



NEW Clarion

SAM 1066 Newsletter

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The Society of Antique Modellers Chapter 1066

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Editorial

Good news:

1. The BMFA have approved the Delyn MFC flying field, alongside the A55 in NE Wales, as an area competition field. It sounds like it is only a small field and is dependent on wind direction. The field cannot be used with southerly wind directions due to the proximity of the A55 major arterial road. With N or NW winds however the site is ideal with a good open area.
2. Peter Carter advises that the RAF Odiham event is back on the calendar, see the adds section for details. This is a pre-entry event.
3. I hear the Bloxwich indoor meetings have been reasonably well attended and as a result organiser Peter Thompson has booked four more meetings for the end of the year and has extended the time to 4 hours. The meetings will now run 12 noon til 4-00pm.

What's in this issue:

-]) We kick-off with another of Peter Hall's couprofiles, this issue's victim is Ian Davitt.
-]) Martin Hurda from the Czech Republic has sent us a pictorial report on a vintage model event held in the republic.
-]) Pylonius (1954) has a swipe at some critic or other and then catalogues the trials and tribulations of model retrieval in the era.
-]) I managed to locate the first article that I wrote for the 'Clarion' back in 2001. It was more of a letter really but David Baker saw fit to publish it and it kick-off my literary career. Next issue I will follow up with a discourse on my club at that time with the grand title of 'The Rugby Model Engineering Society, Aeronautical Section'.
-]) The 1948 Model Aircraft 'News Review' highlights the 21st Model Engineering exhibition and reports on the venue of the Wakefield contest in the USA, and on the UK Nationals venue at Sywell airfield in Northamptonshire. This being the first year when pre-entry for the Nats was introduced.
-]) Martin Hurda weighs in with his sixth model description, this time the 'Easy-Bo'. A new one on me.
-]) Wikipedia provides details of another weird aircraft in the shape of the 'VOLOCOPTER', this being a man carrying Drone of large proportions aimed at use as an air taxi.
-]) Nick Peppiatt reports in detail, with quite a few pictures, on the Indoor Scale Nationals at Wolverhampton University in Walsall. Nick is to be congratulated on winning the air-race once again.
-]) Last issue's weird aircraft, the Facetmobile, was not unknown to Barrie Russell, editor of New Zealand's Propwash magazine. Barrie actually saw the aircraft at an air show back in 1994 and as a result he built a model. He has provided the article on his model which he wrote at the time. Good reading and modelling.
-]) Heard at the Hangar Doors from 1956 has a few retrieval stories resulting from a competition the Aeromodeller promoted.
-]) There are reports by Chris Redrup on the Crookham gala and Peter Hall on the Coupe De Hiver content.
-]) Roy Tiller dives once more into the vintage magazine archives and picks out a few plans.
-]) Finally our secretary reports on the month's activities and presents his usual three plans.

Editor



For many years you have made a significant contribution to coupe flying. You initiated and ran the Coupe Championship League from 1993 to 2003. Could you give us a brief account of your engagement with and dedication to the Coupe class.

My interest in model flying began when my father took up the hobby in the early 1970's, initially with a Georges Matherat influenced Coupe. Primarily due to cost as a then teenager, along with a small local trimming field, Coupe was the natural way for me to follow him into the hobby. My early models were influenced by Deryl Morley's 'Garter Knight', 36" long, and 36" wing span, built out of single lengths of strip.

The result was a 180 sq.in. wing, with a 35 second motor run from the grey FAI rubber which was around at the time. The development of my models over time has been documented in various periodicals in the past, suffice to say here that the 'big' model I fly in winds up to 10mph has a 230 sq.in, tapered wing with a 58 second motor run. The smaller model has a 200 sq.in, wing with a 44 second run.

The creation of the Coupe League was influenced by an analogy with soccer. Who is the better, the one who wins our equivalent of the FA Cup Final (the Free Flight Nationals), or the one who shows consistency over a season by winning the league? At a time when Coupe had amongst the highest contest entries, it seemed the obvious class to try out the experiment. Thank you to all those who participated over those ten years.

How does contemporary coupe design and practice compare with the 1990's

I think one of the biggest influences on (all) model design is often overlooked. At one time, I would lose two or three Coupes a year, so building had to be a constant production line of 'more of the same, tried and tested'. The advent of retrieval trackers and the resultant lower incidence of loss meant time could then be spent on experimentation and design development.

I have to admit I have not built a new Coupe or any other model this century!! The 200 model has the same flying surfaces and prop I used to win the Aeromodeller Coupe contest in 1997, albeit then with the help of a motor heater. I have noticed a deterioration in rubber performance compared to the late 1990's. That said, at the Summer Mini Area meeting last year, when the temperature at Barkston was 30 degrees plus, the climb performance of both models was markedly better.

I do notice on the flying field something of a polarisation between the 'balsa and tissue' approach, and the 'hi tech' (dare I say 'bought') solution. In my view, and to encourage innovation, it is important that the more solutions a set of rules allows, the better. This is what has always attracted me to CdH over and above F1B.

Do you favor a systems or locked down approach and what advances in design and air picking do you envisage.

I consider a really important performance factor to be getting as close as possible to the minimum weight stipulation. This has to help both the climb and the glide. One only has to look at the performance drop off when we used to occasionally fly '100 grm' CdH by simply ballasting models up and adding a cross section bump. The addition of the now 'mandatory' Tomy timer and retrieval transmitter take up around 10% of the allowable weight. While it is nice to be able to easily get the model back, these items contribute nothing to actual performance and durability. I can achieve the minimum weight encompassing these luxuries with my 200sq.in. wing models, but the 230 was overweight, so the timer had to be replaced with a D/T fuse. As mentioned above, both models are over 25 years old, and like many things, have put on weight with age. The consequence of all this is that with these slow flying models, I'm pushed towards 'gadget free'. A timed wing wiggler for the climb would make trimming easier, but the wire work would be a couple of grams, plus a multi-function timer.

As for air picking, the days of wandering downwind of a gaggle of A/1's and waiting for them to mark a thermal has long gone. Not only due to declining participation, but also the problem that it is impossible to tell if a bunted glider is in good air or not until it is either too high, or too far down wind. So these days it is a launch from the behind the car where creature comforts are to hand wherever possible. I go off a combination of streamer pole, thermistor, and 'feel'.

All three have to be right for me to launch, so it is not unknown for me to let a what proves to be a good patch go through during the day. Come the fly-off, with only a five minute slot, it is a case of taking the first bit of air that shows any sign of not being a downdraught.

A pictorial record of a Vintage Meeting in the Czech Republic











Martin Hurda (Czech Republic)



Extract from Model Aircraft June 1954

Topical Twists

A writer to this journal proposes a return to the 5 flight per contest rule. Personally, I can summon up little enthusiasm towards this energetic appeal, but perhaps I would feel differently if I, too, had an identical twin brother.



Same Old Story

After sitting on a motor bike all the way to Chobham Common, I have a fundamental feeling that there is something in that recent letter about model flying coming to a dead end. I also have every sympathy with this correspondent's lament over the same people writing the same useless articles; though I cannot think there would be much advantage in changing hacks in mid-stream, considering what an excellent job the present collection of scribes are making of the business of writing useless articles. But, if it makes him feel any better, he might take comfort from the thought that I am writing this present useless article in a heavy disguise (and, boy do I need it!)

We are also informed by our disgruntled correspondent that the same people are always winning all the contests. Again he has my sympathy—and fellow feeling, come to that—for, he, like myself, must be numbered among the undistinguished people who are always losing all the contests. But again he might take comfort from the thought that I am doing my diabolical best to upset this dreary monopoly. A projected sabotage schedule includes a campaign to get the O'Donnell boys called up, crippling the Croydon mob by setting fire to Chobham Common, disrupting the Northern Heights faction by getting little boys to throw chuck gliders at Air Marshals, and efforts to unload a load of duff balsa on Ted Evans.

Coming now to his complaint about the same people saying and knowing it all, there is even something to be said for that. We experts must give the facts a little airing now and again, but there is a strong suspicion of favouritism in our midst. Why, for example, should the glider articles of Messrs. Warring and Annenberg be accepted, when my own brilliant, six page effort, "Problems of Differentiation in the Use of Twin Tow Hooks by the Yearsley Brothers," be turned down flat?

Such a boring, monotonous business, this aeromodelling: I just can't imagine why I am so looking forward to the same old Sunday morning, the same old weather, the same old model and the same old mediocre flights.



At the next "M.E." Exhibition indoor speed fans are to perform their antics within the confines of a wire cage.

This, I feel to be singularly appropriate. So, too, the ambiguous comment from a certain club infected with the craze for indoor pyrotechnics, in assuring new members of a warm welcome.

Found But Lost

Ever since the first A-frame pusher buzzed across the village green to bring to our sober forefathers the grim realisation that, with man's conquest of the air, the world was no longer safe for the wearing of a Sunday top-hat, model fliers have been contriving ways and means of restoring their far flying offspring back to the comforting bosom of the model box. Even before that historic day when some early duration demon gazed in wild surmise upon the first primitive updraught, the retrieving hazard had become a major problem. Only the most nimble model flier could make the distance across the village green before some game little doggy or top-hatless member of the public had torn his beloved creation to pieces.

When, in the course of time, models became even more venturesome, and began to sport around in those formidable thermals which were brewed back in those far off days when England looked with pride upon that now long forgotten institution, the English summer, the retrieving problem had become really crucial. Plastering the familiar "If found . . ." label across the wings or fuzz yielded little or no result, and the situation is still much the same today, when the only lost models ever declared by the honest citizen are inevitably without means of identification, and always much too horribly built for the owners to have the effrontery to claim them.

Obviously some more direct appeal to the latent decency of the upright citizen was called for, but even the promise of fabulous rewards failed to persuade him to give up his football pools and base his future hopes on the prospect of finding the odd, wayward model. Attempts to overawe him by emblazoning the potent fly-away model with large "Experimental Model" labels were just as unrewarding. Good John Citizen knew a toy aeroplane when he saw one. Or, at least his little son did—and anything for a quiet life.

With the failure of the "guided missile" gambit came the "official document" project. Couched in formidable red-tape jargon, the label carried an underlying threat of the familiar "if not returned within 7 days etc." It was generally hoped that such a phrase as "Subject to official confirmation, the finder, hereinafter referred to as the flyee . . ." would also help to achieve the desired result.

The fate of this comparatively new idea is still undecided, as, too, is the use of the foreign language label. With the latter there is a current preference for the more squiggly and outlandish form of hieroglyphic. Arabic is a modest choice, with Ancient Egyptian appealing to the more ambitious model loser. But either is pretty well guaranteed to send the honest citizen hot-footing it to the nearest police station with his strange and exotic find. If there is one possible drawback to this ingenious scheme, it is the probable state of the model after going the rounds of the police station, Scotland Yard, the War Office, M.I.5, and the British Museum.

Perhaps, after all, it would be simpler to fit a d/t.

Model Lover

She : (peevishly) Seems that building those silly little models is the most important thing in your life.

He : But, darling, you know very well there's something much more important to me than building model aircraft.

She : (hopefully) You mean . . . ?

He : Yes. Flying 'em.



Pylonius

This is a reproduction from the old paper back 'Clarion' February edition 2001 and was my first serious attempt at writing an epistle for the magazine.

Dear David

12 Reynolds Close
Rugby
CV21 4DD

Compliments of the season, the last time I wrote to you about my 'Stomper' you saw fit to put the letter in the Clarion so I'll make this one a little more Clarion worthy.

You provided me with a 'Hep-Cat' plan and it was my intention to build it as a more competitive model to replace my ageing/heavy 'Senator' for the 2000 season, joke, I finally finished the 'Hep-Cat' on the Thursday before the last December Middle Wallop do.

I arrived at Wallop, to the usual DB weather and knowing my 'Stomper' was trimmed I set about trimming the 'Hep-Cat'. Initial flights looked promising, then the fun started.

Incidentally whilst retrieving on one early flight I spotted another 'Hep-cat' near mine, waved it at its approaching owner and carried it back to him to find that he was Jim Andrews, the other J.Andrews I've been looking for for two years. Coincidence, he tells me he has a 'Stomper' too.

Back to the trimming, things started with glide turn disappearing, water in the new folding prop. Fit rubber band assist using pin scrounged from Betty, Laurie Barr's wife (name dropping). Next flight all but spin in to right, prop folded wrong side, rubber band too tight. More fiddling and check flight, that's when I met Jim. The wind was now starting to rise and lunch time was long gone so too hell with it, I grabbed Jim, 750 turns, up and away, yippee! First max. in the bag. Try again, launch too straight, up over down two laps like a control-liner then away, D/T'd too low and finished up a few seconds short but a satisfactory first day out. The rising wind had made recoveries time consuming and I abandoned rubber to try and get my Nostalgia Power flights with the 'Stomper'

I only had about 1 hour left and still no lunch, I had a break, mistake as it turned out. The 'Stomper' is reliable but with the time problem I had to fly from the main body of cars and D/T tight to

land in front of the Hangers. First flight OK, landed on the hard standing before hangers. Second flight with less than 1/2 hour to go, I tried to use my bike for the chase but it was too hard to pedal over the grass where the field rises towards the hangers and I abandoned it halfway. I recovered the model from the hard standing again but had only 15minutes to get back and I knew it took 20 so I was beaten by the clock. I was knackered anyway. Back at base I found I had D/T'd just 2 seconds too soon so I was out of it again.

When checking in at control one of the three power winners told me that they had been watching my efforts with more than a little interest, if not consternation, as they had decided against a fly off and I was looking quite threatening.

Finally the real highlight of my day, one of my heroes, George Fuller appeared alongside me commenting that my 'Stomper' went well and asked what engine I was using. I replied that I was using an old PAW 1.5 but I was too overawed by his interest to engage him in sensible conversation, I hope he was not offended.

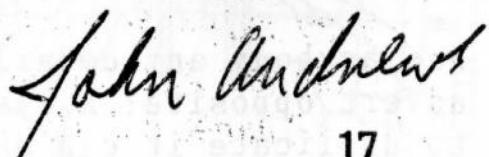
Could you please thank Peter Tomlinson for his instructions on Tomy timer construction, it worked a treat and the 'Hep-Cat' has it installed. For what it's worth I used No.1 fishing weights for the waggle ends, just crimped on and good old cyno.

Thanks to you also for the consolation copy of MODELLISMO you thrust upon me, the one with the 1950 Wakefield Event. That's history, I wish I was fluent in Italian it is a really good magazine.

Well that's one page, I hope your readers will not be too bored by my ramblings should you see fit to publish, any way I like to get my excuses into print.

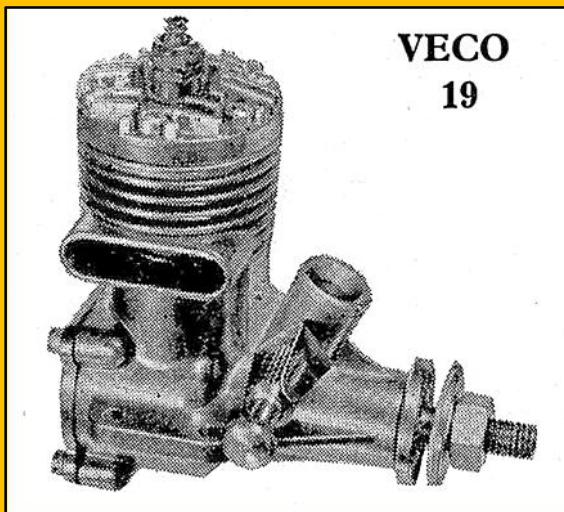
Keep up the good work David and have a happy 2001.

Yours in sport



17

John Andrews

*Manufacturers:*

Henry Engineering Company,
P.O. Box 229, Burbank, California, U.S.A.
Available in Great Britain through:
H. J. Nicholls Ltd., 308 Holloway Road,
London, N.7.

Specification

Displacement: 3.271 c.c. (199.5 cu. in.).
Bore: .635 in.
Stroke: .630 in.
Bore/stroke ratio: 1 : 1.
Bare weight: 5½ ounces.
Max. power: .316 B.H.P. at 15,000 r.p.m.
Max. torque: 27 ounce-inches at 10,000 r.p.m.
Power output: .0965 B.H.P. per c.c.
Power/weight ratio: .0575 B.H.P. per ounce.

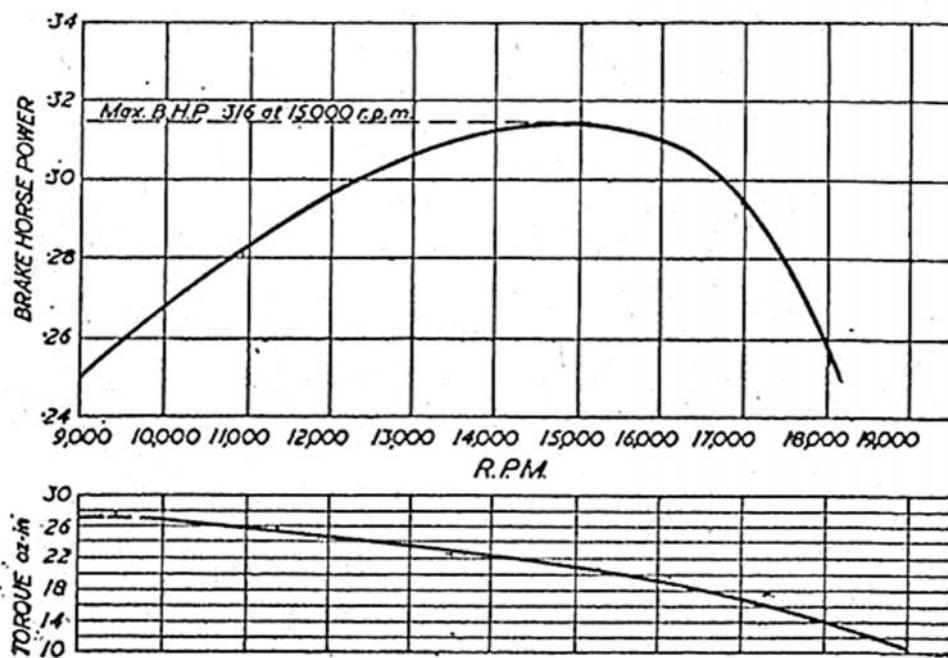
Material Specification

Cylinder/Crankcase unit: light alloy pressure die-casting, buffed and polished externally.
Cylinder liner: soft steel.
Piston: cast iron.
Connecting rod: light alloy (alloy big end bush).
Crankshaft: soft steel (ground and lapped).
Main bearing: iron.
Spraybar unit: brass.

PROPELLER—R.P.M. FIGURES

Propeller	r.p.m.
9 x 4 (Stant)	11,600
8 x 4 (Stant)	14,600
7 x 4 (Stant)	16,200
6 x 4 (Stant)	18,200
8 x 8 (Stant TR)	11,800
7 x 6 (Stant)	15,000
9 x 3 (Tiger)	13,000
6 x 9 (Tiger)	15,250

Fuel used: Standard methanol/castor mixture with 20 per cent nitromethane.



NEWS Review

"The Model Engineer" Exhibition

To commemorate this fact its scope is being considerably extended to include an international element and it will again be held at the New Horticultural Hall, from August 18th to 28th. A model aircraft section, run under the auspices of the Society of Model Aeronautical Engineers, will, of course, again be included.

Since its inauguration in the post-war exhibitions, the model aircraft section has grown rapidly in popularity, and some very fine models were on view at last year's exhibition. It is confidently expected that an even better display will be on view this year.

The same competition classes covering the more popular types of models are again included, and a Club Championship Trophy, to be won outright, is being offered for the best results achieved in all classes by three exhibits nominated by any recognised model aircraft club on behalf of its members.

A feature of the exhibition will be practical displays by working models, including control-line model flying, racing cars, and power boats, while those whose main interest lies in railways will find they have not been left out of the picture.

This exhibition is the premier event of the model engineering world, and we look forward to the receipt of many fine models and to meeting our many friends at this event.

Time is all too short so do not leave your machine till the last moment and spoil your chances of a prize.

Competition Entry Forms are now available and application for these should be made without delay to :—

The Exhibition Manager,
"The Model Engineer" Exhibition Offices,
23, Great Queen Street,
London, W.C.2.

We hope every aeromodeller will strive to produce a super model for the show, which will uphold the status of the model aircraft movement and be of special merit.

April 1948

The Wakefield Cup Contest

As we go to press with this issue it seems quite definite that the Wakefield Cup contest will be run this year at Cleveland, Ohio, in the early part of September.

This is good news indeed to all aero modellers and everyone interested should lose no time in getting their machines in trim for the Gutteridge Trophy eliminating contest, to be held on May 2nd, as a semi-centralised area event.

Remember that you *must* enter the Gutteridge Trophy contest and show your paces to be able to take part in the selection trials which will take place on June 6th, in the London district (not necessarily Fairlop, as this is about to be ploughed up).

Further good news is the fact that there is a distinct possibility that the travel difficulties may be successfully overcome, thus allowing a team to actually make the journey to the contest, but no definite statement can be made on this point until further negotiations with America and the various authorities have taken place.

In the meantime, everyone should get on with the job on the assumption that all difficulties will be surmounted and concentrate on producing the best Wakefield model their ingenuity can devise.

The 1948 Nationals

Progress with regard to the Nationals has been satisfactory and everyone will be aware by the time this appears in print that they will be held at Sywell Aerodrome, Northampton, on May 16th and 17th.

An important point to remember is that pre-entry is necessary this year, and that entries *must* be sent in so as to reach the S.M.A.E. office at least seven days before the date of the contest. Make a note of this to avoid disappointment.

Camping facilities are being organised on the ground, and a list of available accommodation has been prepared by the local club for the benefit of those who prefer the greater comfort of a hotel or boarding house. Those who wish to make use of these facilities should get into communication with the Secretary immediately.

Arrangements are being made for catering for both competitors and spectators, and provided the weather proves kind, there is every prospect of a happy week-end for all—except the poor officials!

The S.M.A.E. Handbook for 1948

The S.M.A.E. Handbook for 1948 is now available from the Society's office, at Londonderry House, 19, Park Lane, London, W.1, at the price of 1s. 3d., post free.

It contains full particulars of the competitions for the year, and complete details of the rules governing all aspects of model flying, International and British records, merit certificates, insurance, club management, competition organising, etc.

Easy-Bo by L.N. Byron (1951)
with the Wen Mac Mark IV .049.





Martin Hurna (Czech Republic)



Volocopter GmbH (formerly called **E-Volo GmbH**) is a German aircraft manufacturer based in Bruchsal (near Karlsruhe) and founded by Alexander Zosel and Stephan Wolf. The company specializes in the design of electric multirotor helicopters in the form of personal air vehicles, designed for air taxi use. The CEO is Dirk Hoke and chairman Stefan Klocke.

History

The company flew the Volocopter VC1 and Volocopter VC2 technology demonstrators, followed by the two-seat Volocopter VC200 prototype. The VC1 was first flown on 21 October 2011.

The two-seat project that became the Volocopter 2X started in 2013, evolved from early single-seat Volocopter VC2 prototype flown in 2011. The two seat prototype was designated as the VC-200 and the derived production model the 2X.

	VOLOCOPTER
Type	Privately held company
Industry	Aerospace, Advanced Air Mobility
Founded	2011; 12 years ago
Founders	Alexander Zosel Stephan Wolf
Headquarters	Bruchsal, Baden-Württemberg, Germany
Key people	Dirk Hoke (CEO) Stefan Klocke (Chairman)
Products	Electric VTOL aircraft
Website	www.volocopter.com

An on-line fundraising effort in 2013 on the *Seedmatch* website raised €500,000 in 2 hours and 35 minutes, setting a new European Union record. The money was used to build the VC200 prototype. The aircraft entered serial production in April 2018 and will be built under contract by the German sailplane manufacturer DG Flugzeugbau.

On 9 September 2019, Geely, which is also the parent company of Volvo Cars, Terrafugia and Lotus Cars, led a round of funding that raised \$55 million in private investments for Volocopter. In September 2020, Volocopter started flying pre-sales promotional trips for Volocity, the company's prospective electric air taxi service.

On 21 October 2019, Volocopter unveiled its "world first air taxi airport", and the company also demonstrated the use of its VoloCity eVTOL aircraft around the Marina Bay vicinity of southern Singapore. The company also conducted a feasibility survey with Singaporean mega ride-hailing company Grab. The demonstration was well-received and supported by the Singapore government.

The company worked closely together with government authorities like MoT, CAAS and EDB to allow test flights for their 'air taxi' service in the area and to fly its first proposed flight route to Sentosa. The demonstration also shed light to promote greater public visibility on the new transportation service to come in the next few years. There was extensive media coverage of the flight testing and the demonstrator vertical airport that Skyports built in collaboration with Volocopter within the Marina Bay area in Singapore, and attracted many people to witness the test flight even though the weather was a little gloomy then. The eVTOL prototype airport is called the "Voloport".

After the demonstration, the prototype was dismantled, and moved for redeployment at subsequent launches.

In January 2021, the company confirmed that the ADAC had reserved two of its VoloCity aircraft for operational testing in 2023.

Also in January 2021, the company announced that the FAA had accepted its application to concurrently validate the EASA type certification it expects secure within the next three years. In the same announcement, the company claimed it was exploring launching VoloCity within the United States to provide intra-city air taxi services in major metropolitan areas such as New York, Los Angeles, San Francisco, and Washington, DC.

In 2022, Volocopter raised \$170 million in funding to launch its first air taxi services.



VoloCity



Summary of all products designed and built by Volocopter GmbH: eVTOL aircraft

- └ [Volocopter VC1](#) (prototype)
- └ [Volocopter VC2](#) (prototype)
- └ [Volocopter VC200](#) (prototype)
- └ [Volocopter 2X](#) (prototype)
- └ [Volocopter VoloCity](#) (2021 two-seater eVTOL aircraft)
- └ [Volocopter VoloRegion](#) (2021 announced new eVTOL aircraft)

Free Flight Indoor Scale Nationals, Sunday 23rd April 2023

OEE provided us with a good introduction to this marvellous event in last month's issue of NC from his spectator's perspective on the balcony. This article is more from a flyer's point of view on the floor. We were honoured by the presence of a considerable number of visitors and entries from overseas, including Tonda Alfery from the Czech Republic, George Kandylakis from Greece, Mats Johansson from Sweden, Bob Hauk from the USA and, of course, a number of our Dutch friends.



How to wind a twin! Martin and Rory Pike look on while Tonda Alfery piles on the turns in his Open Rubber winning Chance-Vought V173 'Flying Pancake'. Peanut winning Albatross W.4 in foreground.

Competitions for seven classes were flown (entry numbers in brackets): -

Open Rubber (11), CO₂/Electric (9), Intermediate Scale (9),
Kit Scale (24), Peanut (18), Pistachio (9) and No-cal (13).

The results were dominated by Tonda Alfery, who is, without doubt, one of the world's outstanding modellers. Just look at the next group of photos and see the variety of his wonderful creations. He achieved first places in Open Rubber with his Chance-Vought V173 'Flying Pancake', in Peanut with an Albatross W.4 WW1 seaplane, and in Pistachio with the fine flying Curtiss Cox Cactus Kitten triplane. This model of an early 1920s race-plane is made from foam and weighs 8g. In the CO₂/Electric class, his magnificent North American FJ-1 Fury ducted fan was beaten into second place by Richard Crossley's superb Piper Tri-Pacer, which had a similar flight score, but considerably greater static points. Apparently, the Fury has an altimeter system that ensures the motor cuts soon after landing to stop it racing over the floor!

Tonda Alfery's entries



Chance-Vought V173, Open Rubber



Curtiss Cox Cactus Kitten, Pistachio



Albatross W.4, Peanut

North American FJ-1 Fury, CO₂/Electric

Kit Scale was won by Gerard Brinks with a Bowers Fly Baby from a Hummingbird kit. There were three entries that qualified for the **Veron Truflite Trophy**: - Gary Flack with his Aeronca Champ, Chris Blanch with a North American Harvard and Mike Stuart with a Nieuport 27. Gary obtained the highest place and so retained the trophy.

Chris Blanch won No-cal again with his Cessna 195 Turbo with flights of 151s and 112s and also took first place in Intermediate Scale with a fine flying Bowers Bi-Baby.

I can identify the 'unknown modellers in action on the floor' at the end of OEE's report last month. On the left is George Kandylakis with his electric powered DH 9, which was unfortunately proving to be very recalcitrant on the day. It's a shame he did not bring along his CO₂ powered PZL P.24 (see IIFE 60, NC January2023).

The modeller on the right is, of course, Derek Knight, of KP Aero fame: - [KP Aero supplies motors, winders and CO₂ chargers for free flight modellers. KPO0 KPO1 KPO2](#) with a Tiger Moth. I'm not sure whether it's his Open Rubber or CO₂/Electric entry.

As usual, the day ended with the excitement of the air race. A video can be found here: - www.youtube.com/watch?v=V5eW-ikonps. Thanks to my assistant Gerard Moore, my Chambermaid achieved a winning 22 laps in the ten minutes. I got the direction of launch slightly wrong on the last wind, resulting in a tangle with a balloon thread.

I must also apologise to Pete Fardell for apparently and totally inadvertently stomping on the tail of his Comper Swift in the general mayhem. (editor: a likely story).

It was another very enjoyable day and many thanks are due to the hard work of the organisers Paul Rich and Mike Stuart and their large team of judges, timekeepers and other assistants. The full results are available on the BMFA website.



Mats Johannson's Bristol Scout Peanut



Bob Hauk's Fokker DVIII Open Rubber



George Kandylakis's table with Electric DH9 and Open Rubber Avro Type F



Pete Smart's table with Electric Fokker F36 and Pitts Special Open Rubber



Chris Blanch's Bowers Bi-Baby, Intermediate Scale winner.



Pete Fardell's Bleriot XI, cross-channel flyer.

Nick Peppiatt

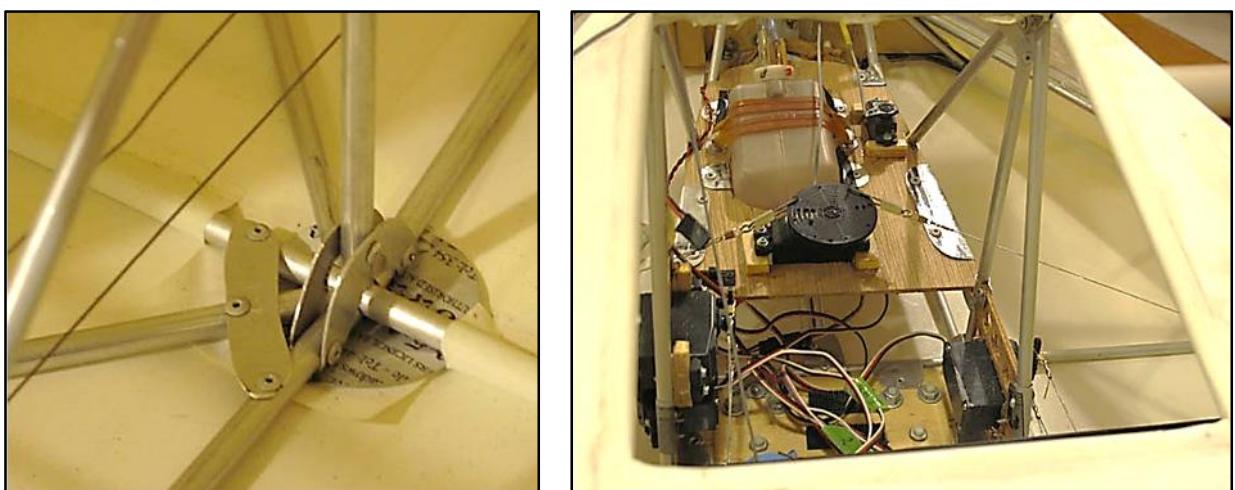
Hi John,

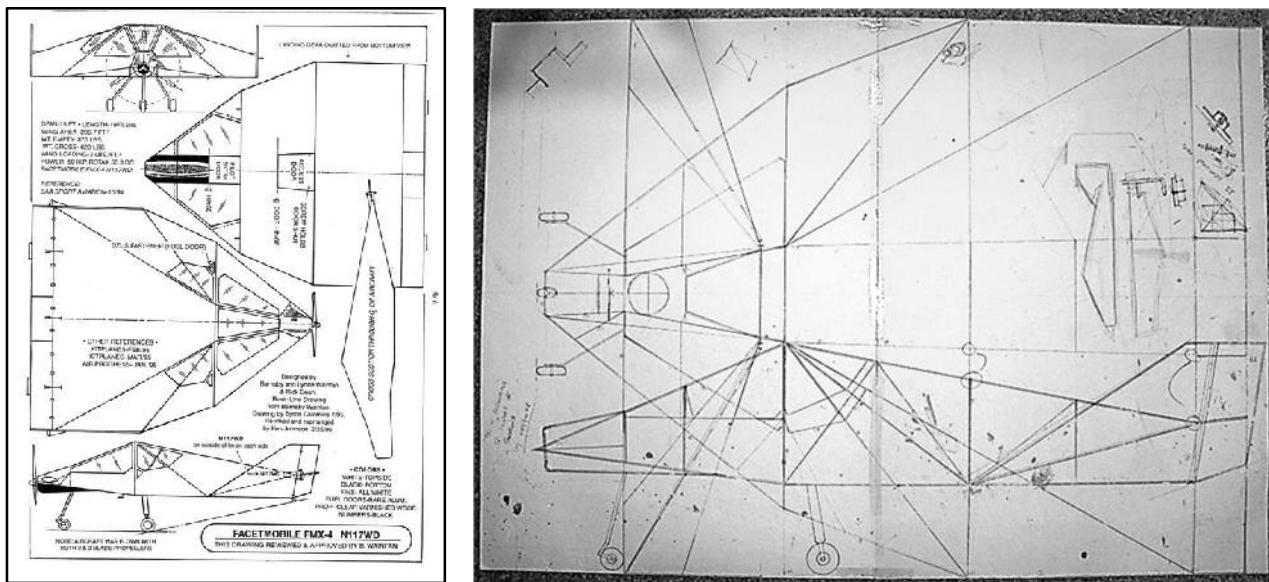
Just received and read your May edition. As usual a great read and thanks for the comment re our club. We are still not back there yet though the slash and debris has been removed. Access is held up because of the stop-bank rebuilding in the area and also the local soil contamination of chemicals from the Acid plant and sewage from the treatment station. However I think the day is getting closer and in the meantime we have been flying from various temporary sites around the Bay!

I was interested in your Wikipedia article on the Facetmobile. In 1994 Allison and I visited Oshkosh for the EAA airshow and just inside the field entrance was the Facetmobile which I immediately thought was a spoof ! How wrong could I be and I revisited it several times during the course of the airshow for photographs and talking to Barnaby and his wife. I returned home thinking I have to build a model of that.



That time arrived a few years later and after some more research and obtaining the 3-view from Barnaby's website I made some line drawings. A 36 inch wingspan and 46 inches long because that was the size of the piece of cardboard I drew them on ! This was going to be a challenge as it's the first time I've built a model using a hacksaw, a pair of tinsnips and a pop-rivet tool. The aircraft was framed up using 1/4 inch (6.5mm) aluminium tube which was joined with thin aluminum litho-sheet plate and 3/32 in(0.9mm) pop rivets.





The plan is a bit faded now after some 16 years in the workshop but it served the purpose. I covered the framework with SolarTex film and powered the model with an OS 48 Surpass 4-stroke. I wrote to Barnaby to ascertain the settings and he replied immediately saying CofG at the first plan break, 4 Degrees of motor down thrust and the control surfaces parallel to the rear bottom surface. The model is set up with elevons, rudders and a central trailing edge flap. The all up weight came out at 6.5 pounds, a little more than I'd hoped but there we were.



Sam my trusted Burmese copilot and tester tried the model for size and approved albeit briefly and we were good to go. How much control surface throw was bit of a guess and rudders worked turning outboard only.



The test flight was interesting to say the least, full throttle and the model rolled down the strip not gaining a lot of speed (more power !?) and getting toward the end of the runway I thought what the hell and pulled in elevator and it just trundled into the air very slowly and sedately ! It flew quite slowly but with authority but was way over controlled in the roll axis and on the downwind leg I inadvertently did a very quick unintentional axial roll ! Once I got the settings sorted the model was a delight to fly, a bit under powered for the weight though most likely quite scale, but I eventually replaced the 4-stroke motor with an OS 46AX which gave the model a lot more authority though maybe a bit out of its scale envelope!



It's performance must have been very similar to the full size prototype reading through Barnaby's notes. On pulling off the power and using a lot of up elevator it was possible to almost bring the model down vertically just on the stall (model nose high and horizontal that is) with little forward motion and still have some control in the roll axis and execute what I would describe as a parachute landing.

At slow speeds, the model required a lot of up elevator, and a few years ago I re-programmed it onto a new transmitter and inadvertently put my rates on a different switch which I missed during the flight and on the downwind leg couldn't get the nose up and flew it into the riverbank. The aluminium skeleton didn't take kindly to the impact but the pilot survived ! Maybe one day I'd like to build a bigger one with a four stroke petrol motor.... Dream on ! Still I have to say it was an interesting and very satisfying journey.

Barrie Russell. Model Flying Hawkes Bay MAC. New Zealand. May 2023.

Barrie Russell (New Zealand)

MODELLER

458

September, 1956



Cut to shape

Quite the most novel set of Hangar Doors we have ever seen are those specially made for the Ellehammer monoplane depicted above. It was flown by the intrepid builder who is standing by the bullet shape engine fairing, and is being restrained from lifting away by the two equally well-bearded mechanics at the wing tips. The Ellehammer may well have been the earliest application of the shrouded or ducted propeller. More details of this remarkable Danish pioneer's work, and a drawing of his first successful aircraft are given on pages 490-1 of this issue.

The retrievers !

Response to our editorial request for amusing or outstanding retrieving stories was by no means terrific, so we can only assume that most of our home readers do not mind paying for their AEROMODELLER in view of the subscription offered as a prize. It was from abroad that the best yarns came and three of them are well worth the telling.

From Lieut. Thomas Stedman in Alabama, U.S.A., comes a tale of Korea where he was stationed as a helicopter pilot in 1954. As an off duty diversion he built a $\frac{1}{2}$ A sport model which gave 8-minute flights on a full tank. The inevitable fly-away occurred and the model could not be found that evening. The next morning he was briefed for a helicopter operation and was determined to keep an eye open for the missing $\frac{1}{2}$ A model. Oddly enough he spotted it between a road and a minefield, and to the amazement of a non-modelling passenger put his Bell H-13 down in the road and solemnly retrieved his "toy". The model is still in Korea, hanging from a dayroom ceiling and at the moment Lieut. Stedman is using the engine for a scale 1912 Blackburn Monoplane.

Brian Partridge, who hails from Johannesburg, South Africa, provides the next story. Brian was

testing his Torp 29 powered Sandy Hogan at Hunters Farm flying field using a timer tank when motor went sick causing a long run and quite a high climb. Drift was in the direction of a large swamp with seven foot high reeds, and due to poor visibility in the evening light a search had to be left until the following morning. Two hours' search the following day with the assistance of Henry Heydenrych the S.A. speed champion proved fruitless, so Brian asked Bill Teague a modelling pal who was a member of the local lightplane club to fly over the swamp and locate the model.

Having briefed both Bill and Henry at the local 'drome, Brian returned to the area by car, waded

into the swamp on foot when observing of the Tiger Moth. The aircraft made one run across the swamp without success; and on the next Brian was so intent on watching the machine so as not to miss the wing-waggle which would indicate a find, that he fell over something. You guessed it! The model !!

The third recovery story comes from Stan Hill, well-known power flier from Santa Barbara, California, who was a member of the 1955 American Power team. Stan says that he and the local club boys converted a control line flier to radio control and sure enough the first flight of his first R/C ship resulted in a flyaway into the ocean about half a mile from shore.

Two days later and about 15 miles up the coast a friend of the fliers was shooting at sea birds (illegally) and saw a red "something" with two wheels in the air through the telescopic sight of his rifle. His first thought was "Oh, boy! An army target drone with one of those beautiful twin cylinder engines!" There began a *ten hour* expedition that involved going back to town for a boat; returning and lowering the boat down the cliff by rope to the beach, getting swamped by a wave in launching; and half an hour's extensive rowing out to the plane.

When he got there and saw it was only a model he was firstly shattered with disappointment and secondly filled with exasperated rage. Only a name plate indicating ownership by a friend prevented him smashing it with an oar and returning it to the deep! (Shows the advantages of putting your name and address on.—Ed.)

Needless to say, it was returned to the grateful owner; the only damage was to the batteries, the receiver being completely dry. As Stan Hill says, "I guess some people just live right!"

Well they were our best stories and earn the senders a free year's subscription. Before leaving

the subject of retrieving, we heard a rumour that local residents in a certain area were extremely puzzled at the large number of trees sprouting six-inch nails. They apparently did not realise that these and a large hammer are standard equipment of a well-known contest flier in the district! Same bloke also carries an efficient-looking chain saw, which he says stows neatly in the average model box. Timber!

It's not only the models that get lost, either. A well-known club in Bedfordshire have a notorious character who spends his entire modelling life out of sight down wind. Nobody minds this, but they do get a little tired waiting in the club coach after the meeting until long after dark. Life has its compensations, however, as the flier fell in a bog during a recent recovery session. Most of the club felt this was a very appropriate place!

Dee-tee's for parachutes?

Those who attend the Rallies at Radlett and Halton will be familiar with Eric Pritchard's 5-ft. cabin model which releases a stick of four most realistic parachutists when circulating at about 250-ft. altitude. Each 'chute is made of nylon, measuring 30 in. across, weighted with a 2½-oz. miniature airman, and it is customary for the descent of the escaping crew to take about 30 seconds.

Imagine the concern, therefore, of owner Eric and his recovery team when number three of the stick appeared to go up at Northern Heights Gala while the rest of the quartet made a tardy if normal return to mother earth. A chase began, watched by the envious eyes of those who had failed to find a single thermal all day with their duration models. Soon it became evident that the retrievers were waging a losing battle, and wayward crew member eventually disappeared from view into the cloud

base, one mile from the airfield. The question now arises—is this the first out of sight "flight" by a free parachute?

Russia to run International R/C contest

One of the East European correspondents states that the Soviet International free flight contest between Eastern states will not be held next year. It is, our correspondent reports, being replaced by a new competition exclusively for radio models which will be held in 1957 in Moscow. All States of the Eastern bloc were advised to send representatives to the F.A.I. World Championship and also some of the European International events which they seem to be doing to judge by the Czechoslovakian entries at Cranfield.

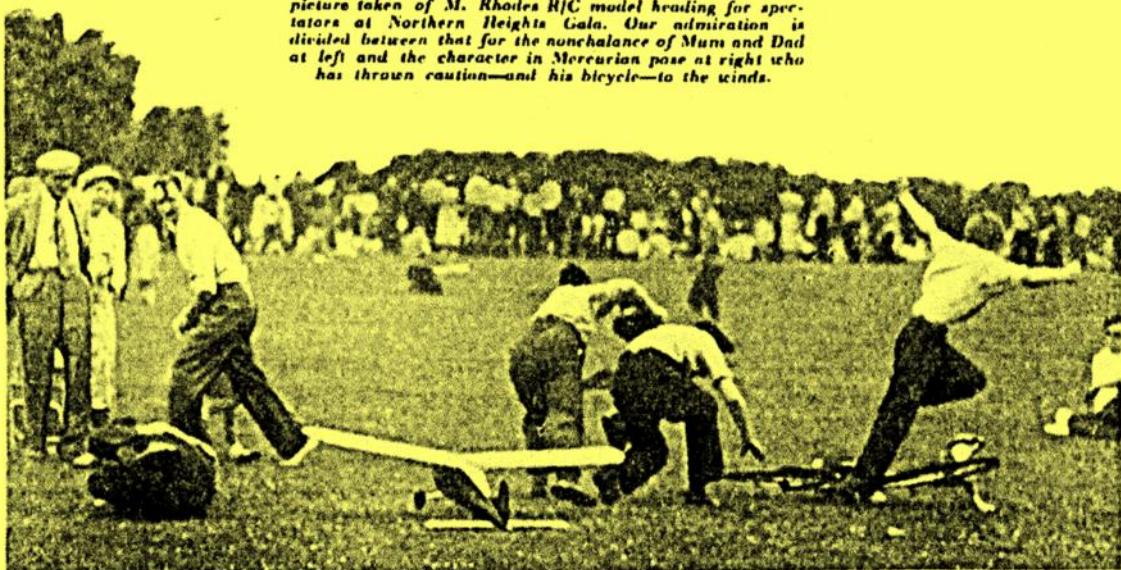
Take heed!

An Oakland woman filed suit for \$20,000 damages in a Californian Superior Court during June, because of injuries assertedly received when a 61-inch model weighing 2½ lb. crashed into her face at a meeting near Sacramento. She accuses the clubs concerned of negligence in not providing a safe place for spectators. Moral of this news story is too obvious to explain, and the photo reproduced below serves to emphasise the ever-present hazards of model flying in crowded areas.

Photo service

After a lapse of some years, we are pleased to announce that reprints of photographs appearing in "AEROMODELLER" are available through our newly installed photographic service. The majority of the illustrations appearing in this magazine are from our own negatives: especially those taken at principal model events, so if you want a copy for your album, send 2s. 0d. for a 6 in. x 4 in. glossy print.

'Ware model! — should be the catch phrase for this action picture taken of Mr. Rhodes R/C model heading for spectators at Northern Heights Gala. Our admiration is divided between that for the nonchalance of Mum and Dad at left and the character in Mercurian pose at right who has thrown caution—and his bicycle—to the winds.



Crookham Gala 7th May 2023 Salisbury Plain

Perfect weather but where is everyone?

This year we decided to hold the *Gala* earlier in the year rather than at its traditional time of September, although when it became clear that the chosen date was the middle day of the Coronation weekend, we wondered if that would affect attendance, and it may be that it was a mistake.

The number of active fliers in the South has sadly declined in recent years and so any event held on Salisbury Plain relies, for a good turnout, on people travelling from further afield. Whether it was street parties, the cost of travelling or the close proximity of the Nationals, a number of the usual faces were absent and Gavin Mannion was the only one to visit us from the more northern regions.

Certainly the event was well advertised and even the weather forecast was good.

However, those who did attend were rewarded with a near perfect flying day - light winds from a mainly north westerly direction and a sunny day after some early cloud, although the scores suggest that picking lift wasn't necessarily easy.

Most entries were in Combined Modern and Vintage Coupe, which Gavin won by

maxing out, with Richard Fryer winning the prize for the best vintage coupe score.

Gary Madelin maxed in Combined Glider while Dave Etherton couldn't get his third flight in. Combined Power only had one entry and there were no Dixielanders flown, so the George Fuller trophy could not be awarded this year.

The only fly off was in E36, with one of our more recent recruits to free flight, Wayne Butler taking the top prize.



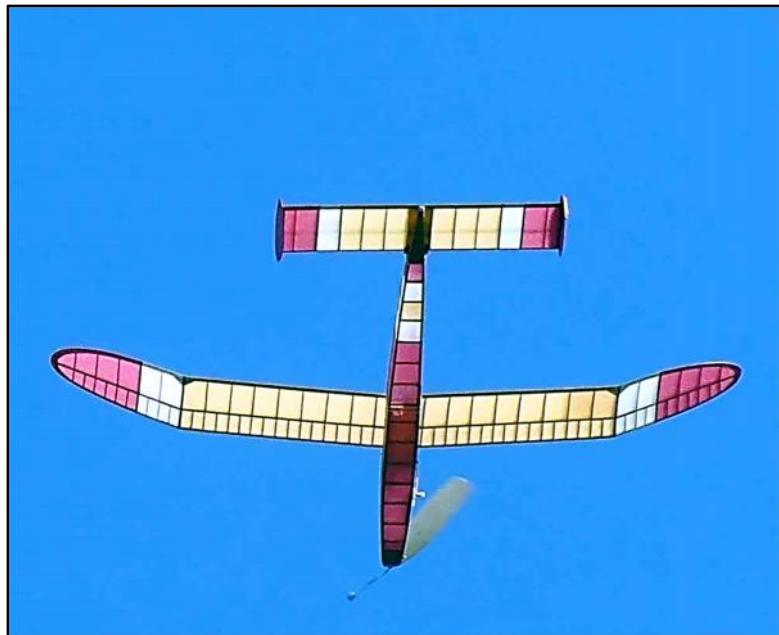
Gavin Mannion in thoughtful mode with his winning coupe



E36 fly off competitors. If you want to get ahead- get a hat.



Richard Fryer launching his attractive Pipo vintage coupe



Pipo in flight

Results:

Combined Modern and Vintage Coupe (Three flights only)

1. Gavin Mannion	Birmingham	6.00
2. Richard Flyer	Oxford	5.16
3. Jim Paton	Crookham	5.05
4. Alan Brocklehurst	B & W	4.40
5. Martin Stagg	B & W	4.36
6. Ben Hobbs		1.15

Mini Vintage

1. Dave Cox	Crookham	5.39
2. Dave Etherton	Crookham	5.11
3. Jim Paton	Crookham	4.38

Combined Glider

1. Gary Madelin	C/M	7.30
2. Dave Etherton	Crookham	5.00

Combined Power

1. Dave Cox	Crookham	7.30
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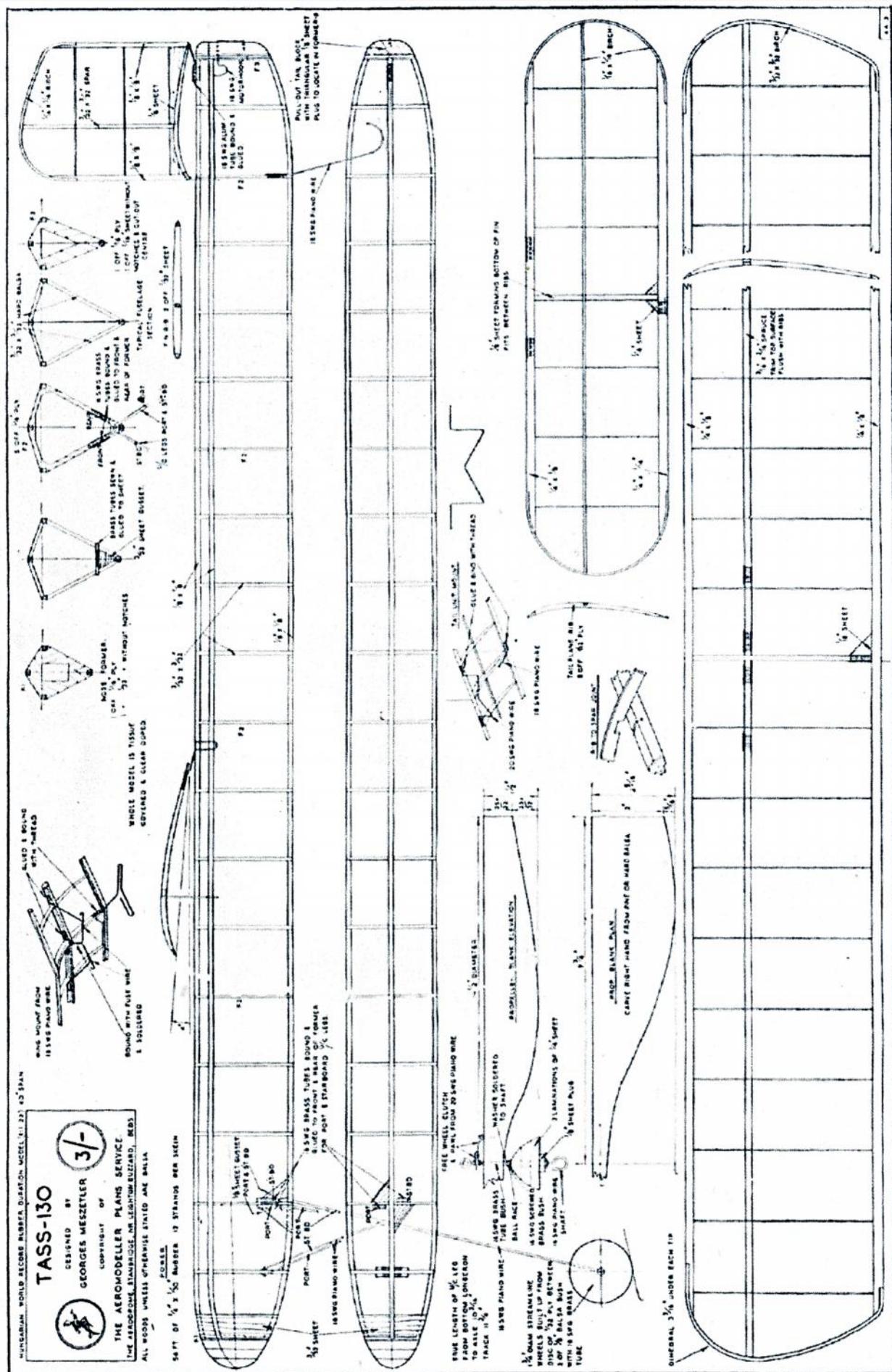
E36

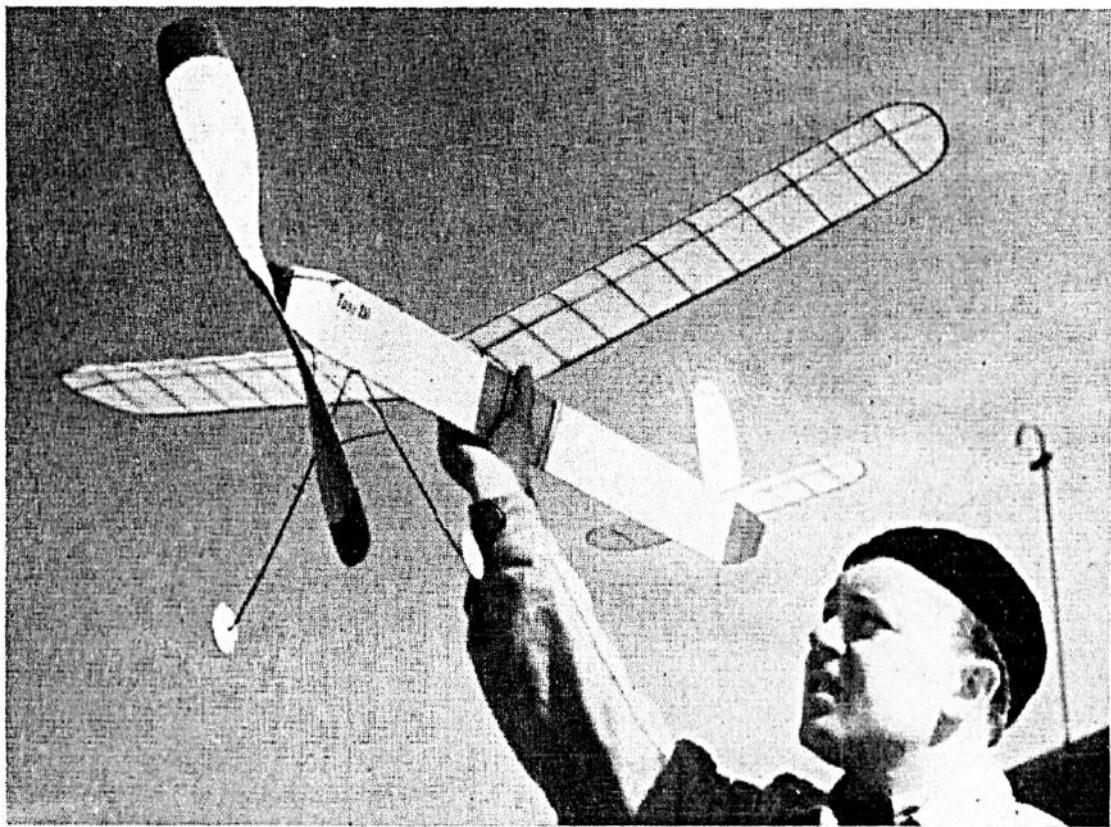
1. Wayne Butler	Crookham	6.00	f/o	1.25
2. Chris Redrup	Crookham	6.00	f/o	1.05
3. Ray Elliott	Croydon	5.22		
4. Richard Fryer	Oxford	3.53		

Chris Redrup

1949 Rubber Record Holder

Aeromodeller Annual 1949





Tass-130. World Record Rubber Duration Model by Georges Meszetler, Hungary.

DESCRIPTION.—Here is another Hungarian world record holder to consider. Nothing could be functionally simpler than this machine, with its long untapered fuselage of almost triangular section—for the flattish topped square-pear-shaped cross-section, is virtually little more. Ply formers at the nose and at intervals along the body help to preserve the shape which, after all, is theoretically quite sound. The usual rubber problem has something to do with the untapered shape for "buny," cannot very well be tensioned and only a rope the length of the fuselage could be employed. The usual halving method of fixing ribs and main-spar already noted in the BM-1, is again employed, as is the very neat bent wire wing fixing bracket, giving a maximum of attachment with a minimum of wire. Propeller is a good old paddle-shaped, slow turning design, to retard the initial high revving proclivities of the motor as much as possible, with most of its area well out at the tips without any pretence at elegance. There is no doubt that this simple kind of job that can be quickly built, but is strong enough to take quite a lot of rough treatment without being knocked out of trim or over-weighted by extensive repairs, has much to commend it. Its world record flight of 1 : 1 : 22, must not be considered as a solitary achievement. In the hands of its designer, it has been regularly vieing for premier places in mid-European circles for some time against Benedek's BM-1 and several other machines nearly as good. It is a great pity that Hungary did not send over a Wakefield team this year—even if only to be flown proxy—for they certainly have done wonders since 1944, when their model activities took on new life after the stagnant war years.

CROOKHAM GALA SALIBURY PLAIN MAY 7th

Six flew in the coupe event, only three flights were required and benign conditions prevailed but only Gavin Manion mastered the air and avoided mistakes to max out and win.

Gavin reports:

As usual I drove down to the Plain on Saturday afternoon in my little camper van. Fish and chips in Devizes, a beer in the pub etc, all very nice but getting a bit samey. I think that I might have a hot pie next time.

The day was lovely, calm and sunny; truly a rose between two thorns as both Saturday and Monday were wet and windy. I flew my "Coupe in a Box" as detailed (ish) in a FF forum a couple of years ago. It's starting to become my go-to coupe as it's not worn out like Nos 4+5 are and I believe it has a better glide than those earlier models. It's a rip off of Neil Allen's wing with my usual asymmetries and PGI trim. These last few comps I've flown it with a longer motor of 22 strands of 1/16". This takes 480+ turns, gives 50-53 seconds run and seems more forgiving of a poor launch or bad timing with "the air". I shall persist with this until I inevitably get it all badly wrong and re-think it all again.

In the comp I picked three nice thermals off the streamer. The second flight was lucky to work back into the lift having managed to stall out of it on prop fold (very odd, don't understand).

Everyone else seemed to have problems of one sort or another and by 3.00 ish it was done and I was able to relax and do a bit of glider flying.

Lovely day, lovely people.

Richard Fryer in second place writes:

The weather was good for the competition, especially surprising after Saturday's prolonged rain, with a light wind, sunshine on occasion and slightly variable wind direction. Retrieval was fairly easy with the vegetation still fairly low, though some thermal flights were carried across the open ground to the woods and trees beyond. Attendance was low but there was regular flight activity throughout the day, with lots of action in Glider, E36 and Coupe. My flights were a bit hit and miss in E36 with battery problems but Chris Redrup and Wayne Butler were flying very well, their models getting very high with good transitions.

Coupe activity was also fairly constant, I witnessed good flights from Alan Brocklehurst and Gavin Manion. So, an enjoyable day though it was a shame not to see a longer flight line.

Jim Paton in third place says:

I flew my Altaire, which performs better than my heavy Etievre. It's first outing in a long time. Flying vintage gave me two shots at the silverware. Not being used to a tomy timer dt these days I set it for a good two minutes. While awaiting the omens for a boomer I gave it another revolution, and then a bit more every now and then. I launched into what I guessed was good air and off it went. I should mention that it was equipped with 2002 Tan 2. Less torque and a lot more turns. It had recently been bequeathed to me via Andrew Longhurst. It was made up into 10 strands. Perfect steady climb and transition into a left circling glide, onwards and upwards. Chris Redrup seemed not to get arm ache with his binoculars until it dt'ed at over 6 minutes. With pinpoint accuracy he announced its landing in a distant clump of trees. Fortunately the clump of trees had little depth and I retrieved it just beyond with the help of an old fashioned tracker. This is going to be a great day, I thought. On the second flight the tail went skew whiff with expected consequences. I forgot I was flying a vintage with 10

strands and gave it a javelin launch. Of course it power stalled and, despite being in a boomer, never recovered. Moreover the tail had developed serious left tilt. After serious fettling as advised by Gavin Marion I cured that problem but next flight I launched into sink. The front tail support was such that the bands did not press down on the leading edge of the tail. Come Monday morning in the workshop I performed curative surgery to cure flopping and stalling. Twin fins fixed to a tail plane are just another unnecessary complication, but on this occasion the problems were elsewhere. It has a narrow nose, so getting a blast tube in is a bit of a problem. To get more turns I need to wind outside the model as I should be able to get a half tube in. Of course I had not brought one to the meeting. Fortunately other competitors made a few mistakes and I flew in mini vintage. I took home two bottles of wine- a real prize giving. P.S. Great weather and excellent organization by Chris Redrup, and good quality wine rather than certificates.

Alan Brocklehurst, fourth, writes:

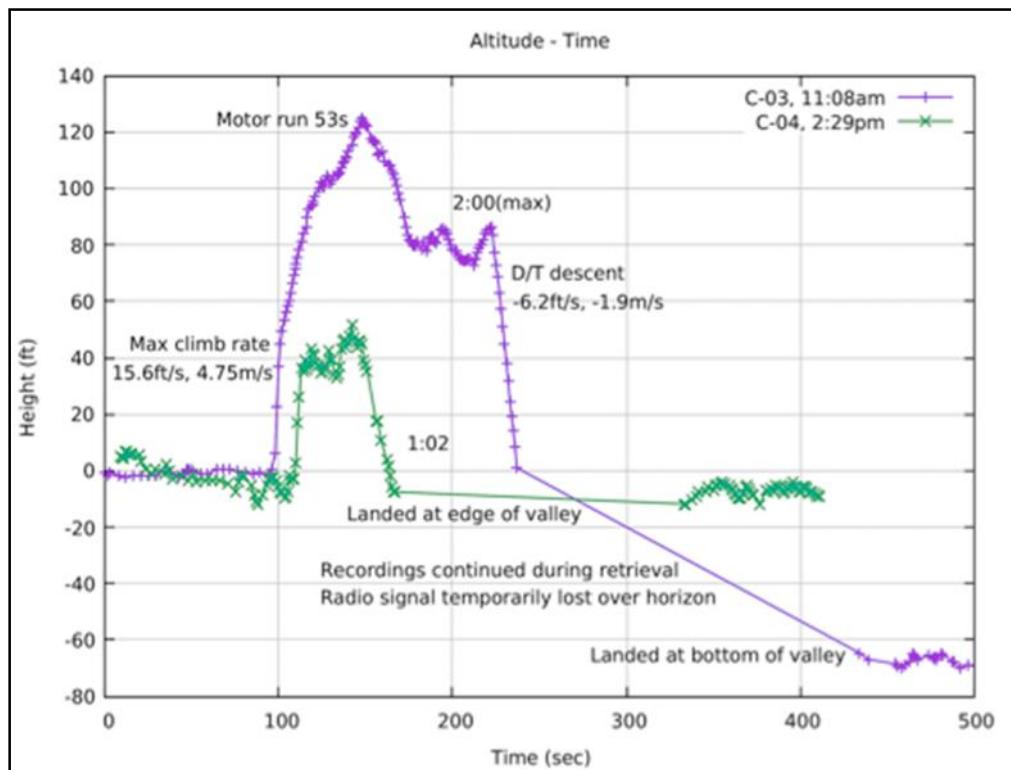
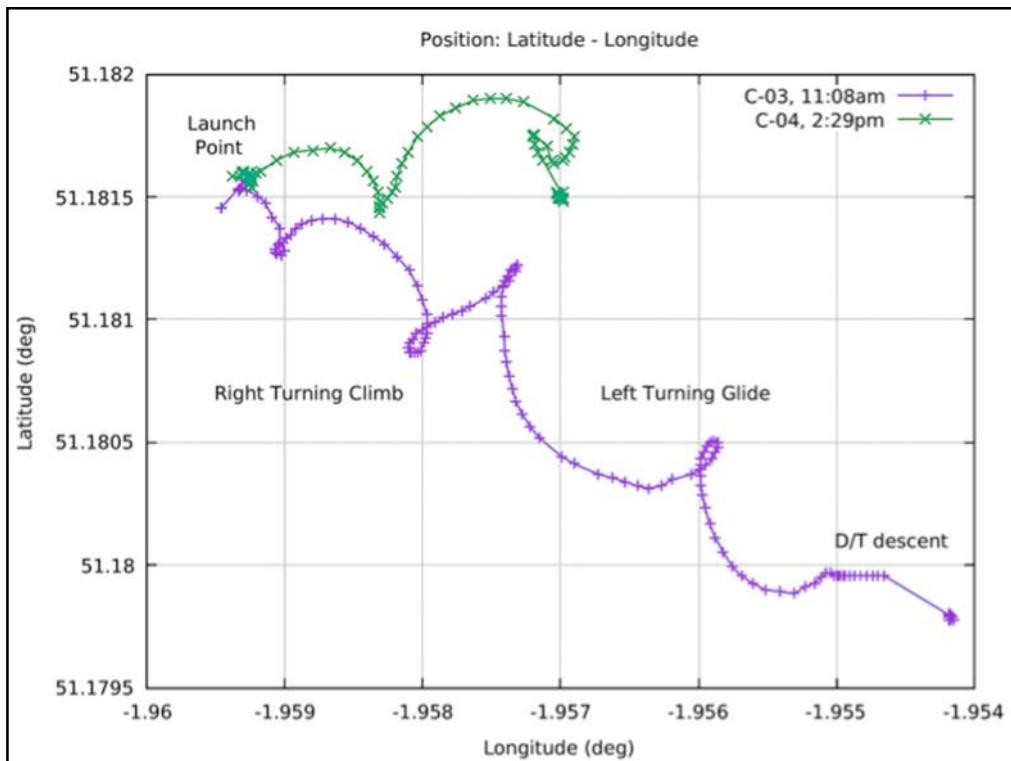
The Crookham gala was my first competition this season, as previous events had either been too windy, too wet, or cancelled. This time the weather was lovely, with a warm 6-8mph WNW breeze, but picking the lift proved tricky! A few days prior to this event I took delivery of a BMK GPS tracking system, so I was keen to try it out. For my first flight, I used my trusty C-03 (the red one with a Tomy timer), and just attached the new bug to the side of the fus, plugged in the tiny 40mAh battery, wound and launched for an easy max (I reckon the BMK device, with battery, is about half a gram lighter than a Pym Ruyter bug with fishing float battery). It didn't go far in the light wind, but D/T'd down to land at the bottom of the valley. The new technology took me straight to it!

However, I realised that the thermals were building in strength and decided that RDT might come in useful. I therefore changed models to C-04 (the faded orange one). This time, I used an extension-lead (made up the night before) to connect the tiny BMK device to the 65mAh Li-Po I use for the e-timer/RDT. Of course, lots to think about prior to launch and I think I did well to remember to switch-on, bind the RDT and start the e-timer, only to realize instantly after launching that I hadn't started the GPS recorder - no matter, just walk about 350 metres following the pointer on the handset! I didn't get good air and it was down in 1:38, landing over the first horizon down in the valley. I should have been more careful with picking the air, but maybe my mind was occupied with all the new gadgetry!

For my third flight, I used a motor from a different batch of rubber (in retrospect perhaps not the best!), but at least I remembered to switch everything on. Again, I should have waited longer to judge the air. A measly 1:02 is best forgotten! Easy to find, though, as it landed just over the edge of the valley having drifted in more of a westerly direction. Congratulations to Gavin for being the only one to max out in Coupe.

When I got home, I uploaded the GPS data via the WiFi on my Raspberry Pi and used Gnuplot to display the altitude and cycloidal flight path. Nice to know exactly how far it flew, how high it got and the approx rates of climb and descent on D/T...and maybe I can extract the time-varying radius of turn...but one little fact that fascinated me was that the data also revealed that the air-temperature on my first flight remained fairly constant while in the thermal, whereas on my last flight (definitely not in lift) the temperature decreased with altitude.

Ironically, it was over 3 degC warmer at the bottom of the 'valley of doom' than on the field



Martin Stagg reports:

Well, the weather was fine, sunny with light winds, much to my surprise. Also the ground was surprisingly dry so access, apart from the bumps, was no problem.

I arrived at about 10.30am. Alan B. was wrestling with the technicalities of his new BMK tracking and locating system while preparing for his first flight. He tried hard to explain it to me but I'm afraid my small brain could only follow the very basics!

In spite of reaching a reasonable height, his 1st flight was afflicted by much turbulence and was sucked down in to the 'valley of doom' for a sub max flight. This set the scene for the rest of the day as far as B & W were concerned.

I managed a lucky max on my first flight but although I was able to resolve some trimming issues it was downhill from there on.

Alan made his second flight but once more the air was poor and once more the valley made its presence known, resulting in a sub max flight.

Now, with the model on trim it was my turn to uphold B & W's honour. Bad launch, even worse air, a really poor sub max flight. I cannot remember the scores but I think I may have mentioned before that nature has a way of blotting out bad memories.

Back to Alan. This time the air was so bad that the model did not even reach the valley of doom, very uncharacteristic of Alans model.

Gavin Manion had made three good maxes to win the event comfortably. I needed about 1:40 on my last flight to come third, which shows how tricky the conditions were. In the event I don't think I made much more than a minute. So even on a bad day Alan beats me!

In spite of the conditions I enjoyed the day, as I usually do. It was a pity that the attendance was a bit sparse after Chris Redrup and the Crookham boys had put in so much effort and run the event so well. Some Coronation thing or other might have had something to do with it. Can't think why!

Ben Hobbs, sixth, lost sight of his first flight and then was unable to continue.



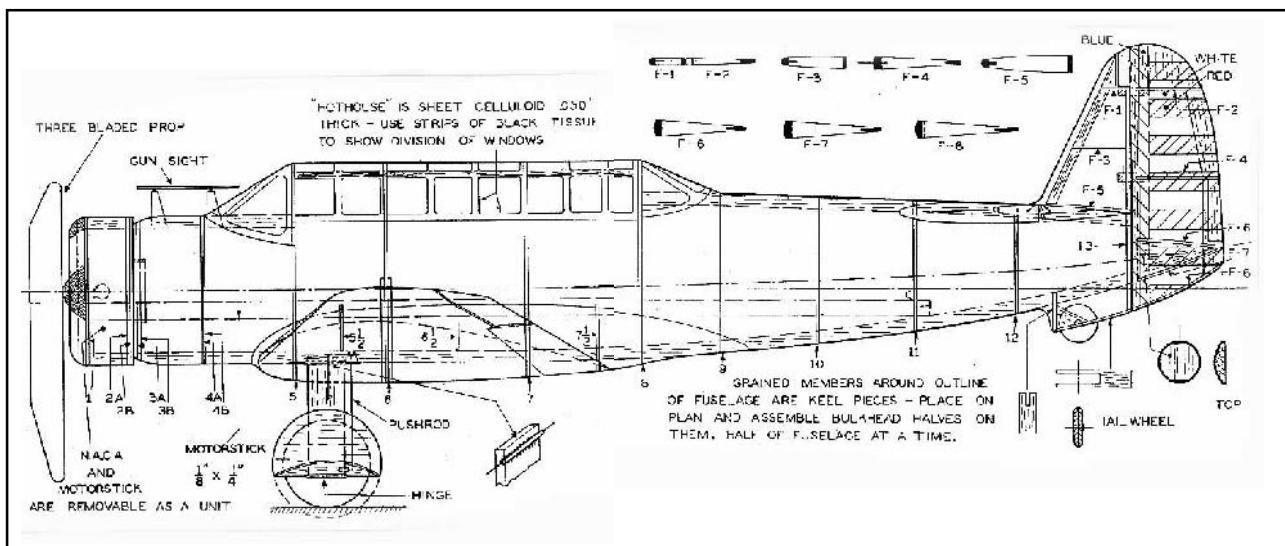
Gavin Manion heads the league table as we look forward to the fifth round at the F1G Nationals at North Luffenham on June 4th.

Full results in Chris Redrup's report earlier.

Peter Hall

Report No. 148 Our earliest magazines, continued.

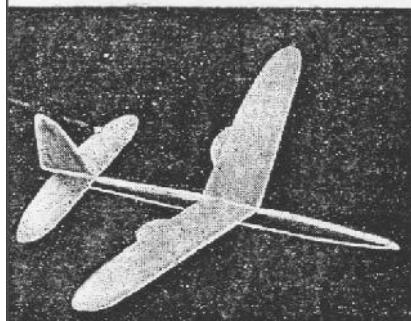
Next in the look at U.S.A. magazines we come to *Model Aircraft Builder*. This was launched in April 1936, edited by Lieut. E. Stieri, and offered at 10c for 50 pages of about A4 size complete with full colour cover. This issue has a plan spread over eight pages for a rubber powered "Vultee V-11 Attack Bomber" designed by Harry S. Pack, Jr. The build instructions include a paragraph on "Power and Testing" which starts with the advice to balance the model at the wing main spar then proceed to glide trim and finally to power flights starting with a few turns on the rubber motor. What a contrast to the build instructions reported on last month, where the conclusion had to be that the models were primarily intended for display.



An article by Frank Zaic described "Wilber Tyler's World Record Indoor Tractor" model and was complete with working drawing including full size airfoil section and propeller.

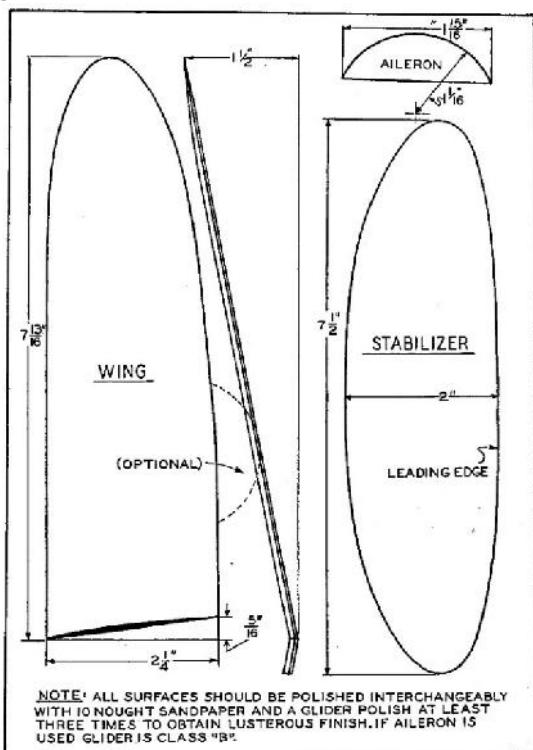
Frank also contributes an article entitled "Simple Record Holding Glider for Beginners" complete with working drawings and full build and flying instructions. Frank does not advise the designers name but a clue to finding it is in the following quote "So far as we know, this model still holds the N.A.A. record of 34.4 seconds for class "A" indoor gliders. The tabs or ailerons that you see on the plans were primarily attached to bring the wing area up to class "B" specifications. However, if you add them, you will find that they come in handy

by Frank Zaic
and Associates



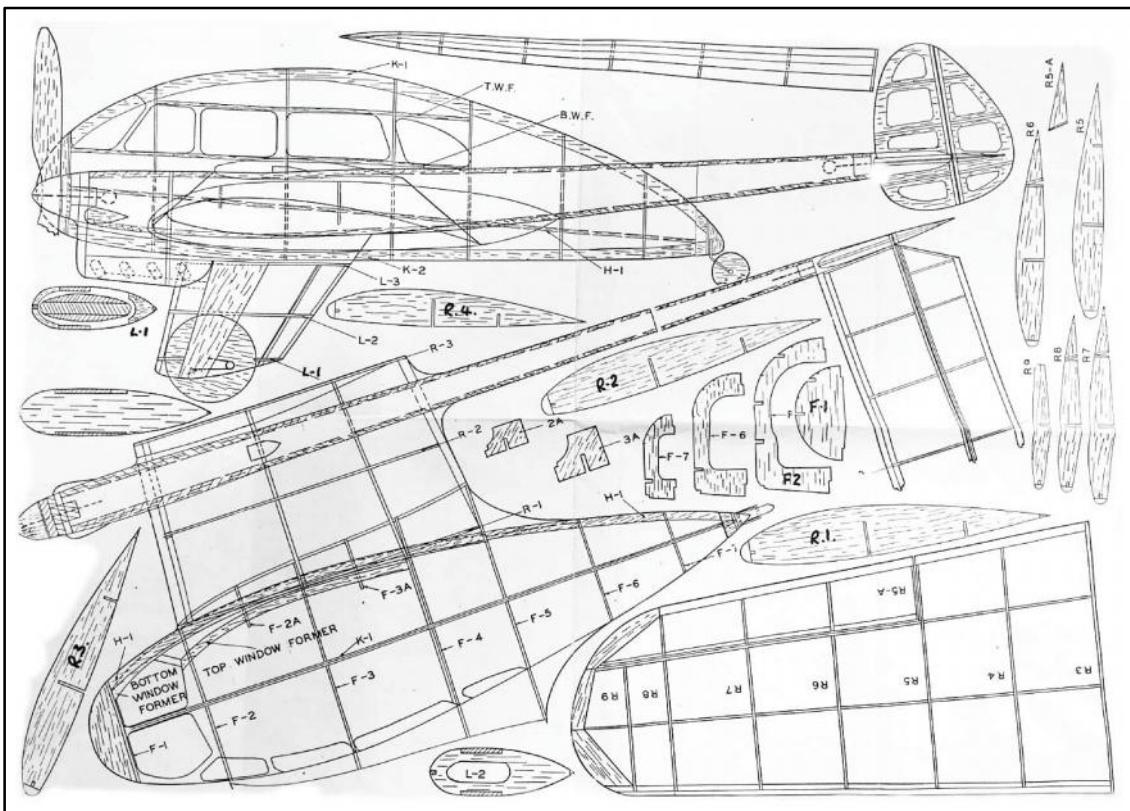
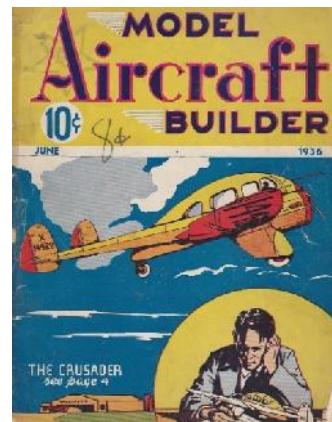
for adjusting the model." Frank's *Model Aeronautics 1935-36* book has an indoor glider with a record time of 34.4 seconds designed by David B Hecht with a reduced drawing of what is clearly the same model but with

no mention of tabs or ailerons.



Advertisers offering their kits and materials include Cleveland Model & Supply Co., Crescent Model Aircraft, Scientific Model Airplane Co. and Comet Model Airplane & Supply Co. All in all it looks like a very promising start.

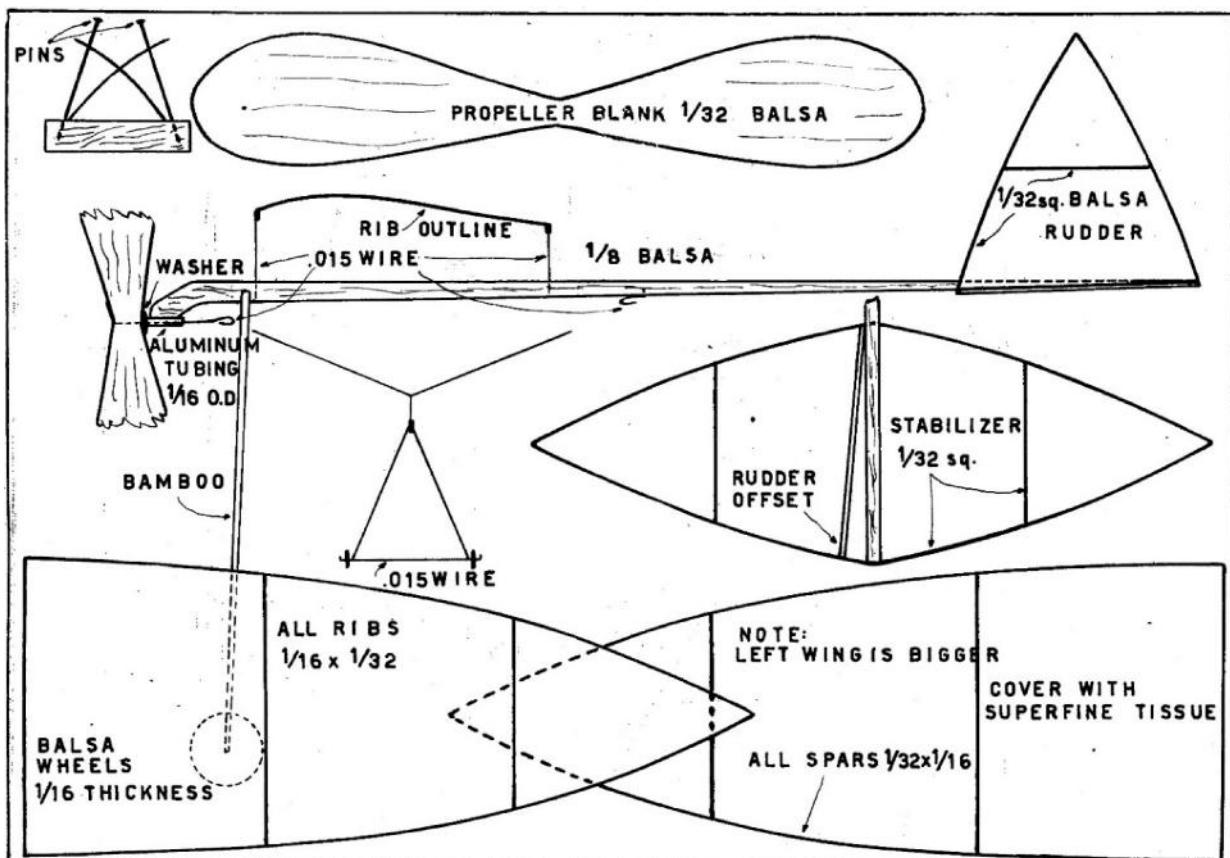
The next issue, identified as June 1936 on the cover and May-June 1936 on the contents page may not have pleased the model builder quite as much as the first issue. The flying scale model offered with plans spread over five pages, is a rubber powered model of the "American Gyro Twin Engined Crusader". This model features on the cover of the magazine and the plan was also available on a single A3 sheet with the plan on one side and instructions and some component drawings on the reverse. This plan is too large for my scanner so the plan shown here is from a photograph and as you will see it is not an easy build.



Midget Indoor R. O. G. Is Easy to Build

by Louis Garami

Things improve with Lois Garami's Indoor R. O. G. Model, clear drawing and useful building and flying notes. We have only some photocopied pages of the July 1936 issue so let us move on to August 1936.

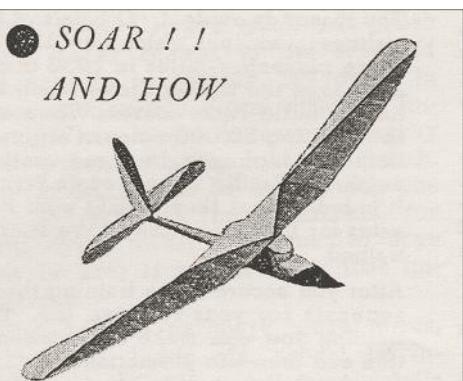


This issue includes a plea to "Bring Back the Wright Plane" which, at that time, was located in the Science Museum, South Kensington, London. A petition form was included for the reader to sign. The form was not to be sent to South Kensington but to The Smithsonian Institute, U.S.A. who had given Professor Langley, then secretary of the Institute, credit for building the "first heavier than air craft in the history of the world capable of sustained free flight under its own power, carrying a man." It all got resolved in the end and the original Wright Flyer now resides in the U.S.A.

The first plan in this issue is for a 30" wingspan "Real Soarer", designed by Seymour and Dave Hertzson,

and constructed with built up wings and sheet balsa for the remainder.

This model is suitable for tow line or shock cord launching, using 100 feet or more of light silk thread or about 50 feet of 1/32" inch square rubber. The plan is spread over three pages, commencing at page 8, but the reader must jump to page 40 for the continued build and trim instructions. An advertisement can also be found on this page by Sea Gull Model Aero Co. for a 30" span Sailplane kit at \$2.50. The picture attracts the eye and

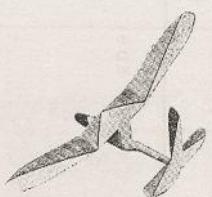


Here you are boys a real soaring glider capable of making soaring flights of unlimited duration. This is the same model as appears in contents of this issue. This 30-inch sailplane complete with all necessary material for construction. Kit 50c, Packing and Postage 10c extra. We are also manufacturing the following models completely finished and guaranteed to fly.

30-inch SAILPLANE as above 3 minute flights guaranteed. Price \$2.50
22-inch AIRBUS CABIN commercial flights over 1500 feet. Price \$2.50

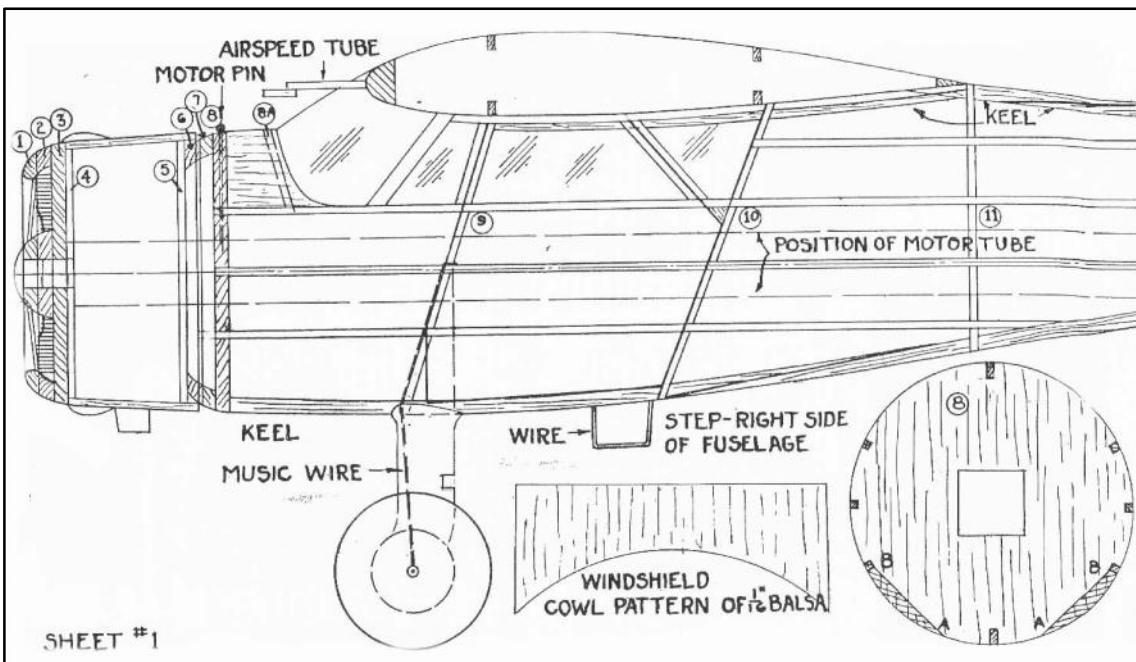
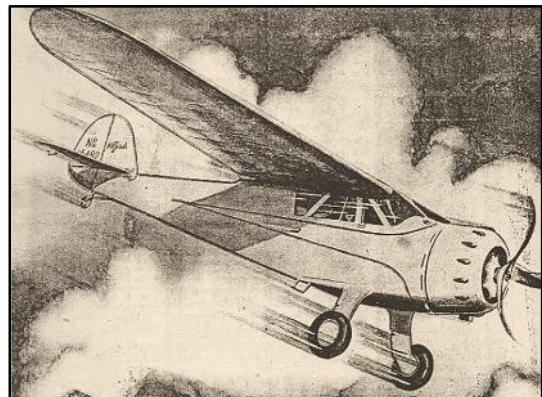
Build and Fly A Real Soarer

by Seymour
and Dave Hertzson



the advert confirms "the same model as appears in contents of this issue."

Next is an article and plan for a 24" wingspan rubber powered scale model of the "Cessna C-32" designed by Frank T. Roberts. The plan is spread over six pages and looks to be quite a standard build. One point to note is the use of a motor tube, common at the time, presumably due to the quality of the available rubber. This does of course make any thrust line adjustment rather difficult. I recall my pre 4oz Gordon Light Wakefield which had a motor stick as shown on the drawing. The prop hanger was the usual U-shaped sheet metal item but the rear bearing hole was oversized and had a suitable washer soldered to it, such that down or side thrust could be applied but only by taking the model home and re-soldering the washer.



The Latest C.D.-FOKKER D-7

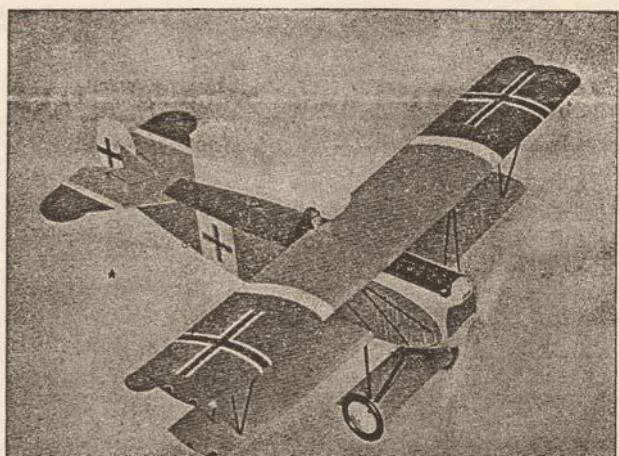
....and best of all, it's

FREE

with a Year's Subscription to

MODEL AIRCRAFT
BUILDER

America's Newest Outstanding
Model Aircraft Magazine



Finally, a free kit for a 20" wingspan scale model just for sending \$1.00 for a 12 months subscription to **Model Aircraft Builder** which was priced at 10C per month. The snag was that August 1936 seems to have been the last ever issue of this publication.

Secretary's Notes for June 2023

- Roger Newman

Still away from home. However, early reminder that we have SAM1066 Cagnarata Day on Salisbury Plain on 23rd July. Comp starts at 10.00am as per normal, all we want is decent weather & a reasonable attendance. No comp entry fee but the normal charge for flying on the Plain still applies.

More welcome news. Peter Carter has managed to negotiate a day at Odiham for 6th August, see separate ad in this edition for more details of the day. The following note has been quickly written with input from Chris Redrup & broadly applies to both meetings i.e. SAM 1066 on SP & Odiham in the anticipation that it will help to persuade a few more to attend & enter a comp at both meetings.

CAGNARATA AT ODIHAM

Alongside other events at the South Eastern Gala being held at RAF Odiham on the 6th August, there will be a Cagnarata free flight competition.

We have been holding an annual free flight competition at Odiham for a number of years now, with a mixture of different classes, but in recent years the number of entrants for each class has declined significantly, so we have decided to hold a Cagnarata event this year.

The format of this competition is popular in Italy and is basically an all-in event where models of different classes are flown against each other. Differences in performance of the various classes are taken into account using a handicap system (K factors) with different maxes depending on the K factors.

As an example, if the max on the day is set at 2 minutes, a model with a K factor of 1 will have to achieve a flight time of 2 minutes, whereas a model with a K factor of 4/3 will only have to achieve a flight time of 90 seconds.

The contest will start at 10.00 and end at 17.00 and will comprise of a total of 4 flights each, with any fly off shortly afterwards. Competitors can fly more than one class if they wish and prizes will be awarded for the first 4 places.

Odiham airfield is an ideal flat field venue, being easily accessed from junction 5 on the M3 with excellent toilet facilities on site.

Pre entry is required via Peter Carter - see separate ad.

Model K factors:

E36 (8 sec motor run)	1
F1G/Vintage Coupe	1
F1H/A1	1
Mini Vintage Rubber	1
Mini Vintage Power (10 sec motor run)	1
Vintage/Classic Glider	1
Tailless	1
E30 (40 sec motor run)	1
P30	4/3
Co2	4/3
Under 25" Vintage Rubber	3/2
Hi Start Glider	3/2
E20 Open Class (8sec motor run)	2
Cat/ HLG	2

Nostalgia time

During the month I had a dialogue with a fellow modeller, who - after acquiring a couple of vintage free flight models through the passing of a friend, asked if I knew of a source of wisdom on spark ignition engines, as both models were so equipped. Fortunately I did & hopefully there is now an informed exchange of information taking place. This little episode resulted in a short bout of nostalgia, thinking about what has been flown at Middle Wallop over the years & what I wanted to do but never did & probably never will now.

Some of the models flown at Wallop. I'm sure a few of our readers will have memories akin to the following. Never to be forgotten was one meeting when not one but three Valkyries appeared & flew. To think the original Carl Goldberg model was flown without a dt & - if I recall correctly, lost OOS after some 53 minutes at the 1937 USA Nats held in Detroit & ending up somewhere in Canada! For those interested, the Valkyrie had a span of 10 ft.; weight with Brown Jr. (ready-to-fly) 4 lbs., 12 oz.; and a wing loading of about 5.85 ozs. per sq. ft.

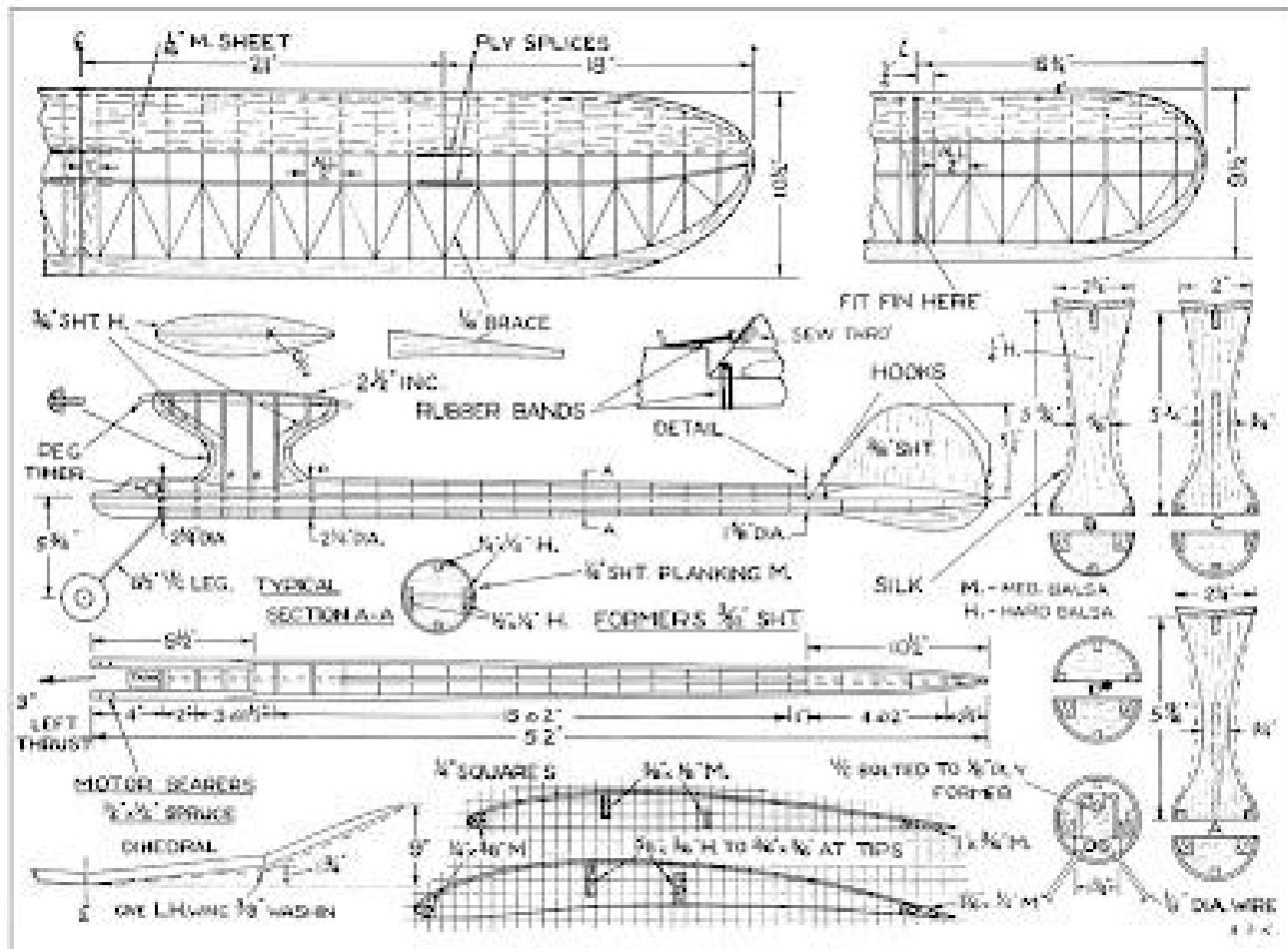
Another was the awesome sight of a Civvy Boy 84 powered by a McCoy 60 SI ascending skywards at a tremendous velocity urged on by John Leach.

Also timing the flights of an exquisite Flying Pencil flown by George Blair from Scotland in one of the vintage power comps run by David Baker.

Then there were the creations of Roy Barrow & many other vintage models - mainly cabin model designs from the USA - all accompanied by the unmistakable crackle of a spark ignition engine in full song.

I still have a Red Ripper completely built awaiting covering with a pristine O & R 60 sat in its box but will it ever be finished let alone flown - has to be highly doubtful? However, a recent exchange of email with our Chairman may well result in both of us having an expedition to Salisbury Plain for a session of pleasure flying in July - kind weather permitting - where I can at least give my venerable Junior 60 an outing albeit equipped with an equally venerable ED Comp Special. On a more modern note, I see that BJMR have kitted a 36"span electric version of the Civvy Boy - yours for a mere \$78.50.





Flying Pencil



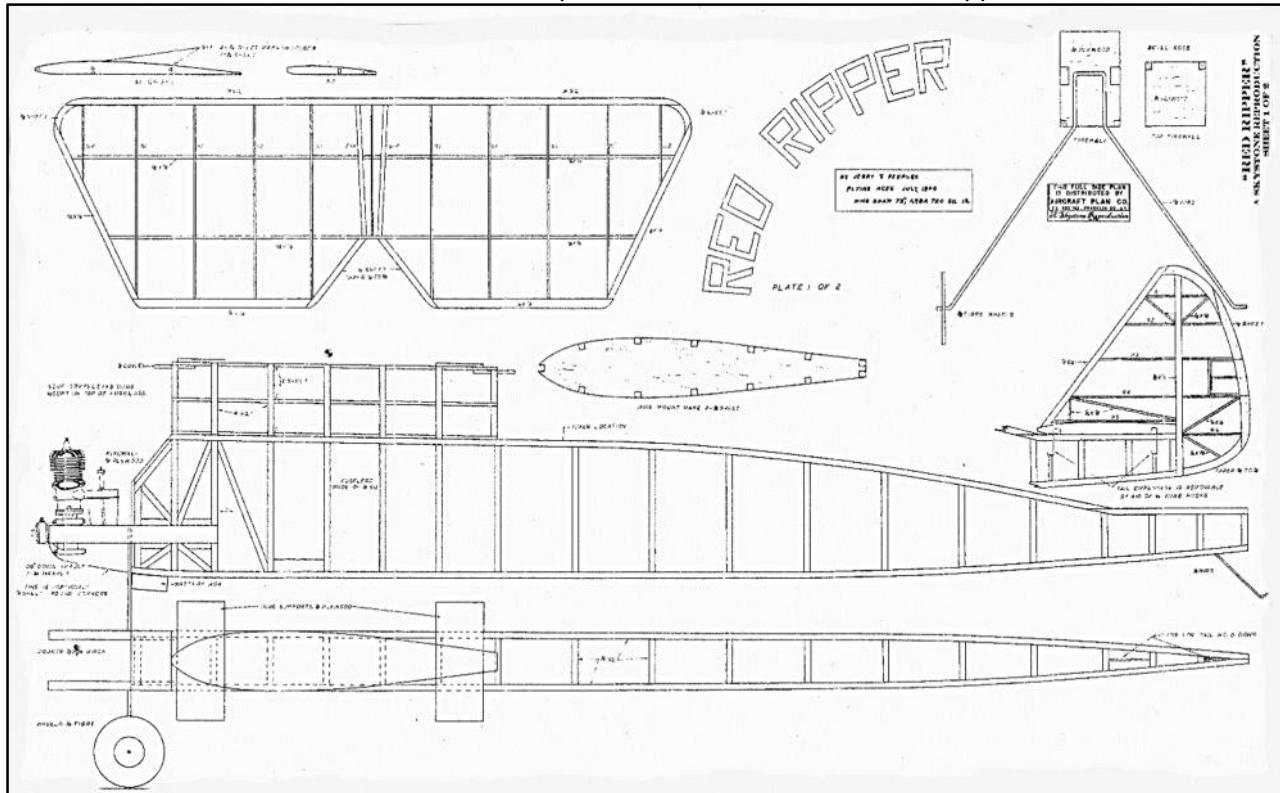
Flying Pencil - again



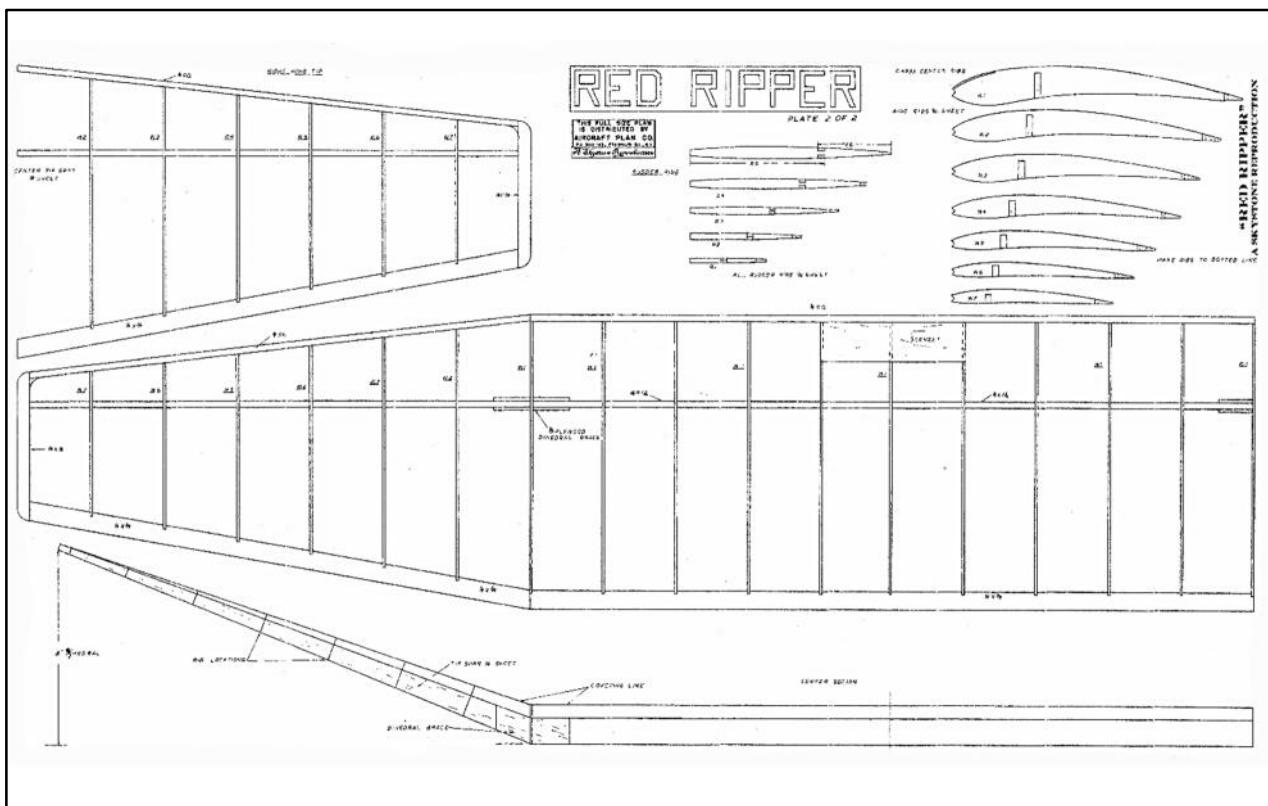
Civvy Boy 84 hanging in AMA Museum

Plans for month

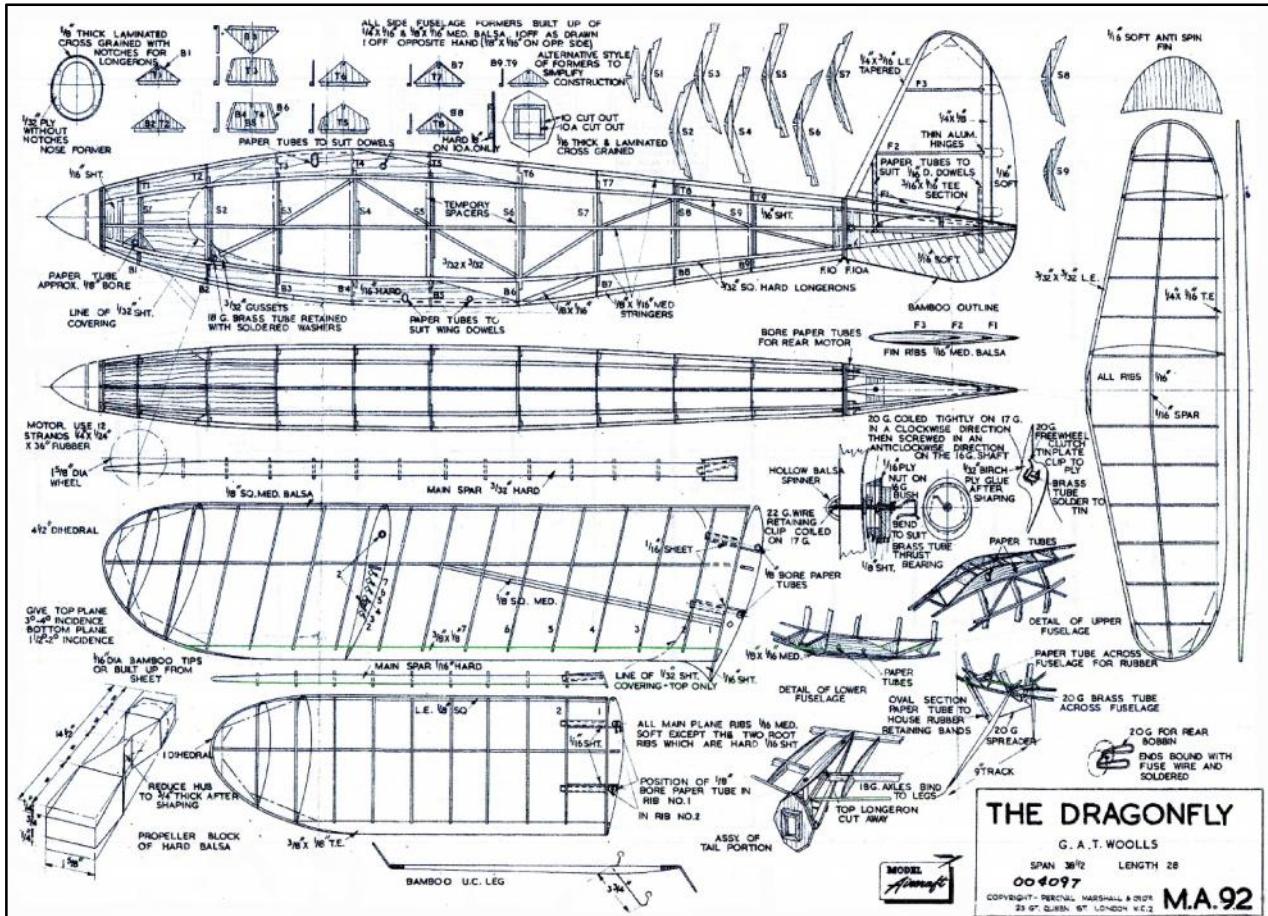
Power: Has to be an old timer sparkie - how about the Red Ripper - Sheet 1



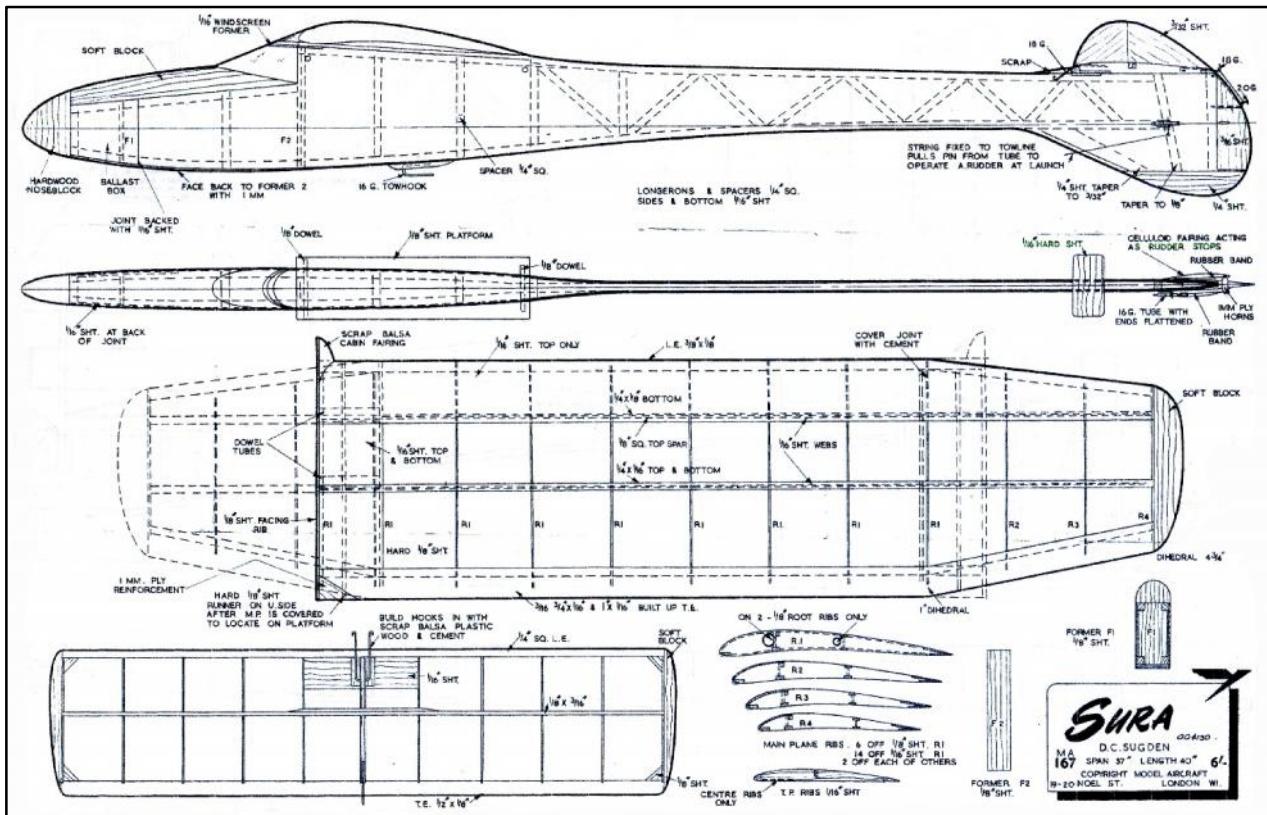
Red Ripper sheet 2



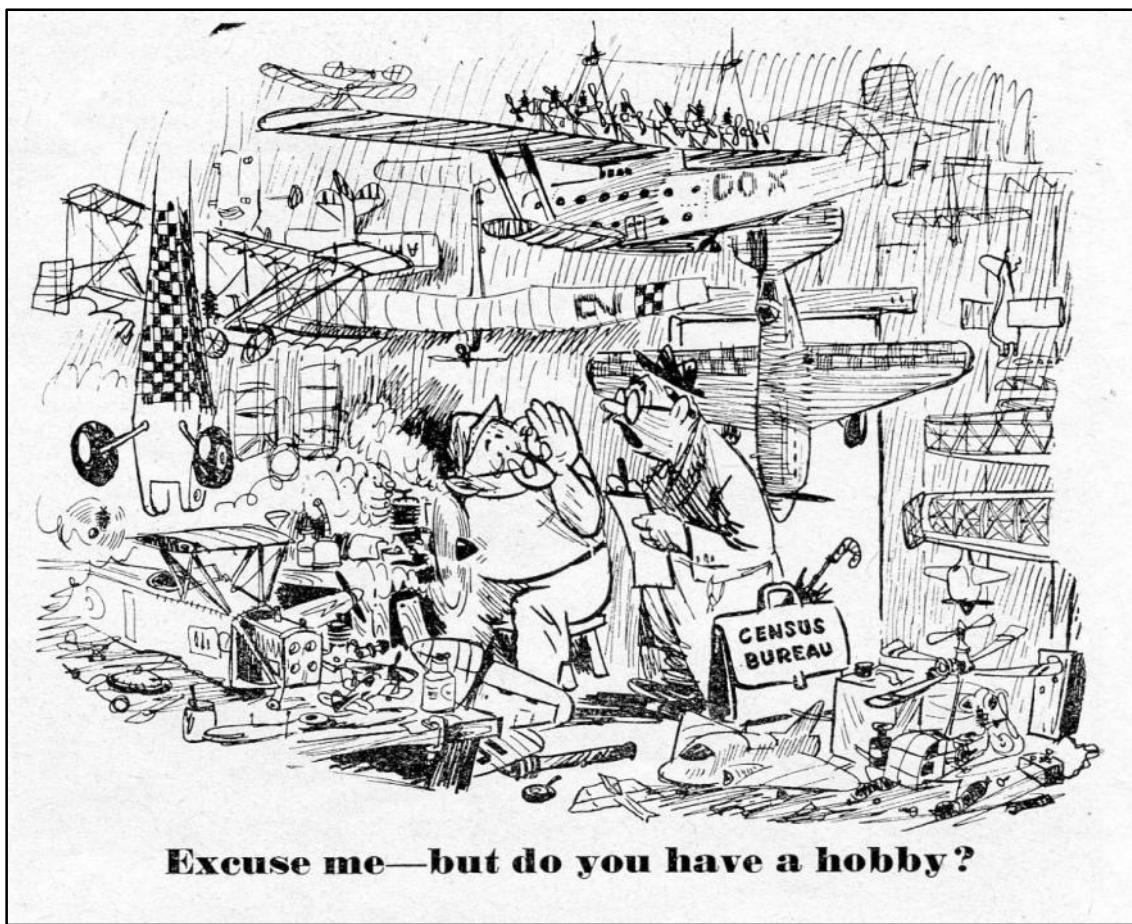
Rubber: The Dragonfly by George Woolls published in a 1951 Model Aircraft



Glider: Sura - from Model Aircraft Nov 1953



Roger Newman



L'AQUILONE SAM 2001

TOMBOY RALLY INTERNATIONAL POSTAL CONTEST

01/07/2022 - 30/06/2023

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

Model

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

Engine/motors

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

36"-44" WINGSPAN

I.C. Engines:

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

Electric Motors:

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

48" WINGSPAN

I.C. Engines:

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

Electric Motors:

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

Flights and results

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

- Hand launches are admitted.

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

Awards :

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

Results

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

SPECIAL PRIZE VIC SMEED

SAM 2001 have scheduled an extra Diploma that will be awarded to the best flight in Tomboy floatplane version (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 R.O.W 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 a R/C Tomboy, however, being this a free-flight contest, the time must be stopped when transmitter is used, since the aircraft model should fly freely from any control from the ground.

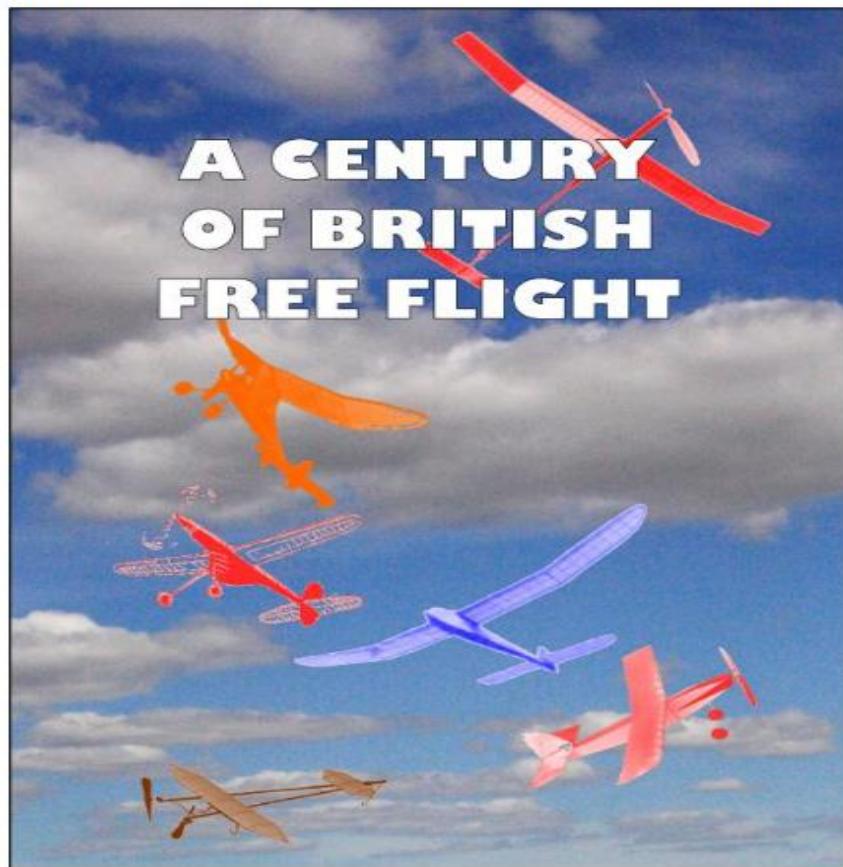
Good thermals

A CENTURY OF BRITISH FREE FLIGHT

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

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

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



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

Permits for Salisbury Plain & North Luffenham

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

The costs are:

£20 for Salisbury Plain - £35 for North Luffenham

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

Southern Coupe League

Programme for 2023

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

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

ODIHAM

Southern Area BMFA Freeflight gala.

Sunday August 6 2023.

0.900-1800hrs

R A F Station. Odiham. Hants.
All types of Freeflight Sport flying.

Freeflight CAGNARATA Competition,

Contact Chris Redrup For details
chrisredrup@yahoo.com.

For security reasons, all attendees
are required to pre-register,
therefore those wishing to attend
must send the following details to Peter Carter
by post including entrance fee
cheques made payable to Southern Area BMFA.

NAME

CONTACT. Details. (. Phone/ e- mail)
BMFA. No

CAR. Make, Model, Colour.
Entrance fee £10.

Arrive Station main gate from 0800hrs. - 0945 hrs.

Peter Carter:-

74 Buckland Avenue ,
Basingstoke, Hants, RG226JA
Tel 01256 352922.

E-Mail. P.carter34@btinternet.com

Cocklebarrow Vintage R/C

Dates for 2023

Sundays

16th Jul: 20th Aug: 24th Sep

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

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

BMFA Insurance Essential

Contact: Tony Tomlin
Tel: 02086413505 & 07767394578

Classic A1 Email International 2023

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

Eligible models

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

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

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

Towline

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

Scoring

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

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

30+60+90+112 = 292

Entry

Entry is free of charge. Score should be submitted to
stuardarmon1a@yahoo.com

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

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

Waltham Chase Indoor FF

at
Wickham Community Centre
Mill Lane, Wickham PO17 5AL

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

2023

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

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

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

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

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

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

Contact: Alan Wallington indoor@wcaero.bmfa.club

Bloxwich Indoor Flyers

Free Flight & lightweight RC

Sneyd Community School

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

Saturdays 12 noon until 4pm

Fliers - £8 Spectators £2

2023 dates

16th Sep - 14th Oct - 11th Nov - 16th Dec.

Contact:-

Peter Thompson: peter.thompson7408@gmail.com

E30/RDT/BMK/E20 Batteries

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

FREE FLIGHT SUPPLIES

MICHAEL J. WOODHOUSE

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

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

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

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

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

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

ORDERS and PAYMENT

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

WESTERN UNION, PAYPAL

AVAILABLE

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

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

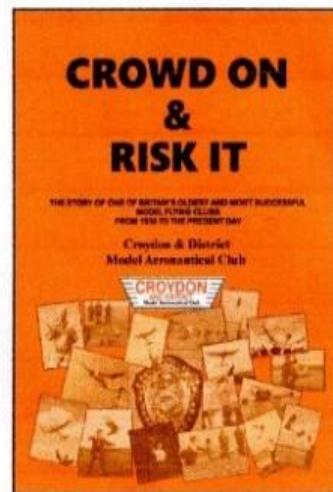
CROWD ON & RISK IT

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

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

Just £8 by PayPal or cheque.

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



DILLY JAP IS BACK

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

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

Anyhow, since the last roll came in 2015, the price is slightly higher (maybe as a result of you-know-what ...xit and its effect on sterling), but it's still only £13 for a five yard roll a yard wide, or £16 by mail to the UK. I normally sell it in rolls at contests, but lately many people have had it sent lightly folded, so I can do that if you prefer.

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

INDEPENDENT REVIEW OF DILLY JAPANESE TISSUE

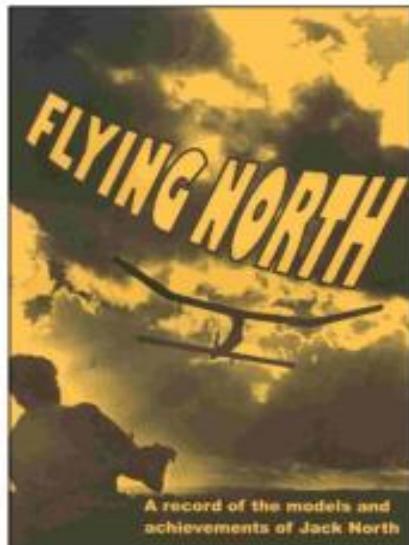
The following appeared on the Hip Pocket Aeronautics Builders' Forum. Nine different tissues were tested, doped and un-doped.

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

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

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

THIRD RE-PRINT JUST ARRIVED



FLYING NORTH
A goldmine for vintage and
nostalgia model flyers -

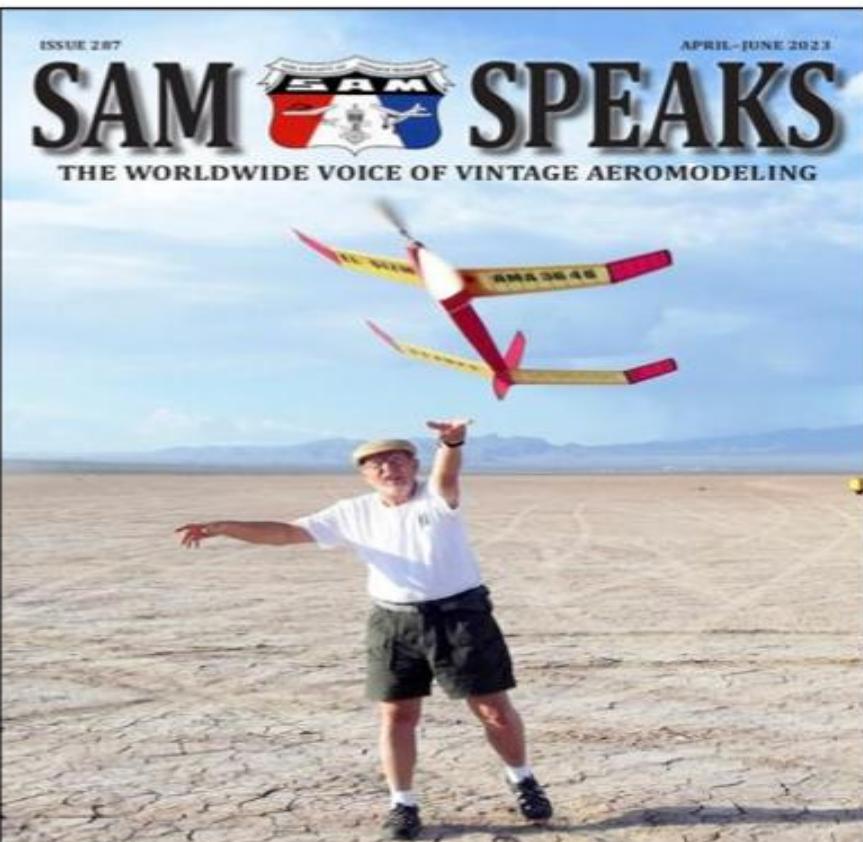
FLYING NORTH traces the model flying career of Jack North, one of only three people to represent the UK on all three outdoor free flight teams, - Wakefield, Power and Glider. It covers his flying and models from 1938 onwards and includes no less than 24 of his previously-unpublished designs.

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

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

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

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



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

FREE FLIGHT FORUM REPORT 2021

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

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



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 Or e-mail: martindilly20@gmail.com

FREE FLIGHT FORUM REPORTS OVERSTOCK SALE

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

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

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

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

Provisional Events Calendar 2023

With competitions for Vintage and/or Classic models

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

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

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

Please check before travelling to any of these events.

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

For up-to-date details of SAM 1066 events at Salisbury Plain check the Website -
www.SAM1066.org

For up-to-date details of all BMFA Free Flight events check the websites
www.freeflightuk.org or www.BMFA.org

For up-to-date details of SAM 35 events refer to SAM SPEAKS or check the website
www.SAM35.org

Useful Websites

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

control/left click to go to sites

Are You Getting Yours? - Membership Secretary

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

P.S.

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

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

Your editor
John Andrews