


	<i>NEW</i> Clarion SAM 1066 Newsletter		Issue 072020
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Due to the Corona Virus situation, all events up to 1st September are cancelled. It is hoped events will continue to calendar when the restrictions are lifted. See SAM1066 & BMFA websites for latest.		
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Editorial

We are still in the grip of the corona virus and no information is available as to when the competition calendar may start again. We can of course sport fly and trim if the landowners have no reservations and if you do fly, make sure you stick to whatever social distancing is advised. Too many people seem to be relaxing advised precautions and this will only delay the eradication of this pandemic. Stay safe and stick to the rules.

Dick Twomey leads off in this month's issue with a piece on the Lysander. It amazes me how such a bulky looking aircraft can fly as slowly as it does. Anyone who has seen the Shuttleworth Collection example flying cannot but admire the aircraft.

Topical twists this time is mainly an extensive poetic offering, Pylonius never fails to amuse.

I have published a series of emails between Gavin Manion & Don Thomson concerning Vintage Coupe designs. It seems to me that very few authentic original plans exist for designs, and models are being built using very poorly detailed three views, and old articles on designs of the period seem to imply that flyers would use different props on their designs as they developed. Aerofoils are not always recorded and spar arrangement often a mystery.

I am not an expert in this field but it would be ideal if an approved set of plans and redraws were collated to keep everyone flying identical versions of models. Problem with this is it requires an approval committee and meetings etc. May be it's best to just press on regardless.

There is a very informative piece on the state of the aviation industry by Mike Myers (USA) and comment by Dick Twomey. In spite of the havoc being wrought at this time by Covid19, Dick is confident that the aviation industry will rise again.

More pictures of take-offs from the old round table. The whereabouts of the old table is somewhat of a mystery, it was last seen, I believe, in the old bungalow on the airfield. The table was an iconic item in David Baker's heyday.

Hans van Leeuwen (Australia) completes his Madcap article with many fine pictures of the aircraft. Unfortunately it still remains un-flown due to Covid19.

I have published a collection of odds and ends of pictures that I seem to collect in my computer file titled 'Clarion Templates and Fodder'.

The original Aeromodeller Annual was published in 1948 and using a downloaded copy from the website www.rclibrary.co.uk I have extracted the Introductory Article. Those were the days when The Queen was part of the scene.

There is another of my 2003 Clarion articles, and Nick Peppiatt continues his series.

We have lost another of our diminishing numbers in the person of **David Painter**. David was not known to me but thanks to Don Palmer we have a short obituary.

There is more on the subject of Vintage Coupes as Gavin Manion outlines a set of rules for doubling up coupe flights at the Birmingham Coupe event in December, assuming the virus restrictions will allow it to take place.

This issue wraps up as usual with Roy Tiller and his DBHL report together with our secretary's monthly notes followed by his selection of the Plans for the Month. As always one plan for each of the three main Free flight categories. Reproduction quality differs between plans in accordance with the pdf's available. Sometimes I get the best results from a scan of a pdf print.

Editor

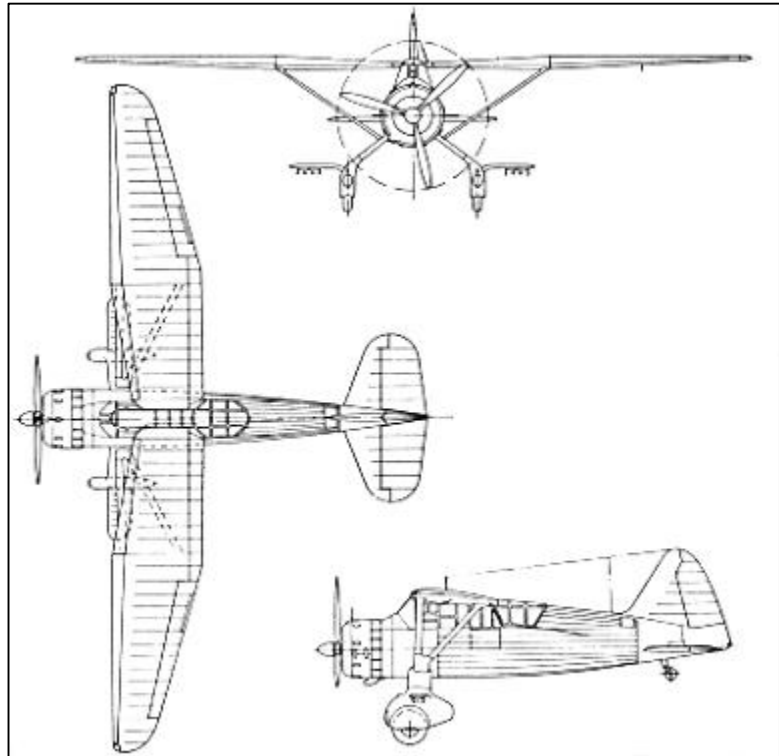
Home confinement is generally frustrating but the unusual condition, in which the pandemic has forced us to live, is not all bad. Connectivity is still a major feature of our lives, and - thanks to the arrival, in time, of our digital age, we can still write and talk to family, friends and business colleagues without much limitation. The inhuman practice of social distancing is not routinely for home use, thank God, and there has so far been no need to rename Facebook as 'Maskbook'. So much for small mercies.

The other advantage, that has been handed to us by our limitations on getting out and about, is that we have time to think and time to read. Online books are selling well, I am sure. You can write too, but of course it will not be useful to hand over your letters to the Post Office, because its many branches have remained shut since mid-March. Why, I ask myself, is "La Post" not considered to be an essential service?

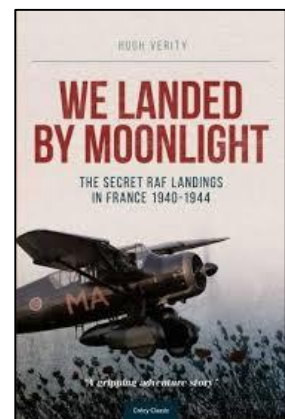
While pondering on these uncommon circumstances I came across a photo of an aeroplane that had fascinated me in my schooldays. It was called the "Lysander", for some inexplicable reason named after an admiral from the dominant 'ancient Greece' city of Sparta, which seems to have been locked for years BC in wars against the rival city of Athens. History tells how Lysander won the major sea battle which settled the long lasting dispute known as the Peloponnesian Wars -- in favour of the Spartans.



Enough of the man! This article is about the Lysander aeroplane, built by the British aircraft manufacturer Westland in the nineteen thirties and destined to play a surprising and key part in the liberation of France from the dark days of Nazi occupation. The origin of this uniquely shaped high-winger dates from a British Army requirement for an observation and liaison aircraft which would be superior to those inherited from World War One. However Westland's designer Teddy Petter is accused of not having properly consulting his clients, with the result that when the first aircraft appeared in 1938 it was immediately criticized as being too big and too heavy to operate from soft or unprepared landing strips. This assessment almost spelt the end for the Lysander's usefulness, until WW2 brought with it a new requirement for an aircraft capable of operating clandestine trips behind enemy lines to deliver and recover British secret service agents, members of the French Resistance or to rescue escaping Allied prisoners of war. The Lysander's exceptional short-field performance made it ideal for this task, and a special unit was formed to undertake this work.



A specially selected group of pilots was established of whom the most famous was Hugh Verity, who made over 30 clandestine night flights into occupied France. He and the other pilots in his squadron greatly appreciated the advanced design qualities of the Lysander, which was equipped with automatic wing slats and slotted flaps for use on low-speed approaches. These features gave the aircraft a stalling speed of only 65mph, and - as speed was reduced for landing -- they were lowered automatically in stages according to the airspeed of the aeroplane. This facility and the excellent view from the cockpit allowed the pilot to concentrate on his landing approach, arriving always at night onto a deliberately poorly lit field, unknown to the Germans.



In all 1,786 Westland Lysanders were built, of which several can be seen in air museums in many countries of the world. To the best of my knowledge, one "Lizzie" is still flying in the UK as a valued item in the Shuttleworth Collection of vintage aircraft, at the airfield of Old Warden.

Squadron Leader Hugh Verity, (1918 - 2001) had received many medals for his courage from the Royal Air force, and, shortly after the war, was made an Officer of the French Legion d'Honneur - which he had richly deserved. His exploits are recounted in his book called "We Landed by Moonlight"... which is exactly what they did!



Extract from Model Aircraft October 1951

Water Rally

Ever since the first unwelcome splash scuttled the holidaymaking primitive back to the shelter of his cave, man has viewed Mother Nature's haphazard dispensation of the cool refreshing with a somewhat baleful eye. Not that he has tolerated her feminine-like habit of turning on the waterworks in the most inappropriate places at the most inconvenient times without vigorous opposition. Far from it. Through countless centuries of dessicated crops and wet weekends he has tried every conceivable means of spot-landing the celestial splosh to his better advantage. Every dry spell has seen some enterprising johnny shinning up the local mountain with a pocket full of assorted rain-bait, while his less energetic counterpart has been content to invoke the rain gods from a safer level.

Unhappily, their zealous efforts have met with no greater success than the well-tried experiment of bombarding the cloud base with a stream of bad language. Even today's more scientific practice of peppering the odd dropsical looking chunk of vapour with chemical shot-blast seems to be of dubious merit; and it seems that mankind is left with only one unfailing means of inciting the heavens to discharge its watery cargo. The method is simple yet effective. It is, of course, to hold a model meeting in the drought affected area.

(A contributor to this journal complains that "the modeller of today is not half as good a sportsman as his pre-war contemporary".)

*I'm such a horrid little sport ;
A sort of model spiv,
Always on the make and take—
Never on the give.
And when it comes to dirty tricks
and loathsome little ways
They never saw the like of me
In the goody pre-war days.
At Wakefield comps I slyly put
A lead weight in the 'plane,
And when the judge's back is turned
Whip it out again.
While if I see a rival's job
Untended on the deck
One furtive kick is all I need
To leave the thing a wreck.
I'm such a horrid little sport ;
A model racketeer.
To urgent calls for "Timers"
I turn my deafest ear.
Unless, of course, when short of cash
I charge ten bob a flight,
With special stop-watch guaranteed
To give an out-of-sight.
I'm just a horrid little sport
Who "milks" the fuel cans
And begs and borrows dope and such
And other people's plans.
But the only thing that puzzles me
And gives me pause for thought
Is why I took up model 'planes—
Such a horrid, little sport.*

Pylonius

Editor: Possibly resulting from Don Thomson's vintage model article last issue, there was a discourse on design validity of accepted published designs and introduction of others. I saved the emails but looking at them I'm not sure of the order they should be in but I'll just whack them in and you can make of them what you will.

Gavin to Don:

Grief Don, I know we're all doing post graduate research at the moment (mine included getting a Graupner publication date for the Passat classic glider recently on OZ for Stu Darmon) but yours is positively post doctoral!

It's going to take a moment to do it justice and I'm busy covering my Garap vintage coupe (thanks for the lead Peter) but just a quick comment regards cross section on these early coupes. The Garap has a maximum given dimension on the fuselage of 56x38 which I make to be 2.13 sq dm and that's not the actual "MC" which is marked as being under the wing at about its maximum undercamber. The Bagatelle is similarly oversized and Machaon must be as it looks positively pot-bellied. Maybe with so few restrictions in the class rules the X sect was actually checked by organisers? Whatever, the good old Etienvre comes out at a svelte 51x40 so no waste there then.

On with my covering, get back later.

Gavin

Don to Gavin:

My view on your question is simple. Just build what you think is reasonable, not taking the proverbial. Back when they were published, I am sure everyone's version was different and the drafting was not intended for forensic analysis 70 years later. 12 months later it was old hat.

Let's see your Garap. Cheers

Don

Gavin to Don:

Y'know this is a prime example of the particular difficulties with vintage coupes. The models are (almost exclusively) French and the magazine style of the day seems to have been a 1/10 three view and, if you're lucky, a bit of description. This Morisset model which has so captured Don is blessed with very much more information than usual and even so is open to all sorts of interpretation.

Those kind readers who've laboured through recent vintage coupe stuff in New Clarion can see that there's more than a bit of smoke and mirrors in arriving at a design that can be built. SAM1066, (who at least have a set of rules for Vintage Coupe), sort of resolved it by having the Ed Bennett stash of plans which became the "authorized version" where the lack of, say, a prop blank to "adhere to" (check the SAM rules) was resolved by someone inventing one and putting it on the plan. But Ed's list is limited and there are models we would like to fly which are not on it. Anyway we're all a bit like Don and we like to sort things out for ourselves. What do we do with e.g. the Fuit3 for which the contemporary 1/10th three view gives no clue as to where the wing spar is? Actually there's no wing section either. In 1996 Ed supposed a section and decided that the spar was in the middle "cos that's how they did it then" and drew it up; that's how it is on the FS plan you can download.

But the Etienvre of the same year has a top spar and there's at least one top spar Fuit in circulation. Is it legal? My view is yes it's fine, it follows the contemporary plan and description in so far as it can.

So, if we're going to fly vintage coupes, do we need some rules beyond "if it looks like a Garap and quacks like a Garap, then it's a Garap"??

I leave that question hanging but do declare an interest in that I run an event which features them.

I've re-read the above and if it seems to imply criticism of Ed Bennett that is in no way intended. He performed an invaluable service at the time when interest in Vintage Coupe in the UK was just beginning. I think we've moved on.

Sorry for spoiling your lockdown,

Gavin

Gavin to Peter Tolhurst:

Mon bien ami Pierre,

I'm beginning to wish I hadn't started this but...How do you invite someone to join our illustrious community and fly these delightful little models without some idea of what they are. You cannot say "come and fly one of these lovely toys, and we who understand the secret truths will tell you whether what you've built is ok.."

So, I take it that the object of your affection is Fuit3 and its spar location? To let the secret out; Stu Darmon built a Fuit from the period 3view and with no knowledge of the Bennett full size plan (this being before the days of the slow migration of Ed's coupe drawings onto Outerzone). Very sensibly he put the spar on top. Several years after building it and having never used it in anger he generously gave it to me. I fitted it up to take a tracker and Tomy and promptly gave it to Steve Phillpot since I already had two vintage coupes and he none. Steve has flown it in the last two Birmingham Coupe events. Perhaps fortunately it seems immune to thermals and does about 80s whatever air you throw it into. That's the top spar Fuit I've referred to, it is vulnerable to protest.

To counter the models that our Heinz is displaying - all with buried spars and all of no relevance to M. Bessiac, can I offer "P.A.M. Plan d'un Coupe d'Hiver, dessine par JP Bessiac 1951"? (ref DBHL). It's clearly a precursor to Fuit, and the spar's on the bottom of the wing (and on the top of the stab).

I think the point is that, to my knowledge, no one knows how Bessiac configured the spars on Fuit3, and in a sense it doesn't matter. What does matter is that we don't spoil what we have and that we encourage others to join us if we possibly can. I'm not totally convinced that we can square that circle, but I'm happy to try.

A passing thought, does anyone have a reference to the ubiquitous Coupe de Michel Etienvre other than the drawing which the illustrious Bernard Michaud said that he drew from the original model?

Peter, I'm really sorry to be spoiling your lockdown.

Gavin

Don to Gavin:

I don't consider your Fuit vulnerable to protest at all. Nothing in the SAM rules to say Ed's plans are the authorised version. I seem to recall that Ed Bennett said he took Andy Longhurst's advice on what was typical for the era for the aerofoil and spar location on Fuit3. I found my Fuit to have variable trim, which I thought happened by the tailplane, having high inertia with 2 big fins attached, twisting the narrow rear fuselage in flight and changing the tail tilt. I lost it up a tall tree in MW village.

I only know the Michaud M Et source.

I admire your enthusiasm to promote the class, but looking for new recruits sounds optimistic, need to hang on to the present gang.

Cheers,

Don

Gavin to Don:

I bow, I certainly don't want to lose any of the present gang and I equally wish to fly my new Garap (looks lovely, maybe a day to finish) against you all.

I'll shut up with all good grace and look forward to meeting you all in the pub or on the field. On which subject it seems likely that Buckminster will be the first venue we get since it's in the gift of the BMFA and, I imagine, as soon as we have some freedom to meet outdoors in small groups they will open it up. Ideal venue for a vintage coupe comp. At some point I'd like to discuss some sort of option to "double up" vintage and F1G at the Birmingham do, so as to encourage more vintage entries, but I'll give it a minute before opening that up....

Best to all.

Gavin

The Lemon Rx Update

-

Jim Paton

Lemon undertook a major redesign of the radio frequency board of all their receivers during 2019. They have quietly replaced most of the legacy units with superior performing ones but with unchanged functionality so that users were largely unaware of the change. This was triggered by the unavailability of the CYPRESS consumer 2.4GHz chip set on which both Spektrum and Lemon based their legacy designs. Spektrum chose to move to a TI CC2650 combined microprocessor and RF chip while Lemon chose a completely different chip from a different vendor. This design is called a Software Defined Receiver or SDR and is completely defined by the firmware that is loaded into the chip. Lemon solutions were always completely original and not in any way a copy of Spektrum designs - now they don't even use the same hardware components. Both the new T series Spektrum receivers and all current Lemon receivers benefit from the dramatically improved performance and smaller die size of the much more modern combined chips.

Jim Paton

Aviation Industry Troubles

-

Mike Myers (USA)/Dick Twomey

A very SAD day for a 100 years old industry of AVIATION.

- Virgin fires more than 3,000 people including 600 Pilots.
- Virgin Australia files for Bankruptcy.
- Thai Airways files bankruptcy.
- Air Mauritius goes into Administration.
- South African Airways Bankrupt.
- Finnair returns 12 planes and lays off 2,400 people.
- YOU grounds 22 planes and fires 4,100 people.
- Ryanair grounds 113 planes and gets rid of 900 pilots for the moment, 450 more in the coming months.
- Norwegian completely stops its long-haul activity!!! The 787s are returned to the lessors.
- SAS returns 14 planes and fires 520 pilots... The Scandinavian states are studying a plan to liquidate Norwegian and SAS to rebuild a new company from their ashes.
- Etihad cancels 18 orders for A350, grounds 10 A380 and 10 Boeing 787. Lays off 720 staff.
- Emirates grounds 38 A380s and cancels all orders for the Boeing 777x (150 aircraft, the largest order for this type). They "invite" all employees over 56 to retire
- Wizzair returns 32 A320s and lays off 1,200 people, including 200 pilots, another wave of 430 layoffs planned in the coming months. Remaining employees will see their wages reduced by 30%.
- IAG (British Airways' parent company) abandons the takeover of Air Europa (and pay €40 million compensation.)
- IAG (Iberia) grounds 56 planes.
- IAG (British Airways) grounds 34 planes. Everyone over 58 to retire.

- Luxair reduces its fleet by 50% (and associated redundancies)
- CSA abolishes its long-haul sector and keeps only 5 medium-haul aircraft.
- Eurowings goes into Bankruptcy
- Brussels Airline reduces its fleet by 50% (and associated redundancies).
- Lufthansa plans to ground 72 aircraft (in 2 instalments).
- Hop is studying the possibility of reducing fleet and staff by 50%.

Additional info:

Currently, 60 new aircraft stored at Airbus with no buyers in sight (order cancellations) including 18 A350s. They *forecast a minimum of 8,000 grounded planes by September*. With an average of 5.8 crews per plane (medium and long haul combined), that would make *more than 90,000 unemployed pilots worldwide*

The Air Transport Industry is on Life Support !

This will have a major impact on our lifestyle...the worst is yet to be witnessed.

Mike Myers

Mike

Your "Letter from America" (remember Alistair Cook the broadcaster in days of yore?) , with its list of aircraft groundings and human redundancies, conveys a very sad message. I am more than ever convinced that governments all over the world have a solemn duty to support their airlines by whatever means possible. The need to rally all the components of the aviation and aerospace industries, which have been - for both business and tourism - strong pillars of almost all nations' economies, is stronger than ever. Go-ahead nations have long since possessed independent and powerful civil aviation authorities to regulate all airborne activities, and those who do not would be well advised to emulate them. There is a vital need to coordinate all sectors of the airborne industry - airlines, airports, manufacturers, maintenance, tourism and training - in order to maximize effectiveness.

Before COVID-19 had appeared on the scene and horribly curtailed our personal freedom, aviation was on an enviable growth path. After a few years of interruption (estimates of how long are many and varied) I am convinced that the industry will rise again and continue to offer an above-average rate of growth in satisfying and well-paid jobs for the rest of this millennium and into the next. The human need for travel and for international trade will not stop. Nor will our human curiosity to explore space diminish.

We have been brought up believing that each person born into this world deserves "Roots and Wings". Some may be gloomy about the "wings". But not me. And not us! Aviation has a great track record in developing economies, and -- oh boy! -after Covid don't we just need that!

Best regards

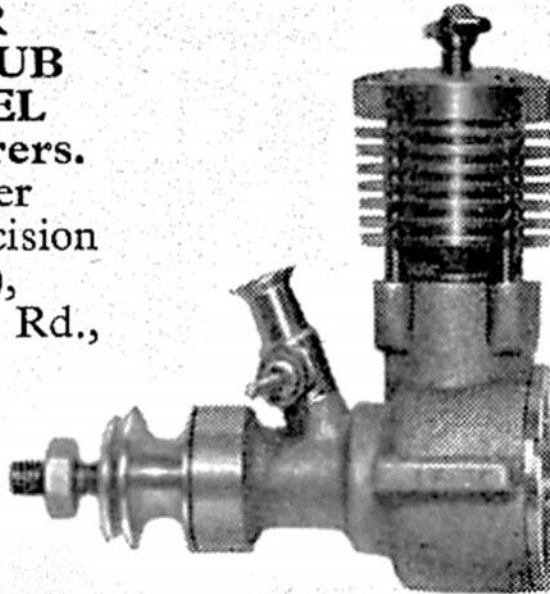
Dick Twomey.

Dick,

I don't know what the "new normal" will look like when people start to fly again—with grandparents (Wendy and me) in Los Angeles and grandkids and daughter and son in law in London -things may be difficult for a while. And not just for our family (we have a son in law who regularly travels to Greece in connection with his import business and to visit his parents there. Of course our family's travel problems are shared by millions of others who are accustomed to be able to freely travel; also a problem for those in tourist industry who depend upon vacationers flying in from afar. Things will get worse for a while—Boeing's CEO said that he expected one major US airline to fail by September—and then got roundly chastised by the executives of all the US airlines that buy Boeing product for making that prediction.

Mike Myers

**OLIVER
TIGER CUB
1.5 DIESEL
Manufacturers.**
J. A. Oliver
(JAO Precision
Products),
136 Radford Rd.,
Nottingham.



Retail Price. £6 (including tax).
Displacement. 1.47 c.c. (.08974 cu. in.).
Bore. .430 in. **Stroke.** .625 in.
Bore/Stroke Ratio. .68.
Brake Horse Power per c.c. .082.
Bare Weight. 3 3/4 oz.
Mounting. Beam 1 3/8 x 1/2 in.

MATERIAL SPECIFICATION

Crankcase. Aluminium alloy, sand cast, LAC 113B.

Crankcase Bearing. Twin ball races.

Cylinder. E.N.T. cyanide hardened; ground, lapped and honed.

Cylinder Casing (integral head). Alloy.

Piston. Brico cast iron.

Contra-piston. Brico cast iron.

Carburettor Unit. Aluminium, screw in.

Connecting Rod. R.R.56.

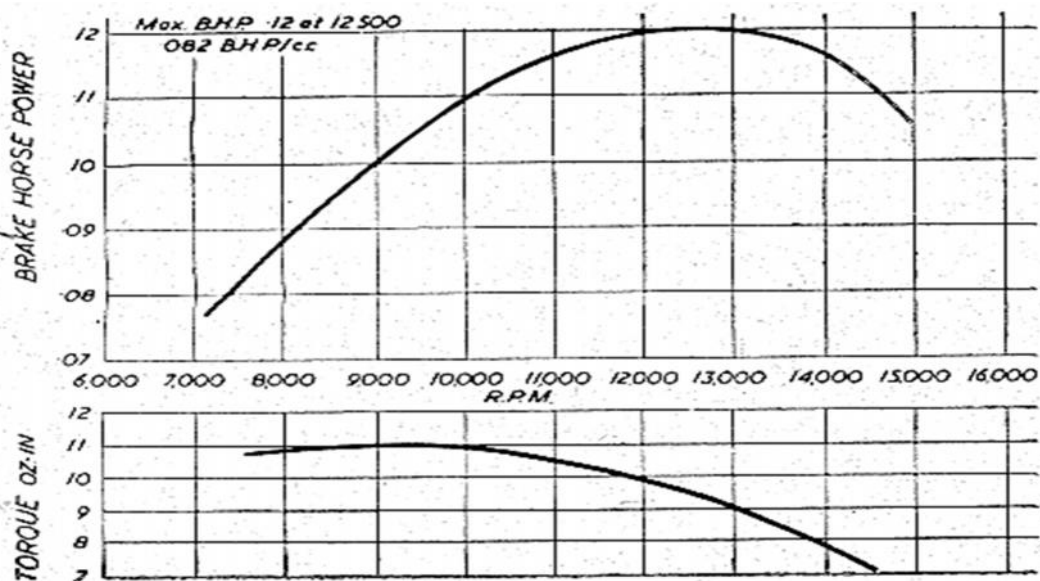
K-K9 x 4, 9,500-9,720.

Fuel used: Mercury No. 8.

K-K 9 x 4, 9,520.

Fuel used: Manufacturer's recommended.*

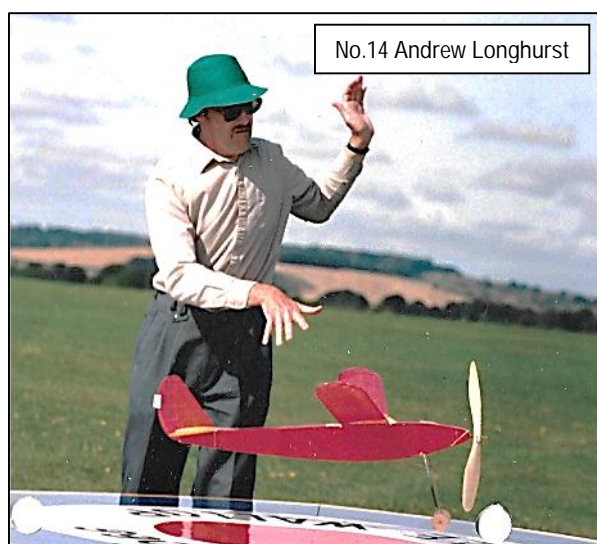
* First Grade Paraffin	50%
Ether ...	30%
Castor, Castrol R or	
Castrol M ...	20%
Amyl Nitrate ...	3%



More Round Table

Roger Newman

A few more of the pictures that I rescued from David Bakers estate.
Middle Wallop 1994. Anyone know who and what.



No.16
John Hook



No.17
A Gordon Light



No.18



The 'Madcap' & ED Bee Pt.2

-

Hans van Leeuwen (Australia)

Continued from last month:

I cannot fly it in the foreseeable future because of travel restrictions which don't allow me to access our flying field, so I can't tell you how well flies, but prior experience with this aircraft tells me that it will fly well.

There follows a pictorial record of the build:



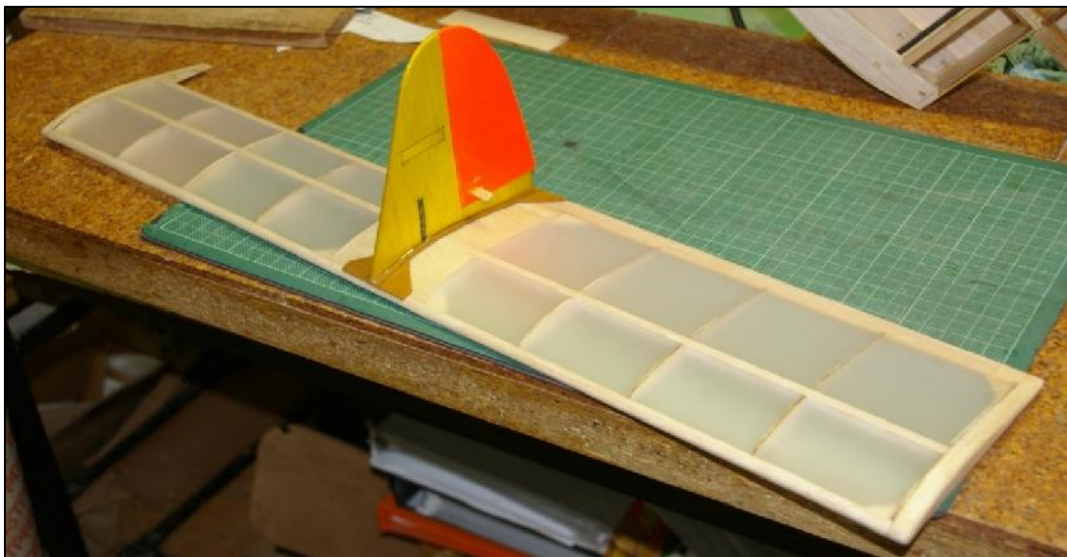
The fuselage frame, showing exhaust extension.



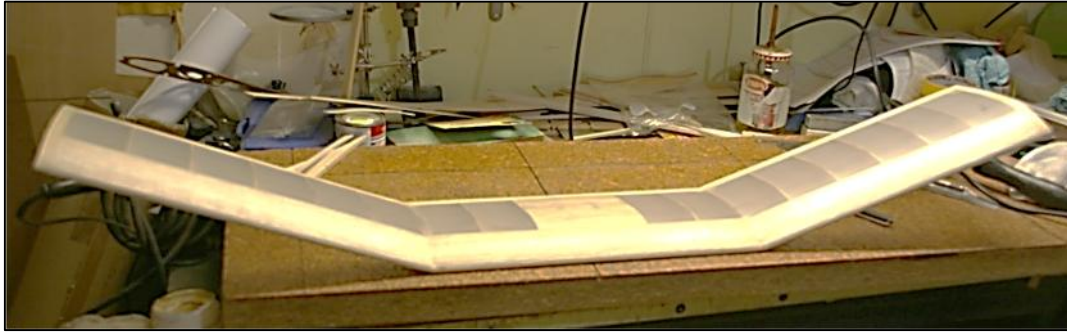
Fuel tank made from 10cc syringe in location.



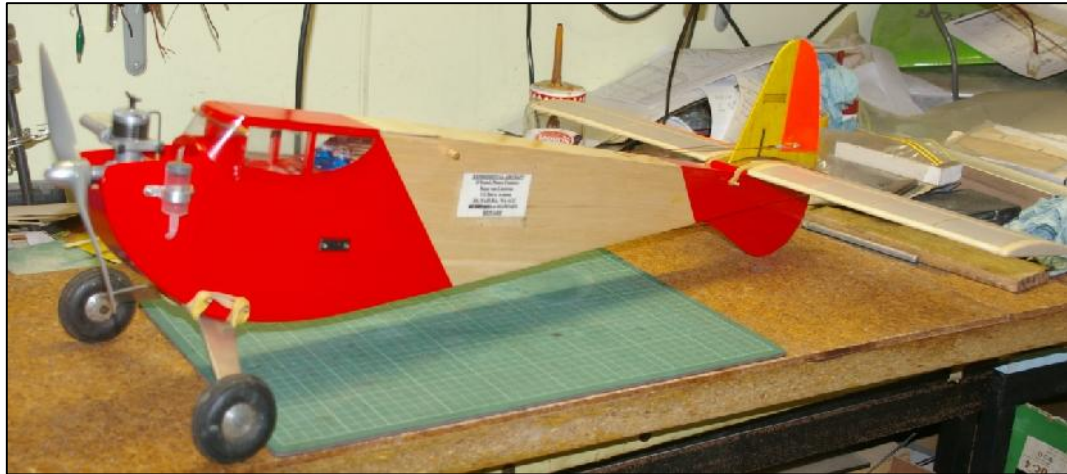
Tailplane and rudder showing locating system, carbon rod in rudder aluminium tube in tailplane with milliply rudder support and elastic band holder.



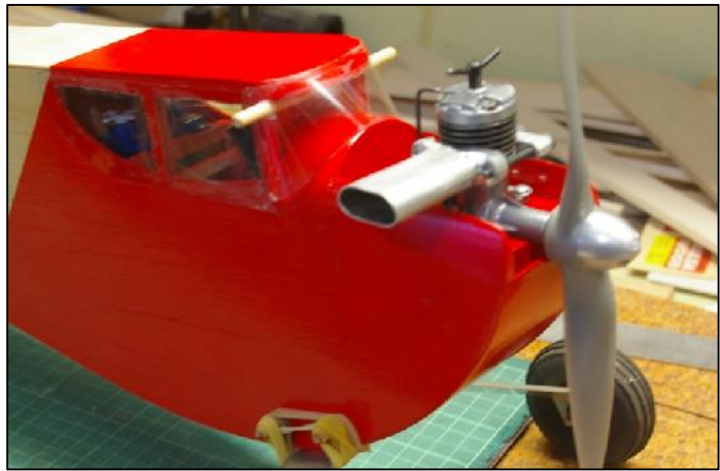
Rudder fitted to tailplane and showing band holder system.



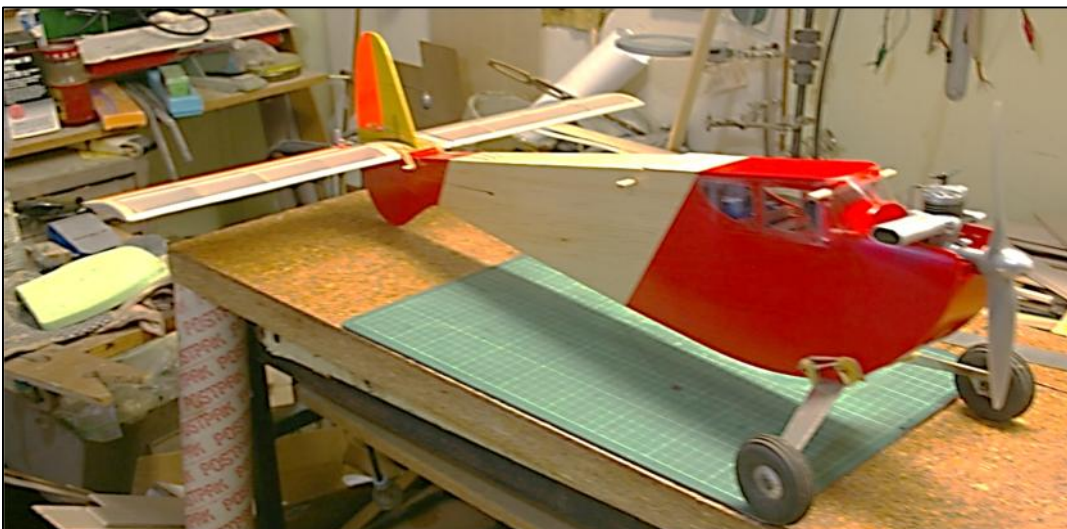
Wing covered with duralumin as is the tailplane.



Completed fuselage with radio gear installed and empennage attached.



Close up of front section of fuselage.





The old and the new, the 1978 built F/F model has the all red wing



The R/C Madcap ready to go



Rudder and elevator control hook up



Hans van Leeuwen, AUS VH 6305, SAM 27014

Hans van Leeuwen (Australia)

OSSI CZEPA ON AIRFOILS

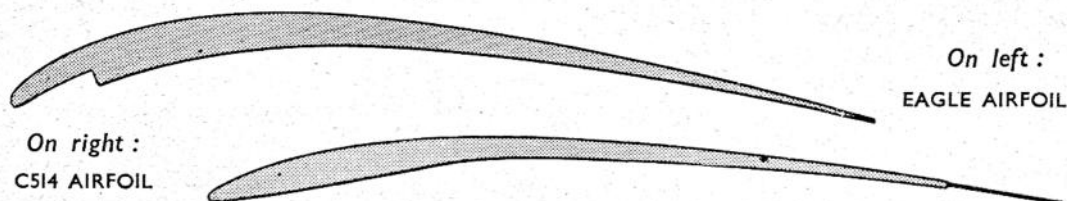
AS SOON as man desired to fly he started studying nature's model, the bird. But the time came when he realised that big aeroplanes were subject to different physical circumstances, particularly in relation to lifting sections. Measurements were taken, and eventually new especially adapted profiles for full-size aeroplanes were found.

These successful labours were then taken over by aeromodellers who believed they were already producing peak performance with their model aeroplanes. It's human nature, however, to try constantly to improve, and some people in the model movement began to experiment with forms of profile at model speeds. The results were quite astonishing.

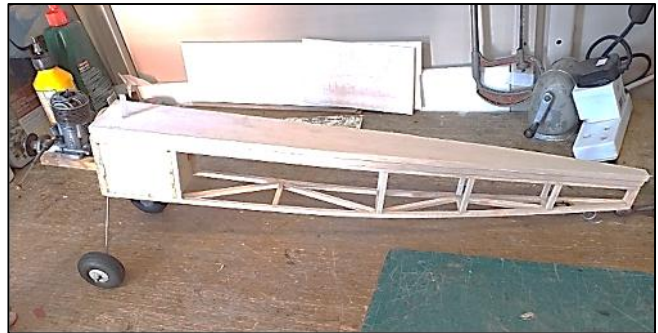
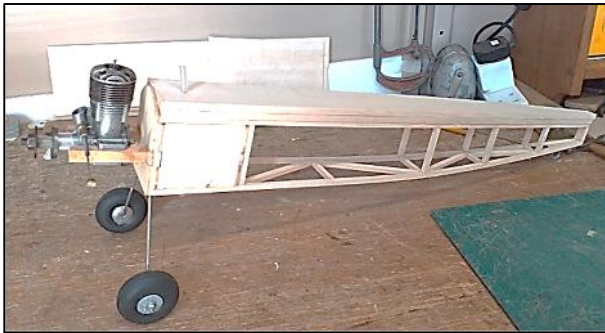
Applying Reynolds formula (Reynolds Number of a wing = $6,300 \times V \times L$, V = speed in ft./sec. and L = Chord in feet) which gives the relative boundary layer flow over the wing, modellers found that the existing profile measurements were no longer valid. Measurements for Re 150,000 were carried out. During this experiment each profile entered a critical zone in which boundary layer became turbulent. Formerly the laminar flow clung to the surface and the model showed an ordinary drag. It is only possible to compare Re number for different profiles where the test wing is of the same chord operating at the same speed. It is desirable for the model to fly near to the critical Re number for the particular profile in use. Formerly when thick profiles were used which had been taken over from full-size planes their performance was either "over critical" or "under critical."

Two direct methods are possible, namely, through wing chord and speed of flight to get a high Re number. While the first approach is more or less useless, with the second also a certain limit is set, namely for the depth of wing (Induced drag). An indirect method consists in making a turbulent boundary layer and so bringing the critical Re number lower down. Aids to this are the point of entry of the profile section, the nose radius, and the wire turbulator and the elastic turbulator, and finally a very slim profile of a special form.

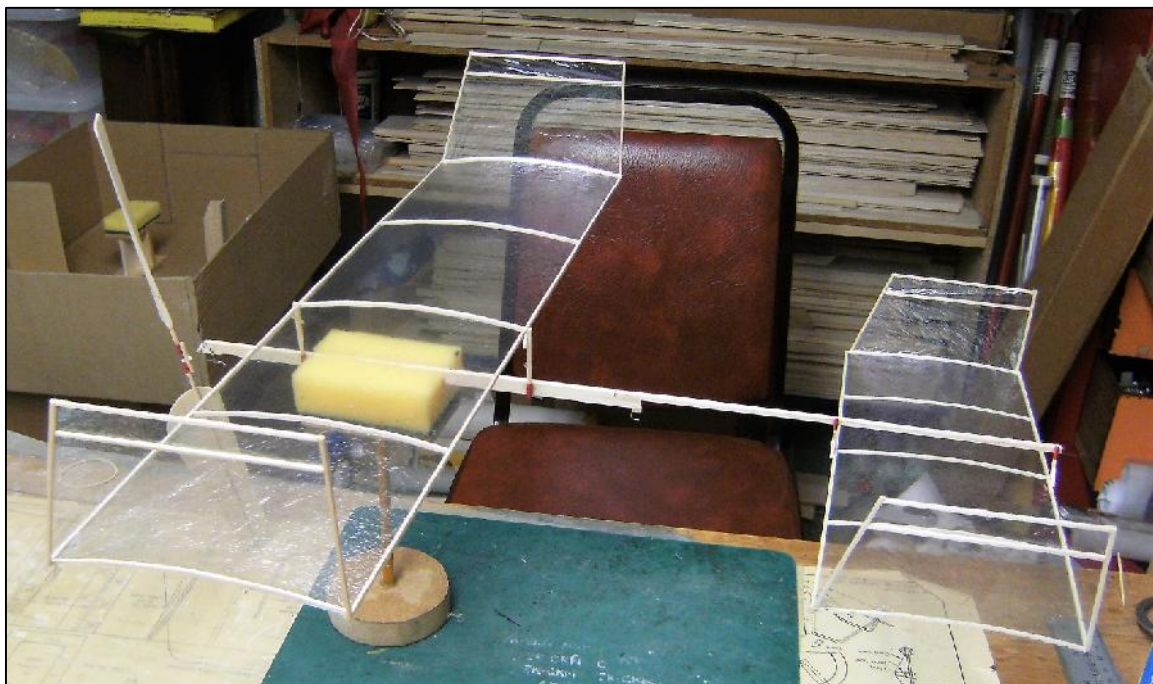
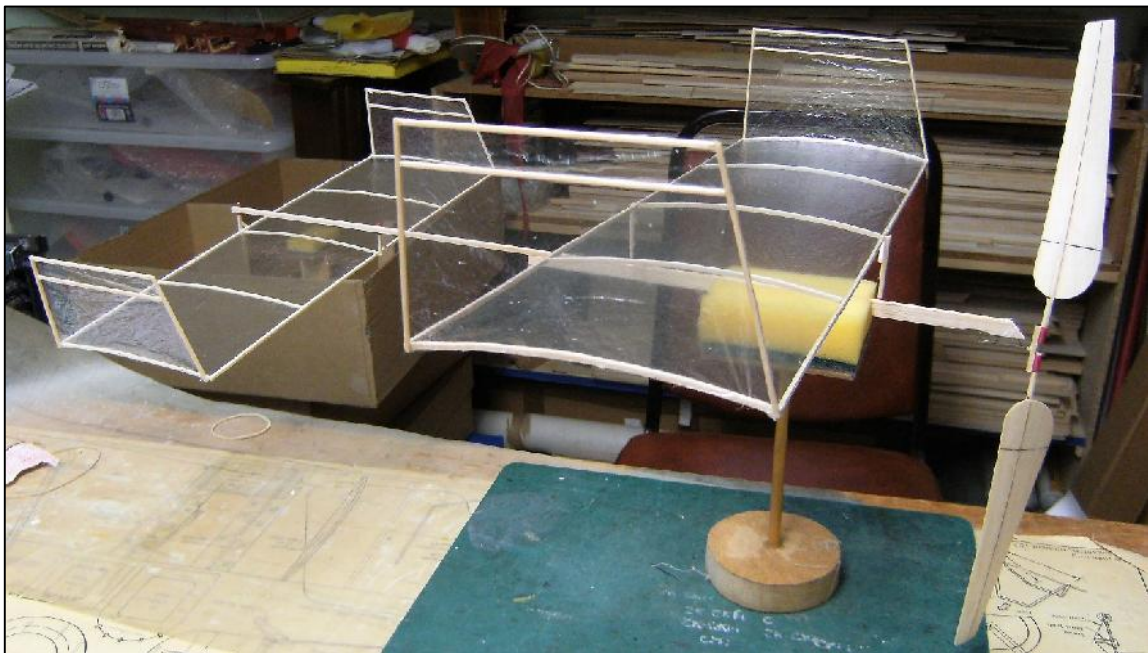
Sharing all this knowledge after the war in Vienna was a small group of model flyers. We envisaged the proportion between the different profiles as being the same as between a butterfly and a small bird, a middle-sized, and a large bird. We came, therefore, optically to the conclusion that the form of the profiles played a critical part in their performance. We confirmed our theories later on in practice. At the moment we are using medium wing depth profiles with maximum 10% upper camber height and almost 5% chord thickness ratio. The most advantageous position of the highest arc lies at 30% to 40% of the depth; further we found out that with the use of highly cambered profiles the possibility of a sudden transitional flow on the lower surface of the profile was minimised. To remedy this, for example, the Eagle was developed as shown here with a spanwise step to break the lower surface flow. A simpler example is the one in profile C.514 which is built on the Toothpick principle which resembles the Eagle profile somewhat in that the possibility of undersurface breakway has been encouraged as far as possible.



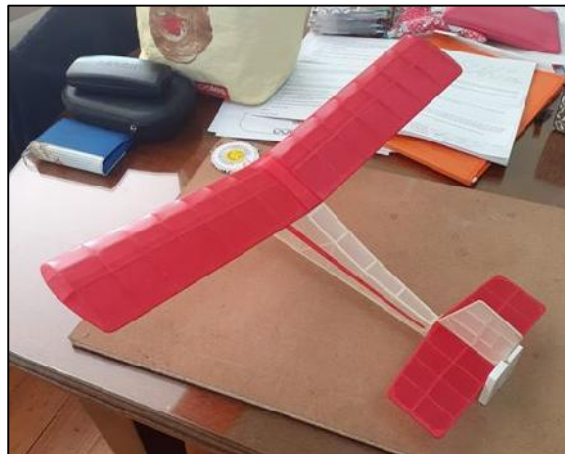
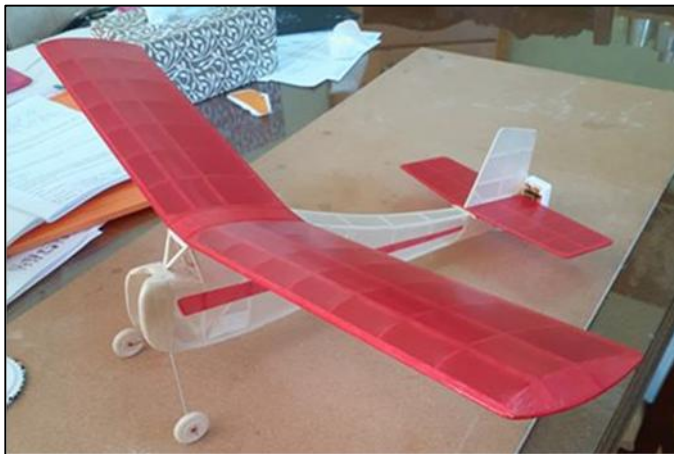
Over a period of time I find I have a collection of odds and ends of pictures in my 'Clarion Templates and Fodder' file so I'll pop a few in here with what info I may have.



These I have little record of. I believe they are of some C/L stunt model. I recognise the Frog 500 engine.



A couple of shots of Alan Price's 'Ltd Penny Plane'



Matt Gallanty: Puffin, "The covering on the Andrew Moorhouse Puffin is now all done. Turned out quite nice if I do say so myself. Next up is to get the viscous d/t installed and working".
(Editor: I think I took this off a facebook page)



72nd NATIONALS *Free Flight Model Transport Extraordinaire*

Delicate Free Flight models need careful packing if they are to arrive at local contests in a flyable condition. Transporting them overseas takes risks into another dimension, one in which the *Baggage Handler* thrives. Roger Morrell's internationally flown models are protected from this ruinous beast by a beautifully constructed, lightweight-yet-strong box to which a padded enclosure adds further protection.

This is from an issue of New Zealand's magazine AVANZ, (I must have liked the look of it.)



Colin Shepherd's R/C 'Ladybird'

Editor

INTRODUCTION

1948 IN RETROSPECT



THE year 1948 will long be remembered as noteworthy by aeromodellers, marking as it does the beginning of what we hope will be a new era for all those interested in the sport, hobby and pastime of model aeronautics. For it was in this year that Her Gracious Majesty The Queen gave permission for the annual award of a trophy to be known as "The Queen's Cup," and personally presented the magnificent silver-gilt prize to its first winner, Phil Smith of Bournemouth, on the occasion of Northern Heights annual gala at Langley Aerodrome. Such royal approval for this essentially virile and twentieth century hobby cannot but have favourable repercussions throughout the country. It is hoped that local authorities and others responsible for providing recreational facilities will see in this an appropriate example that they cannot do better than follow.

In 1948, too, a British team travelled to the United States for the first time since 1939 to take part in that best known of all international model aircraft contests, The Wakefield Trophy. Thanks to the generosity of their many well-wishers and the enterprise of the Society of Model Aeronautical Engineers it was possible for a full team to fly over for the contest. Their efforts were well rewarded, for, with a magnificent series of flights, leading trials member Roy Chesterton brought back the trophy once more in British hands. Next year should see a strong European challenge, when the event takes place on British soil within easier reach of the many countries eager to participate.

Looking back in retrospect, the year has also been noteworthy as the first since the merger of the former Association of British Aeromodellers into the Society of Model Aeronautical Engineers, so that enthusiasts are once more united in a single body pressing forward for the well-being of all. Support for the Society's competitions has been greater than ever. The Nationals held at Sywell Aerodrome, near Northampton, indeed, represented so great an increase in entries that only a damaging wind saved the organisers from being swamped by numbers. This meeting was also the venue of the first British Control Line contest on a national scale, which served to indicate the growing interest in this phase of aeromodelling.

At Eaton Bray was staged the 'Third International Week'—this for the first time under F.A.I. licence—when visitors from France, Belgium, Holland, Switzerland, Italy and Portugal met British visitors in friendly competition, with the approval and assistance of the governing body. Much still remains to make Eaton Bray a worthy centre for such international events, but the organisers have every hope that by next season improvements will have been made to meet the constructive criticism offered by visitors, and enable every one to enjoy added comforts and conveniences.

The trade, too, has struggled manfully despite peace-time difficulties to supply an ever increasing range of model equipment and accessories, both for the home market and for the ever present export drive. Diesel engine manufacturers have forged ahead, until there are now nearly forty varieties of motor available to the aeromodeller ranging in price from just over a pound upwards, in all sizes from miniatures of .2 c.c. capacity to over 5 c.c. Not content with filling an established need the more progressive firms have been quick to follow the American lead with hot-wire, or "glow-plug" engines, and a number of these are now on the market. In the same way American enthusiasm for the larger size of spark ignition engine has fired British manufacturers to produce a number of designs that after some initial trials may well prove to be the equal, if not the better, of many famous makes, known in the main only by hearsay in these Isles. Finally, a British jet engine has been produced, and as we go to press first announcements are appearing of those fascinating little CO₂ engines that serve as the bridge between rubber and power flying. Nor has the kit field been neglected—a plethora of new construction sets being available for those unable or unwilling to design their own models. In fact, for the first time, we can claim that British modellers are now as well served by the trade as any group anywhere in the world.

Such is the year that marks also the introduction of this, the first *Aeromodeller Annual*. We make no pretence of originality in the thought that inspired it, and take this opportunity of acknowledging our debt to such pioneers as Frank Zaic, who conceived the idea at a time when it was considerably harder to bring it to fruition. We acknowledge, too, the many valued contributions to its pages that we have received from our correspondents all over the world, and the many sources that we have unashamedly dipped into to make it as representative as possible. In this connection, we should like to name in particular our contemporaries overseas, *Air Trails*, *Model Airplane News*, *Modele Reduit d'Avion*, *L'Ala*, *Repules*, *Hobbyboken*, and apologise in advance to any publication whose name we may have omitted, whose columns have been gleaned to make our harvest. To our readers we would say that this is intended as an annual event, and their criticisms, comments, and contributions will help to make each successive number that much better. It is impossible to please everybody, but we have tried to include something of as much as possible; if, alas, some favourite aspect has been treated sketchily, or not at all, please bear with us, and let us know what is wanted next time.

HELPING THE TIMEKEEPER TO KEEP YOUR MODEL IN SIGHT LONGER.

The following notes on colour visibility from Frank Zaic's *Model Glider Design* may squeeze a few more seconds out of the timekeeper.

The Physical Society of London publish a table as under, giving the effective visibility range of traffic lights :—

Colour	Range in Miles	Colour	Range in Miles
Red ...	3 to 3½	Yellow...	1 to 1½
Green ...	2½ to 3	Blue ...	½ to ¾
White...	2 to 2½	Violet ...	½ to ¾

Orange yellow to vermillion orange colours have been commonly accepted after many tests in actual aircraft operation as the most visible colours contrasting with land, sky, verdure and water. These colours are also durable and resistant to fading.

Another interesting table by Le Courier from *The Scientific American* gives legibility of various colour combinations, and though primarily intended for advertising purposes may be useful for model aircraft trimming :—

Legibility Order	Decoration	Background	Legibility Order	Decoration	Background
1	Black	Yellow	7	Yellow	Black
2	Green	White	8	White	Red
3	Red	White	9	White	Green
4	Blue	White	10	White	Black
5	White	Blue	11	Red	Yellow
6	Black	White	12	Green	Red

Wonderful Wallop 2003

John Andrews

This year, with no C/L Nationals or golf commitments, I was free for the three days of the Wallop World Championships, so you are in for a blow-by-blow account of the whole shooting match.

Speaking of shooting, I am an active small-bore (no comments please) rifle shooter. Back in the late 70's and early 80's the wife and I competed each year in the National Small-bore Rifle Association Championship Meeting at Bisley. It was a weeklong affair and we camped out on the range campsite for the duration of the meeting, so I fancied a weekend under canvas again.

The large six berth frame tent had been lodged in the roof of my garage for the past 20 years and although it proved to be serviceable, I realised I would be unable to achieve erection (no comments please) at Wallop on my own.

I then changed horses and got out a small igloo type tent but there was definitely not room enough for a camp bed and me. I was not going to spend three nights sleeping on the ground so what to do? Rachel, the wife, solved that problem when she decided she was coming with me, so no camping. It was getting a bit late to start looking for accommodation but, out of the blue, Brian Roberts rang me to see what my plans for Wallop were, and when I told him of my dilemma he soon had us booked in at his B & B, another problem solved.



Ted Evans 'CLIPPER' by Brian Roberts
Exhibition finished in red and yellow with fully glazed cabin

Saturday, day one, Rachel and I arrived on site and, as is our norm, up to the café for tea and sausage batches. Amply fortified we joined the end of the flight line to find Brian next to us; it was going to be a lucky meeting without doubt.

We set up the beach tent and umbrellas as Brian was assembling a beautifully built Ted Evans 'CLIPPER'.

Brian said he had started to build it 47 years ago and had only recently finished it. No wonder it looked so good. The model was exhibition standard, not at all like my own, rough end of serviceable, standard. In true vintage spirit, he had a brown Pirelli motor to boot. The Clipper was completely untrimmed but the glide looked OK so Brian put a few turns on and away she goes in a lovely right-hand climb, the only fault being a reluctant glide turn. A few more flights with celluloid trim tab adjustments and increasing turns had the model looking absolutely perfect.

For my own part, it was first things first, off to Tomboy control and register. Back at base I fired up the Irvine Mills and away went the Tomboy for a first effort of three minutes or so to get on the books.

Next it was Small Rubber, I nailed the Hep-Cat together, had a quick check flight then up for real. Brian was on the watch and away went the Hep-Cat in perfect conditions, vertical to start, then rolling into a steep climbing spiral followed by a good cruise to a prop fold very high up by anybody's standards. A textbook maximum and D/T'd down in the middle of the field. After short rest, in the rosy glow of my initial success, I wound up for my second attempt and released the Hep-Cat again, in good rising air. Up she went again, even quicker and higher than the first flight. I swelled with pride when I heard a nearby flyer remark to his companion "Look at that, I've got to make one of those".

I had maxed again, with another textbook flight. Two maxes in the bag, Oh boy! was I on a roll. My regular readers, if I have any left, will recognise a familiar pattern here. Overconfident, you bet.

I wound for my third flight and launched the Hep-Cat once again. Where was the vertical climb? gone, just a gentle spiral followed by a flat cruise to an indifferent altitude. The model was down, short of requirements, I hope the nearby flyer that witnessed my second max was missing for the third flight.

Duff air? Duff rubber? Duff flyer? I think a combination of all three at best.

Having shot my bolt in small rubber, I went back to base, kicked the metaphoric cat and turned my attention to the Tomboy to start improvements. There was a slight breeze by now, as it was early afternoon, so I set the Tomy timer on the Tomboy to about 4 minutes which I expected would see me down in the field.

I fly my Tomboy with the Irvine Mills at full-wack using a full standard tank. I only fly it in the Hilda Baker event and now, after three years events, the Mills is getting run-in and the model's climb has become somewhat akin to a Banshee's. Nowadays the altitude reached on the full tank is considerable and binoculars are required to see when the engine stops. The D/T descent also takes some time, resulting in a lot of guesswork to keep flights in the field when in lift. As has been suggested before, it would be much more reliable to run on low power with a big tank, thus limiting the altitude, thereby making flight control more accurate. However phut-phutting about is not my way, I'm much too flamboyant for that style of flying.

Back to the Tomboy flight, up she went and, when the engine cut, Tomboy was in a stonking great thermal. With the altitude and slight breeze, the model was soon over the edge of the airfield, still rising. About then, I was wondering what had happened to the D/T, but the model was so high I could not tell whether it had tripped or not, more on that later. I hadn't bothered to take my spare binoculars with me and as a result I lost sight of the Tomboy. I was still on the airfield, as I had had to stop cycling to keep it in sight as long as I could. I had the impression that the model was losing height when I last saw it so I took a line on the horizon, left the bike by the sewage farm gate and set off over the road. Luckily, the line was between the wooded areas and, three fields later, there was the model only about thirty yards off my line.

Back at base again, Brian had clocked the flight at five minutes or so but had lost sight of it over the hump. He had entered the time on the flight sheet, so I had to endorse it 'out of the field'. I rested my weary bones for a while and watched Brian with the Clipper and the efforts of other modellers' roundabout. Flying conditions were close to ideal later in the day, so it was back into the fray with the Tomboy again.

I mentioned earlier that the D/T was somewhat doubtful on the flyaway and investigation revealed that the Tomy had lost one half of the weight bar, which was rattling about inside. This made the timer indecisive as to whether it would keep running. I bend my weight bar in a V at the rattler and heat it with a cigarette lighter to fit it. This anneals the piano wire and if you adjust the angles too much it appears that the arm may snap off at the bend under vibration. A point I must bear in mind for my new Stomper, which also sports a Tomy D/T. All was not lost with the Tomboy D/T however, as originally it was built with a fuse set-up which was still in place, so back to square one.

Small digression over, but it was relevant, anyway back to 'the' Tomboy flight. Being late in the day, the drift was minimal so Brian and I set up towards the middle of the field, on top of the rise for a good view. Up goes the Tomboy with a yard and a half (slight exaggeration) of fuse on the tail, it was set for about eight minutes as near as I could guess.



Author with two models, Tomboy and adoring wife Rachel

The model zoomed up doing its stally imitation of the Banshee roll and we were soon craning our necks to see it overhead. After a couple of minutes the engine stopped and the model started to glide, in what must have been a large gentle patch of lift, appearing to just sustain the existing height. After about four minutes, the model started to drift too quickly towards the edge of the field over by the fire practice area and began to lose height. I was now wishing I had not set it off in the middle of the field. I was cycling along underneath it and it drifted right over the edge of the field, then back in again on the inner half of the circle. Tomboy was about 100 feet up at this time and I was cursing my luck when on the next inner turn the drift changed. The model moved off left, following the peri track and completed the flight with a neat three pointer well in the field, just over seven and a half minutes after launch. For once things had gone right for yours truly, even the D/T, which popped as I picked up the model.

We then called it a day, had a good chinwag with all and sundry in the area and on the campsite, then off to the pub up the road for dinner. In the pub we met Malcolm Jagger, had a chat about the whirlwind at Old Warden as we demolished the meal, then a couple of pints later we ferried Malcolm back to the campsite on our way back to the B & B.

Day two, Sunday, was a rest day for us. The drift had turned through 90 degrees and we were set up on the far side of the field. I had a few flights with the Tomboy but there was now a definite breeze and it was obvious that I would not be able to better my day one flight. I had no other models for the competitions of the day so it was a few test flights with my open rubber models and assisting Brian with his glider. The weather was great and it was a real pleasure sitting about watching all the activity. On days like that at Wallop, you don't have to fly anything to enjoy yourself.

Day three, Monday, I had a recently finished Archilles, which would go in very small rubber but my attempts at trimming in the slightly stronger wind soon had a cracked longeron and other minor damage. It now occurred to me, that I had half a dozen flights or so in Tomboy, why not go for the most flights over two minutes. The wind was now blowing back towards the hangers, but two minute flights were still well short so I started to get a few done. I did about three flights, then, at control, I asked Carol Farley how others were doing. Somebody had already done over a dozen and a simple calculation at about 15 minutes a flight made me realise I could not catch up. Decision, rest on my laurels from day one and wait for the prize giving. I was safe in second place with my seven and a half minute flight from day one; the wind strength and direction precluded (good word that) any possibility of being beaten. On the down side, a female of the species held first place, not only female but using electric power, not cricket nor good for the chauvinistic ego.



Your scribe steps up for his major prize, a kiss from the delectable Carol Farley
Also second place & best diesel in Tomboy

All in all Wallop 2003 was a wonderful meeting, the weather turned out to be one of David Bakers special orders, perhaps a little windy on the Monday but perfectly flyable. Brian Roberts got a bit of a fright late in the day when he decided to go for a few more turns on his CLIPPER. He launched slightly left of the wind, up shot the CLIPPER into a monumental power stall, over on its back, then down, but it pulled out with a couple of feet to spare. That summed up the weekend; luck was on our side for once.

Vintage CO₂ models continued

Designs for the OK CO₂ motor continued

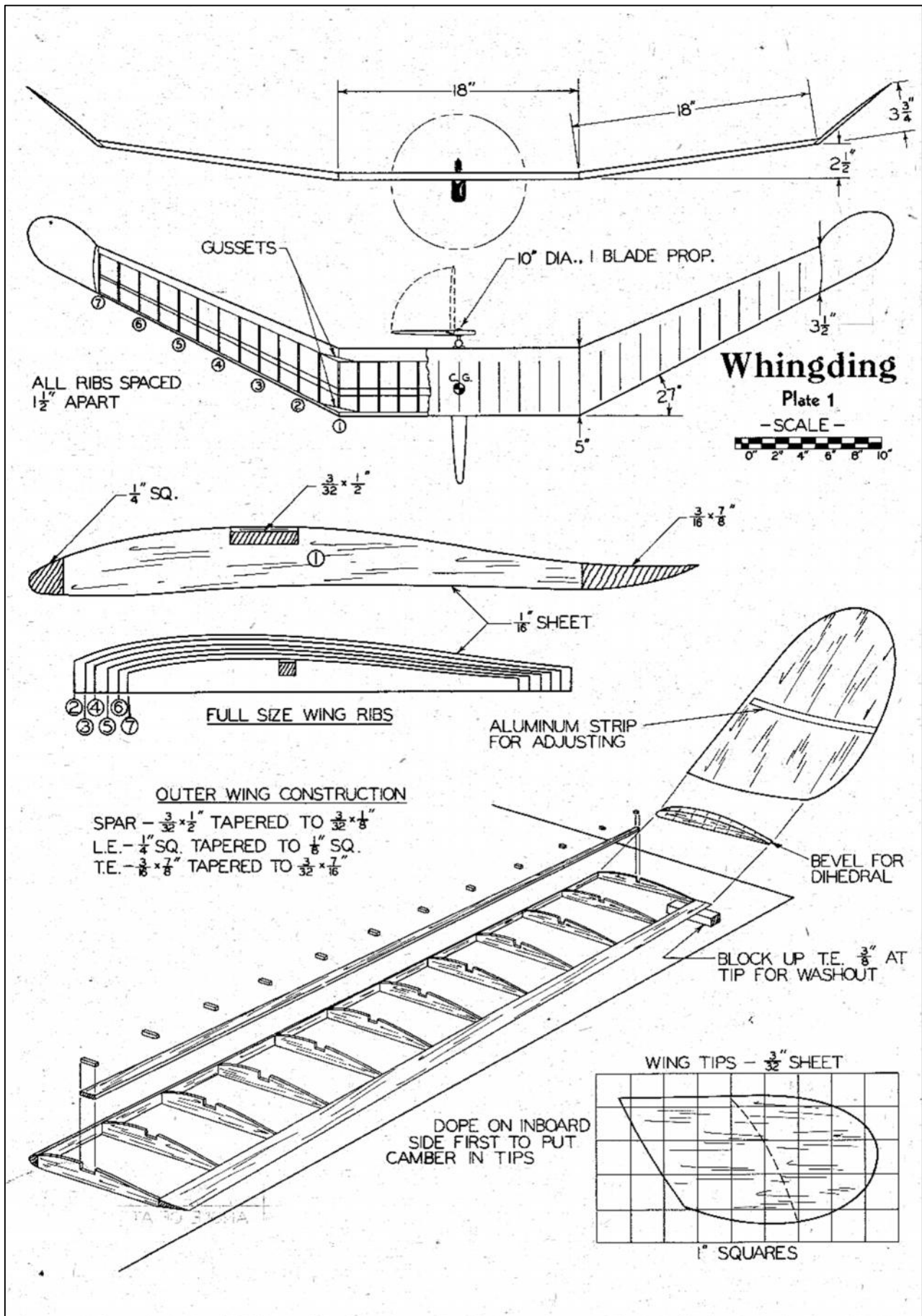
This month I'm taking a look at the plans of models for the OK CO₂ motor published between July 1948 and June 1949. I have listed those that I have found in an accompanying table, as in previous articles looking at these vintage CO₂ designs. Again, the main title of this column is a bit of a misnomer, as, because of their size these are clearly aircraft for the great outdoors. Some are clearly specially designed for this motor only, whereas others can use a variety of power sources. There are three scale models by Dick Struhl. The only design I have built is Chuck Hollinger's Cruiser, which makes a fine flying sports model when ModelA powered - see IIFE 23 in the July 2018 edition of NC.

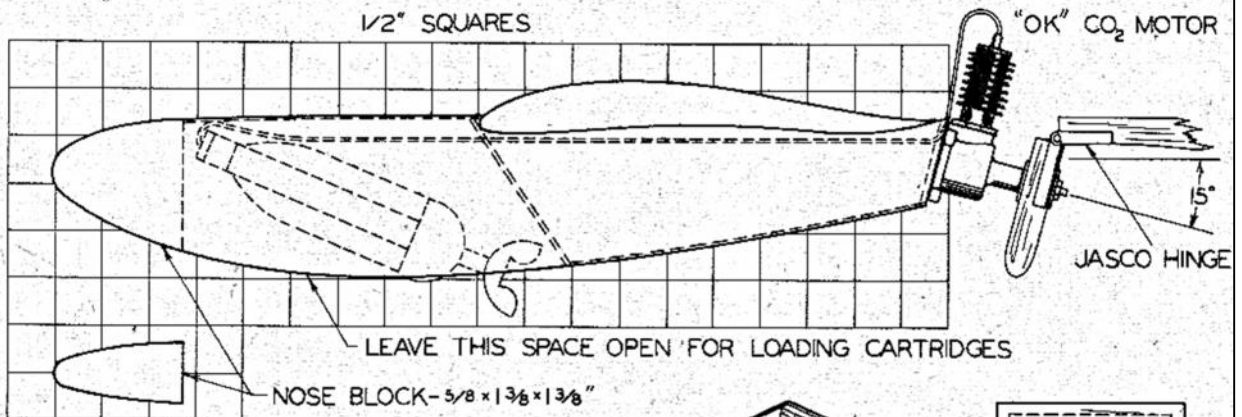
The design I find most intriguing in this collection is Henry (Hank) Cole's Whingding, a flying wing of over 5' wingspan with a pusher arrangement and folding propeller. This was published in Air Trails at a time, when according to his AMA biography, he was running a model shop in Seattle with Chuck Hollinger. Hank had previously had a number of flying wing designs published, as well as some Wakefield models. The construction article states: - 'The secret of the performance of this new design lies in the use of cambered wing tips, which solves the directional stability problem.' It later continues: - 'The worth of this arrangement was demonstrated by test flights in a 25 m.p.h. wind. The model would climb steeply and roll out, instead of looping like most flying wings. The recovery from gusts was remarkable, and the model showed beautiful wind riding tendencies with its tight, wheeling glide like a gull before the wind.' The prospect of a 25 m.p.h. wind would keep me indoors, but I think a Telco powered version of 2/3rds size could make an interesting project.

I have selected two more plans from this period to show different ways of dealing with the CO₂ cartridge holder, Caldwell Johnson's Phizz Bird and Tully Adler's Ugly Duckling. According to the construction article, Johnson worked at the National Advisory Committee for Aeronautics (NACA, the forerunner of NASA) alongside other active modellers. As can be seen from the drawing, the Phizz Bird wing and stabiliser uses sliced rib indoor construction techniques. Advanced builders can lighten the engine by filing down the crankcase, drill holes in the cartridge holder to lighten it and cut off the thumbscrew wings and slot the screw shank to take a screwdriver for adjustment. The article concludes: - 'As a standard engine powered model, or powered by a stripped down motor, the craft should be test flown on a nearly spent cartridge'. I assume this must mean holding the model with the motor running until the cartridge is almost spent!

In contrast, Tully Adler's all sheet Ugly Duckling lives up to its name. The construction article is sub-titled 'Short on beauty, long on stable flights' and further on the model is described as an excellent sports flyer consistently turning in flights of two to three minutes. I would question whether these flight durations would be achieved with the decalage actually shown on the drawing. However, at a lower throttle setting the capacity of the cartridge would give very long motor runs. I can only conclude that the development of the refillable tank for CO₂ motors, which could be gas or liquid filled, was a major advance.

Nevertheless, as we have seen, a good number of varied designs were published for the OK CO₂ motor and I will take a look at the final tranche next month.

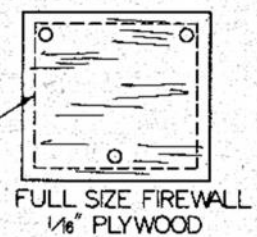




FUSELAGE SIDES - 3/32" SOFT SHEET BALSA

3/32 x 1 x 1 7/8" BULKHEAD

1/8" BALSA BACKING



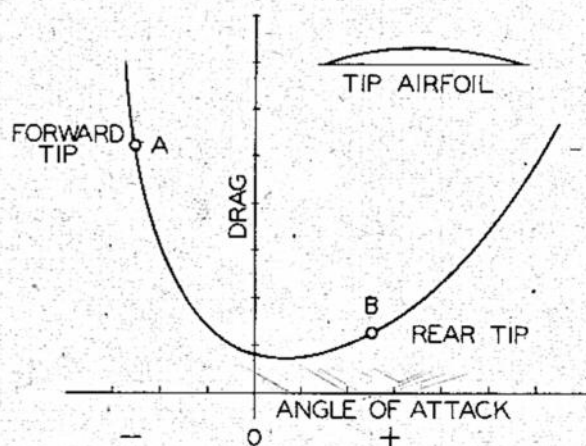
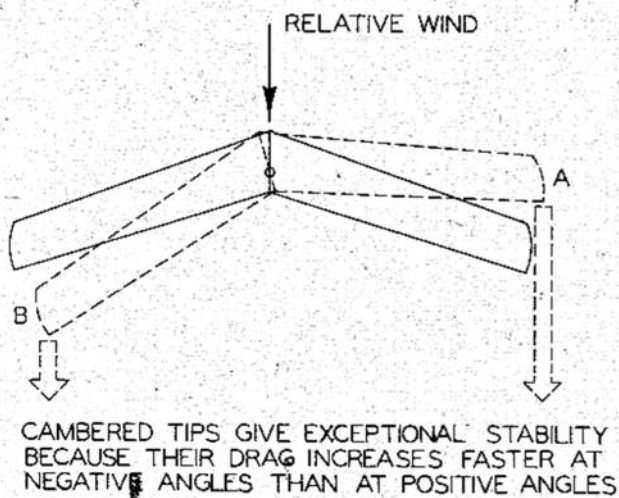
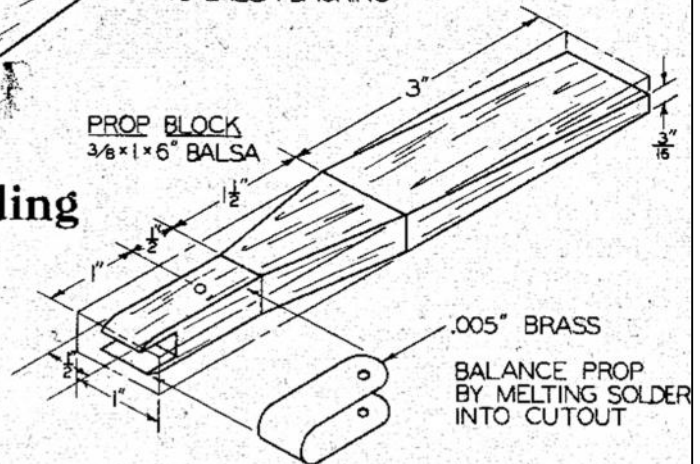
PROP BLOCK
3/8 x 1 x 6" BALSA

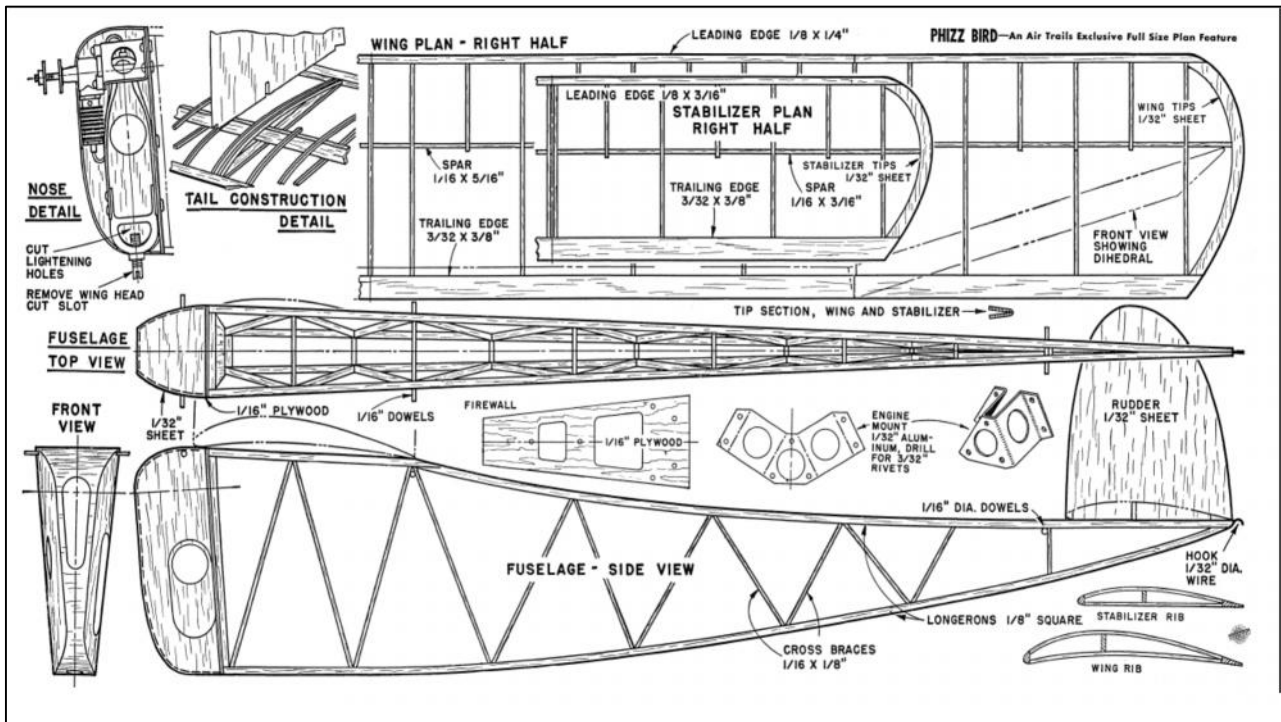
Whingding

Plate 2

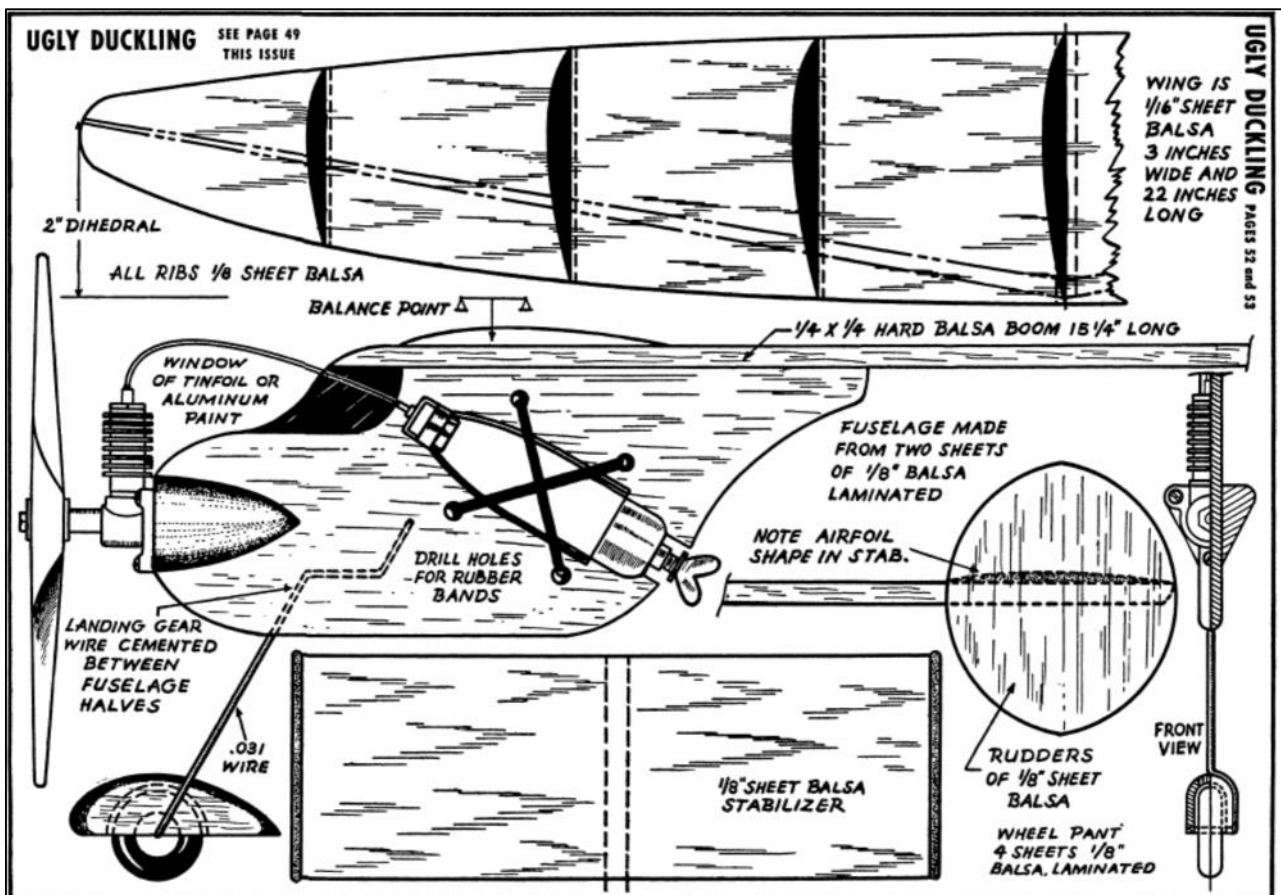
COVER TOP AND BOTTOM OF
FUSELAGE WITH SOFT 1/16"
SHEET EXCEPT WHERE NOTED

COVER FUSELAGE AND PROP
WITH SILKSPAN FOR ADDITIONAL
STRENGTH





Caldwell Johnson's Phizz Bird from Air Trails September 1948



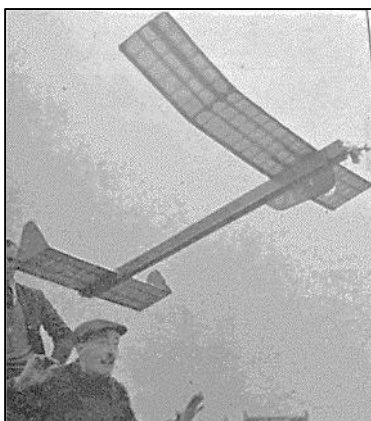
Tully Adler's Ugly Duckling from Air Trails March 1949

Model Aircraft Designs for the OK CO₂ Motor July 48 to June 49

Design	Designer	Source	Date	Span (in)	Secondary plan source	Description	Construction
Pixie	Claude McCollough	Air Trails	Aug-48	33	Outerzone S35S Apr-93	High wing pylon	Stick and tissue
Slick	J Altshuler, F.Hayes	MAN	Aug-48	28	Outerzone S35S Jan95/Apr04	Shoulder wing	Stick and tissue flight surfaces, balsa fuselage
Boeing L-15A	Dick Struhl	Flying Models	Aug-48	31	Outerzone Vintage plan index	Scale high wing cabin Originally designed for rubber	Stick and tissue
Phizz Bird	Caldwell Johnson	Air Trails	Sep-48	32	Outerzone S35S Mar-95	High wing	Stick and tissue
Whingding	Hank Cole	Flying Models	Oct-48	62	S35S Jul-92	Tailless	Stick and tissue
Excess Too	Ed Lidgard	Air Trails	Nov-48	16	S35S Mar-18	Control line	
Aeronca C3	Dick Struhl	Flying Models	Dec-48	32		Scale high wing cabin Alternate power rubber	Stick and tissue
Fairchild 24 Rancher		Berkeley kit	1948	36	Outerzone	Scale high wing cabin CO ₂ or rubber	Stick and tissue
Pleasair	Alvin Andrighetti	Air Trails	Jan-49	36	Outerzone	High wing cabin Tricycle U/C	Stick and tissue
Shrimp	Jack Florenzie	MAN	Mar-49	27	Outerzone S35S Apr-95	High wing cabin	Stick and tissue
Ugly Duckling	Tully Adler	Air Trails	Mar-49	22	Outerzone	High wing twin fin mono U/C	All sheet
Convair L13	Dick Struhl	Flying Models	Apr-49	30		Semi scale. High wing cabin	All sheet
Infant Pursuit	Don R James	Air Trails	Apr-49	28	Outerzone	Low wing tricycle U/C. glow, rubber or CO ₂	All sheet
Cruiser	Chuck Hollinger	Air Trails	May-49	28	Outerzone S35S Feb95/Sep07	High wing cabin Alternate power rubber	Stick and tissue

Nick Peppiatt

Aeromodeller Departed: David Charles Painter



David Painter of Henley has his "Pylos" cocking its tail and climbing fast at a reasonable angle

Obituary.

David Charles Painter.

It is with sadness that I report the death of Dave Painter at the age of 92.

He was one of the founder members of Henley Model Club in about 1947, and served as Treasurer for many years.

He was of great help to me when I joined as a junior member. He was a great control line flyer, especially with his 'Kan Do' and 'Stunt Queen' and also a keen Competition entrant in power, with his PYLOS 4, Oliver Tiger 2.49, and Pelican glider.

His best season was in 1955, when he was first in the Thurston Cup and the Keil Trophy, and second in the Hamley and Halifax classes.

He enjoyed many happy days flying his gliders at Middle Wallop. Port Meadows and Odiham with SAM 1066.

In later years he took up indoor flying at Wallingford and Berinsfield in Oxfordshire.

He will be much missed by his wife Diana, his two sons, the rest of his family, and many friends.

R.I.P. Dave

Don Palmer.

"Doubling Up" at the Birmingham Coupe Event.

In the fond belief that we will be able to stage the 7th Grande Coupe de Birmingham this coming December I propose to allow competitors to "Double-Up" Vintage Coupe and F1G flights to enable competitors to choose, if they wish, to compete in both events without having to do eight flights which can be difficult on a short day with tight round times. This proposal ensures that the F1G event for the Aeromodeller Trophy is not in any way diluted and that competitors who choose to fly in just one event are not penalised by their choice not to "Double-Up".

The format of the Coupe de Brum is modelled on that used by the Croydon Club for their Coupe Europa. To remind regulars and inform potential new competitors this can be summarised as follows.

- **F1G** - 2 Flights between 10.00 and 12.00 followed by 3 rounds to timetable finishing at 14.45. The round max to be determined by the CD as conditions dictate but the opening two flights will be to the same max. Use of up to 3 models allowed.
- **Vintage Coupe** - 3 flights between 10.00 and 14.45 with all flights to the same max as the first two F1G flights. Use of up to 2 models allowed.
- The contest entry fee covers both events.

Special instructions for those competitors who choose to Double-Up.

They should tell the CD they are "doubled" as they enter, and they will be given a scorecard for each event which the CD will mark (probably with a felt tip "blob").

Prior to making a flight they must decide whether the flight is to be doubled or not and hand the relevant card(s) to their timekeeper telling them which event(s) the flight is to count for. They are responsible for ensuring that the timekeeper has entered flight times on the correct card and that a "doubled-up" flight has been recorded on both cards.

They must ensure that all flights intended to count for the F1G event have taken place in the published round time and to the appropriate max.

They must also ensure that they use no more than 3 models to achieve their F1G flights **including** the up to 2 vintage models they use to achieve their Vintage Coupe flights.

I hope that this enables everyone to have an enjoyable event and that, hopefully, we can have more Vintage Coupes flown.



Report No. 113 Tidy up, continued.

Last month's report included a couple of "Did they reprint?" items.

The first item concerned the KeilKraft Anzac power model whose name was changed to Bantam following representations from Australia. No reports of a reprint have been received, so I will assume that no second copy of Aeromodeller May 1955 is required for the Library.

The second referred to the naughty "New RC System" article in Model Aircraft December 1957. Our Editor was able to explain what happened and from the quoted Model Aircraft editorial staff response it may be assumed that they did not consider a reprint to be required. Now a thank you to John Taylor who added to the story.

"The spoof article about the new radio gear in the December 1957 Model Aircraft magazine brought back memories of this incident. At that time I lived in Watford near Ron Moulton and we were both members of the Watford Wayfarers club. The club was an amalgamation of the old Watford club and a competition group called Wayfarers which was run by John Lambie (Elf-Axe designer).

Ron and I were on our way to a South Midland area meeting one evening just after the magazine was on sale. Ron had found an old picture of Norman Butcher holding a rather battered combat model, at arm's length, with a very dejected look on his face. Ron had superimposed a picture of the naughty article over the model and printed it to postcard size, with a black border, to send to Norman.

Needless to say it brought forward plenty of ribald comments at the meeting.

John Taylor

Bournemouth"

One that was reprinted

If we go back about five or more years the library collection of Aeromodeller Annuals was complete in that we had a copy of each year's publication, but some were in rather poor condition. The first annual was published in 1948 and our copy of that year was scruffy, falling apart and with a few lost pages replaced by photocopies.

Then I received a call asking if I could pick up some boxes of aeromodelling magazines and books from a deceased aeromodeller's collection. The contents included Aeromodeller Annuals, with a very good condition example of that first one published which was titled simply "AEROMODELLER ANNUAL", no date being included. It even had a dust cover as shown here. Jolly good, throw away the old one which was too worn and weary even to try to sell and replace with the good copy.

Then, a few months ago I was in email conversation with Bob Pickernell and he wrote-

"Incidentally do you have the second edition of the 1948 annual, the only one to have a second run? I am hanging on to mine as I have a full set but if you are looking to have a complete collection you may have to hunt one down. Regards Bob Pickernell "

What had I done, thrown away a first edition and replaced it with a reprint? Not to worry too much, contents all the same and the reprint is probably rarer than the original, but one day I hope to add a real first Aeromodeller Annual to the library.



First Printed December, 1948

Reprinted February, 1949

Library "Miscellaneous" box.

John Hancock telephoned in response to last month's question "Where was the **Blackburn 1912 Monoplane** plan by John Hancock published". Well, he would be the most likely to know!

I am sure that John will not mind me saying that he is a good talker, and below is my best resume of the telephone conversation from memory and my scribbled notes, just the bits relevant to the Blackburn, otherwise I would have to ask our Editor for an extra couple of pages.

John advised that the **Blackburn 1912 Monoplane** plan was published in Flying Scale Models March/April 1998 and that he fitted a KPO1 power unit on which the model flies very well.

Once, at Chobham, it had a particularly long flight landing on top of a small tree which, on approach, proved to be a large oak tree sitting in a dip.

No possibility of climbing it, not even with the help of John's longest ladders. Driving home rather dejectedly John passed his local fuel filling station and there being refuelled was a rather old and battered cherry picker. John approached the driver and explained his problem. The driver replied "Yerse Guv I can git it down fer yer". John's memory is that it cost him a tenner, good value for a model which John still has today.

Thank you John for the information and story, now there is one less in the "Miscellaneous" box.

The enquiry for any issues of "Heave Ho" beyond No 1, brought one of the most prolific responses to anything to date in the Library Reports. Thank you to Wayne Butler, Andy Crisp, Mick Page, Ted Horsey, Peter Tolhurst, and Spencer Willis.

We had in the "Miscellaneous" box just the first issue dated November 1996, now we have a full run of March, July, November for 1997 and the same for 1998, 1999 and 2000. The November 2000 issue carried an announcement as follows.

"Heave Ho may continue as an annual publication..... So please send no more subs, keep your ears open for an annual bumper edition next year." Did that ever happen?

The complete list of HLG plans published in "Heave Ho" will be completed shortly and should appear in the next library report.

Meanwhile that is something else removed from the "Miscellaneous" box. Not a big promotion for "Heave Ho", as dozen or so issues does not qualify for a dedicated filing box, just a move to "British, Various" but the name "Heave Ho" will appear on the spine.

A further word of appreciation is due to all those involved in moving our collection of "Heave Ho" from just one issue to a full set and all in just one month, you really have erased any lock down blues that may have been threatening.

There have been no replies concerning "The Junior Birdmen of America" handbook, so for the present I will stick to the Brit Bits from the "Miscellaneous" box



HEAVE HO
MARCH 97 No2
The Journal of the British Hand Launch Glider Association

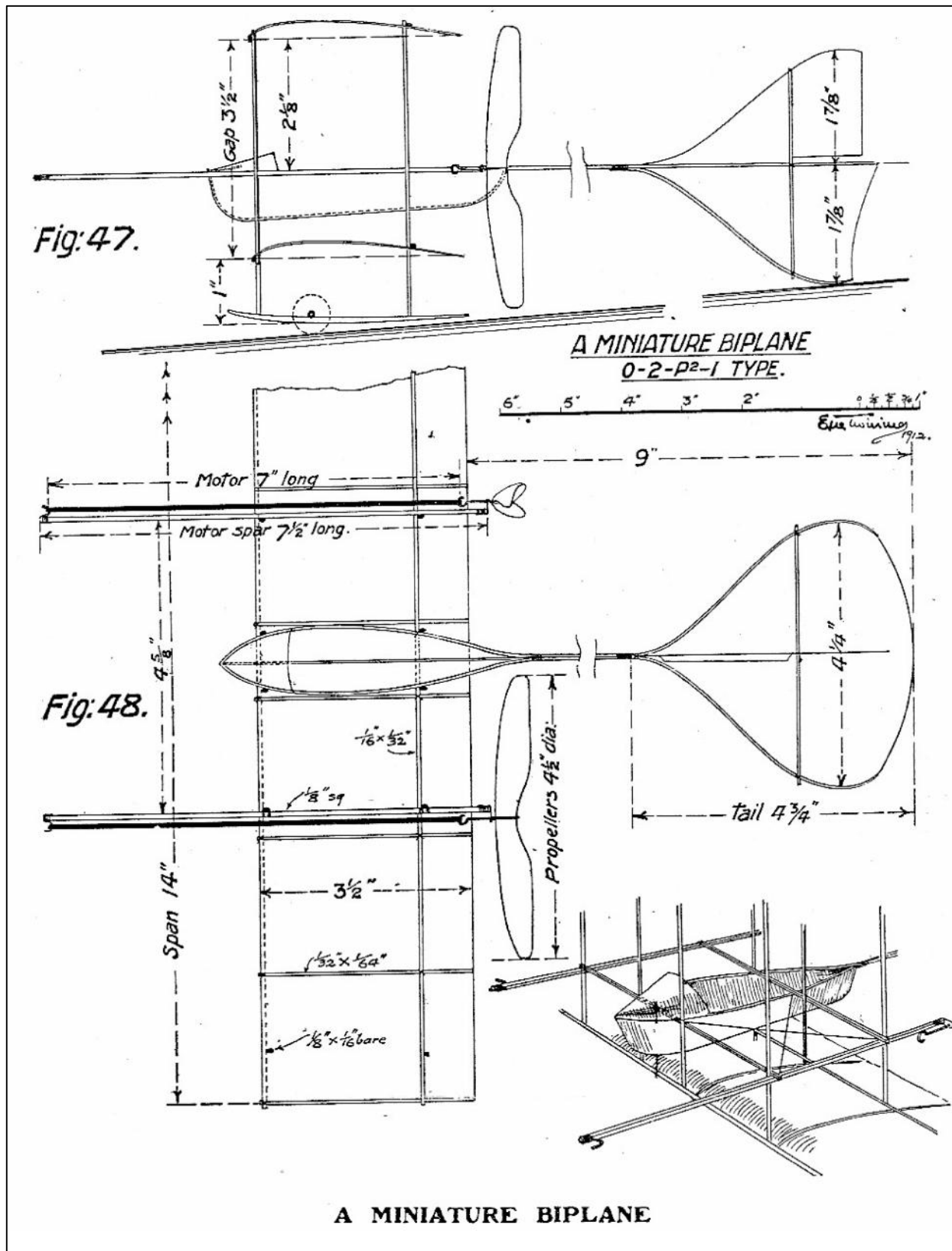
TEN YEARS TO THE MINUTE

A Full account of Hugh O'Donnell and his quest for the minute indoors

TERRAPLANE 22"
TIP UP BOOM DT FULL SIZE PLAN

Last month's plan was the **Tiny Monoplane** by E. W. Twining from *Aeronautics* magazine January 1912, now we have the **Miniature Biplane** from the February issue. The library has photocopies of the "Model Aeroplanes" section of just these two issues of *Aeronautics* magazine. The drawings and sketches in Twining's articles in these two magazines run from Fig 40 to Fig 48, so presumably his articles started some months earlier.

If you have any information on Twining's "Model Aircraft" articles in *Aeronautics* before or after the two mentioned please let me know.

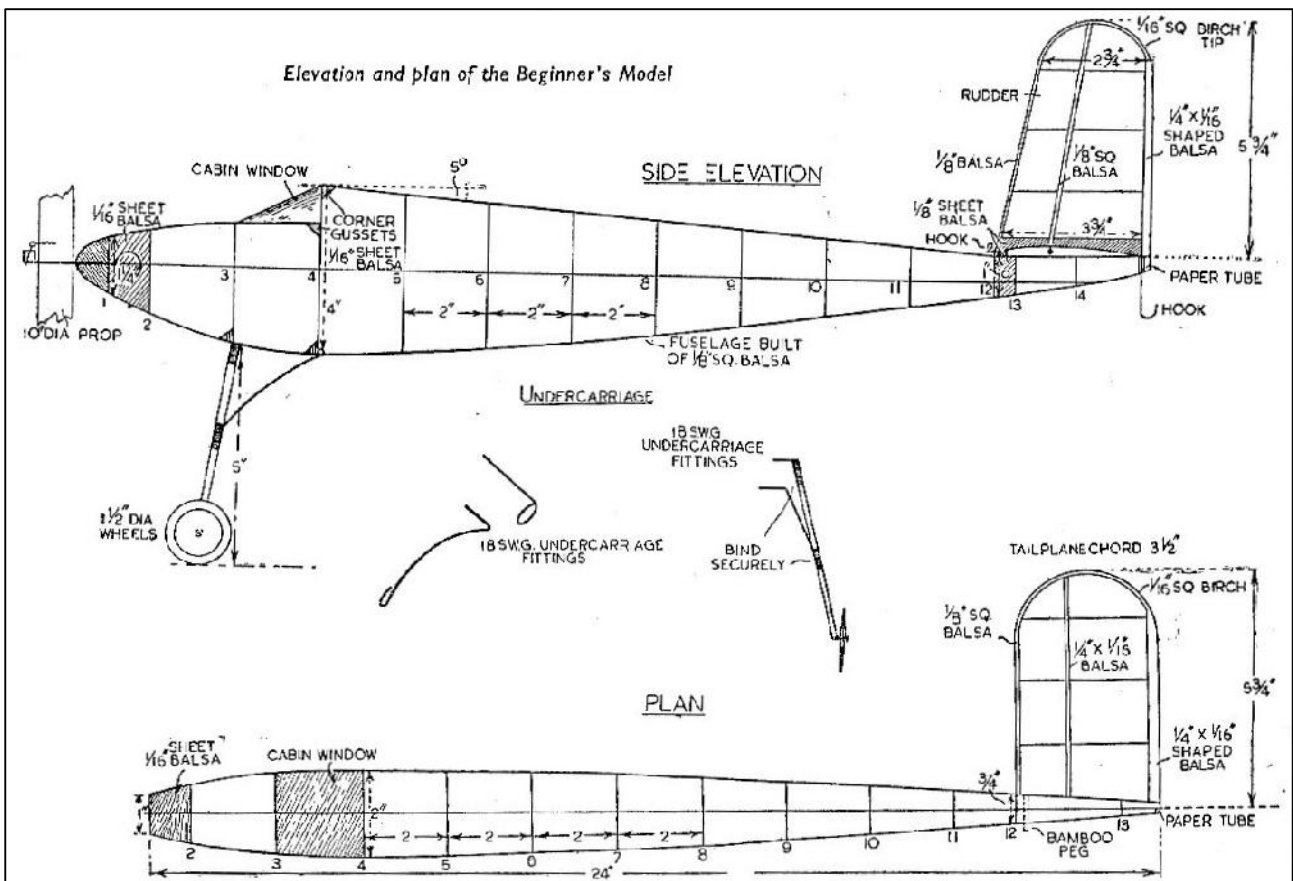
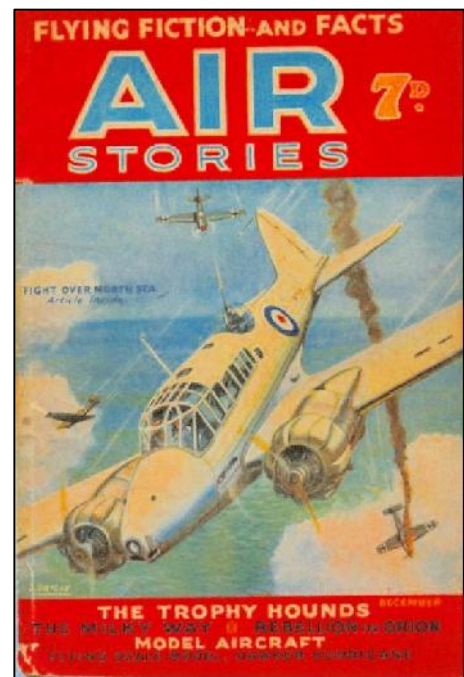


We have just one copy of **Air Stories**, that being for December 1939 and comprising photocopies of the cover, contents page and the pages of the Model Aircraft section. It is probably just as well that we have only those pages as the aeromodelling content is only about 10% of the total page count. Two model building articles were included, the first being for a 30" wingspan rubber powered Hawker Hurricane and the second for a 30" wingspan Beginner's Model Monoplane.

The Hurricane plan by F. J. Camm had previously appeared in *Practical Mechanics* May 1938 which included an inserted full size blueprint plan. The plan in *Air Stories* is 1/5 size and "must be copied full size and used as templates" The same plan also appeared in *Hobbies Annual* 1939.

The Beginner's Model Monoplane also has a reduced plan but would be much easier for the builder to draw up full size. I have not seen this plan published elsewhere and there is no mention of a designer's name. If you recognise it from the drawing below as being in any other publication, or under another name, or with a designer's name attached, please send me an email. The wing is on a separate plan sheet and is a simple design with a parallel chord of $4\frac{1}{2}$ ", span of 30", rounded tips and a single spar.

I have looked at a few **Air Stories** on ebay but have not spotted any with the words "Model Aircraft" on the cover. It would be appreciated if any reader holding copies of these magazines would have a look at them and advise on the extent of aeromodelling content.



So life carries on but what will be the new "normal"? For sure, nothing like the old normal.

One small ray of good news is that from 4th July, we are to be allowed back on the old airfield at Beaulieu. The Forestry Commission have relaxed a little & in spite of their concerns regarding ground nesting birds, will now permit certain activities in light of the most recent Government announcements.

The only personal downside of this is that I seem to have inadvertently destroyed my homemade RDT transmitter. Quite how, I do not know. Stupidly I left the power on the transmitter overnight & the LIPO went flat - very flat, down to less than 3v - bad news as it was a 2 cell LIPO. In consequence it wouldn't charge. The replacement battery was checked & installed - but nothing, although the digital functions seem to be working as the LEDs do the right thing when the transmit button is pressed. I can only assume that the RF module has given up the ghost & is not sending a signal, as neither the bind or DT functions operate. What to do? I don't really know as I now have no means of testing anything electronic, having disposed of everything concerned with technology when I retired! Several models that have been or are in the process of being converted now await a decision on what happens next.

In the meantime, the clearout has continued with many more models consigned to the bin. There is now space in the garage loft for model boxes & a degree of order is gradually being imposed. At the last count, something like 40 models remain - gliders & power but no rubber. Those that are left are models that have yet to be attacked with the RDT solution, these can wait with their fuse DT or clockwork timers or nothing left in place. Amongst these was a Vic Smeed Popsie equipped with an ancient real Mills .75 that hadn't been run for years. However a few drops of oil & WD40 got it turning & within a few flicks it was back into life. No DT on this one at all, but it won't stop me from flying it!

The next scintilla of potential good news is that - hope against hope - the planned event for RAF Colerne on 11th August has not yet been cancelled. Dave Hanks of the South Bristol Club is the man on the ground & is in regular contact with the local Authorities. Whatever decision is finally taken concerning to hold or to cancel will be circulated by an email to the membership, so keep your fingers crossed.

Other news concerning model flying - the BMFA has published a recent news release that gave an update for members. For those who have not seen it, here it is complete with a link to download the latest CAA document, which does make somewhat turgid reading if you are so disposed.

"The CAA have today published an update to CAP1789, which details the EU regulations for unmanned aircraft. Please see:

<https://publicapps.caa.co.uk/docs/33/CAP1789%20Edition3%20June2020.pdf> .

The regulations were due to come into effect on the 1 July, but due to disruption caused by the COVID-19 pandemic they will not now come into effect until 31 December.

The important point for members to note is that the specific reference to model flying remains unchanged:

Model aircraft

Additional provisions are made within the regulation to cater for operations, including registration and remote pilot competence, under the framework of model aircraft clubs or associations under a separate authorisation that can be negotiated with, and issued by, the CAA.

The only requirement mandated for our members by the EU regulations is operator registration. Absolutely everything else is subject to what we can agree with the CAA within the terms of our Article 16 Authorisation. Work is currently underway on this and we will be resuming negotiations with the CAA later this month."

The other snippet of news concerning the CAA is a response to a Freedom of Information request regarding the numbers who have registered under the current legislation..

"Having considered your request in line with the provisions of the Freedom of Information Act 2000 (FOIA), we are able to provide the information below.

Registered between, 5 Nov 2019 - 31 Mar 2020:

Operators & Flyers:	84,335
Operators only:	22,129
Flyers Only:	12,046
Organisations:	3,864
Minors (U13):	523"

Considering that probably about 30000 of these were BMFA members, this indicates roughly a total of 88000 drones have been registered - from memory, I recall that the downward revised forecast from the CAA was for 120000 by 31st March, their original forecast was in the region of 170000. The only question this raises is one of finance. Will the income from these registrations cover the cost of running the registration scheme & if not, will the registration fee be increased? Maybe another question for the BMFA to ask?

To end with a little more nostalgia, some photos from the past.





C Rupert Moore of beautiful Aeromodeller covers fame



Our much missed late Chairman



Flock of Golden Eagles at Wallop



The late Mike Kemp in action at Wallop

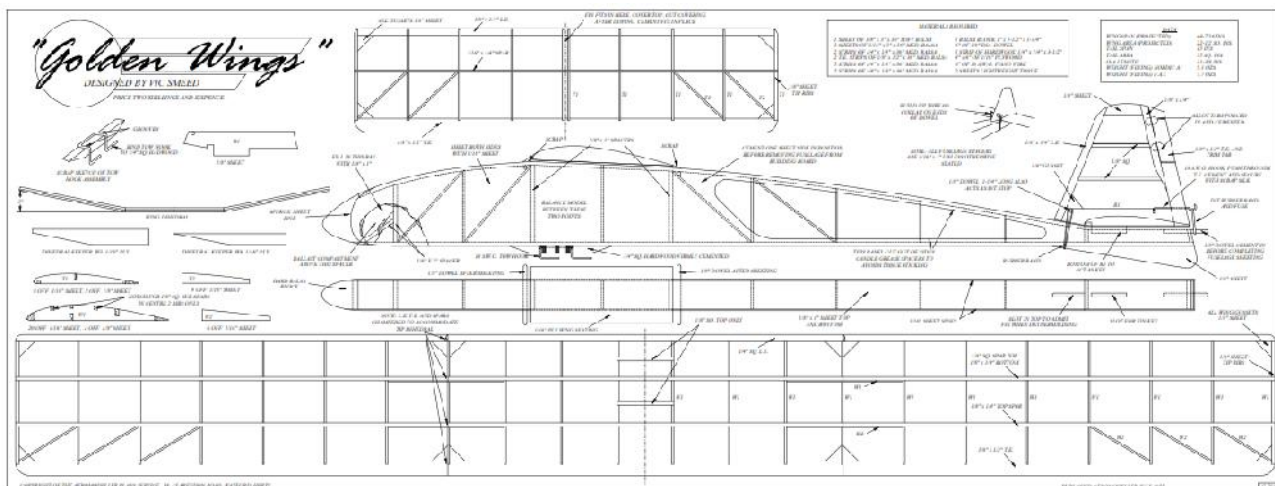


Study in concentration at Wallop

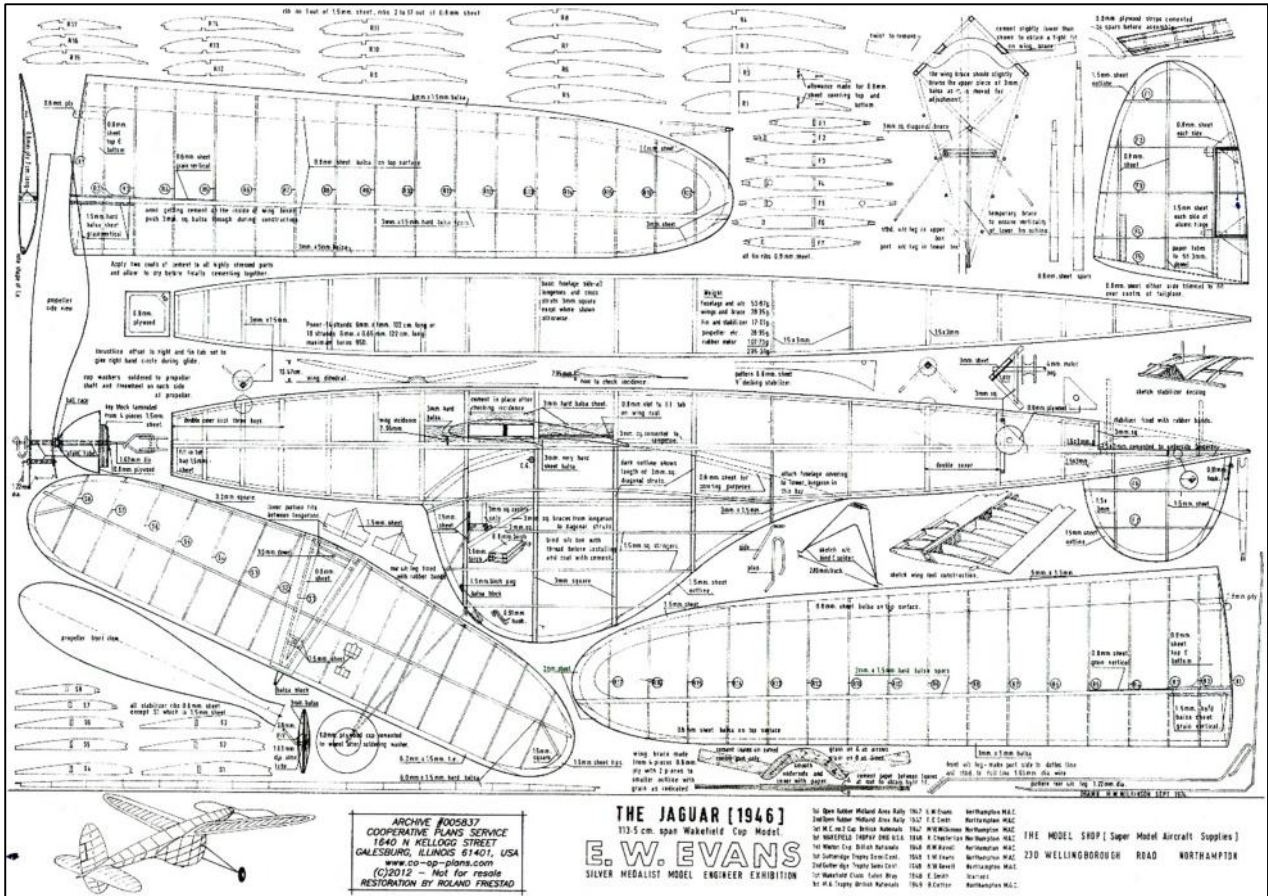


Red Ripper in flight

Roger Newman



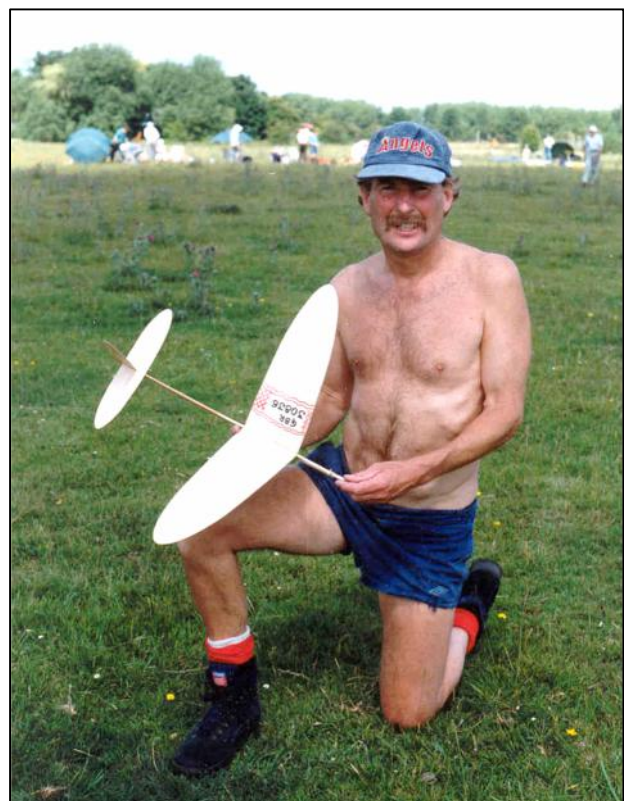
Rubber: E W Evans Jaguar - the last British winner of the Wakefield Trophy



Roger Newman



Ted Horsey



Andy Crisp

A couple of chuckies to wrap things up

Free Flight Supplies

Michael Woodhouse

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

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

Stay safe and look after yourselves.

*We are only posting on an occasional basis. Any calls or e-mails asking "where's my order" will receive a curt load of invective from me or June.
If you get June the reply will leave you stunned!*

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

When the Corona Virus lockdown situation is lifted it is hoped that there will be a resumption of the contest calendar fixtures as is.

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

BMFA road shows

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

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

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

It is anticipated the topics for discussion will be

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

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

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

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

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

Best Regards

Andy Symons on behalf of the Achievement Scheme Review Committee

Tel: 0116 2440028 email: admin@bmfa.org

Southern Coupe League 2020

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

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

Southern Area Gala.

BMFA free flight combined with SAM35

Sunday 12 July 2020

0900 to 1800 hrs.

Following the loss of Odiham this year as a venue for this event, it will now be held at Abingdon, Oxfordshire, Covid -19 permitting.

Abingdon Airfield nr. Oxford

Follow sign off A34 to Dalton Barracks

between Newbury & Oxford

OX13 6JG

Free Flight events 10.00 to 12.00 hours

Vintage L/W Rubber - Vintage/Modern Glider combined

Vintage/Modern coupe (3 rounds)

A1 Glider - E36 - P30 - P30/CLG combined

The flying of Sp... will also be allowed

Radio Control Line events

Vintage/Modern Super 60 Racing - VPD

Miscellaneous event - SAM35 mini scale

Entrance fee Fliers. **£13** payable at entrance

BMFA Insurance essential

Contacts.

Free Flight.

Chris Redrup 01483 487273 / 07544 533509

chrisredrup@yahoo.com

Radio.

Bill Longley. 01258 488833 tasuma@btconnect.com

Organiser.

Peter. Carter. 01256 352922 p.carter34@btinternet.com

With regret this event is cancelled
due to the Corona Virus pandemic

Peterborough Flying Aces

Sunday 6th September 2020

At Ferry Meadows, Nene Park, Peterborough PE2 5UU

Competitions 10.00 to 16.15

A NEW EVENT FOR 2020!

KK Robin Precision Flight Time rubber event. £50 PRIZE FOR THE WINNER.

3 different target times. Note! Model must use plastic prop 8" Max dia. For original KK kits for £20 (£22.90 inc p&p) contact Brian Lever at blever@btinternet.com or 01733 252416

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

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

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

Kit Scale ANY rubber powered Kitted model. Judged for flight profile and realism. See note re verification

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

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

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

P-20. 20" span and 20" tip. 6 gram motors (may be external).

Cloud Tramp 5 flights. Best and worst times discarded, and the remaining 3 times totalled. Note! If a model has 3 flights logged the best and worst are still discarded.

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

Vintage Model Comparison PILOT Rubber Duration. Senior and Junior Classes.

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

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

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

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

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

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

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

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

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

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

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

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

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

Proof of Insurance required for all flyers.

Revel in the special atmosphere created at this unique event: Discounted parking. Toilets, Café, and Park Visitors Centre.

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

See also Peterborough MFC Website at www.peterboroughmfc.org

(1a)

With regret this event is cancelled
due to the Corona Virus pandemic

CROYDON COUPE EUROPA

17th October(Saturday)

Salisbury Plain Area 8.
F1G (in rounds), Vintage Coupe.
Flitehook trophy for F1G teams.
Start 10am.

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

For further information please contact:
Ray Elliott, tel 020 8997 7745, email ray.elliott8@btinternet.com.

Cocklebarrow Vintage R/C

5th July, 16th August, 27th September

The three 2020 meetings due to be held on Sunday 5th July, Sunday 16th August, Sunday 27th September are cancelled due to the Covid-19 Pandemic.

It is planned to run these events in 2021.

Contact Tony Tomlin for details: 02086413505 pjt2.alt2@btinternet.com

All types of R/C up to 1969, sport flying, no competitions.
BMFA insurance essential [A certs. not required].

Contact: Tony Tomlin;
Tel: 02086413505 mobile: 07767394578
email: pjt2.alt2@btinternet.com

Salisbury Plain Area 8. 2020.

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

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

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

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

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

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

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

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

Peter Watson.



Waltham Chase Aeromodellers

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

Tuesday Evenings

2020

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

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

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

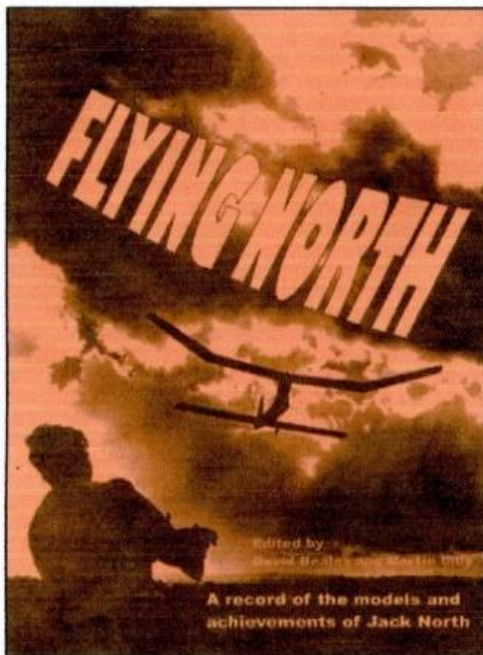
No R/C models may be flown at these events.

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

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

For further details please contact:

Alan Wallington, "Wrenbeck", Bull Lane, Waltham Chase, Southampton, Hants.
 (Tel. 01489 895157) (e-mail: WCAero@outlook.com)
 or see our web site: <https://wcaero.bmfa.org>



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

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

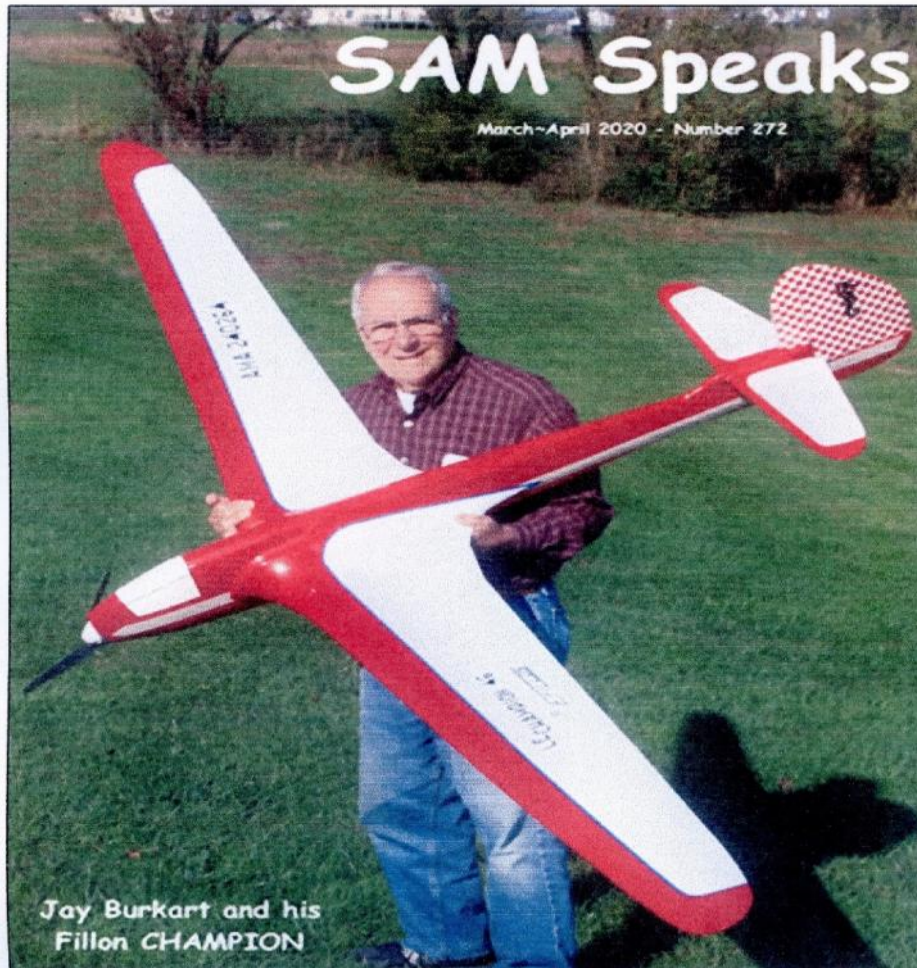
The price in the UK is £18; airmail to Europe £20 or to anywhere else £22. Cheques should be payable to BMFA F/F

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

SAM Speaks USA.

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

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



Jay Burkart and his
Fillon CHAMPION

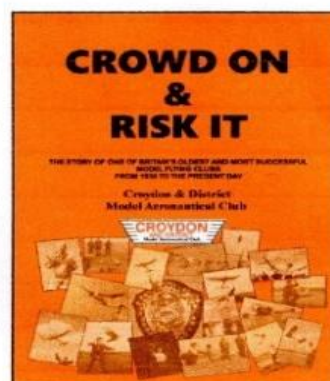
CROWD ON & RISK IT

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 Basingbourn.

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.



FREE FLIGHT FORUM REPORT 2020

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



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

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

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

DILLY JAP IS BACK

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

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

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

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

INDEPENDENT REVIEW OF DILLY JAPANESE TISSUE

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

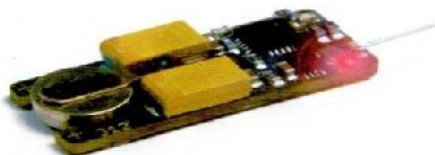
"I am really impressed with how well this tissue performed. Dilly Jap tissue with 2 coats of thinned nitrate dope is around 8% stronger than the old 00 silkspan with 2 coats of dope, yet Dilly Jap is 0.09 grams per square foot lighter. Here are the test results:

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

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

BUGS

Free Flight Model Tracker



£50.00 - each including 6 batteries

Ready to use radio tracker

Suitable for most handheld receivers

Powered by one 312 ZincAir hearing aid battery

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

including battery

Run time around 10 days

Red LED flashes when transmitting

Available in any frequency from 140MHz to 980MHz

Supplied in protective heatshrink

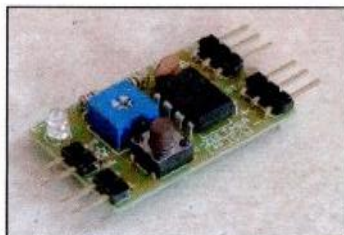
Very quick delivery, often next day

On sale at

http://www.leobodnar.com/shop/index.php?products_id=217

or contact Peter Brown 07871 459291 for options

E-Zee Timers



E-ZEE FF Combined Electric Motor Power and Servo Operated DT Timer Type EFF 1

Cost £15.00 + p & p

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

a simple push button / LED interface

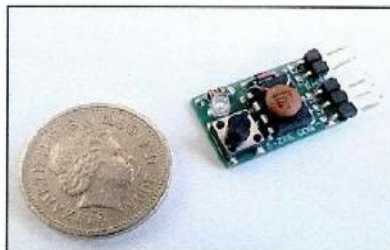
- motor run duration:-adjustable 1 to 30 seconds, set in 1 second increments
- d/t duration:-adjustable 10 seconds to 5 minutes, set in 10 second increments
- motor power:-adjustable at all times from zero to full throttle (by potentiometer)
- push button immediately stops the motor at any point during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

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

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

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

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



- d/t duration:-adjustable 10 seconds to 5 minutes, set in 10 second increments
 - push button immediately cancels the flight at any time
 - duration settings are saved in memory a single button push serves to repeat a flight.
- Length 22mm Width 13mm Height 11mm Weight 2gm

Timers are supplied with a comprehensive instruction manual and users guide

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

Dens Model Supplies

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

Provisional Events Calendar 2020

With competitions for Vintage and/or Classic models

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

All events cancelled up to September 1st due to Covid19 lockdown.

Events will continue to calendar when lockdown is relaxed.

New Clarion cannot keep up with developments so watch websites,

www.sam1066.org & www.bmfa.org

Please check before travelling to any of these events.

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

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

www.SAM1066.org

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

www.freeflightuk.org or www.BMFA.org

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

www.SAM35.org

Useful Websites

SAM 1066	-	www.sam1066.org
Flitehook, John Hook	-	www.flitehook.net
Mike Woodhouse	-	www.freeflightsupplies.co.uk
BMFA	-	www.bmfa.org
BMFA Southern Area	-	https://southern.bmfa.uk
SAM 35	-	www.sam35.org
National Free Flight Society (USA)	-	www.freeflight.org
Ray Alban	-	www.vintagemodelairplane.com
Belair Kits	-	www.belairkits.com
Wessex Aeromodellers	-	www.wessexaml.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.modellvänner.se
Magazine downloads	-	www.rclibrary.co.uk
Aerofred Plans	-	www.aerofred.com

control/left click to go to sites

Are You Getting Yours? - Membership Secretary

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

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

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

P.S.

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

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

Your editor *John Andrews*