June 18 th | Sunday | BMFA 4 th Area Competitions |
| July 9 th | Sunday | BMFA 5 th Area Competitions |
| July 23 rd | Sunday | SAM1066 Cagnarata Day, Salisbury Plain |
| July 29 th | Saturday | East Anglian Gala, Sculthorpe |
| July 30 th | Sunday | East Anglian Gala, Sculthorpe |
| August 20 th | Sunday | Southern Gala, Salisbury Plain |
| September 2 nd | Saturday | Stonehenge Cup, Salisbury Plain |
| September 3 rd | Sunday | Equinox Cup, Salisbury Plain |
| September 17 th | Sunday | BMFA 6 th Area Competitions |
| October 1 st | Sunday | BMFA 7 th Area Competitions |
| October 8 th | Sunday | Croydon Coupe Day + SAM1066 Salisbury Plain |
| October 15 th | Sunday | BMFA 8th Area Competitions |
| October 28 th | Saturday | Midland Gala, Venue, Barkston |
| November 5 th or 12 th | Sunday | Buckminster Gala, BMFA Centre |

Dates for events are confirmed as: Croydon Wakefield Day 10th April; Crookham Gala 7th May; SAM 1066 Cagnarata Day RAF Colerne (provisional - subject to grant of licence) 23rd July; Croydon Coupe Day 8th Oct; There will be a couple of SAM 1066 events on both Croydon days. All on Area 8 of SP.

Please check before travelling to any of these events.

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

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

www.SAM1066.org

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

www.freeflightuk.org or www.BMFA.org

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

www.SAM35.org

Useful Websites

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

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