



NEW Clarion

SAM 1066 Newsletter

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Due to the Corona Virus situation, the events listed are likely to be subject to cancellation or rescheduling and the existing dates should be ignored. The events calendar will be revised when the situation becomes clear. See SAM1066 & BMFA websites		
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Editorial

Do you remember when we used to go flying model aircraft, I've just had to go to my New Clarion archive to discover when I last flew outdoors. It was the first day of the FF Nationals last year. I must admit that I chicken out given the slightest excuse, although I often claim it is to save the wife Rachel from difficult recoveries in windy weather.

There does not appear to be any form of certainty as to a date for lifting Corona virus restrictions so it's just heads down and soldier on with the winter building projects.

Content this issue is a bit sketchy as I try to dig up bits you might be interested in.

We kick off with Dick Twomey and the delights of learning how to fly and the many feelings successful pilots experience.

Topical Twists from the past by Pylonius still contain relevance today although some require a dip into our memory bank to get into context.

In search of content I've dug out another of my articles from the paperback Clarion of 2003, this one on control line flying of the 50's.

Also later on I have penned a piece on my model flying in Hong Kong during my National Service.

Keeping to the control line theme I found a revisit article in a 1976 Aeromodeller detailing the KAN-DOO of Peter Cox who won the Gold Trophy with the model in 1948. I supplement it with a couple of pictures of my own version of the model.

A couple of folk wrote to me so there is a 'letters to the editor'. Thanks to Bill Longley for his 'Stomper' memories and many thanks also to our ex pat Jim Moseley in Canada who dug out a couple of pictures of his version of the 'Lacy' glider, a plan of the month last issue.

In the last issue I featured the WWI De Havilland DH4 an 'A' frame pusher and it occurred to me that Vickers made a similar aircraft so this issue I've featured the Vickers 'Gun Bus'. This aircraft is a two seater and internet says it was the first successful fighter aircraft, although the first two prototypes crashed. The first after the addition of the front machine gun upset the CG.

Maurice Doyle, one of our Irish friends, responded to my request for articles by writing a piece on the FF World Championships in 1958. (Thanks Maurice).

There is another model from the I.V.C.M.A.C book by Ray Malmstrom, 'PUSH-UP', a somewhat of a cartoon like model.

Article No38 from the keyboard of Nick Peppiatt covers a few subjects with some interesting links to the internet, the first giving access to copies of old magazines. There is his usual sprinkling of CO2 info. Nick winds up with pics of his latest build, a flying boat no less.

I managed to bully another of our Irish friends, Peter Watt, into writing about his ongoing project. Peter is building a 'Fevaire', the plan of which was featured in NC. He also gives a little insight into designer Geoff Lefever's other hobby.

The Keith Miller B & W archive seems to have turned into a control-line speed fest this issue.

Our archivist Roy Tiller concludes his trawl through Meccano Magazine, we await the subject of his attentions for the next issue.

Sadly we report the loss of 2 more of our number, Tony Thorn & John Mayes having passed away.

This issue concludes as always with our secretary's report and the plans of the month.

Editor

On Learning to Fly

Dick Twomey

Article courtesy Mauritius Weekly news

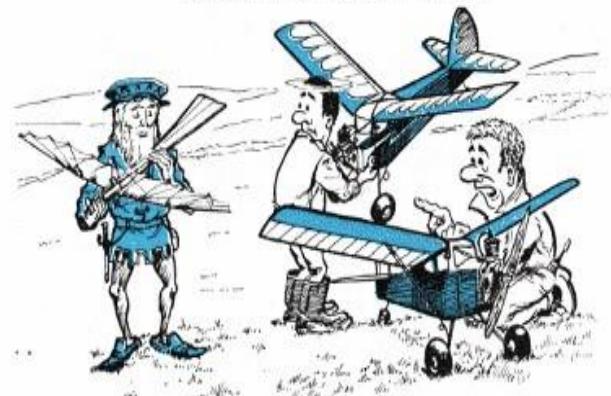
Getting yourself airborne for the first time is a remarkable experience, akin to first learning to swim, and perhaps even more exciting than that.

Born essentially to keep our feet on the ground, we experience a rare delight in discovering that -- either in the water or in the invisible air -- we can become suspended or move around in these unfamiliar elements. The feeling that wells up inside us acts as a strong personal endorsement, proving to us that we can achieve things that we had believed were way beyond any normal human being's wildest dreams.

Many famous people have tried to describe how it feels to experience this particular rush of adrenaline, beginning perhaps with Leonardo da Vinci, who boldly avowed that:

"Once you have tasted flight, you will forever walk the earth with your eyes turned skyward, for there you have been, and there you will always long to return", an intriguing and emotive expression from someone who designed many flying machines of one sort or another, but for whom there is absolutely no evidence that he ever became airborne himself.

"Says his name's Leonardo Da Vinci."



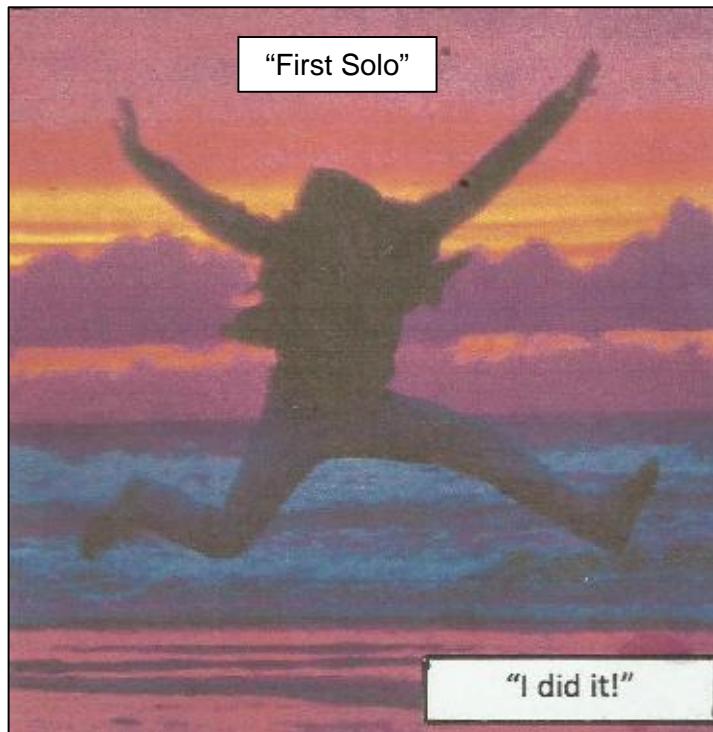
Glider pioneer Otto Lilienthal comes next in my list, with his well-known statement that: *"to design a flying machine is nothing, to build one is something, but to fly is everything!"* -- and in his case he had flown his aerial creations hundreds of times.

Pilot/writer Antoine de Saint Exupery, in his well-known books about flying such as 'Night Flight' or 'Wind, Sand and Stars', evocatively described his feelings when flying himself, or when relating the achievements of fellow pilots, but -- for me -- nothing can compare with what happens inside your head on the occasion of your own "first solo", that moment when - for the first time -- you detach yourself from the pull of Mother Earth's gravity and sail upwards, with nobody in charge of what is happening but yourself!

You need to have taken your Selfie camera with you for that unique moment, to capture an unrepeatable facial expression!

"First Solo"

"I did it!"



Now an apparent digression - which it is not! During my schooldays, which were spent in England, we had a real live Frenchman as our Geography teacher, and I cannot help smiling when I recall how his face would light up as he would repeatedly say:

"la France is so beautiful -- it is indescribable -- I WILL TELL YOU ABOUT IT!"

Maybe the bliss of a young flier's first take-off moment should be seen in that context too?

With the passing of the years, every emotion has a chance to mature, and that includes our appreciation of the joy and excitement of flying. A take-off becomes an almost-routine demonstration of brute force and the laws of physics, with (so far in the history of commercial aviation) a pilot to guide and control everything. A landing, if done manually, is a three-dimensional art-form, each time requiring the performer to take into account the characteristics of the aircraft, the runway and the conditions of the weather. What was once an occasion for excitement gives way to a professional coolness, as it must.

Pilots who write about their job describe these processes in many different ways, and in our modern air transport world there is also no lack of writer-passengers who rush into print to express their feelings about flying. It is the way of the world that most such descriptions of their journeys are either complaints about miss-routed baggage or of schedule delays - both of which are rarely within the control of the airline. What a lost opportunity to recognize the marvel of flight!

To cheer us up - which is what we all need in these gloomy times -- I give you some more amusing but anonymous remarks to lighten the scene a little.

Examples:

"Gravity is not just a good idea. It's the law. And it's not subject to repeal."

"I remember when sex was safe and flying was dangerous."

"Helicopters don't fly. They just beat the air into submission."

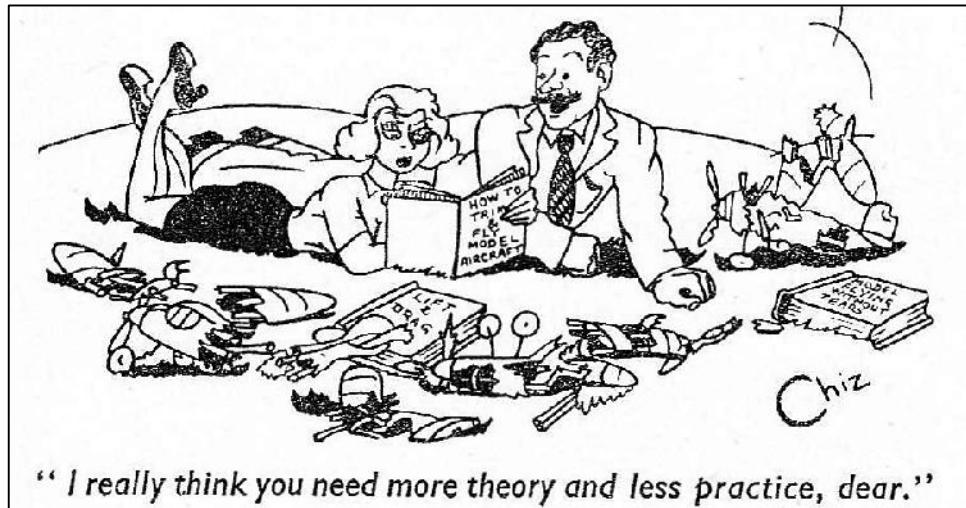
"There are only two things required to fly a modern airliner: a pilot and a dog. It's the pilot's job to feed the dog. It's the dog's job to bite the pilot if he touches anything in the cockpit."

Finally the best ever "fake news" (and it's a true story): A passenger of an American airline wrote this:

"Dear Customer Service Department, I can't tell you how many times I've booked an air ticket with you only to get to the airport and find that they killed my ticket. When it goes into the system the program tosses out any ticket that says 'fake' on it."

Signed in frustration, Caterina Fake."

Dick Twomey





Extract from Model Aircraft September 1951

Articles of Law

Apparently one well-known club has introduced a quite ingenious idea for livening up those tepid little socials called club meetings. An article is selected from a model journal, and its pros and cons thoroughly discussed in controversial debate. To add spice to the proceedings it has been suggested that the author of the article be asked to attend. This might lead to some interesting possibilities.

First Counsel: Eyewash and twiddle-twaddle !

Second Counsel: I object, your Honour. How can my learned friend lightly dismiss this article as eyewash and twiddle-twaddle when it's so plainly balderdash and poppycock ?

Judge: Enough of this wrangling, gentlemen. Bring in the author.

Author: Mercy, my Lord.

Judge: Quiet, wretched fellow. You have been found guilty of grossly abusing the sacred privileges of authorship; seeking only mercenary gain and such perverse satisfaction that you might derive from wilfully miss-instructing the more susceptible members of your reading public. For these monstrous crimes the just penalty of this court is that you be taken from here to a place of public model flying, where, at an appointed hour, you will be suffered to give practical demonstration of those abstruse theories so glibly expounded in your iniquitous article.

(Exit author, screaming for mercy.)

At a recent S.M.A.E. meeting it was proposed that all official timekeepers should be certified. A question of " Out of Sight—Out of Mind " apparently.

No News, etc.

At a recent air display a 5 ft. R/C demonstration model cast off its radio shackles in favour of a fugitive, free-flight flip to the sunny south. No sooner had the incident been reported to the local control than the newshounds pounced. From a small, single-engined model plane the legend swiftly grew. Even the conservative B.B.C., couldn't restrain its august self from tacking on another engine, whilst a newspaper went so far as to record it as an entry in one of the air races. The dangers of such sensational publicity is evidenced in the ultimate fate of this poor little model.

Police Super: Now, men, have any of you anything suspicious to report bearing upon our search for this 50 ft. wingspan, radar-controlled, secret, experimental, rocket-propelled model, believed to be fitted with an atomic warhead ? Did you say something, Constable Muggins ?

Con. Muggins: Well sir, I 'ardly thought it worth mentioning really, but, by coincidence, I did come across a little model aeroplane — 'bout five feet 'cross the wings it was, sir, with a small toy engine in front. And, beggin' yer pardon, sir, I took the liberty of giving it to my little boy. 'Ope you don't mind, sir.

Police Super: I'll overlook the matter this time, Muggins, but see you don't waste the Force's time on such trifles in future.

* * *

It is often said that the fewer the rules the greater the diversity in design. This was particularly evident in the Wakefield Eliminators where the relaxing of the "prop and wing tips" launching rule produced a marked increase in "Pusher Types".

* * *

Pylonius

Extract from paperback *Clarion circa 2003*

John Andrews – Bricks on Strings Part 2 – etc.



Here we are again, a little bit of the past to start with. Here is a photo from my archives, a typical control-line group of the 1950's. Members of the Rugby Model Engineering Society Aeronautical Section. (I just love that club name) pose with a couple of combat jobs after a Sunday morning session

Left to right:

Author John Andrews with mates John Bickerstaffe and Ian Lomas.

The fuel stained clothing had to be seen to be believed, if we had been smokers lord knows what would have happened if we had caught fire. I think the column of black smoke would have been seen for miles. There were plenty of occasions when glo motors backfired and ignited spilt fuel. I think we were lucky not to have had a bottle fire, I suppose the Devil looks after his own

Whilst I am in the photo album, here are a couple of blasts from the past to indicate we were still flying free flight as well as the Yo-Yo's.



Right is a picture of my Slicker 50, powered by a Frog 160 Glo motor. This model was the first one that I managed to lose. Being somewhat under powered and me being under funded, it was flown without benefit of engine timer. To boot, never having seen thermals it was also flown without D/T.

The club had just lost the use of Lawford Aerodrome and we were flying in a large farmers field (that's the field not the farmer) nearby. I fired up the motor and the combination of quick start, finer pitch propeller, and thermal assistance resulted in a better climb, for longer and up and away went the Slicker with no name or address.

I followed it over the fields and off over the A45 but it was high and long gone

Next a John Bickerstaffe model of the 50's, probably still with the radial Elfin 2.49. Note the flapping drag tab on the left hand wing trailing edge. John flew right hand climb and left hand glide back then and the drag tab was loaded with plasticine to trim the glide turn. It was hoped that this method of glide trim would minimise interference with the power turn.

Digression into the etc's over, I'd better get back to the control-line subject matter. Mind you, It's not too bad to get a bit of free flight into the article, David is not too sure about C/L being in the Clarion at all really.

So much for the past, now back to the future, well present day at least. When I got into this vintage lark I thought to myself, I used to be good at Control-line Stunt, I'll build one. I had a copy of Sam Speaks with a three view of the Kan-Doo so I made one. I had an ED Racer so onto the front of the Kan-Doo she went. The result is pictured below.

The next trick seemed quite simple on the face of it, all I had to do was have a few flights to get back in trim, it's just like riding a bike, you never forget do you? I could not buy a handle to fit my big fist so I had made one up. Fortunately I had the foresight to make it with line spacing options to give me the opportunity to de-sensitise the set-up if required. Next step, off to my local R/C club flying field complete with model and 50ft lines. To be self sufficient, if no help was at hand, I had made a ground restraint with a pull string release. Unlucky for me there were no club members present at the field that day, so I set myself up on the take-off strip using the ground restraint and fired up the ED. I sauntered out to the handle and pulled the release chord. Away goes the Kan-doo, off like a bat out of hell, well that's how it seemed to me at the time. Next thing I know, there's me spinning round and round with the Kan-doo following a flight path like a fairground merry-go-round, oscillating up and down and totally ignoring my efforts to keep it level.



After a few quick laps it occurs to me that I am nearer 70 years old than 20. The hedges and trees in the background are flying by in a sickening blur and my knees and feet were not quite sure where they should be. Brain panics and comes up with the idea that a few loops might ease the situation, (I've not mastered level flight yet remember) I ease in some up elevator, "Oh hell not that much". The Kan-doo zooms up and round far too tight, mushes out at the bottom of the loop, by now the up line is as taught as a bow string but luck was with me this time and I miss the deck with a fag paper to spare.

Back on the Merry-go-round we go to consolidate thought pattern. A couple more laps and we go for the loops again "That's better" and I manage to get the feel for it and do a few consecutively whilst my legs sort themselves out.

Brain clicks into gear again and comes up with the idea that the twists now in the lines could do with removing before control gets stiffer. "Outside loops is the answer" thinks I. "Not yet" re-thinks I. I then come up with the notion that figure 8's would keep me standing still for a bit longer so in goes some down elevator at the bottom of the next loop.

Round we went and into a few 8's. I got my equilibrium back and then threw in some outside loops to unwind. "I've got it back" thinks I, then the ED 246 decides its had enough, hardens off, slows down and I'm back on the Merry-go-round again, albeit at a slower pace.

It was not long before I was praying for the engine to cut, my legs were unsure again and the blurred background was not helping at all. After what seemed a lifetime the engine cut and the Kan-doo arrived (couldn't call it a landing) on terra-firma. I sat down quite smartly before I fell down and took stock, feeling decidedly queasy.

Next time out I had de-sensitised controls and a smaller fuel tank. I also took a Stemetil tablet as I am prone to travel sickness, this helped with the nausea and after a couple of outings I had the old C/L ability back in hand. The Kan-doo is not really capable of advanced aerobatics as its wing loading is too high so I decided that Brian Hewits Stunt-King with an Enya 29 was required.

I acquired the plan and put one together. This was the first tissue covered model I had built for ages that needed fuel proofing for the Glo engine. My mate John Nicholson said he had some fuel-proofer I could have, but he did warn me that it was a bit old. My scrooge like mentality came to the fore however and I accepted his offer. Mistake, the stuff was far too thick, it blushed when it dried and when the model was finished the Stunt-King was so scruffy it looked as though it had been built in 1949 and just been brought out of retirement.

Looks not notwithstanding I had something much more usefull and flying on 60ft. lines it was much less dizzy making. I had a few flights with the Enya up the front, then I got really carried away and put my old Merco 35 at the sharp end and got out onto 65ft. lines and the overhead 8's were now solid but cranking my old neck to look over head made them wander about a bit. The big engine and duff fuel proofer had the tissue splitting before long so recovering became necessary and sense prevailed in the end when I replaced the Merco with a PAW19.

I had built a Stunt-King back in the 50's with a Frog 500 up the front but it had not lasted very long due to using soft wood for the elevator. I was flying a demo at a garden fete when the bolted on aluminium elevator horn pulled out and there I was with one of the biggest round the pole jobs you are likely to come across, me being the pole. The Stunt-King hurtled round lap after lap slowly building up oscillations as it climbed into wind and dropped downwind. My fellow fliers were throwing rags at it trying to stop the engine but without luck. Eventually the model flew into the deck on a downwind leg, the Frog still going full bore. The bits went everywhere and there was nothing useable left. On the positive side the spectators thought it was great however.



1953

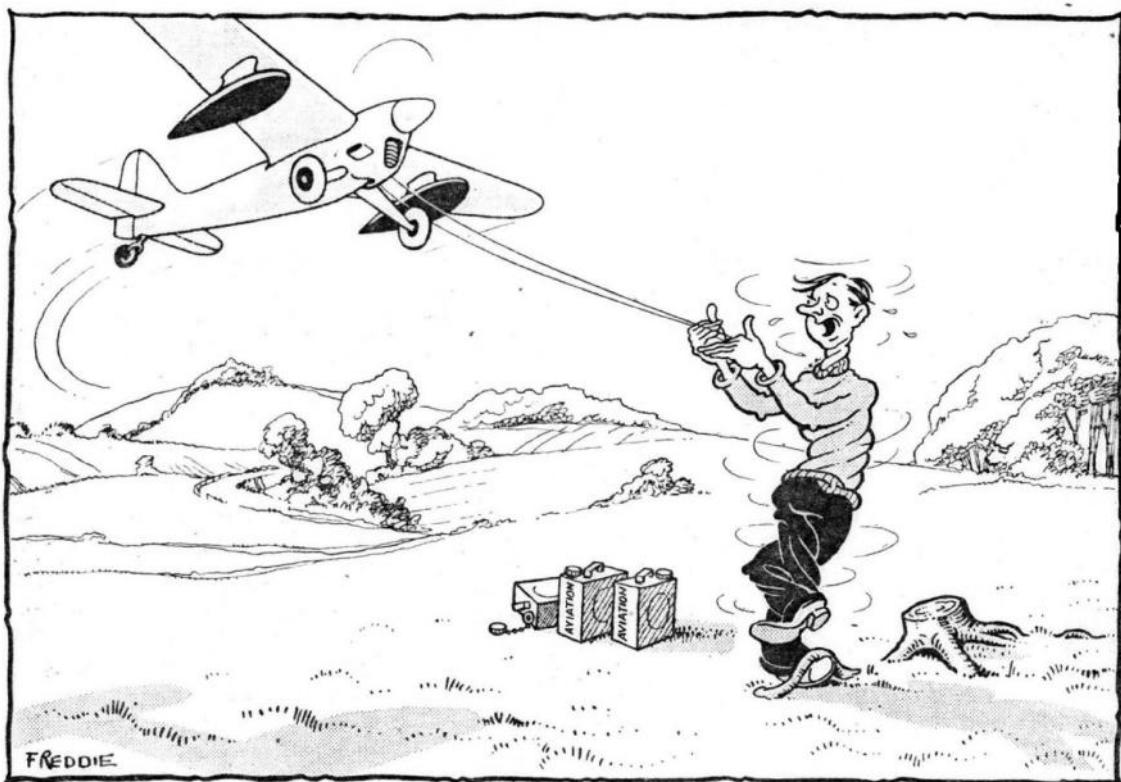


2003

Author and Stunt Kings 50 years apart
Sartorial Elegance remains unchanged.

To complete my re-born C/L activities I built an own design 49 powered stunt job and, after a few outings, had a recognisable stunt schedule but it dawned on me that without much practice and a like-minded companion I could not venture into competition. All now reside in the garage.

John Andrews (Clarion circa 2003)



"JUST AS I FIT OVERLOAD TANKS, I WOULD CATCH MY FOOT IN A ROOT!"



In the December issue we mentioned that Michael Beach was keen to promote interest in vintage control-line models, sufficiently keen in fact to make a special trophy to encourage would-be builders. The response from readers was most favourable, so Old Warden near Biggleswade, Bedfordshire will be the place for old time enthusiasts to head for on May 2nd 1976.

The meeting will be strictly informal - it is intended to be a fly-for-fun day out, not a highly competitive event, and the recipient of the trophy will be the person who the group of judges consider most closely abides by the spirit of the era and produces the best reproduction.

Tentative rules are simply:

The design must have been published, or kitted, prior to January 1950, and fliers may be asked to produce proof this fact.

Model may use any engine of any age, but the marking will favour the most original reproductions. One qualifying flight must be made to demonstrate that the model can reproduce, to some extent, the performance of the original. However, marking will favour care in construction and original reproduction rather than flying ability.

To help further interest in this 'revival', plans follow for the winner of the 1948 Gold Trophy - Peter Cock's famous Kan-Doo our drawing being based on that published in the 1949 Model Planes Annual. The original's ED Comp. Special turned a 9 x 8 in Tekni-Flo propeller at 8,000 rpm static - and had survived some 800 hours running without any replacements. Although the designer recommended that the weight should be kept down to 11-14 ounces, a 16 ounce Kan-Doo was capable of the following manoeuvres:

Vertical climb and dive.

Vertical wing overs.

High-level flying (wires over 45).

Five consecutive loops (from normal flight).

Five consecutive outside loops (from normal flight).

Five consecutive loops (from inverted flight).

Five consecutive outside loops (from inverted flight).

Inside and outside square loops.

Inverted flying.

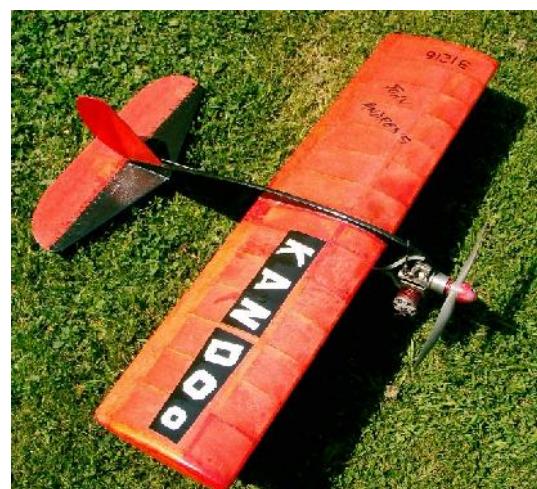
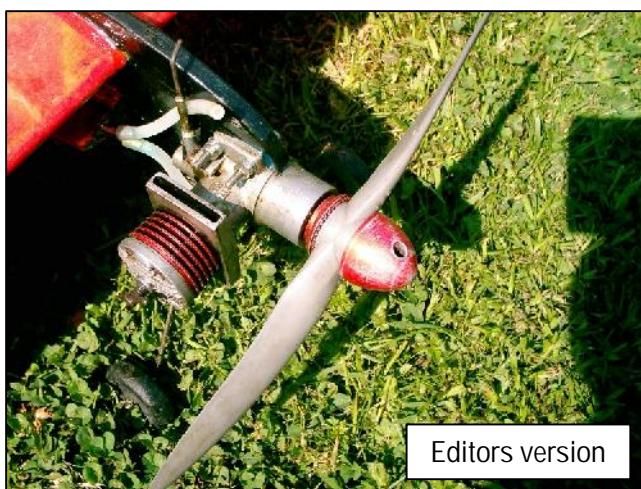
Consecutive horizontal figure eights.

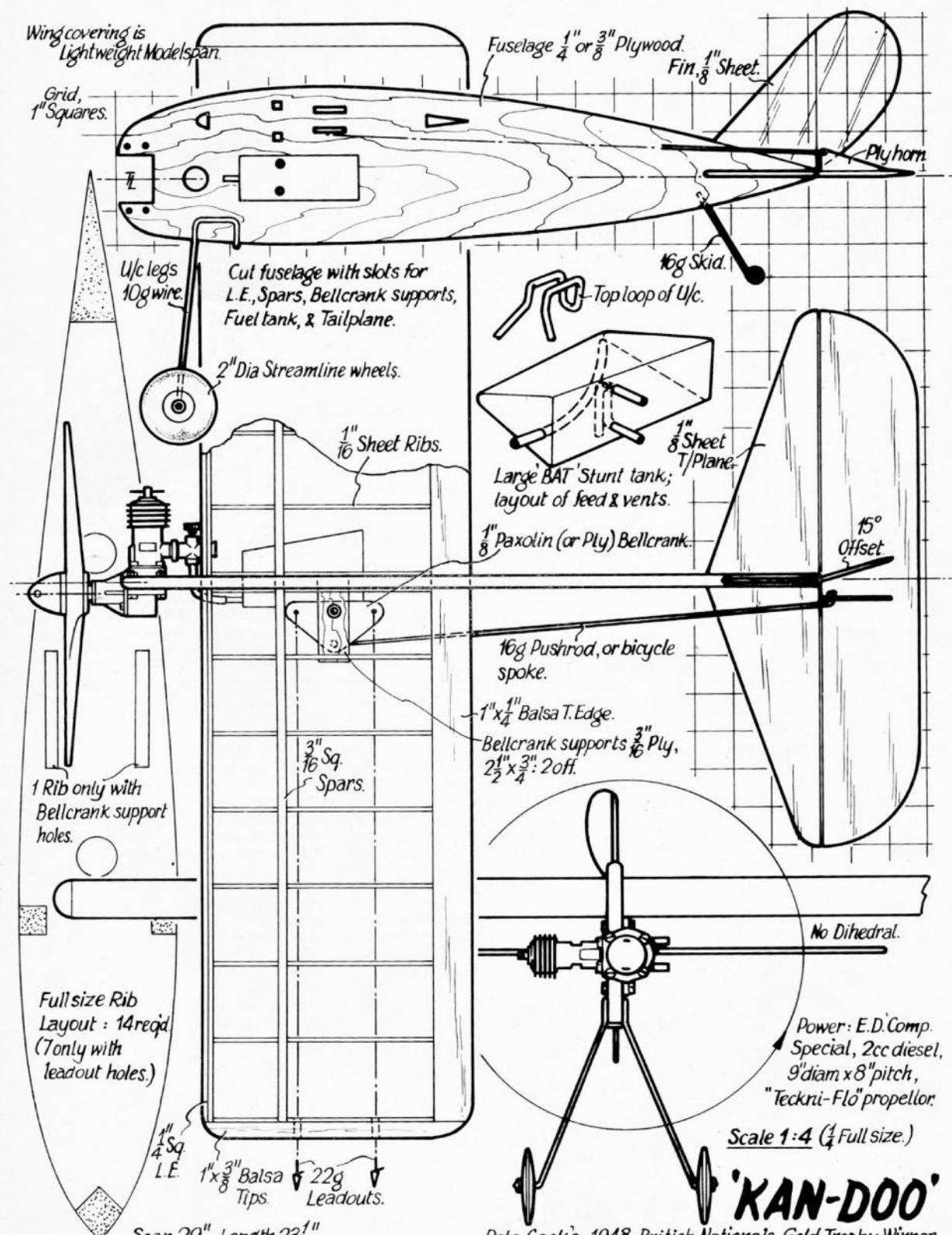
Vertical figure eights.

Consecutive overhead figure eights.

Vertical figure 'S'.

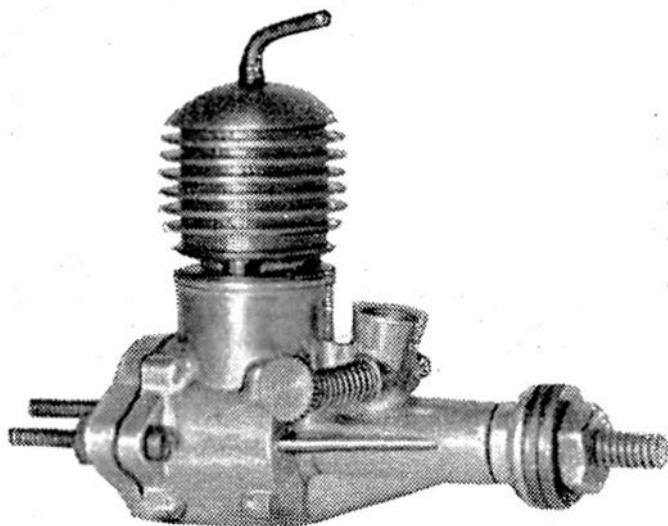
'Spectacles' and other manoeuvres embodying combinations of the above.





Aeromodeller April 1976

(Editor: I do not believe that the fuselage was 1/4 or 3/8 ply. Around 1950 one of our group built the model from a kit and I am convinced that the fuselage was 1/8 ply faced with 1/16 balsa sheet. That is the way I built mine and it is quite satisfactory.)



McCoy
.049 DIESEL
Manufacturers.
 Duro-Matic Products Company,
 8509 Higuera St.,
 Culver City,
 California, U.S.A.

Retail Price. \$5.95 (approx. £2/2/0 equivalent).

Displacement. .8 c.c. (.049 cu. in.).

Bore. .405 in. **Stroke.** .386 in.

Bore/Stroke Ratio. 1.05.

Bare Weight. 1 5/8 oz.

Mounting. Radial.

MATERIAL SPECIFICATION

Crankcase. Aluminium die casting.

Crankcase Bearing. Plain.

Cylinder. Cold rolled steel.

Cylinder Casing. Aluminium.

Piston. Steel.

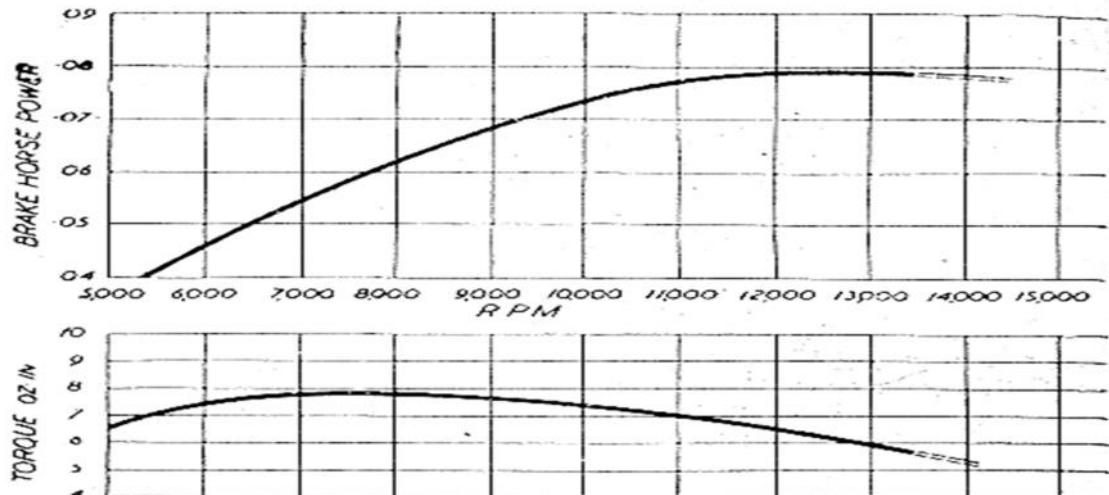
Contra-Piston. Steel (synthetic rubber sealing washer).

Crankshaft. Steel.

PROPELLER TEST DATA*

Propeller Dia.	Pitch	R.P.M.
9	4	5,700
8	6	5,450
8	5	6,200
8	4	6,700
7	6	5,750
7	5	7,500
7	4	8,000
6	5	10,000
6	4	11,650
6	3	12,250
6	2	13,600

Fuel used: Mercury No. 8.



Letters to the Editor

Saw mention of Stomper:

I built a pair in 1957 and flew in competition. One with an Elfin 1.5, other with an Elfin 1.8. First event was a centralised meeting at Rufforth near York, 40 miles from Swinton near Rotherham, where I lived.

Being a mere lad of 15 years, I cycled there, with a model box trailer behind the bike. Stayed in YHA, York over the Saturday night.

Couple of months later I travelled to the Nats at Waterbeach near Cambridge. Trimming the 1.8 on the Sunday evening, (launched from the middle of the campsite, oh, those were the days). Motor timer failed to work..... really good height was achieved, and it disappeared way downwind, still at good height. Lost for ever more.....

But not so....just over 1 year later, after the 1958 Nats, also at Waterbeach, I received a package containing just the pylon and the motor.

No address to give thank you, just comment "found on the farm in winter"

Bill Longley

Hi John

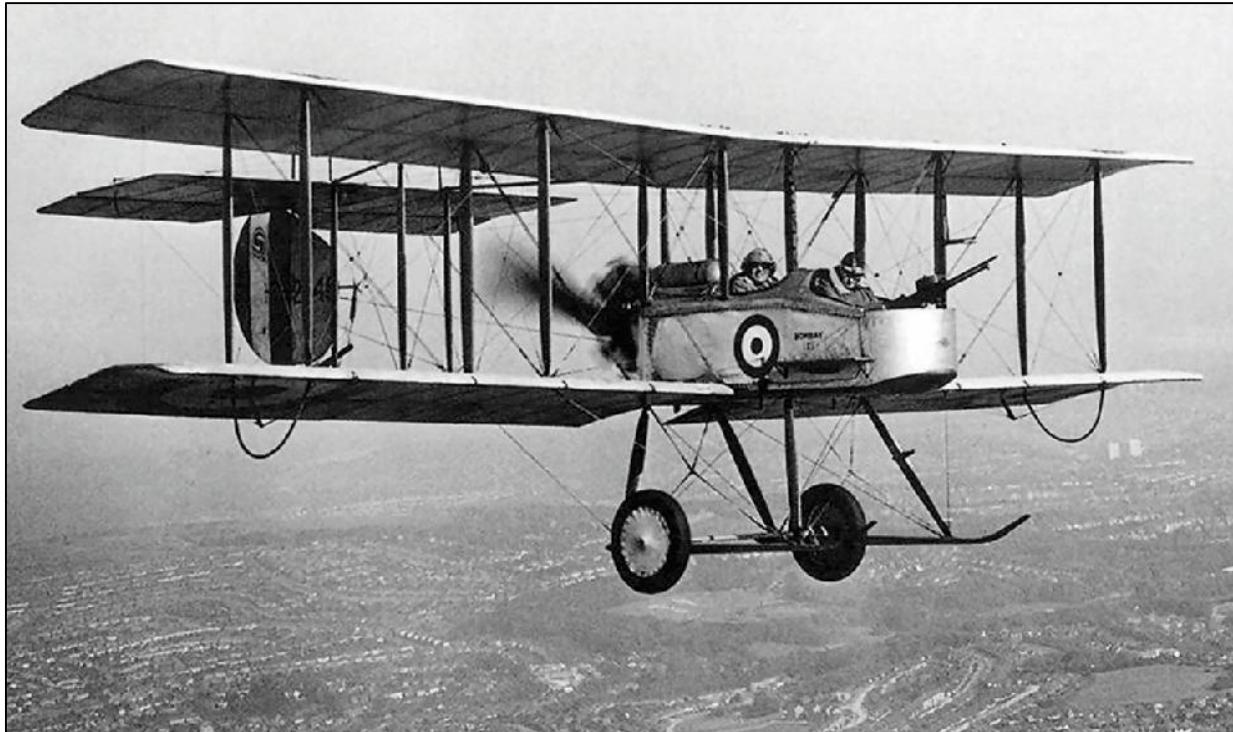
Thanks for yet another good newsletter.

Am always interested to hear what's going on "over 'ome" even though left God's country (Yorkshire) 37 years ago. Time does march on.

Thought these photos of the Lacy lightweight glider, as per plan in Clarion, might be of some interest; built/ flown/ lost years ago.



Vickers "Gun Bus"



During the first months of World War I, aviation, was still a new technology which was exhibited in the seemingly ungainly aircraft of the time. One of these early designs, the Vickers 'Gunbus' proved it was more than just an awkward 'kite', and it became one of the first successful designs of the war.

By Seth Marshall

The first year of the World War I was a tremendous learning experience for all of the militaries involved in terms of aviation. Before the war began, aircraft were seen primarily as platforms for reconnaissance- early military aircraft were armed with cameras, not with machine guns and bombs. Nonetheless, within a short time, pilots and observers began carrying with them pistols and rifles with the intention of shooting down other observation aircraft. However, even before the war began, the potential for use of aircraft in combat was being explored. Bombs were first dropped from aircraft during the Balkan Wars of 1912-1913. Around the same time, aircraft designers began considering the possibility of creating aircraft specifically intended to destroy other aircraft.

The first aircraft to be specifically designed for aerial combat was the Vickers F.B.5 'Gunbus'. In 1912, the British Admiralty issued an order for a scout aircraft armed with a machine gun. The Vickers firm, still new to aircraft design at the time, came up with a new prototype designated the E.F.B.1- "Experimental Flying Biplane 1". Designed by Archibald Lowe, the first prototype, nicknamed 'The Destroyer', was flimsy and ungainly in appearance, with staggered unequal-span wings. It was equipped with a V-8 Wolseley engine which produced a measly 80-horsepower, and armed with a single 7.7mm machine gun.

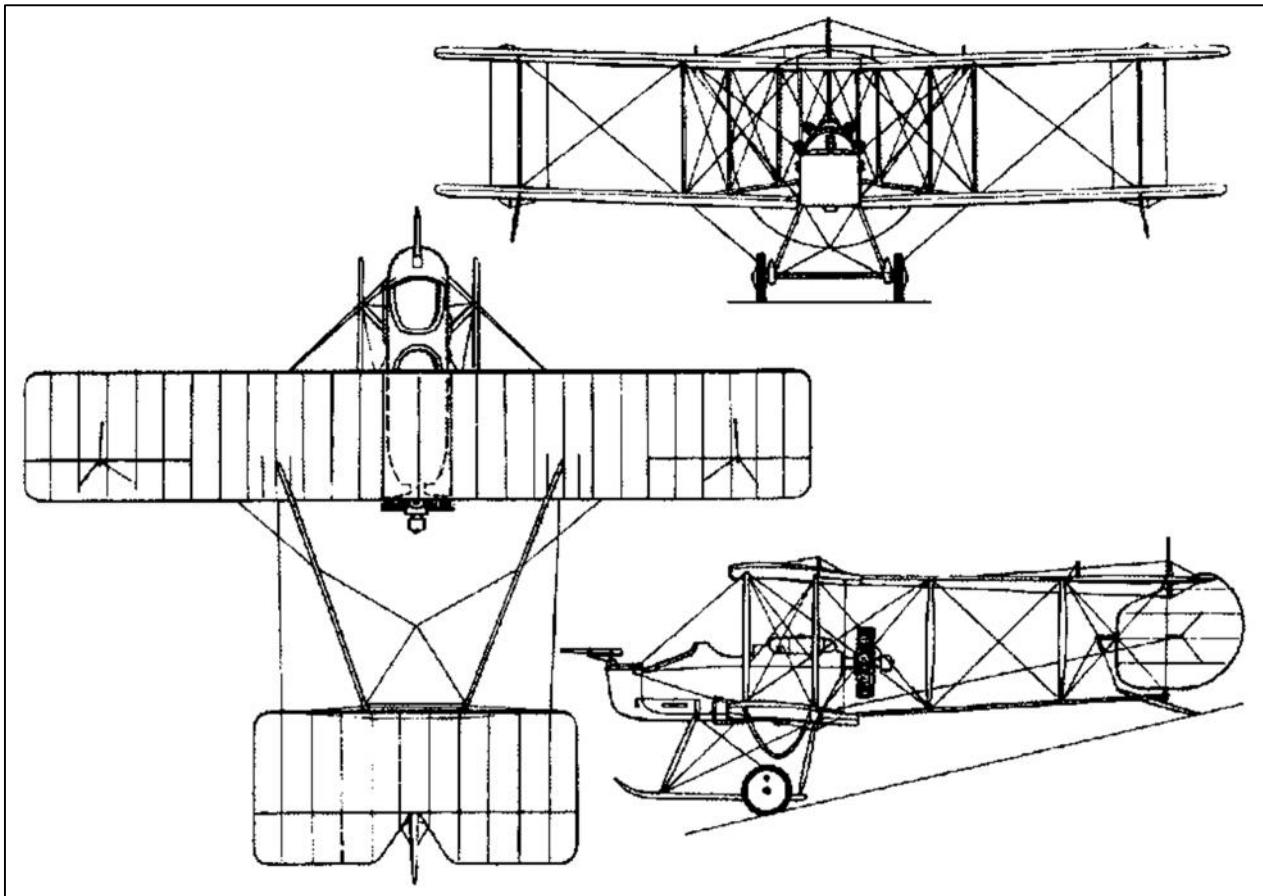
'The Destroyer' was unveiled during the 1913 Olympia air show in London, but crashed on its initial flight because the machine gun, mounted in the nose, disrupted the center of gravity.

Vickers F.B 5 "Gun Bus"



Airworthy Gunbus replica built in 1966 and painted in RFC colours

Role	Fighter
Manufacturer	Vickers Limited
Designer	Archibald Reith Lowe
First flight	17 July 1914
Introduction	5 February 1915
Retired	1916
Primary users	Royal Flying Corps Aéronautique Militaire
Number built	224



A plan view of the Vickers F.B.5 Gunbus. Photo source: Wikipedia.

Vickers was not dissuaded by the failure of their first fighter design. A series of experimental pusher-type aircraft followed the E.F.B.1- these aircraft featured the pilot and observer/gunner in seats located in front of the engine; the engine itself was mounted facing the rear of the aircraft. The second plane, the E.F.B.2, also crashed. The third design, the E.F.B.3, ditched the wing-warping controls used in the previous two designs in favour of ailerons, flaps which control the roll-rate of flight. This version was more successful, the Admiralty ordering six aircraft late 1913. Finally, in the first half of 1914, the F.B.5 was designed. The F.B.5 was given a more powerful engine, a 100-horsepower Gnome rotary engine. Additionally, the tail structure was redesigned too, with several beams forming a V-shape, with the rudder mounted at the apex of the V-shape.



The production version of the Vickers Gunbus, showing its flexible machine gun mount in the nose.
Photo: Wikipedia.

Free Flight World Championships, Cranfield, Bedfordshire, 1958.

This was my first W/C, not surprisingly as I was only 15, and had my picture in the Daily Mail as the youngest competitor! There were two Team Trials for the Irish Team, run by the Model Aeronautics Council of Ireland at the Curragh in County Kildare. The Curragh was (and still is) a natural Flying field for Free Flight, gently undulating grassland, no fences or wet underfoot, very like what I hear of Middle Wallop. I flew in Power and Rubber, called FAI Power and Wakefield in those days, and qualified for the Wakefield Team.

The competitors met at the Royal Aero Club opposite Hyde Park, a grand start, and took a coach to Cranfield. There was time see some of the entries from other countries and marvel at the standard of the models and the lovely smells of dope. There were 4 in each Team then, with the top three scores to count. Ireland only had 3 fliers in Wakefield so my times would count! Processing was done at the event and Des Woods of our Power Team, long since gone to the great Flying Field in the sky, had both his models meet the specifications exactly for areas and weight. I doubt if that has ever happened again. Johnny Carroll on the team had built a Cizek Wakefield from Aeromodeller plans, a good model, but it was oversize! He had to cut 1/8 off the whole trailing edge, all in one piece with all the dihedral breaks. He intended to mount it on the wall as a momento!

Bond Baker from Australia had the most amazing model, with an Oliver, beautifully neat and with a very early and simple VIT and tail tilt mechanism moved by a cam on one side of the tail mount. It worked and he came third in Power. The event was flown in typical English weather, strong wind and threatening rain. Power was first, and there were some Interesting incidents. Arthur Collinson was flying a Vic Jays design, and was reputed to have received instructions as to how to fly in the morning from Silvio Lanfranchi, his Flying buddy, who was not able to come for some reason. He was using a K & B 15, against the received wisdom that the new weight rules favoured Diesels. His model had pronounced washin on the right inner panel, and he had to launch it to the right of wind to put it into a safe climb. He misjudged it on one flight and the model ploughed in, fortunately with only a broken prop. The re-flight was OK. He missed one Max because his filler sucked fuel back out of the tank - short run!

Vic Jays was on the team, but Flying Mike Gaster's Gastove design. It was said that he posted plans of his own design to Collinson the day before he started building two Gastoves! Larry Conover was there but seemed to have pushed the hotting up of his motor too far. It would not come on song. He is from Texas, and I asked him did they get weather like this there. He said "yes, but we do not fly in it!"

We stayed in the Student accommodation, which was on the edge of the airfield. You could go out in your pyjamas to test fly! On the morning of the comp, I noticed that our team member Steve Elder's power models had distinct bends in the fuselages. In two flights in succession, one spiralled right, the next left! Tony Morelli, also on the team, was having timer trouble and was checking them beside the team tent. His Oliver stopped suddenly - the shaft had broken and the propellor flew off. John Oliver was there in his MG TD, complete with an Oliver Mk 3 as the radiator mascot, and said "I have never seen that before!" and Tony said "Well, you have seen it now, and you can take it back and fix it!".

John Thompson was our best hope, and had been voted on to the team despite living in Italy. Unfortunately he missed a max. He was wearing his traditional bowler hat.

Erno Friges from Hungary won with a Schlosser, very much a surprising result.

In the Wakefield, Bond Baker won with a single bladed propellor, in a very slim and very modern design. He was a Millionaire, and arrived with a long beard and whiskers. He shaved it all off for the Prizegiving when he won.

Alan King was also there, a very friendly and pleasant character. He gave us demonstrations of a boomerang, and it would have cut your head off if mishandled.

Geoff Lefever was in with a chance of winning if he could get a Max in the last round. There was feverish activity in the UK tent as the team helped him repair a very broken model. No cyanoacrylate, and balsa cement does not work on wet balsa. Sellotape was used from the fuselage to the dihedral break, but the wing still folded at about 15 feet from launch. There was a very good photo in Aeromodeller taken just before disaster.

I was not last, which was all I ever expected, and was ahead of John O'Donnell on what must have been his only off day ever. Heady stuff, beating J O'D at the first attempt! I also made the only Max for the Irish Wakefield team, stalling all over the sky!



There was a Common Room in the Hall, and in the evenings someone played the piano and there was a wonderful international atmosphere. At one point, everyone congregated round the piano, and I noticed the English contingent held back. All of a sudden, Henry J Nichols was restrained, John Thompson appeared with a big pair of scissors, and HJN re-appeared with half his moustache gone! He went on to do his Derby Tipster act and bluffed it out. John would have been safely back in Italy and missing any reprisals!

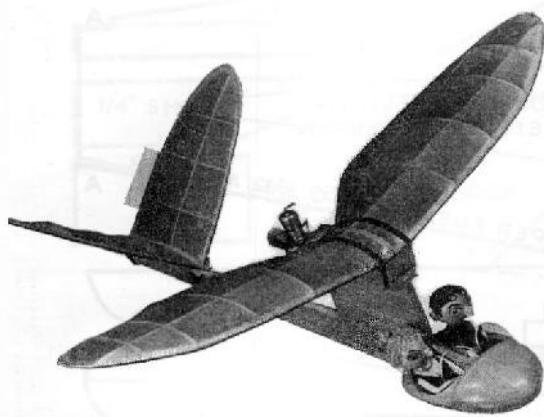
At the Banquet, I was seated beside Roy Chesterton the Wakefield winner in 1947' and still have the Programme somewhere signed by Frank Zaic et al.

There are probably more interesting details in my head, but it has been a real pleasure remembering so much from so far back. I hope this is not too long, it takes a while to set it all down.

Maurice Doyle

PUSH-UP

Ray Malmstrom



PUSH-UP

A CARTOON

THAT FLIES !

Designed by RAY MALMSTROM

An aerobod friend suggested recently that it would be fun if I turned one of my cartoon drawings of a comic model aeroplane into an actual real-life model. The idea seemed good, and I certainly did not tell him that quite a lot of my aeromodelling pals already hold the opinion that ALL my models are cartoon jobs anyway! However, with the approach of Christmas and the festive season I took the plunge—Pushup, complete with George and girl friend, is the result. The real joke is, of course, that Pushup flies, and flies well, urged aloft by an E.D. 46. I must add that George and his little lady are not essential to Pushup's performance; heave 'em out, or pop 'em in, take your choice.

Seriously, if you are looking for a small job, suitable for the 0.5 c.c. power group, want a change from the eternal "prop-in-the-front³" job, and like landings that always leave the prop in one piece—get going on a Pushup. Your pals may smile at her comely lines, but they'll sneak off home to build one when they see yours riding the airwaves.

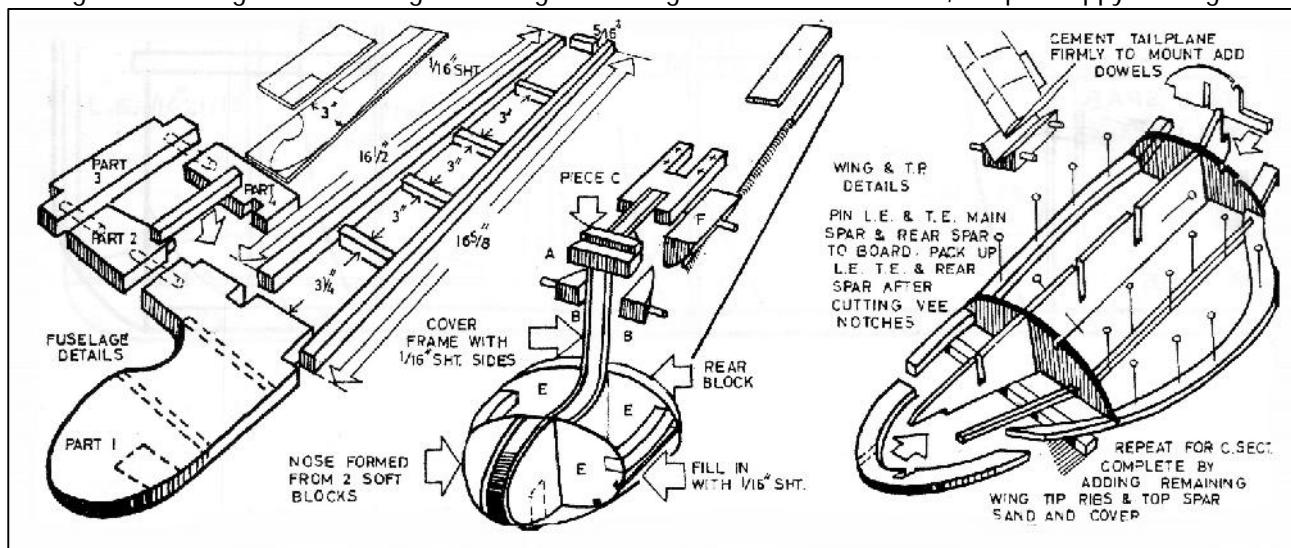
The plan shows all parts full-size. Sketches below give the stages in construction. Drill the mounting holes oversize for the Dart and Frog 50 to provide side-thrust adjustment. Cut tank from a toothbrush container, blank off end, drill for feed line and filler; mount at rear of centre-section. Two coats of dope, colour trim, and one coat of fuel proofer for fuselage, one coat of dope for wings and tail. Fuel-proof centre sections. Build butterfly tail in two halves. A normal tail-plane and fin of appropriate area may be used if you prefer. Twin windscreens from sheet celluloid are optional.

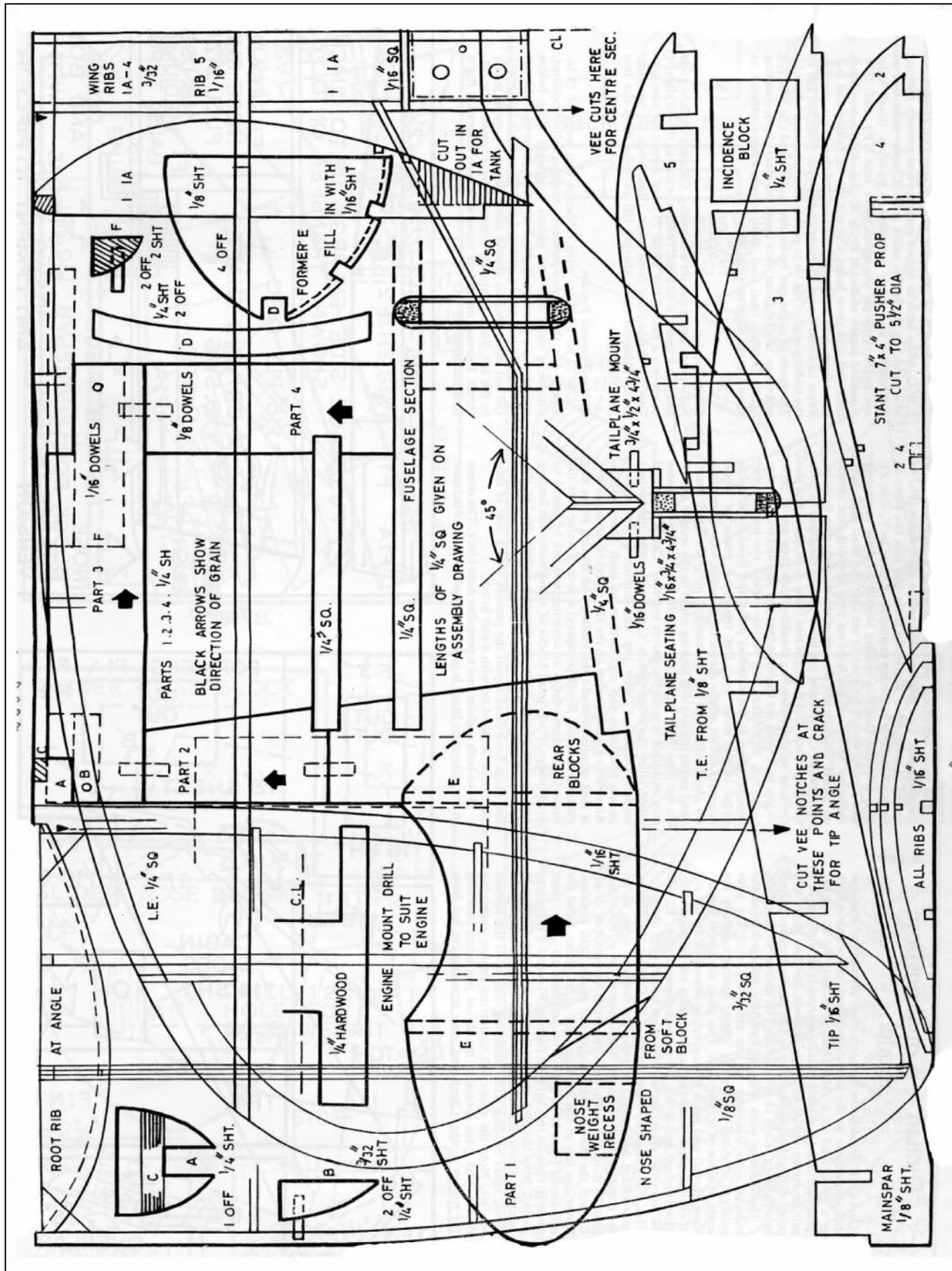
Flying

Add weight to recess in nose until the e.g. falls approx 3½ inch back from the leading edge and, testing over long grass, obtain a flat straight mounting glide. Give 1/32 down-thrust packing under rear of lugs.

Throttle back for first power-on flights, or put prop on backwards (estimated reduction of 25 per cent, thrust). Model will turn to the right. Counteract this by bending the left tail-tab DOWN and the right tab UP. Both wing and tail incidence is fully adjustable. With the powerful 0.5 Dart some side-thrust may be required to control turn.

Finally, a free offer! If any reader would like to make Pushup's crew, write me c/o MODEL AIRCRAFT. I will send them general arrangement drawings of George and his girlfriend. Genuine offer, chaps. Happy landings!





PUSH-UP by Ray Malmstrom

Extract from the book 60 years of IVC MAC, courtesy Chris Strachan

Ray Malmstrom

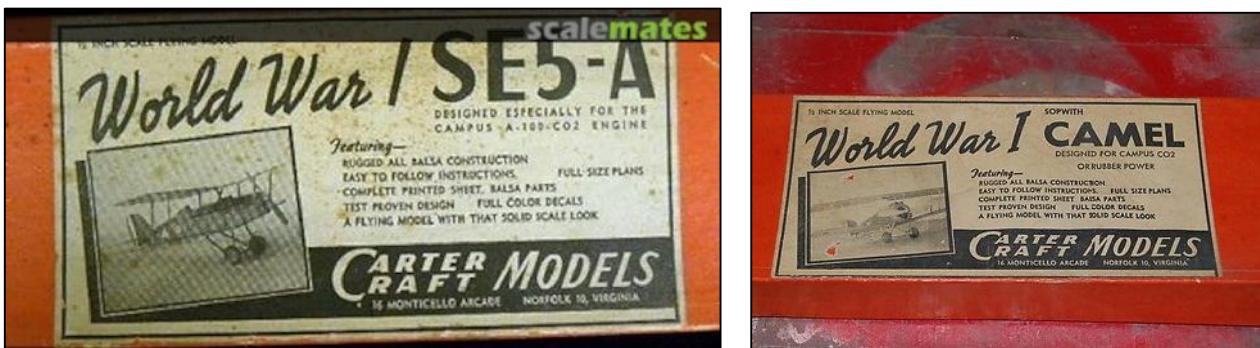
Vintage CO₂ models continued

The websites www.rclibrary.co.uk and www.rcbookcase.com, where you can access scanned copies of old modelling magazines, have been previously mentioned in this column. These are great resources for the aero-modeller, particularly in these current times of severe social and travel restriction. Anyway, I was scrolling through the September 1949 edition of Model Airplane News when I stumbled across some more designs for the Brown Campus A-100. The first was a PT17 Kaydet designed for either rubber power or a Campus A-100 motor by C.A.

Kukuvich. Roy Tiller has this listed as a rubber scale model in his spreadsheet, which it also is, and which is why I missed it. I never claimed that my lists for the 1/8in bore and 3/16in bore CO₂ motors were comprehensive, but, I believe, they give a good snapshot of what was going on at the time.



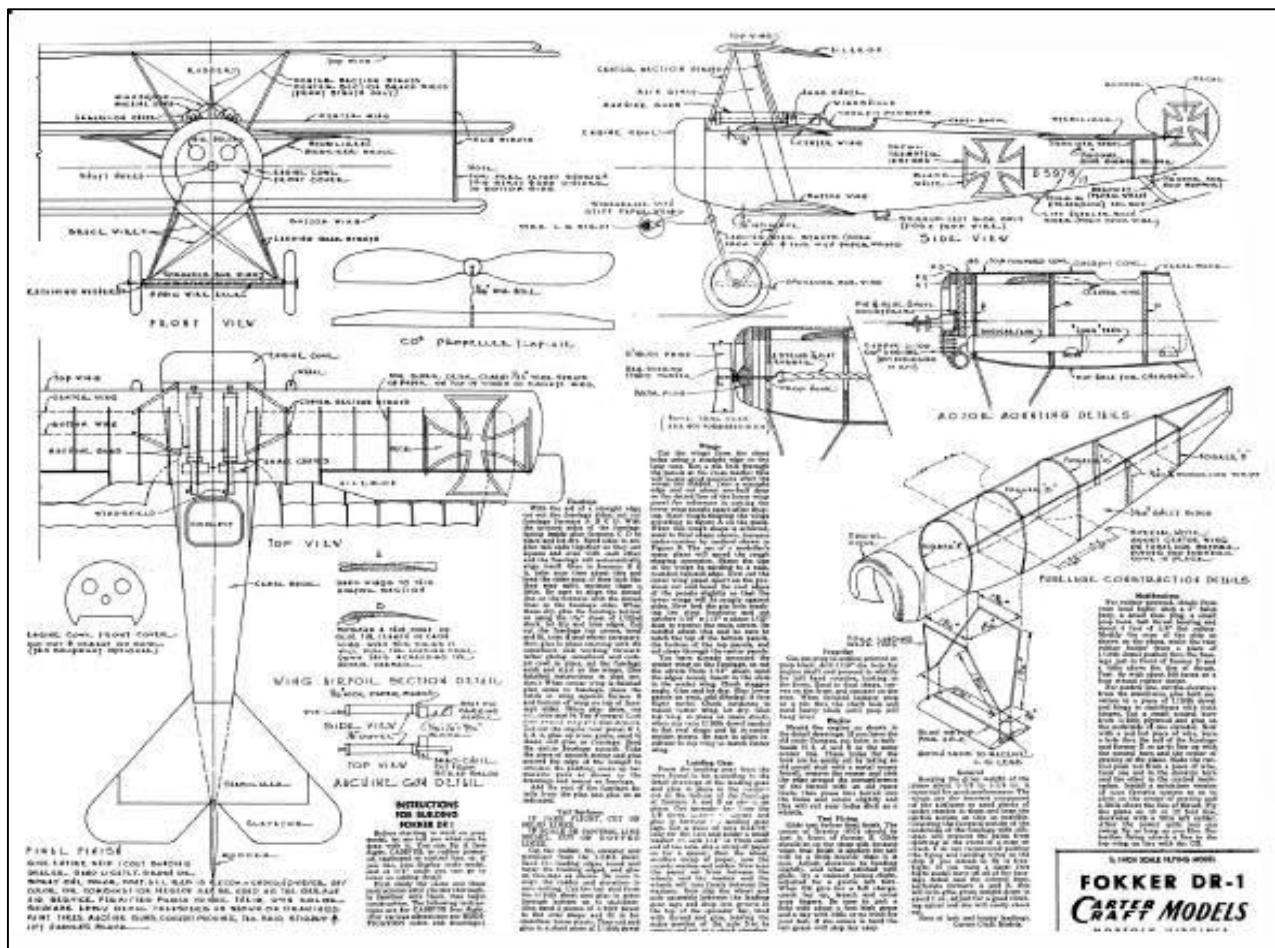
Then, more intriguingly, on page 44 there was this small advertisement for CarterCraft models who produced kits for the Fokker Triplane, SE5a and Sopwith Camel. These turn out to all-sheet balsa models. I thought that these designs would be long forgotten, but a web search located some pictures of kit boxes, and, perhaps even more surprisingly, Hip Pocket Aeronautics (www.hippocketaeronautics.com) has copies of the drawings and CAD drawings of the print-wood.



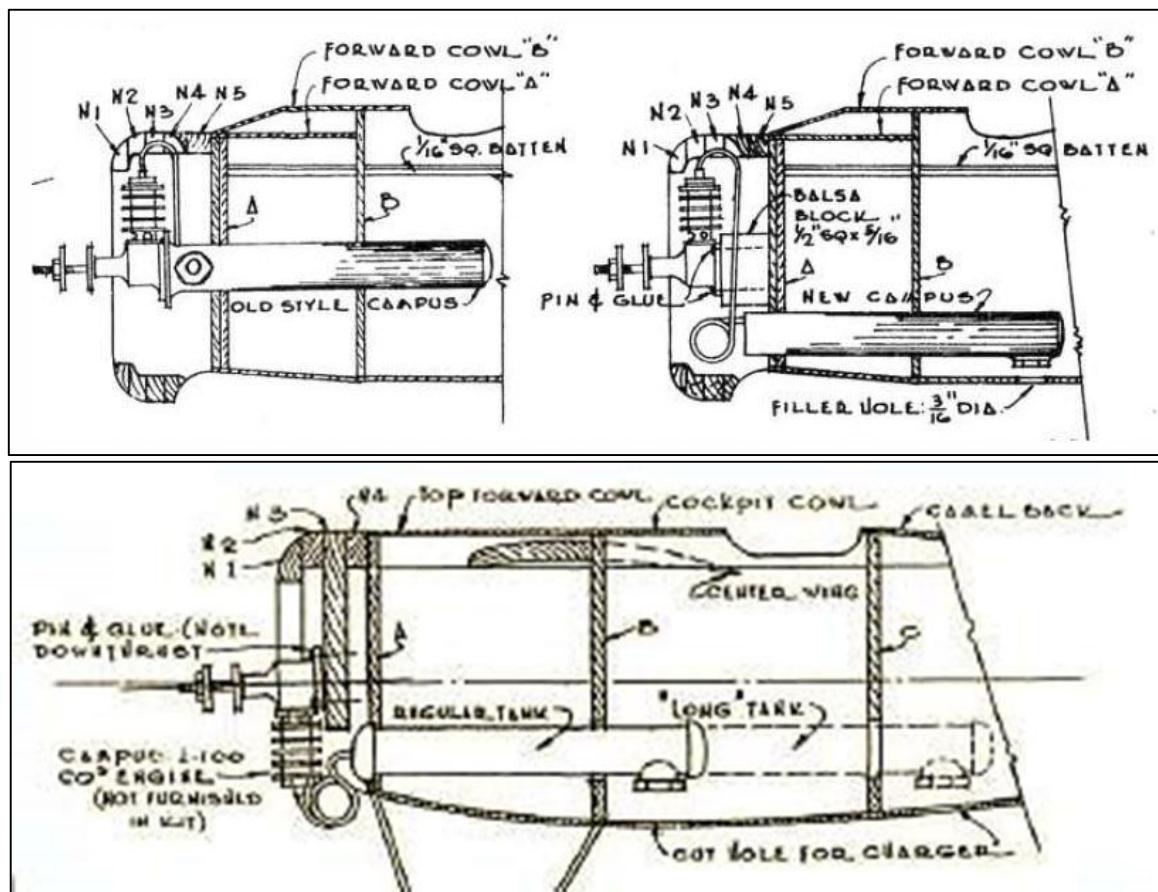
Kit boxes for the CarterCraft Models SE5a and Sopwith Camel.

I have included a copy of the Dr.1 plan, which must be the trickiest model to get to fly, in case anyone's appetite is whetted - a nice challenge in these times of lockdown! There are also copies of the motor arrangements which show the different tank arrangements that were supplied with the Campus A-100 motor.

So here are a few more additions to the list of published designs for the Campus A-100 motor. Are there any more?



Copy of CarterCraft Models Dr.1 plan from Hip Pocket Aeronautics



Motor installation details from the Camel plan (top) and Dr.1 plan, showing the different tanks that were supplied with the Campus A-100 motor

Walt Mooney Cook-up 2020

Reference to Hip Pocket Aeronautics above, leads me to mention that Pete Fardell has started a Walt Mooney Cook-up on this web address:

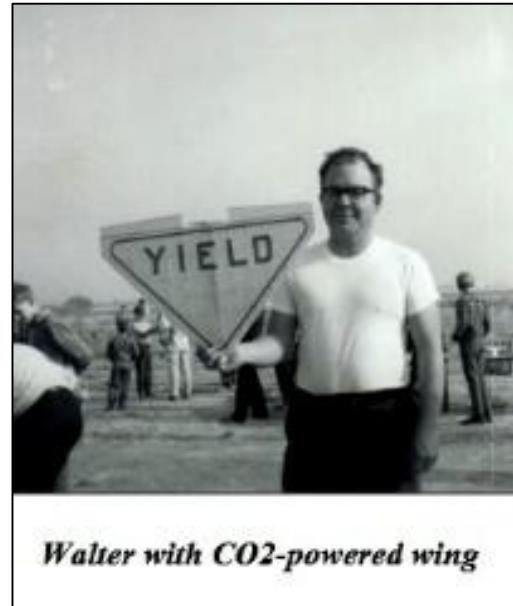
www.hipocketaeronautics.com/hpa_forum/index.php?topic=25052.0

to occupy interested modellers in the current restrictive circumstances.

His rules are simple: -

Build a model from any Walt Mooney plan and share your progress on here.

For those who may be unfamiliar with his activities, Walt was a prolific designer of small, particularly scale, models and is probably best known for his centre plan spreads in Model Builder magazine. Some of his designs were also published in the AeroModeller. At the time of writing nearly 60 models (with few duplicates) are being built in this cook-up, including some for CO₂ motor power. For example, George Kandylakis is building a reduced size Weick W1-A pusher for a Campus A-23. The full-size machine was an experimental design produced for safety and ease of flying. Fred Weick later went on to design the Ercoupe. Russ Lister is constructing a Siemens-Schuckert E-2 for a GM-63. Pete Fardell is underway with a Demoiselle and there is also a Grahame-White Bantam being built for a Telco. If the chosen types appear obscure, this was typical of Walt. He seemed to take great delight in producing practical flying scale model plans of little known subjects.



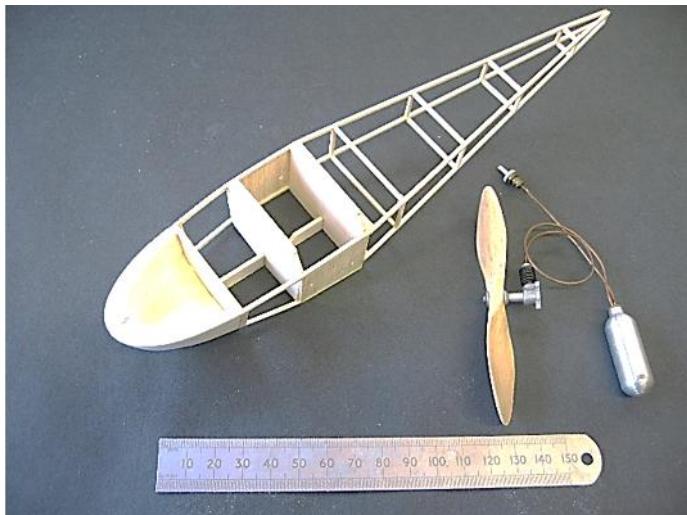
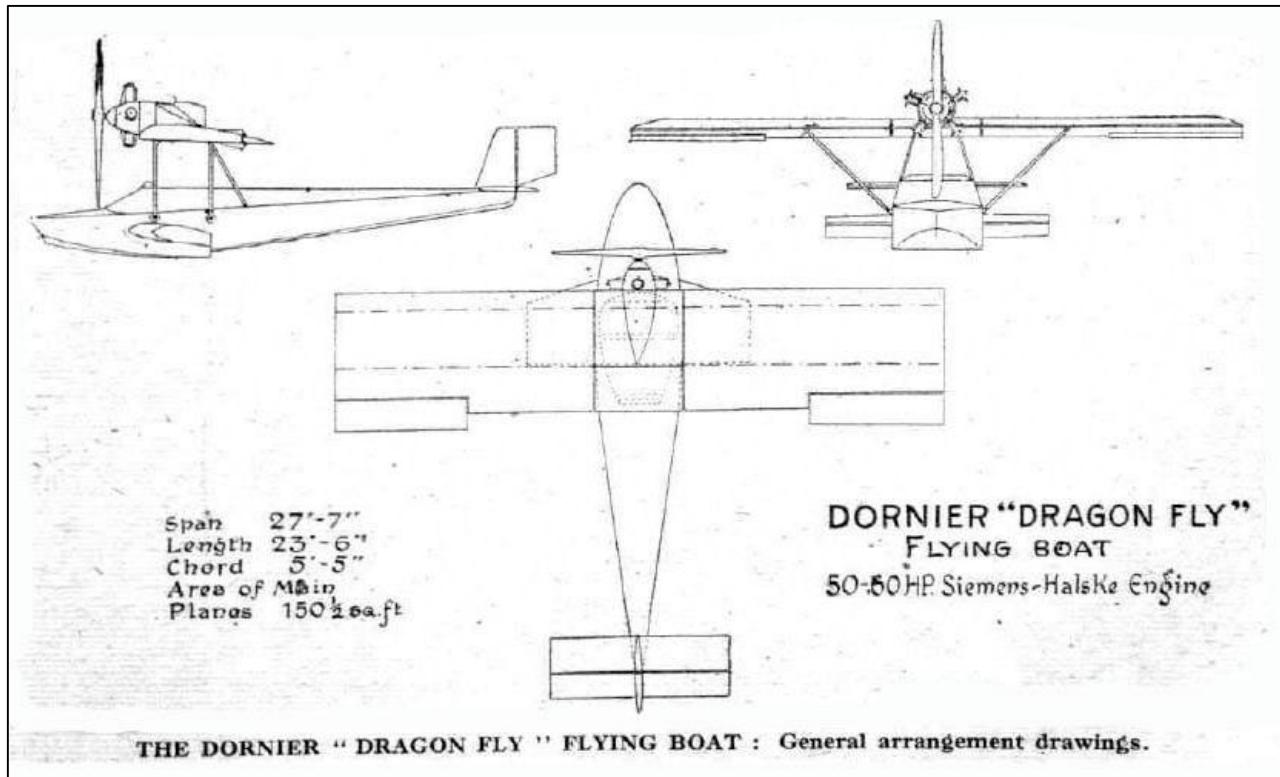
Walter with CO₂-powered wing

2, which is Sold at All Drug and Hardware Stores! 3/16" bore & stroke, 8000 RPM, weighs 5/8 oz. Complete piston-type engine, ready to run. For model planes, boats, race cars, etc. Charging unit included. Safe, economical, precision engineered.' A curved banner across the bottom left says 'ACTUAL SIZE'. To the right, a large price of '4.95' is shown with 'Postpaid' and 'GUARANTEED' below it. At the bottom, it says 'Send Check or Money-Order' and 'CAMPUS INDUSTRIES • 1100 Adams Ave., Phila. 24, Pa. Manufacturers of World's Smallest Engine'."/>

I'm building the Peanut size Dornier Libelle (Dragon Fly in English) flying boat that was published in the February 1979 edition of Model Builder. This will also be for a Campus A-23. Walt appears to have used the rather larger Brown BJ .005, which was produced in the early 1970s (see NC January 2017 for photographs of Chris Hutchinson's example). This was a direct development of the Campus Bee that I discussed a couple of months ago. In response to my comment in that article that I had not found an advertisement for this

particular motor our CO₂ man in California, Buz Cederlof, kindly supplied a copy of an ad from Popular Mechanics March 1950. Buz also reports considerable activity on the CO₂ spares front. Contact him at CO2@buztruckindustries.com, website www.co2modelparts.com.

I'll end with a three view of the Dornier Libelle from a 1921 issue of Flight magazine and some photographs of my progress.

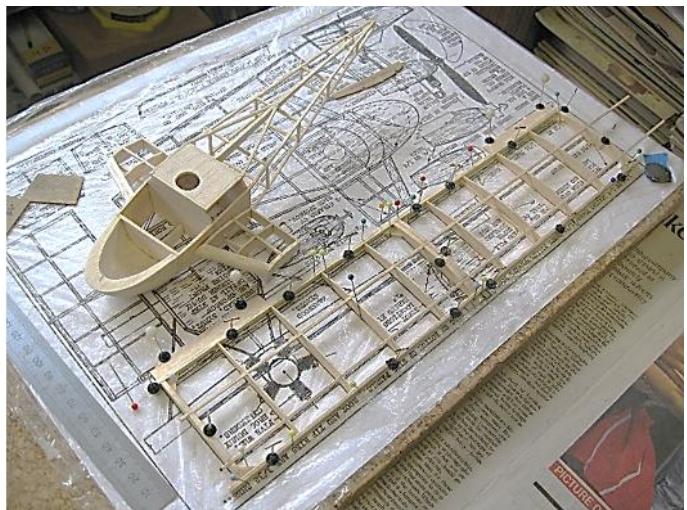


Walt Mooney designed Dornier Libelle under construction.

Basic fuselage/hull frame (left) with Campus A-23 and fitted with sponsons and wing frame (below).

Next month I was, of course, intending to write a report of the Indoor Scale Nationals, which was to have taken place on the 19th April, but, unfortunately and inevitably with the current coronavirus restrictions, the event has been cancelled/postponed.

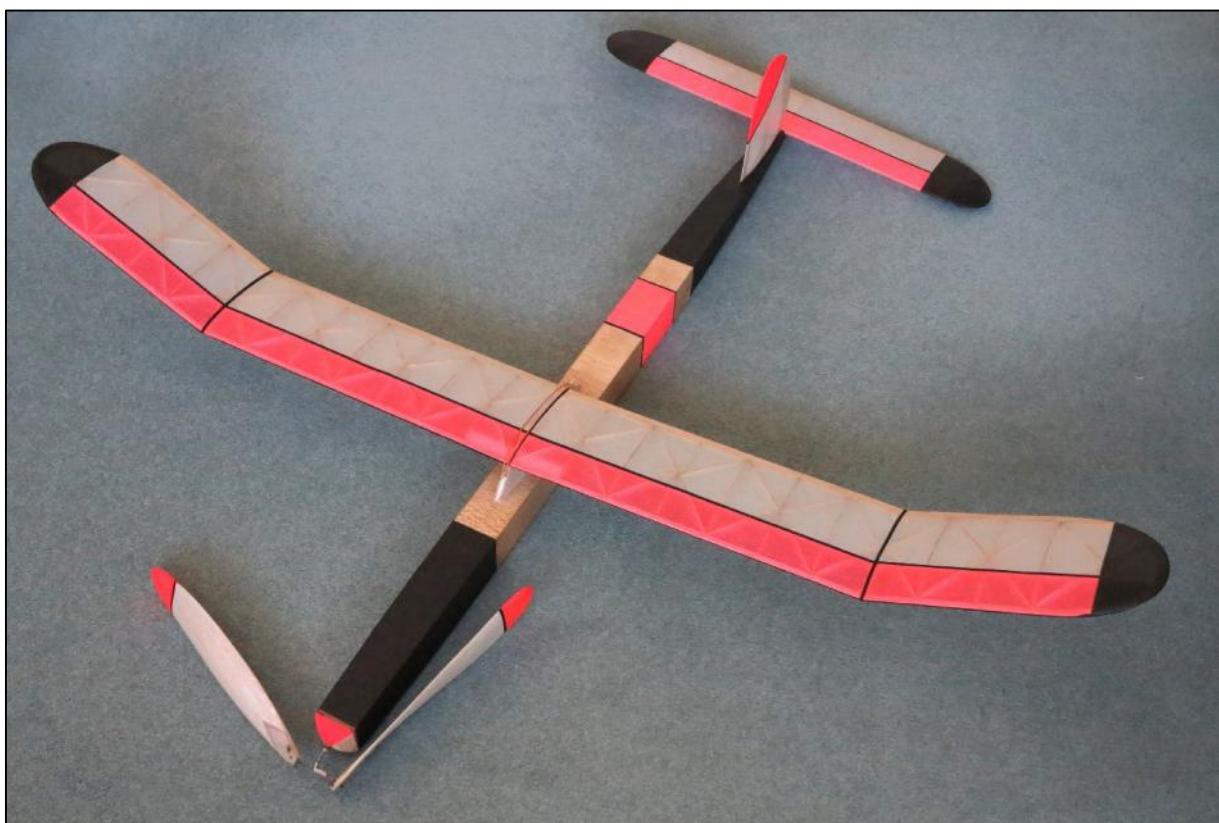
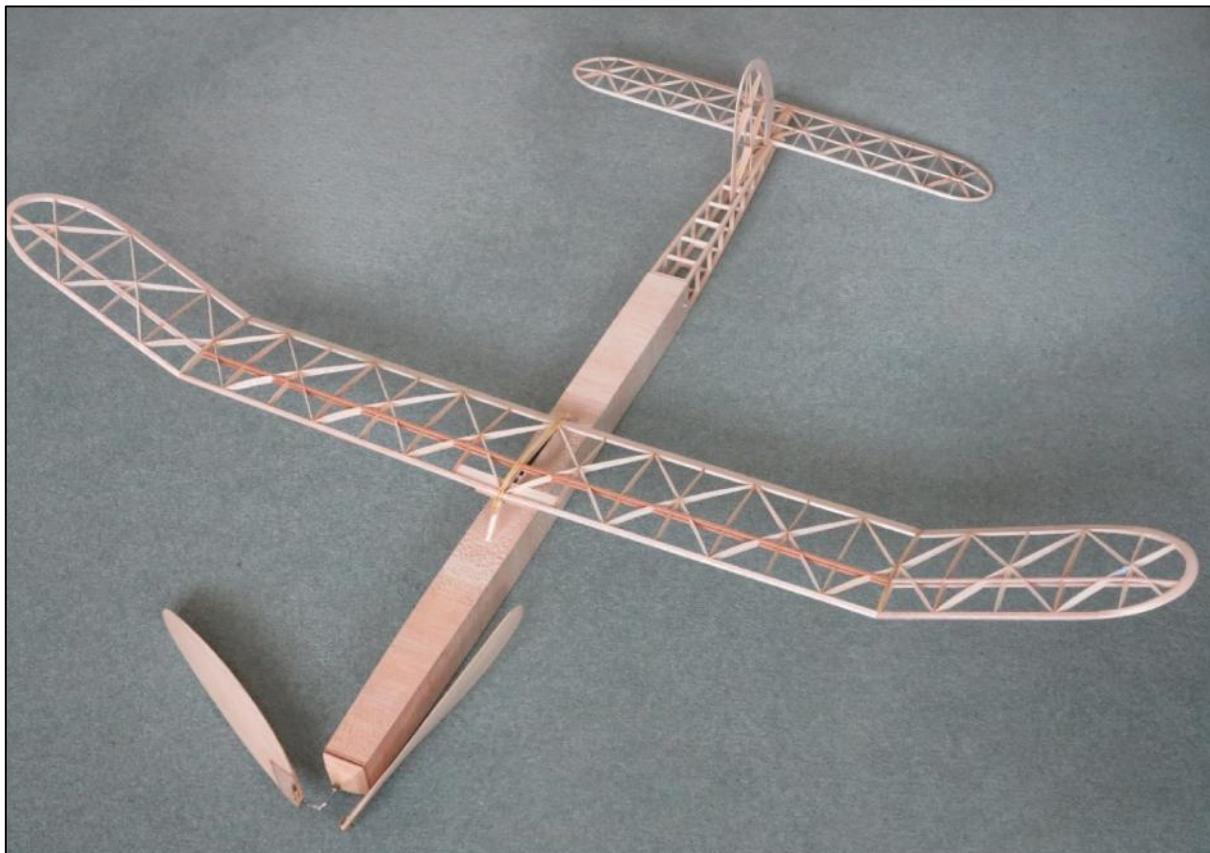
Instead I am planning to continue the vintage theme and look at some of the published designs for the OK CO₂ motor.



Nick Peppiatt

I saw Geoff' Lefever's 'Fevair' Classic Wakefield featured as one of the models of the month in April' s New Clarion.

Mine is nearing completion but I made the mistake of mentioning it to the editor and he promptly asked for an article (so here goes).



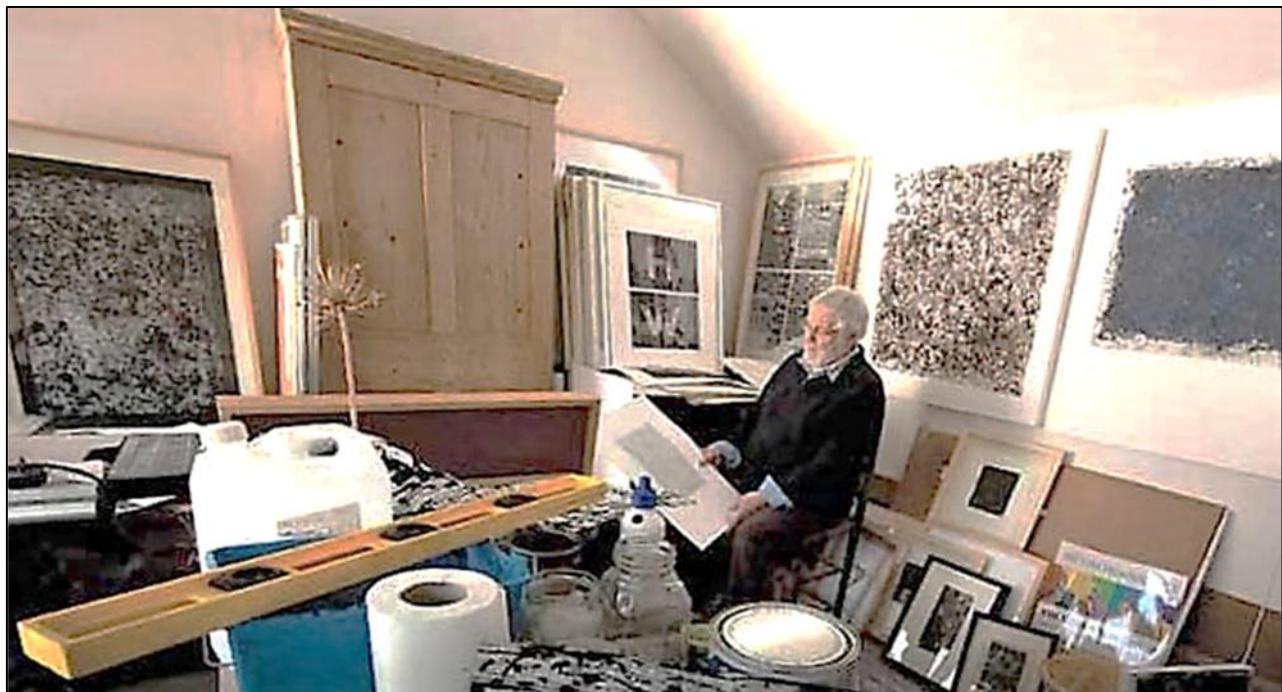
I got to know Geoff (Geoffrey to his artist friends) in the early 2000s when I was starting to fly Indoor Duration. This was the end of an era when we were able to fly in Cardington and then the Millennium Dome. In fact I can still remember Geoff appearing on a perishing morning at Cardington wearing his dressing gown for extra warmth. We have travelled together to the Kibbie Dome and the Brabazon Hanger. One year I won F1M at the Indoor Nationals flying Geoff's Gnat's Whisker design (Bob Bailey wasn't flying that year).

As I'm a relative newcomer to outdoor free flight and gaining experience with Senators and P30s I thought it would be nice to build one of his outdoor designs. Geoff advised the 'Fevair' was the one to go for.

The plan was originally published in Oct. 1960 Model Aircraft, Frank Zaic's Yearbook and is still available from Mike Woodhouse. The build is straight forward but the wing is a bit tedious with the Union Jack rib pattern. There are therefore quite a lot of ribs to cut out and they are from 1/32nd. so care is needed when handling and sanding. The tailplane is of similar construction. The fin's spar and trailing edge are attached to the left longerons to give the required offset for right turn. One modification I would recommend is strengthening the rear area of the pylon as it is quite flexible.

The editor insists that I report back with pictures and article when the model is trimmed.

Geoff is now 88 and lives with his partner Jane outside Norwich. He is an accomplished and still active abstract painter with many exhibitions to his name.



Geoffery Lefever's artists studio

The painting on the extreme right of the photo of Geoff in his studio now hangs on my bedroom wall. He was to have a retrospective hung in Norwich Cathedral in May but that has gone by the board for the time being

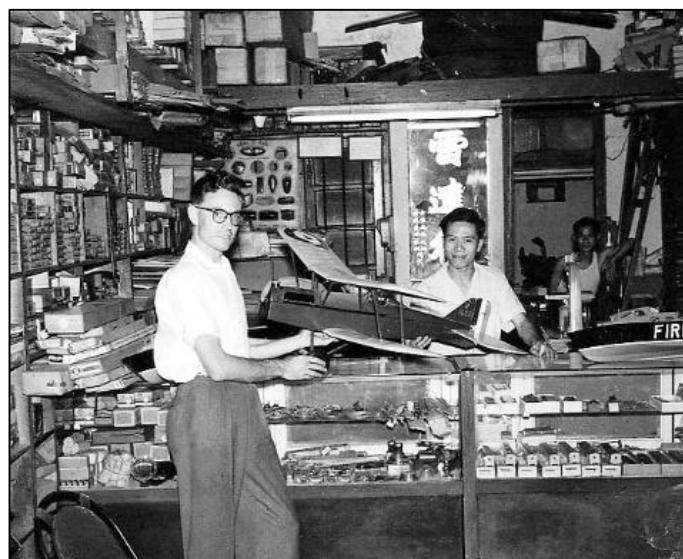
Peter Watt

The Army Game 1955-1956

John Andrews

23069643 Signalman Andrews J. was posted to the Hong Kong Signal Regiment headquarters in Murray Barracks on Hong Kong island just down the road from the peak tram station. Directly opposite was the Cheerio Club, if memory serves, and when you ordered egg and chips, you got 3 fried eggs, albeit not the largest I've seen. I was doing national service at the time and was resident in Hong Kong in 1955-1956.

It was not long before I found the model shop, 2a Observatory Road, proprietor Vincent Wong with whom I became good friends. The shop was just in the out of bounds area to troops but no one seemed to be worried about that.



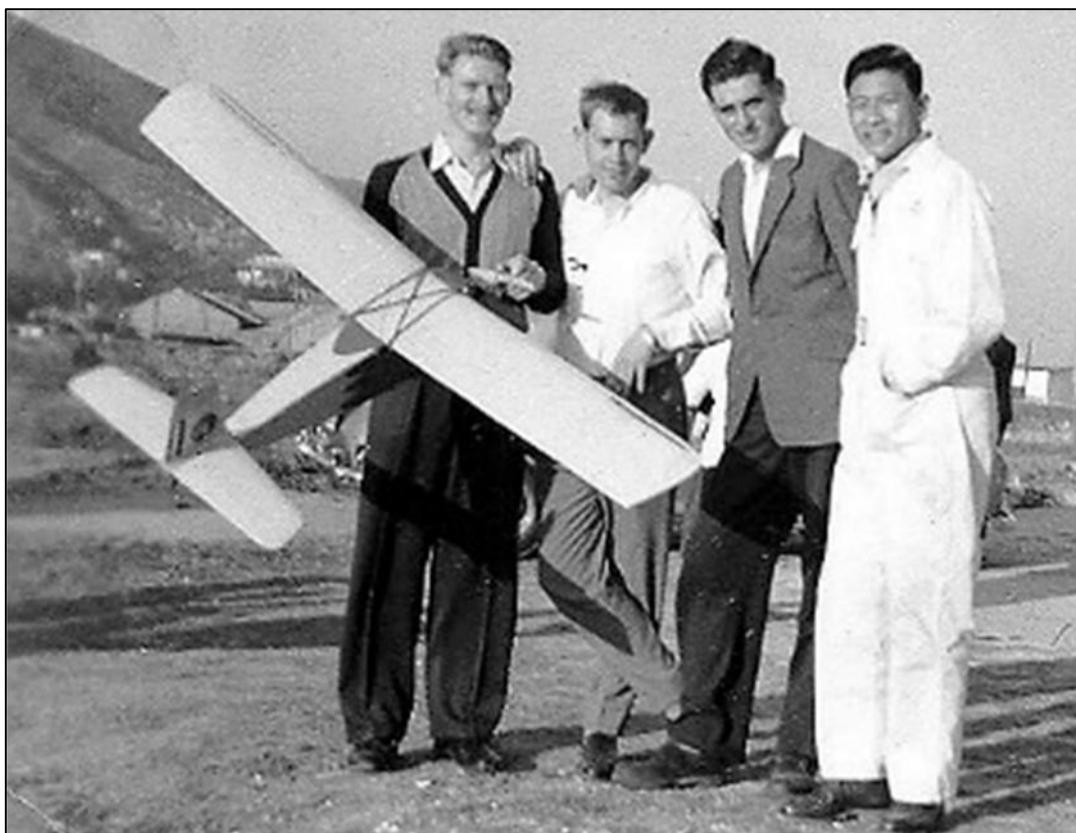
A couple of shots of the well-stocked shop and staff, Vincent the owner was not there at the time
A casual yours truly far left.

I sent home for my beam mount Elfin 2.49 and had a model ready to fly in no time flat. Building the model in the barrack room obviously created interest in my fellow squaddies and it was not long before I had helpers and the nucleus of a C/L model group.



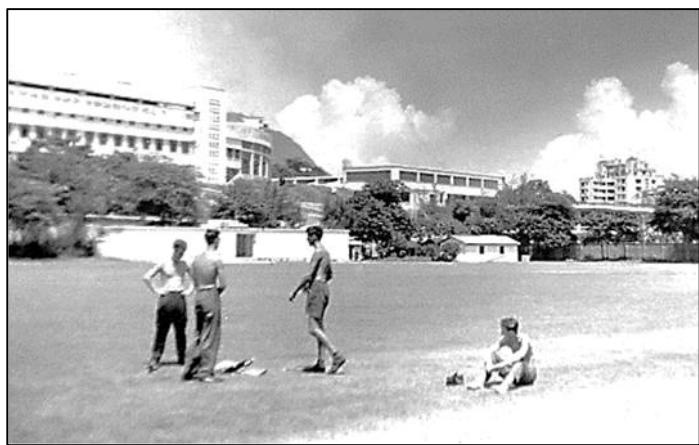
I have no recollection of where I first flew the model but I recall that we had the use of a sports field on the island, another sports field just off the ferry Kowloon side and the local model club's sports field up in the new territories at Sha-Tin, just one stop on the railway. At this field the club had a two story clubhouse with balcony, very upmarket.

The C/L flying ability of the locals was not great and as I could do loops inside and out coupled with eights and inverted flight I was considered the expert and had the task of test flying others models. This had its down side as I wrote off a model belonging to the Chief of Kowloon fire dept. when the bell-crank assembly must have pulled loose and the model dived in. I thought a line had parted but on inspection of the debris the control system was completely intact, albeit no longer in the airframe. My reputation survived and I went on to test his larger 35 powered model.



The model shop owner Vincent, in the overalls right in the picture above, was into R/C. This was the early days of commercial single channel equipment and Vincent was flying the standard single channel set up of the era ie. Hard valve receiver, rubber powered escapement and ground based Transmitter. He had a few successful flights and I do not recall seeing any crashes nor flyaways.





A spectacular view of the Peak. This was our flying field on the Island. Humidity prompted the state of undress.

Vincent's shop had a delivery from Japan of the then new OS35maxIII and I bought one. I set about building a large profile stunt job and whilst on duty one night as Orderly Room overnight clerk, I was putting a few finishing touches to the wing framework when the regimental Adjutant, Major A R Wythe, came in and caught me at it. Far from reprimanding me he discussed modelling and floated the idea of forming a modelling club and said he would see if he could locate a room to use as a workshop with a few basic tools. Unfortunately the clubroom did not materialise before I was repatriated for demob.

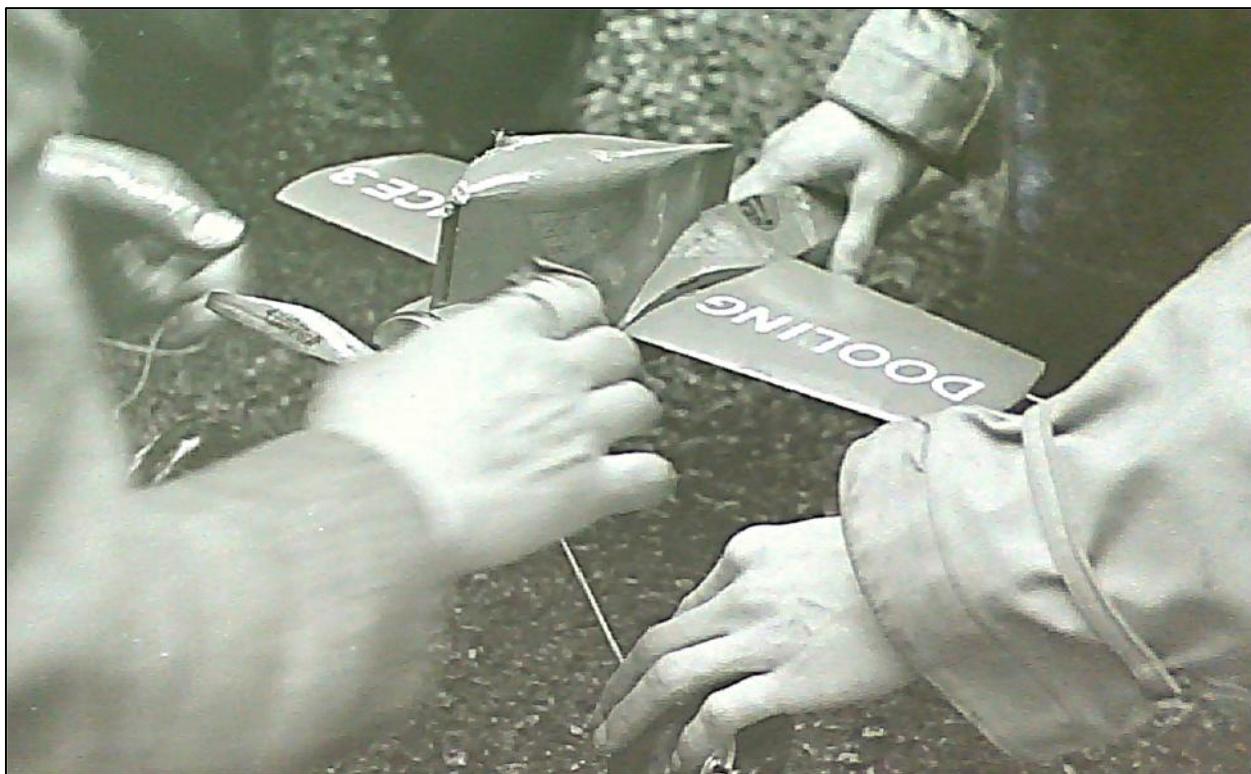


The OS35 powered stunt model. Mick, one the gang, displays my model whilst Brummy fettles his own.

The first flight of model was not without incident, I'd never handled the amount of power the OS possessed. I had bought a Jim Walker 'U-Reely' control handle to get some longer lines and the wire was a beautiful golden colour. The handle would reel out the lines to whatever length you wanted and there was a thumb brake and a sliding positive stop pin. I reeled out about 55ft of line and fired up the OS. I had peaked out the engine and away goes the model like a bat out of hell. I did a few very fast laps and the pull on the lines was tremendous and I obviously needed to lengthen the lines so I pushed the stop pin and pressed the thumb brake to release some line. Sounds easy, the model shot out about an extra 15ft or so before I could release the brake lever and then nearly pulled my arm off when the brake took hold and the model hit the end of the line. Things simmered down then and I settled down to do a bit of aerobatics with the best model I had flown to that date. Incidentally I've still got the Jim Walker 'U-Reely' handle disassembled in a plastic bag waiting for a new set of lines which it will never see.

It's odd how some things escape your memory, I've no recollection of the fate of my models out there. All I came home with on the troopship was the 'U-Reely', the OS35 I used and a new one for John Bickerstaffe. Hey Ho, happy days.

John Andrews

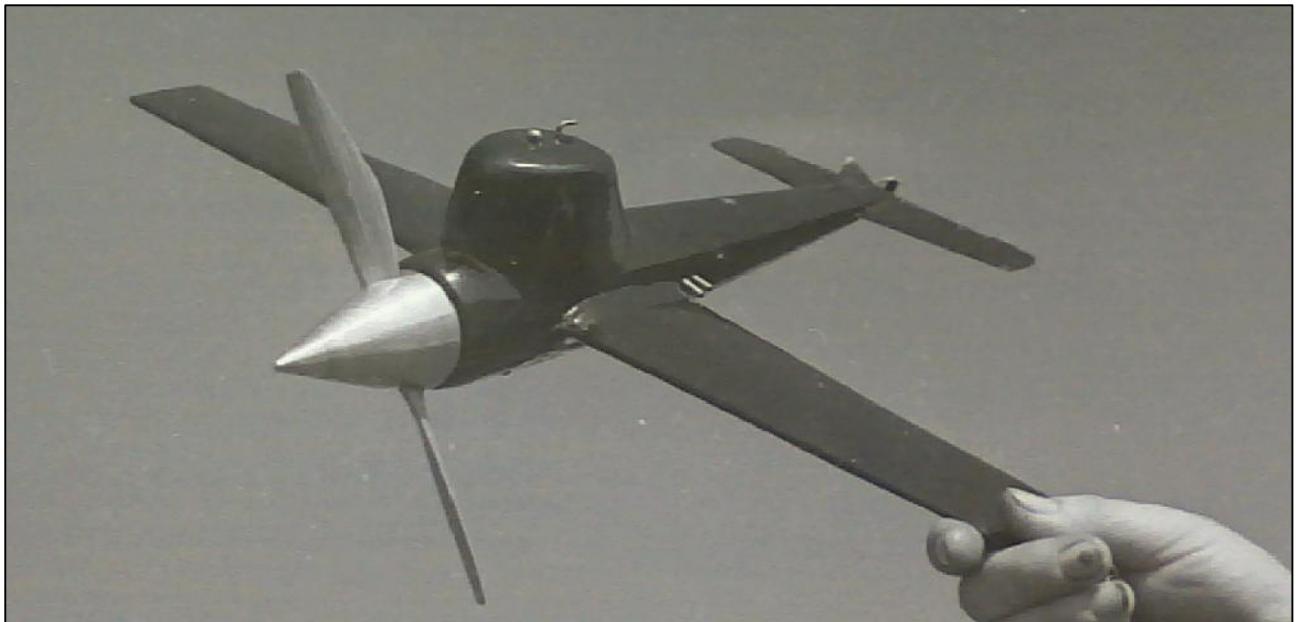


West Essex club speed C/L model at Fairlop in 1949.



219 CL

West Essex club speed C/L model at Fairlop in 1949.



Jim Carter's (CDMAC) Marajet 29 powered C/L speed model at Fairlop in 1950



Jim Carter (CDMAC) with his son Norman (now Chairman Felbridge Flyers) and his class IIIa record breaking McCoy 29 C/L speed model in 1950.



Gavin Perkins starts Martin Dilly's Elfin powered C/L speed model at the 1952 Gosport Nationals.
(Both CDMAC).



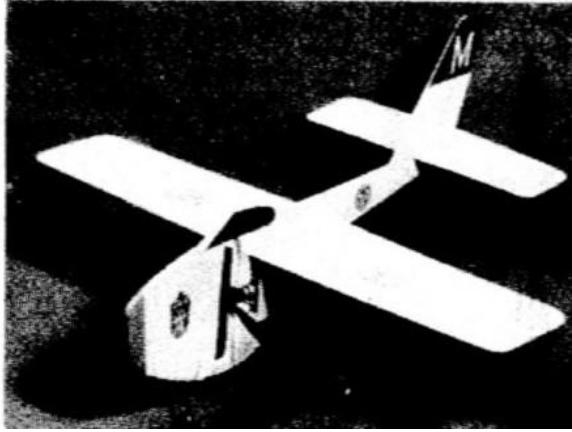
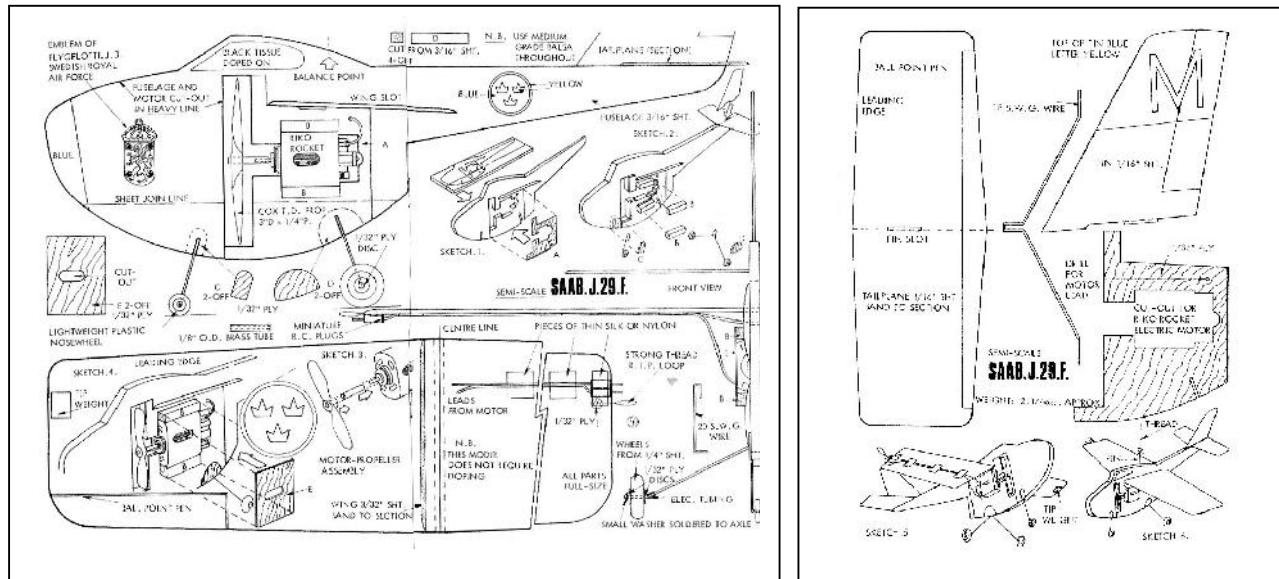
Gavin Perkins starts Martin Dilly's Elfin powered C/L speed model at the 1952 Gosport Nationals.
(Both CDMAC).

Report No. 111
Meccano Magazine continued.

The July 1972 issue of Meccano Magazine featured another Ray Malmstrom design, a semi-scale electric round the pole model of the SAAB J29F jet fighter.

**A simple semi-scale
SAAB J29F
for electric R.T.P. flying**

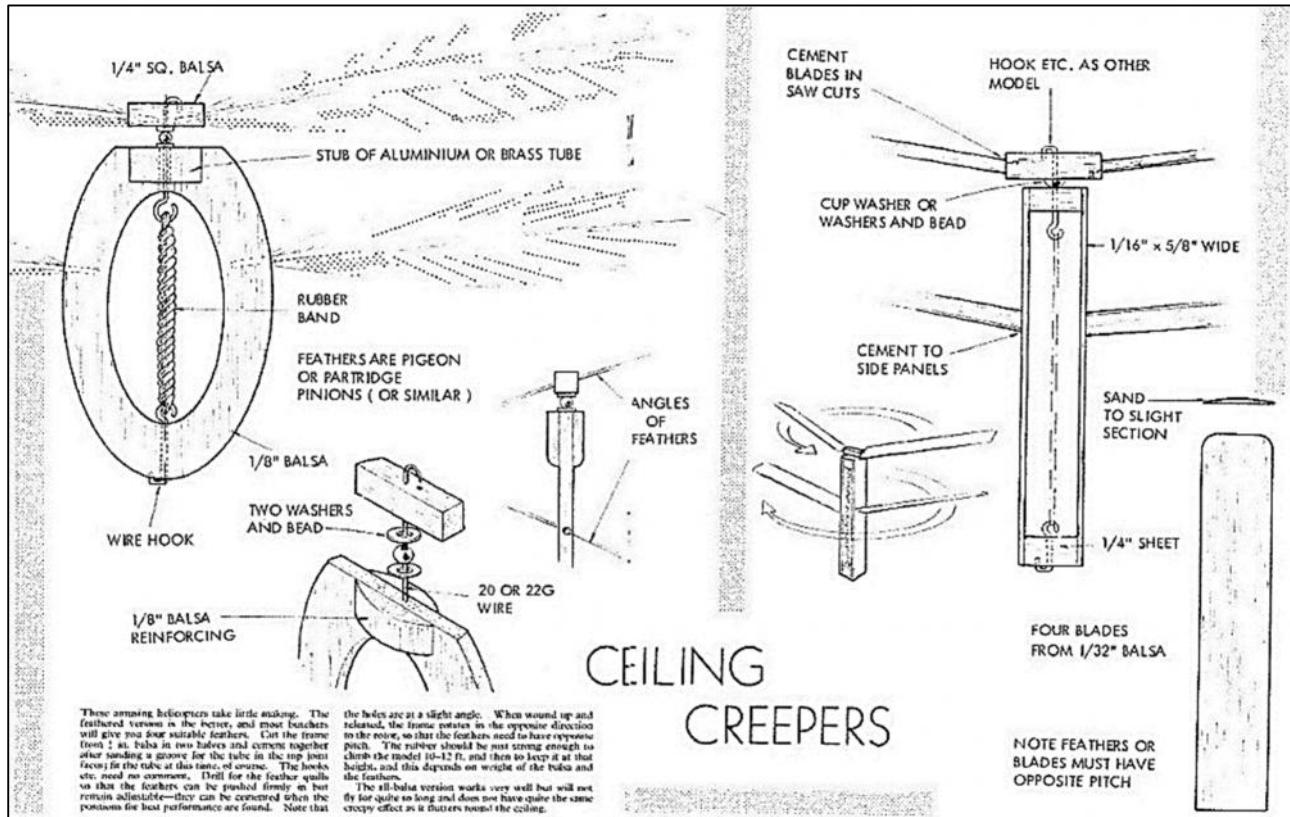
By
RAY MALMSTROM

The SAAB J29F, named Tunnan, which translates as Barrel, was Sweden's first generation jet fighter, powered by a de Havilland Ghost engine which gave a top speed of 1060Km per hour (658miles per hour). The prototype first flew in 1948. Ray calls his model semi-scale, perhaps today we would call it a caricature as the barrel fuselage is even more barrel like than the original.

A FLYING model that is different and out-of-the-rut, as it were, always has an excitement all its own. The idea of flying a jet-type model round-the-pole (R.T.P.) indoors seemed to offer just such a different flying thrill. Unfortunately the excellent Jetex jet-type motors have a limited power duration that makes them impractical for flights of any considerable length, time-wise. After a lot of hard thinking and 'sweat-of-the-brow' we came up with the idea of this little easy-to-build, electric powered model based on Sweden's formidable SAAB J29F fighter of the 1950's. We located the propeller in a slot cut in the conveniently "barrel like" fuselage, so that in flight the 'prop' is lost and the model has all the appearance of a jet job. The model features simple all-sheet construction and is designed for flying in a relatively small space. (No hangars or halls needed for this job!). It flies fast and steady on lines from 6-12 ft. in length, so your youth hut, clubroom, classroom or even a fairly large lounge (move those chairs, and mind the telly, chaps!) can be your aerodrome.

The October 1972 issue offered a pair of indoor helicopters with no designer's name given.



These amusing helicopters take little making. The feathered version is the better, and most butchers will give you four suitable feathers. Cut the frame from $\frac{1}{8}$ in. balsa in two halves and cement together after sanding a groove for the tube in the top joint faces; fit the tube at this time, of course. The hooks etc. need no comment. Drill for the feather quills so that the feathers can be pushed firmly in but remain adjustable—they can be cemented when the positions for best performance are found. Note that

the holes are at a slight angle. When wound up and released, the frame rotates in the opposite direction to the rotor, so that the feathers need to have opposite pitch. The rubber should be just strong enough to climb the model 10-12 ft. and then to keep it at that height, and this depends on weight of the balsa and the feathers.

The all-balsa version works very well but will not fly for quite so long and does not have quite the same creepy effect as it flutters round the ceiling.

The December 1972 issue brought an announcement by Model Aeronautical Press, the publisher of Aeromodeller at that time, indicating that their association with Meccano Ltd. to publish Meccano Magazine was at an end

An Important Notice

After five interesting and enjoyable years, we at M.A.P. must now say goodbye to readers of Meccano Magazine. It is planned that Meccano enthusiasts will continue to be catered for by Meccano (1971) Ltd., but we, as an independent publishing organisation, have found it necessary to relinquish editorial responsibility for the M.M. and this is in fact the last issue to come off our presses.

Meccano Magazine Quarterly

Although the Meccano Magazine, in its present form, ceases with this issue, the interests of Meccano modellers are reverting to the "Home of Meccano"—Binns Road, Liverpool. Subject to the interest of existing readers, Meccano (1971) Limited have plans to publish from Liverpool a quarterly journal entitled "Meccano Magazine Quarterly" which will be devoted exclusively to Meccano matters.

Meccano Magazine resumed publication in April 1973 as a quarterly magazine concentrating on Meccano and certainly with no plans for flying model aircraft so no "More Meccano next month" but on to new fields if regulations allow!

Above plans, as in Meccano Magazine available by email.

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

Roy Tiller

Tony Thorn: by Brian Beacham

In these terrible times of pandemic and consequentially restrictions to our daily lives and horror of all those affected and indeed the great sorrow of those who have succumbed one does not know how things could get worse, well that was answered when I received a phone call informing me that my lifelong friend Tony had passed away a day or two before on 9th April.

Tony and myself go back to when we were 13 when life was fun we spent most of our time making model aeroplanes also playing with cars and motorcycles.

Tony's Mum and Dad had a Farm at Holt Pound near Farnham when long before we were able to get a driving license we all learnt to drive on the tractor and if you can drive one of those in a farm environment then a car or motorbike is really a piece of cake. The farm was a refuge of sorts whereby to coin a modern term, sleepovers, were common for us lads and of course in this post war time food was rationed but here it was overwhelming and our eyes bulged as much as our bellies.

If I remember correctly there were eight of us, lads and lasses, who used to go to model meetings, cars and motorcycle events yes it was a good time during the late 40's and 50's to build and fly.

Aeromodelling, whilst always there, gave way in part to motorbikes and cars with the Isle of Man TT races being a highlight but also mixing with Mike Hawthorn at his car works in Farnham and going to and competing in races. Sadly Sterling Moss passed away this week and we were at his last race in '62 when he crashed out.

Great sadness when on the hill at nearby Farnborough we were nearly cut short by the DH110 crash, the aeroplane shedding bits as it passed just over our heads, at our then age the trauma of what we were covered in never fully took hold.

But generally oh so good the wonderful times we young lads and lasses all enjoyed and now reflect on.

Tony was a prolific model builder and of all of us he was the one who came up with beautifully constructed airframes which flew as well as they looked. It was uncanny what he could do and we the rest could only admire but not compete with his very high standards. In the last few decades we would meet up at flying venues in particular Middle Wallop and it was a source delight to see Tony's beautiful models take to the air in a display of free flight perfection. The closing of another chapter, so very sad.

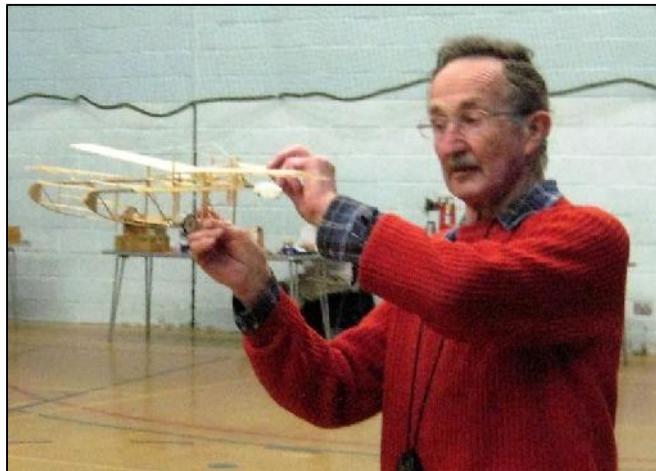
R.I.P. Tony see you - Brian

Editor: Whenever I came across Tony he always seemed to be flying something a bit out of the ordinary and I have one or two pictures I have taken in the past so, together with others submitted by his friends, I will make a small collage showing what a superb modeller he was.



Tony in his preferred element at Middle Wallop April 2015





As you can readily see,
nothing was outside
Tony's sphere of
interest.

A master modeller who
will be sorely missed.

Editor

Aeromodeller Departed: John Mayes**R.I.P.****John Mayes:** by John Bond

1936 - 2020

It is with great sadness that I have to inform you of the passing of John Mayes on the 7th of April 2020 in the nursing home where he had been living over the past year or so. His funeral was held at Westerleigh Crematorium on the 23rd of April attended by a small group of family members and myself.

A lifelong aeromodeller John joined the South Bristol Model Aircraft Club in its' year of foundation in 1947 at the age of 15 and remained active in SBMAC until his mobility began to deteriorate 2-3yrs ago.

John's obsession in his own words was building and flying free flight models and was active and known to many in SAM 1066 and SAM 35 both from their inception. He was a keen all-rounder and competition flyer at Middle Wallop and in Area Rallies at RNAS Merryfield. John was particularly passionate about all things vintage and was involved in the Antique Model Association formed in the mid 1960's by several American flyers along with fellow SBMAC member John Down, and UK flyers Noel Barker, Mike Beach and John Kemp.

John had a career in the aircraft industry and his drawing skills saw several lightweight rubber plans re-drawn such as Norman Marcus' Supa Dupa and Laurie Barrs' Scram. He had an extensive knowledge of model engines and a collection that was certainly extensive, Martin Ambrose remembers it being rare that John would be unable to identify an engine to him.

John was also a keen indoor flyer at club level again an all-rounder with a fondness for foamies.

SBMAC members will remember him as friendly and encouraging in their aeromodelling careers with the writer of this obituary being highly influenced by John in the 12-13 years of friendship and attending flying events together.

I hold fond memories of an enthusiastic aeromodeller influential to many that knew him that I am sure will also hold the same.

John Bond, South Bristol Model Aircraft Club

Secretary's Notes for May 2020**Roger Newman**

Another month of relative inactivity, punctuated by the occasional gathering of energy to do something! This month, having got the garden under control, attention turned to the model room - necessary as the plastic roof is now exceedingly fragile having suffered ridge tiles from next doors roof coming through it a few years ago in a storm. The holes were patched up but now it definitely needs replacing. Two problems - first this means moving the contents into the garage so access is possible to do things & second is getting hold of materials in the current state of lockdown. Moving stuff was just tedious & a bit demoralising as the garage filled up again just after I'd got it relatively tidy. However, moving stuff revealed another problem in that the two steel window lintels, originals from

1959 had rusted badly & lifted the brickwork around them. So more work to replace these! Anyway, with a relatively clear bench I did manage to finish off the Bandit fuselage & final installation of rdt, the initial attempt of which turned out to be a real pig's ear! Not all is bad news after all, the model now has a nice new fuselage to go with very ancient wings & tail & is ready to fly whenever we can get back to the flying field. Even better, our local builders merchant is planned to open shortly, so materials will become available - I hope, for a decent ply roof to see me out.

Red Raider

As mentioned in a previous NC, model mags have been sorted & made accessible for reading. Maybe not a good idea, as I dragged out a year of *Model Aircraft* for 1953 & came across what looked to be a good candidate for a new build - the Red Raider. It's a bit like a mini-Stomper & designed for the ED Bee, of which I have several. Now I know I don't really need a new model but the temptation is great, particularly at present with time to spare, so I've copied the article & plan for our Editor to include.

On drones et al

Dave Phipps is still valiantly plugging away - viz his recent comment in the European Air Sport April mag as follows:

"In terms of the regulations for UAS (Unmanned Aircraft Systems), we collectively achieved a positive outcome which stemmed from EAS's success, through Timo Schubert's work, in securing recognition for model flying within the Basic Regulation. This achieved what we wanted in that much of our activity remains within national regulation."

However, this has largely shifted the battlefield to individual Member States rather than EU level.

The big challenges that we face at present are:

1. Agreeing Article 16 Authorisations in individual Member States within the intended spirit of the EU regulations.
2. Protecting our use of 2.4GHz on the radio spectrum and work to increase the permitted power output (from 100mW to 1W).
3. Ensuring that model flying retains existing access to the airspace, especially with the development of U-Space.
4. Ensuring that model flying is exempted from I.D./conspicuity requirements when conducted within the framework of Clubs/Associations or that any measures which are mandated are proportionate/sensible.
5. Ensuring that the model flying community is represented within the process for developing any regulations which may impact us.

We believe that EAS may be well placed to help us with priorities 3, 4 & 5"

Note - the highlights are mine

This was then backed up by a BMFA News release concerning CAA (non) activity, the link for this release is: <https://bmfa.org/News/News-Page/ArticleID/2650/CAA-delay-introduction-of-EASA-regulations>. So basically any changes that may or may not have been introduced in July are now deferred for some undefined period of time & a state of limbo

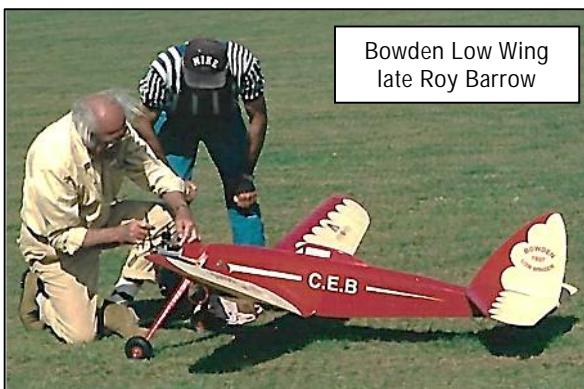
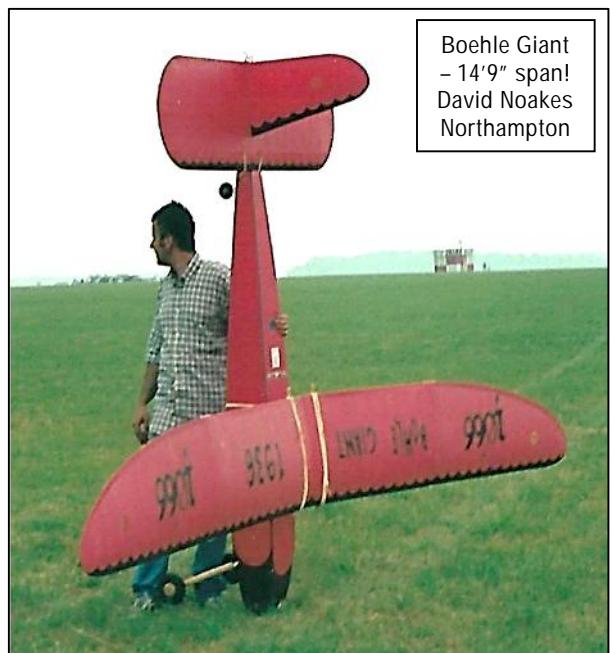
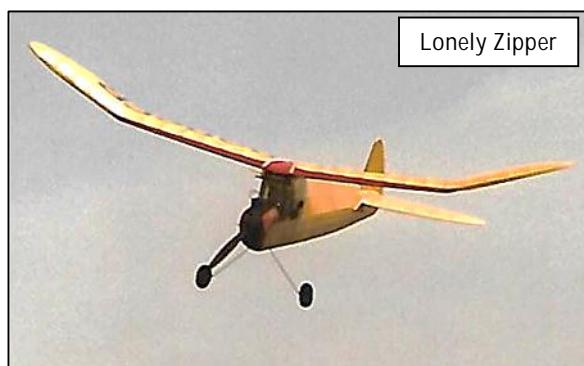
exists as far as the future is concerned, but to my jaundiced eye the future does not look bright if it is to be "guided" by our incompetent politicians at the DfT.

On a slightly better & more interesting note concerning drones, there was a most interesting article recently by the BBC on the potential for miniature ornithopter drones - look at <https://www.bbc.co.uk/news/business-51840027>.

More sad news: Elsewhere in this month's NC, there is an obituary for Tony Thorn, who was a very well respected builder & flyer - sometimes of quite unusual models. He regularly appeared at Middle Wallop, Port Meadow & other venues before breathing problems lead to a severe reduction in his activities Over & above that, he was a really nice person & a pleasure to have known. I, amongst many others, will greatly miss his company & comradeship.

Another who has sadly left us this month is Dennis Underwood of Gosport. Dennis flew regularly at our local venues for many years until age & infirmity caught up with him. He was an early promoter of SAM35 activities with David Baker & was always happy to chip in & lend a hand at any time. His memories dated back to the days when Vic Smeed had a model shop in Canterbury & Dennis used to frequent it.

A trip down memory lane with photos at the 2000 August Bank Holiday meeting at Wallop.

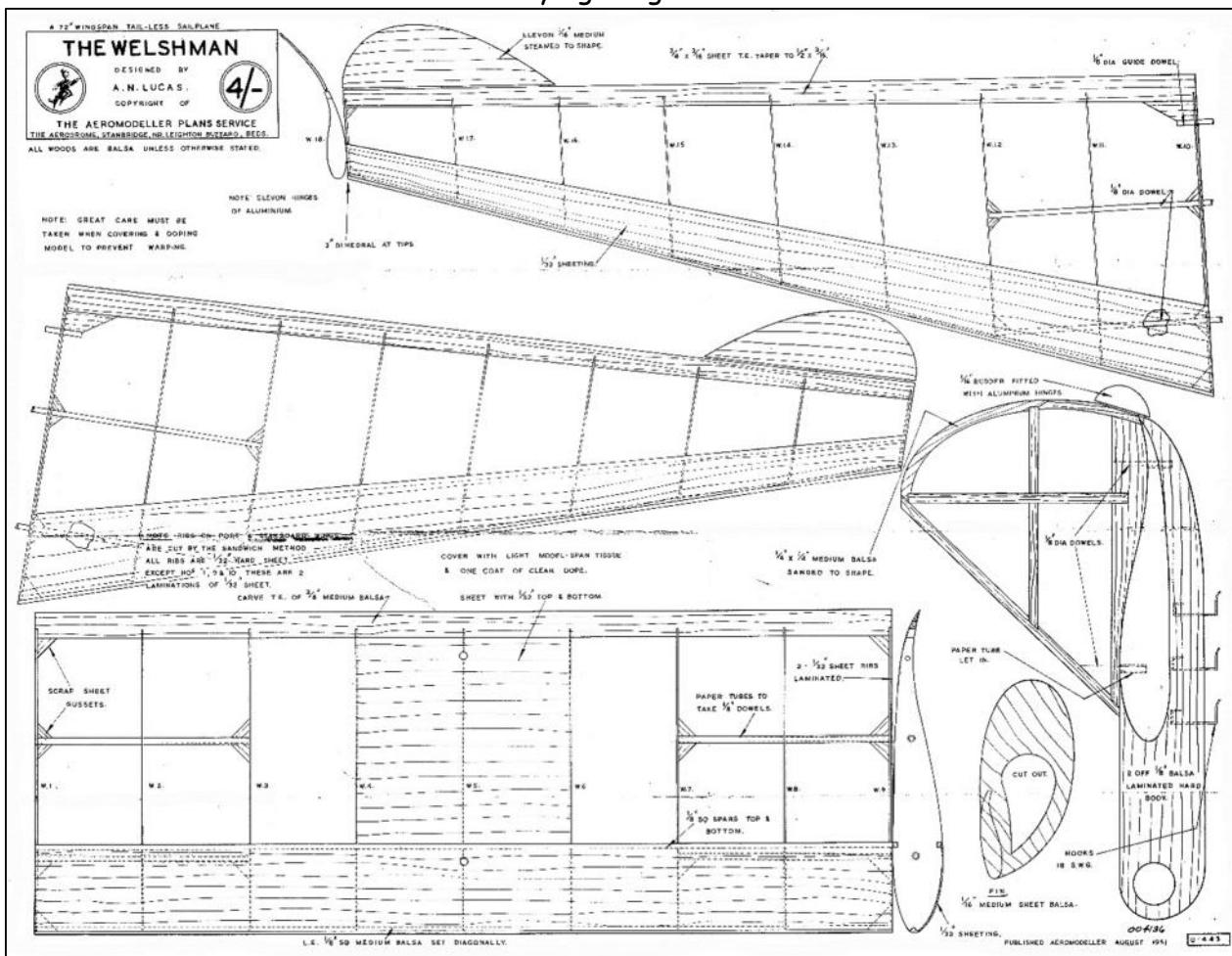


Roger Newman

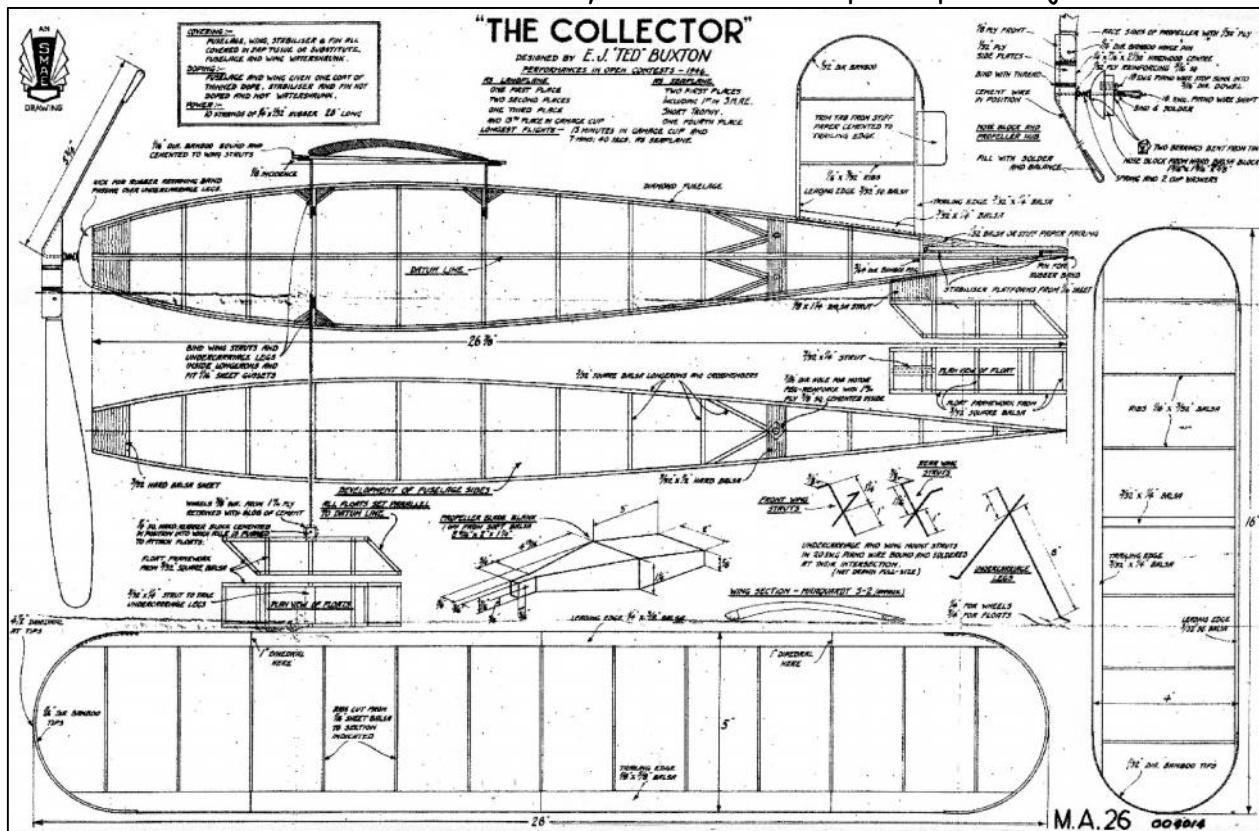
Plans for the Month

Roger Newman

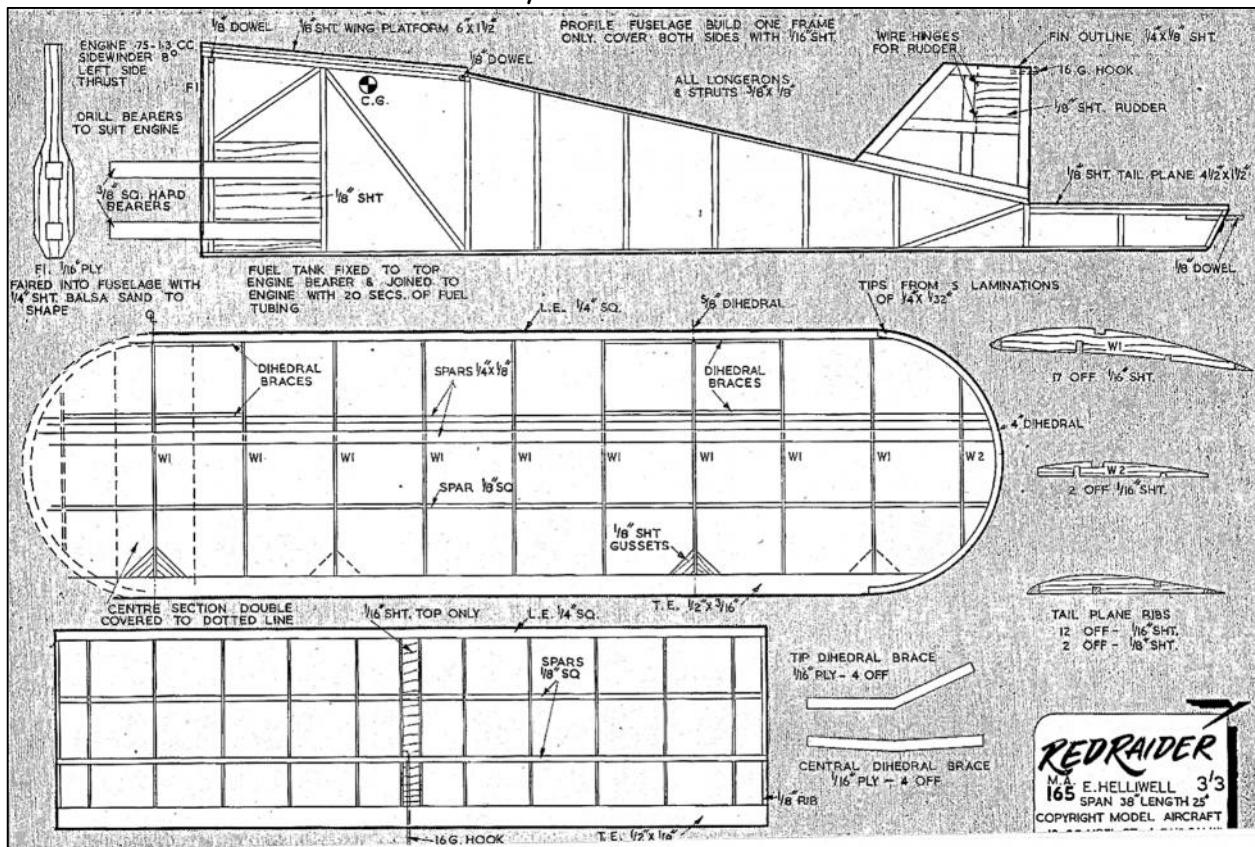
Glider: Welshman - flying wing from 1951 Aeromodeller



Rubber: The Collector - early Model Aircraft plan - parasol job



Power: already declared as the Red Raider



This model is the third of a series which have been developed over the past eight months. These have been powered with the ever popular E.D. Bee mounted sidewinder. The best flight to date is 6min. 20sec. from a 25sec. engine run, and the best ratio 16 : 1 (2min. 10sec. from an 8sec. engine run).

It can be built for as little as 12s., and if built to the plan is easy to trim for good performance and should take any engine from .75 c.c. to 1.3 c.c. It is also a handy size to carry about, fitting in the average model box with ease.

So get out the balsa hatchet and start squeezing those cement tubes.

Fuselage

Cut the engine bearers to length shown and pin over plan, pin longerons in position and cement in all cross struts, and 1/8 in. sheet round engine bearers. When dry lift off plan and slide F1 over engine bearers and cement in position. Now cover both sides with 1/16 in. sheet, and cement pieces of 1/4 in. sheet behind F1 to fair it in with fuselage sides. Lastly add all dowels and wing and tail platforms.

Wing

Cut out all ribs and dihedral braces. Pin L.E. and T.E. and two bottom spars in position over plan, packing up the spars to allow for undercamber of ribs. Cement in ribs and then top spar. Tips are laminated from five pieces cemented round each other and sanded to shape when dry. When dry remove from plan and set at a correct dihedral angle.

Fin

This is constructed entirely out of 1/4 in. x 1/8 in. strip with 1/8 in. sheet rudder hinged with wire; cement securely to top of fuselage after covering and doping. Make sure it is perfectly straight.

Tail

Cut out all ribs, pin L.E. and T.E. and lower spar in position over plan; cement ribs in position and upper spar. Cover centre two ribs with 1/16 in. sheet.

D.T.

This of the usual tip-up-tail type with rubber bands round fuselage in front of tail and coming over top of tail to hook A on T.E.. and band from hook B on fin to hook A, to pull tail up. Thin wire or twine can be used to limit tip-up angle to 30 deg.

Covering

Cover with lightweight Modelspan all over. Original was black fuselage and fin, red tail and yellow wings.

Doping

Give two coats of clear dope all over followed by one coat of banana oil on fuselage only.

Fuel Tank

The E.D. Bee tank cannot be used with the engine, side-mounted so a separate tank has to be used. On the original this was a Slipstream plastic one connected to the engine via 20 sec. of fuel tubing. One of the graduated ones now on the market would do just as well.

Flying

With 8 deg. left side-thrust and slight right turn on the rudder all Red Raiders have turned in the same flight pattern: tight left-hand spiral climb, rolling out to the right when the engine cuts, with a fairly tight right-hand glide turn. Recommended propeller E.D. plastic 7 3/4 x 6. To start with, put washers under rear of engine lugs to attain the correct amount of side-thrust, and then test glide over long grass until you get a long flat glide. Then test fly with engine running at half revs. This is to check the turn and not the climb; if the left turn is too tight put on more right rudder.

When you are satisfied, fly on full revs. and watch that fast vertical spiral climb.



Roger Newman

Free Flight Supplies

Michael Woodhouse

mike@freeflightsupplies.co.uk & <http://www.freeflightsupplies.co.uk>

Free Flight Supplies is still operating. I have made arrangements to both receive and despatch materials. If you need stuff I can supply, it just might take a bit longer to get things to you. Carry on building!

Stay safe and look after yourselves.

We are only posting on an occasional basis. Any calls or e-mails asking "where's my order" will receive a curt load of invective from me or June.

If you get June the reply will leave you stunned!

Editor's Note: I have left all the event adverts for reference purposes. Currently all events up to June 1st are cancelled. If the situation changes dramatically it will be reported on websites: www.sam1066.org & or www.bmfa.org

When the Corona Virus lockdown situation is lifted there may well be a resumption of the contest calendar fixtures but rescheduling of some events is likely.

New Clarion will report as the situation develops but things change more rapidly than issues of NC so I advise you to monitor websites for latest developments.

BMFA road shows

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

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

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

It is anticipated the topics for discussion will be

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

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

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

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

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

Best Regards

Andy Symons on behalf of the Achievement Scheme Review Committee
Tel: 0116 2440028 email: admin@bmfa.org

Southern Coupe League 2020

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

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

Peterborough Flying Aces

Sunday 6th September 2020

At Ferry Meadows, Nene Park, Peterborough PE2 5UU

Competitions 10.00 to 16.15

A NEW EVENT FOR 2020!

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

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

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

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

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

Jetex/Rapier_Authentic_Scale Judged for flight profile and realism. See note re verification

EDF_Authentic_Scale Judged for flight profile and realism. See note re verification

Jetex/ Rapier_Profile_Scale Judged for flight profile and realism. See note re verification

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

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

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

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

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

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

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

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

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

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

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

Open_E20_Electric_Duration Max length and span, 20 inches. Any motor, battery and timer. Max motor run 8 secs. DT and RDT permitted. Certificate for best "Ferry 500" Restricted Class model. (for rules see www.peterboroughmfc.org).

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

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

Young Flying Aces: Prize for Best Junior. Scrolls for top 3 (Jun. 17yrs or under on 31/08/20)
Prize for 1st place: Scrolls for 1st, 2nd and 3rd.

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

Proof of Insurance required for all flyers.

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

Toilets, Café, and Park Visitors Centre.

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

See also Peterborough MFC Website at www.peterboroughmfc.org

(1a)

CROYDON COUPE EUROPA

17th October (Saturday)

Salisbury Plain Area 8.

F1G (in rounds), Vintage Coupe.

Flitehook trophy for F1G teams.

Start 10am.

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

For further information please contact:

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

Cocklebarrow Vintage R/C

5th July - 16th August - 27th September

Signposted from Aldsworth, Glos.,
off the B4425 [Cirencester/Burford] and
off the A40 [Northleach/Burford],
follow SAM 35 signs.

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

BMFA insurance essential [A certs. not required].

Contact: Tony Tomlin;

Tel: 02086413505 mobile: 07767394578

email: pjt2.alt2@btinternet.com

Salisbury Plain Area 8. 2020.

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

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

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

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

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

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

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

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

Peter Watson.

L'AQUILONE SAM 2001

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

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

Model

- The 36" or 44" wing span (as per plan Aeromodeller) and 48" (as per Boddington plan or 36" scaled up) models are admitted;
- Models may be fitted with floats as per plan (scaled-up for 48" version);
- no minimum weight;
- reinforcement or lightening of the structure with respect of the basic outline of the original model are admitted;
- materials to be used are those found on the plan;
- plastic covering in place of tissue, silk or other is admitted;
- More than one person can use same model;
- Same model can flight in L.& or float version;
- Lone fliers can self launch and time

Engine/motors

I.C. engines are admitted within the following limits: **36"-44" wingspan:** Any engine 1 cc. max, Fuel tank : 3 cc.
R/C carburettor is admitted.

Electric Motors:

Any electric motor is admitted with direct drive

The engine cannot be stopped and started again: the motor must run continually without interruptions till the end of the battery charge or competitor's decision. No folding prop is admitted; if a folding prop is used the blades must be held open with a rubber band; freely assembled admitted batteries:

-450 Mah 2 cell LiPo; separated batteries pack for Rx alimentation is allowed.

48" Wingspan;

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

Electric Motors: Any electric motor is admitted with direct drive freely assembled admitted batteries: -500 Mah 3 cell LiPo separated batteries pack for Rx alimentation is allowed

The engine cannot be stopped and started again: the motor must run continually without interruptions till the end of the battery charge or competitor's decision. No folding prop is admitted; if a folding prop is used the blades must be held open with a rubber band;

Flights and results

Each competitor may fly as many flights as wished during the admitted period but only the best flight will be considered for the final result. Hand launches are admitted. The flight time start when the model is released or takes off. The flight time ends when the model lands or hits a fixed obstacle. In case the model flies out of sight the timekeeper will time for 10 seconds after losing sight of the model. Timing will continue if model is seen again or stopped after 10" deducting this time from the total time of the flight.

Awards :

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

Results

Results, address, photos and technical specification about model must be forwarded to the Organization within the 15th June 2018 to Curzio Santoni (cusanton@tin.it) or to Sianfranco Lusso (gfl@orange.fr). Many pleasant flights and happy landings to ALL!!!!

Special Prize Vic Smeed

SAM 2001 have scheduled an extra Diploma that will be awarded to the best flight in Tomboy floatplane version (36" 44" or 48") taking off from water. The Editor will send to the winner a Diploma signed By SAM 2001 President and a bottle of special Italian Wine to drink to Vic Smeed! Good ROW and flight

Special Prize David Baker

The 2012 was the 5th edition of SAM 2001 Tomboy Rally and we have scheduled a special prize for the three best flights obtained with 36" Tomboy F/F. Only engines diesel max 0.75 c.c. shall be used. The other rules are the same for 36" or 44" wingspan type. It is possible to use an R/C Tomboy, however, being this a free-flight contest, the time must be stopped when transmitter is used, since the aircraft model should fly freely from any control from the ground. Good thermals

Indoor Flying with the South Birmingham MAC

Mainly Free Flight

Thorns Leisure Centre.

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

2020

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

Admission - Flyers £8.00 - Spectators £2.00

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

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




Waltham Chase Aeromodellers

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

Tuesday Evenings

2020

7th.Jan - 4th.Feb - 3rd.Mar - 7th.Apr

5th.May - 2nd.Jun - 7th.Jul

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

Admission to the meetings will be £5 for fliers and £1 for spectators, whilst accompanied children will be admitted free. Junior fliers will be charged as adult spectators. Fliers will be required to show proof of insurance.

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

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

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

For further details please contact:

Alan Wallington, "Wrenbeck", Bull Lane, Waltham Chase, Southampton, Hants.

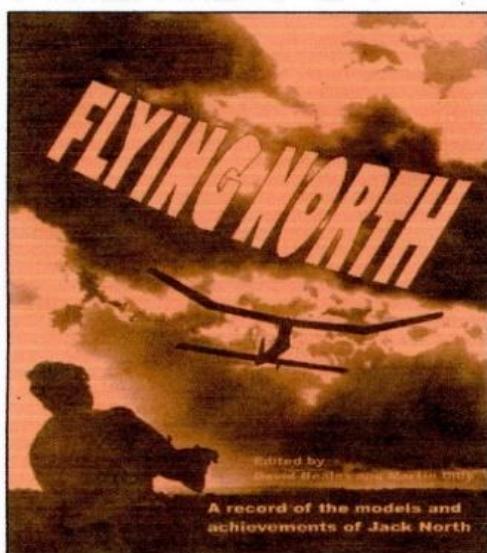
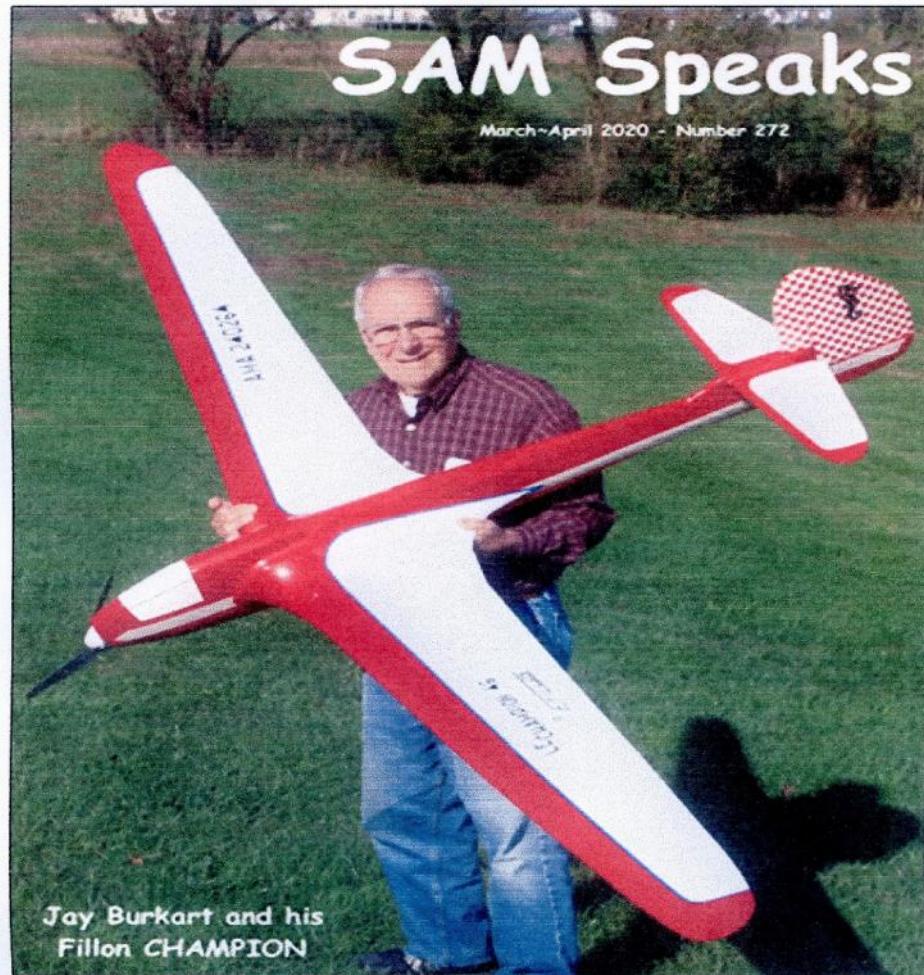
(Tel. 01489 895157) (e-mail: WCAero@outlook.com)

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

SAM Speaks USA.

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

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



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

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

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

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

FREE FLIGHT FORUM REPORT 2020

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



The UK price is £12.00 including postage; to Europe it's £15 and everywhere else £17. Sales of the Forum Reports help to defray the heavy expenses of those representing Great Britain at World and European Free-Flight Championships. Cheques should be payable to 'BMFA F/F Team Support Fund' in pounds sterling, drawn on a bank with a UK branch; you may also order by credit card, which is a lot easier (and cheaper).

Copies are available from :

Martin Dilly
 20, Links Road,
 West Wickham,
 Kent,
 BR4 0QW

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

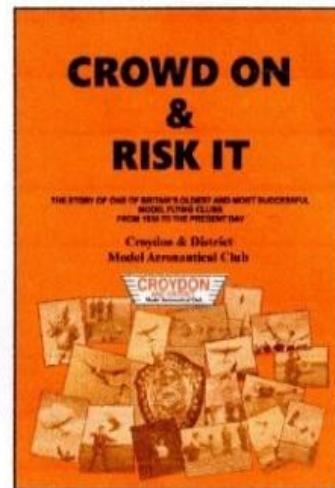
CROWD ON & RISK IT

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

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

Just £8 by PayPal or cheque.

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



DILLY JAP IS BACK

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

Anyhow, since the last roll came in 2015, the price is slightly higher (maybe as a result of you-know-what ...xit and its effect on sterling), but it's still only £13 for a five yard roll a yard wide.

To re-cap on the details, it's 12 gm/M² and has a strong unidirectional grain. It's white and low absorbency, so remains very light when doped. For those of you old enough to remember, it's identical to the Harry York tissue sold at his South London model shop in the 1950s. I normally sell it in rolls at contests, as it's a shame to fold it for mailing, but I can do that if you prefer.

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

INDEPENDENT REVIEW OF DILLY JAPANESE TISSUE

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

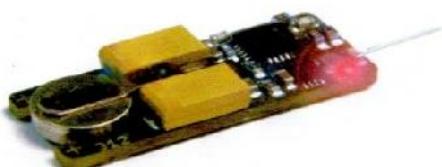
"I am really impressed with how well this tissue performed. Dilly Jap tissue with 2 coats of thinned nitrate dope is around 8% stronger than the old 00 silkspan with 2 coats of dope, yet Dilly Jap is 0.09 grams per square foot lighter. Here are the test results:

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

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

BUGS

Free Flight Model Tracker



£50.00 - each including 6 batteries

Ready to use radio tracker

Suitable for most handheld receivers

Powered by one 312 ZincAir hearing aid battery

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

Run time around 10 days

Red LED flashes when transmitting

Available in any frequency from 140MHz to 980MHz

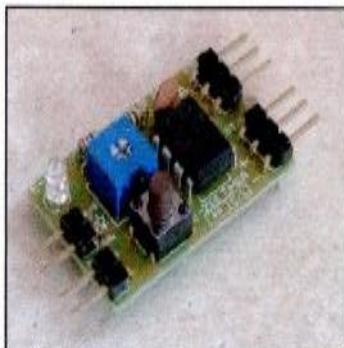
Supplied in protective heatshrink

Very quick delivery, often next day

On sale at

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

E-Zee Timers



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

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

a simple push button / LED interface

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

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

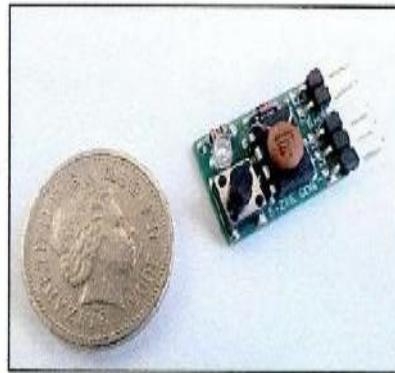
For installations where the timer is inaccessible remote pushbuttons and LED's are available

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

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

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

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



Timers are supplied with a comprehensive instruction manual and users guide

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

Dens Model Supplies

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

Provisional Events Calendar 2020

With competitions for Vintage and/or Classic models

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

Please check before travelling to any of these events.

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

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

www.SAM1066.org

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

www.freeflightuk.org or www.BMFA.org

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

www.SAM35.org

Useful Websites

SAM 1066	-	www.sam1066.org
Flitehook, John Hook	-	www.flitehook.net
Mike Woodhouse	-	www.freeflightsupplies.co.uk
BMFA	-	www.bmfa.org
BMFA Southern Area	-	www.sabmfa.org.uk
SAM 35	-	www.sam35.org
National Free Flight Society (USA)	-	www.freeflight.org
Ray Alban	-	www.vintagemodelearplane.com
Belair Kits	-	www.belairkits.com
Wessex Aeromodellers	-	www.wessexam1.co.uk
US SAM website	-	www.antiquemodeлер.org
Peterborough MFC	-	www.peterboroughmfc.org
Outerzone -free plans	-	www.outerzone.co.uk
Vintage Radio Control	-	www.norcim-rc.club
Model Flying New Zealand	-	www.modelflyingnz.org
Raynes Park MAC	-	www.raynesparkmac.c1.biz
Sweden, Patrik Gertsson	-	www.modellvanner.se
Magazine downloads	-	www.rclibrary.co.uk

control/left click to go to sites

Are You Getting Yours? - Membership Secretary

As most of you know, we send out an email each month letting you know about the posting of the latest edition of the *New Clarion* on the website.

Invariably, a few emails get bounced back, so if you're suddenly not hearing from us, could it be you've changed your email address and not told us?

To get back on track, email membership@sam1066.org to let us know your new cyber address (snailmail address too, if that's changed as well).

P.S.

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

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

Your editor John Andrews