



# NEW Clarion

## SAM 1066 Newsletter

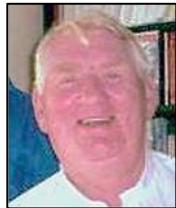
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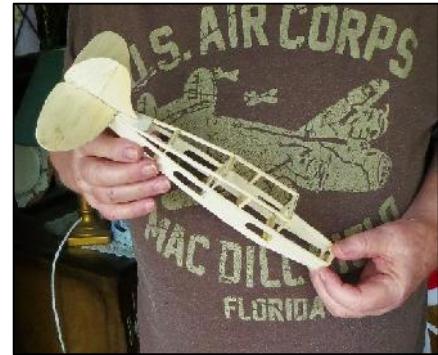
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## Editorial

### Good news at last.

The BMFA announce that the FFTC Contest Calendar will recommence from the 1<sup>st</sup>. September; see their announcement reproduced in our Provisional Events Calendar.

My heavy lockdown building programme (ie. A Frog Redwing), may well gather pace now there is the possibility of needing it to fly indoors at Thorns before xmas. Trouble is, that after my normal lie in in the morning, followed by lunch and a large glass of Australian Red, then sinking into an armchair to follow the numerous cricket test matches that have been played of late, there is not much energy left for building. Tomorrow always looks the better option.



I have copied a lot of old Aeromodellers and Aeromodeller Annuals off an internet site which will produce a plethora of vintage articles for future New Clarion issues.

This issue I have taken the leading article from the very first issue of the Aeromodeller Annual published in 1948. Our movement looks to have been quite strong back then.

Timperley have been at it again in Tatton Park, Gerry Ferer sends out his usual report to members, of which I am one, and I will pass them on as and when.

Another old Pylonius piece from way back, it's interesting in some of his old work trying to remember/figure out what articles he is poking fun at from the previous magazine issue of the day.

Whilst magazine browsing I came across an article on tethered free flight, I just had to publish it. The idea of flying a free flight sport power model on the end of a long piece of string seems ludicrous. Has anyone heard of, or tried it.

Jim Paton is back in action on the Oxford thistle patch Port Meadow by the Thames. The wife will not go there any more, as the first time we went parking was difficult and the field was knee deep in huge thistles. Since that first visit there has never been another occasion with such a crop, just caught it on a bad year I suppose. I've flown a few times since, even won a tailless comp, lost the model though. I do not have much luck with tailless, built two lost two. Spencer Willis's little 'Mazee' is a simple model and easy trimmer. I still have the where with all to make another as Spencer supplies laser cut rib sets and a beautiful balsa prop which makes for easy building.

I have written a piece on the tales from an ex RAF fighter pilot who I worked alongside for a period. Not lurid tales, just a few of the things that happened to him.

Another Timperley outing at Tatton Park up Manchester way. Up to 34inch rubber this meeting, a couple of models treed and turbulence problems but the lads were there again.

Nick Peppiatt takes a little respite from CO2 and writes of some outdoor adventures, but he slips in a little CO2 at the end when he thinks no one's looking.

One Derek May relates his lockdown activities, the main outcome being a Caprice glider. He solved the cockpit glazing by leaving it open and installing a novel pilot.

Roy Tiller reports on his continuing tidying up and picks out a few interesting vintage pieces and our Secretary winds up the issue with his monthly report and Plans of the Month.

## INTRODUCTION

### 1948 IN RETROSPECT

THE year 1948 will long be remembered as noteworthy by aero-modellers, 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 Aero-modellers 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.

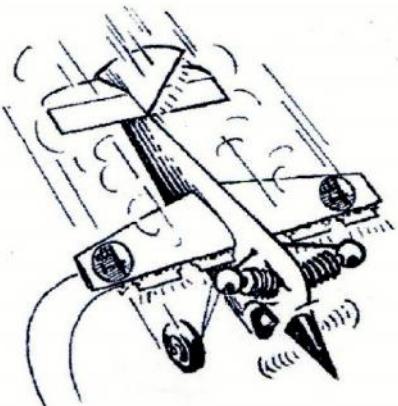
The trade, too, has struggled manfully despite peace-time difficulties to supply an ever increasing range of model equipment and accessories, both for the home market and for the ever present export drive. Diesel engine manufacturers have forged ahead, until there are now nearly forty varieties of motor 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 CO<sub>2</sub> 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.



**ROYAL RECOGNITION.** Her Majesty the Queen hands the magnificent Queen's Cup to Phil Smith, of Bournemouth, first winner of what will undoubtedly be one of the star contests of future years. It is the hope of every aeromodeller that this royal visit will be but the first of many to a sport and pastime that can surely claim the cream of the nation's youth amongst its adherents.

# The Saga of Sandy McGuire



1

His corpse they wrapped up in tissue,  
His hearse was the treasurer's jeep.  
A large model box was his coffin,  
When they buried him full six foot deep.

2

His "Super Stunt Tripe" was beside him,  
At his feet lay a new coil of wire;  
And in his right fist a control grip,  
As they buried poor Sandy McGuire.

3

And this is the tale of his passing—  
For he died the enthusiasts' way;  
He died in a centralised contest  
In England one wet summer's day.

4

On the well worn patch by the tarmac,  
Where the grass grows sparse and thin,  
Sandy McGuire, in control line attire  
Dreamed of the cup he would win.

5

His model was all metal covered,  
The engine a 10 c.c. twin;  
The wings were short, shiny and stubby,  
And sharp as a razor the fin.

6

He set her down on the greensward  
And brimful he filled up the tank.  
The engine it started its roaring  
At his first experienced yank.

7

Holding hard the control grip,  
His assistant he told to let go.  
He braced himself for the struggle,  
For her flying had never been slow.

8

He gave her a couple of circuits,  
Then immediately started to stunt.  
He rolled her off from a half loop,  
And then slipped her into a bunt.

9

He flew her around then inverted,  
And did one or two outside loops;  
Then dived her down vertically,  
And up in a series of swoops.

10

The crowd were all cheering quite madly—  
They never had seen such displays  
As Sandy McGuire was then giving:  
For this was his finest of days.

11

Then suddenly came disaster,  
As the sun got into his eyes.  
Or perhaps it was too much Scotch whisky—  
(The latter, I fear or surmise).

12

The control lines they knotted and crinkled,  
As the model began to turn in.  
The motor screamed loud in its death song,  
Soul destroying and horrible din.

13

A second passed so very slowly—  
The crowd was so still and so hushed.  
The model screamed onwards towards him:  
His feeble frame buckled and crushed.

14

As his life's blood soaked into the turf  
These last parting words he did say:  
"My funeral won't cost you a farthing,  
I'm insured with the old N.G.A."

15

Thus quietly he died in the sunlight:  
His life's shortened course was now run.  
By insuring himself and his model,  
He knew that his duty he'd done.

16

So take heed you control line fanatics,  
And please do not think that I lie;  
See that you're all insured for disaster,  
And here's to the next one to die.



## Timperley Model Flyers.

P30. Thursday 16 July 20 at Tatton Park..

A bright day with a west wind, so as usual we settled by the middle copse. The wind was strong enough at times for a 1.30 max. Thermals helped.

DM's first flight had to be disallowed as the prop fell off, still making 1.55. His last flight circled oos behind the Old Hall trees, reappeared and flew straight to land well to the left. The model he used was from a Spencer Willis kit with a balsa tube fuselage. He also had a similar model with a carbon tube fuselage, but having trouble with the winding did not fly this one.

MM flew a new simple P30 with a 1-inch square fuselage and underfin, making an easy first flight max, landing behind the central trees. The second flight on a poor 16 strand motor, inexplicably dived straight down at the end of the prop run. No reason was discovered.

RS's first flight on half turns landed before the centre trees. He declined the last flight.

Roger struggled to get his model to climb.



Picture is sample from Free Flight Supplies

P30. 16 July 2020					
Name	Model	1	2	3	Total
DM	Spencer Willis	1.37	1.47	1.38	4.30
RS	O/D	2.10	1.33	----	3.00
MM	O/D	2.04	0.49	----	2.19
RgS	O/D	0.45	----	----	0.45
Max 1.30					

**Next Contest**—Thurs. 30<sup>th</sup> July---34in span rubber, Senator, Mini-Vintage, etc.

### News

At the car park there were several vehicles and people with tripods and cameras apparently filming an advertisement. We were lucky that no radio flyers were present as our models were flying over their flight line.

Doug Barber called on Fri.17<sup>th</sup>. The hospital treatment on his head was successful, (in at 2pm, out at 5pm). The Bib-Bam model that flew away on the Don Fletcher day was found by a lady, and left at a park entrance kiosk, collected by Ian, now rather damaged.

Gerry Ferer.



Extract from Model Aircraft December 1951

### Design for Living

If there's one individual in the model world to whom I will readily doff the old titfer it's the Model Designer; that creative genius who, without the slightest twinge of conscience, can embrace unto his model the impressive term, o/d. Trouble is, I never quite know in which direction to do the doffing. Whatever other sublime virtues the aeromodeller-at-large might possess, a scrupulous regard for the finer distinctions of the o/d factor certainly isn't one of them. I came to this conclusion after the difficulties I had experienced in finding out what exactly this queer little abbreviation meant. Mostly I'd seen it in the model mags., captioning photographs of various bods lovingly nursing what seemed to me models of a suspiciously familiar design. This led me to believe, in my ignorance, that it stood for Outmoded Decrepitude, or something equally uncomplimentary. Imagine my surprise when I learned what it really meant; a surprise which was mingled with the sudden realisation why certain types never made any own design claims unless standing in the near vicinity of a lightning conductor.

As you can see, I prefer the more honest approach to model design ; my own feeble efforts never masquerading as anything more pretentious than the mongrelised offspring of the best current designs that they really are. Admittedly, there are occasions when I am tempted to fish out the o/d tag, such as on completing a recent Jetex design; but, even then, I wasn't sure whether to call the thing "Little Joe" or "Smokey Stinker."

All in all, model designing is a tough business. And, in doffing the titfer to the common or garden variety of Model Designer, I can only scrape a respectful under-fuzz in the balsa dust when paying my humble tribute to those icons of the great manufacturing houses; the Professional Model Designers. From their inspired and prolific drawing pens comes not the odd successful design, but whole shoals of winged winners, of every conceivable type and variety known to mortal modeller. Nor is their great versatility limited only to the drawing board; one recent photograph in a model mag. even shows one such exalted personage engaged in the exacting art of loading a delivery van!

And, what I think makes their designing virtuosity even more creditable is a strict union ruling which forbids them to indulge the lowly and undignified practice of flying model aircraft. Thus in the absence of empirical data they needs must work in their monastic hide-outs, on purely creative lines, unlike the lesser designer who, phoenix-like, contrives to conjure new inspiration from the ashes (or wreckage) of his past mistakes.

While it remains the common ambition of all modellers to eventually attain to their select status, I often wonder if, in the odd pensive mood, the Professional Model Designer does not hark wistfully back to those far off days when it was the fashion to take up modelling as a hobby rather than as a career. Perhaps, he muses, it would have been better after all had not the one time humble rank of Professional Model Designer risen to its present high eminence. And, perhaps, it never would have, had not a certain bleak post-war chapter in British design trends coincided with the availability to a chosen few of a wealth of progressive American model literature.

AERO  
MODELLER

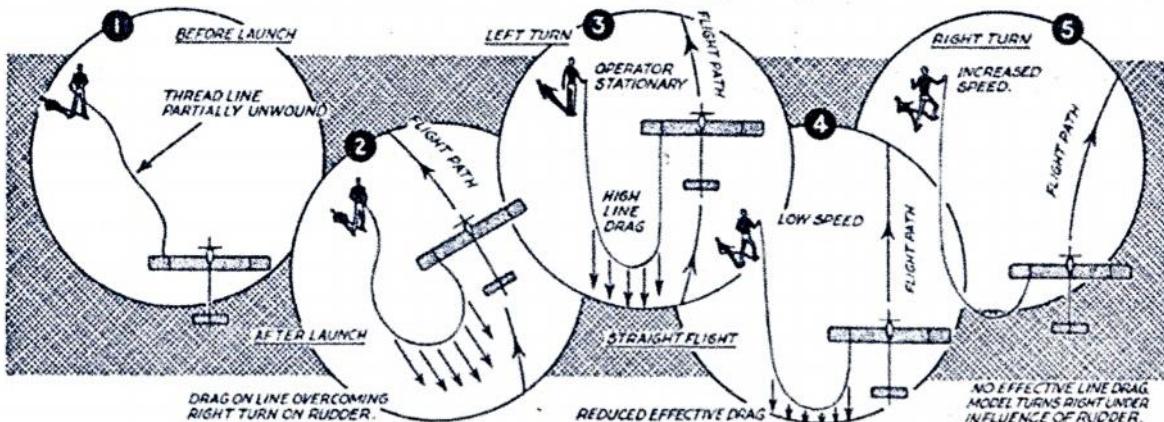
*New approach to  
remote model control  
devised by I. Edlin  
and introducing the  
all-sheet "Apollo"*



NAMED AFTER THE spacecraft in which the U.S. intends to land three men on the surface of the moon by 1970, Apollo is a sports model for the Cox Tee-Dee .010 that can be flown safely in a small field in calm weather. This is made possible by the *Flight Line* control system. The model is tethered by a strong thread line about 150 ft. long, one end of which is attached to the model in the position shown on the plan. The other end

attached to the port wing at a suitable position along the semi-span just behind the centre of gravity of the aircraft.

Fig. 1 shows the model about to be launched with the thread only partially unwound and laid out on the ground in front of the model. After launching, the thread is gradually picked up as the model flies forward, the resistance of the line on the ground and the drag of the trailing loop causing the model to turn to the left. The



is held by the operator and wound out as the model gains height, starting length being about 60 ft.

Apollo may also be used as a conventional free flight model. Pertinent points in the design are:—

1. Use of the Cox Tee Dee .010 engine which is in itself very safe, the torque being very low and thus the force necessary to stop the propeller being low. Also this engine is relatively quiet.
2. Wing loading is very low and the aircraft fairly large for the power available thus giving a slow flying speed and insufficient energy to do any harm.
3. The engine is mounted above the wing and aft of the nose of the aircraft thus protecting both the engine and anything which the model may hit.
4. Apollo is extremely stable and non-critical to trim thus almost completely eliminating crashes on early test flights and guaranteeing rapid recovery from any disturbances in the air. The high position of the engine makes stall recovery under power very rapid.
5. All sheet construction using a profile fuselage and fully shaped engine nacelle giving simplicity of construction and also light weight and low drag.

#### “Flight Line” control system

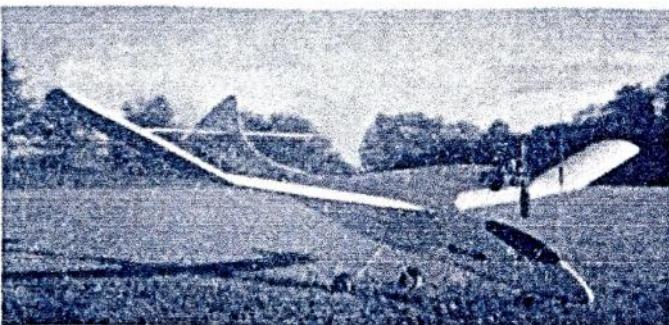
This is perhaps the most interesting feature of the model and is a system that may also be applied to other very stable, slow flying models.

Referring to the diagrams, a long length of thread is

radius of the turn is adjusted by means of the rudder to suit the field in which the model is being flown, right rudder normally being necessary.

The model can now be allowed to continue its left circling flight path until a reasonable altitude has been reached, thread being unwound as necessary (Fig. 3).

By walking forward in front of the model the effective drag on the line is reduced and thus the flight circle radius is increased. By increasing speed a little more the flight path will straighten completely and by slow running at a carefully controlled rate the model will turn to the



right. Thus the model can be made to penetrate into the wind to the upwind end of the field and then be allowed to continue its circular flight.

It must not of course be flown in a wind of higher velocity than the model's flying speed. Straight flight and right turn are shown in Figs. 4 and 5 respectively.

This control is to a certain extent automatic. For example if the model flies too far downwind the line tension will be automatically increased causing the model to swing round into wind again when the tension must be quickly adjusted to keep the model on a straight upwind course.

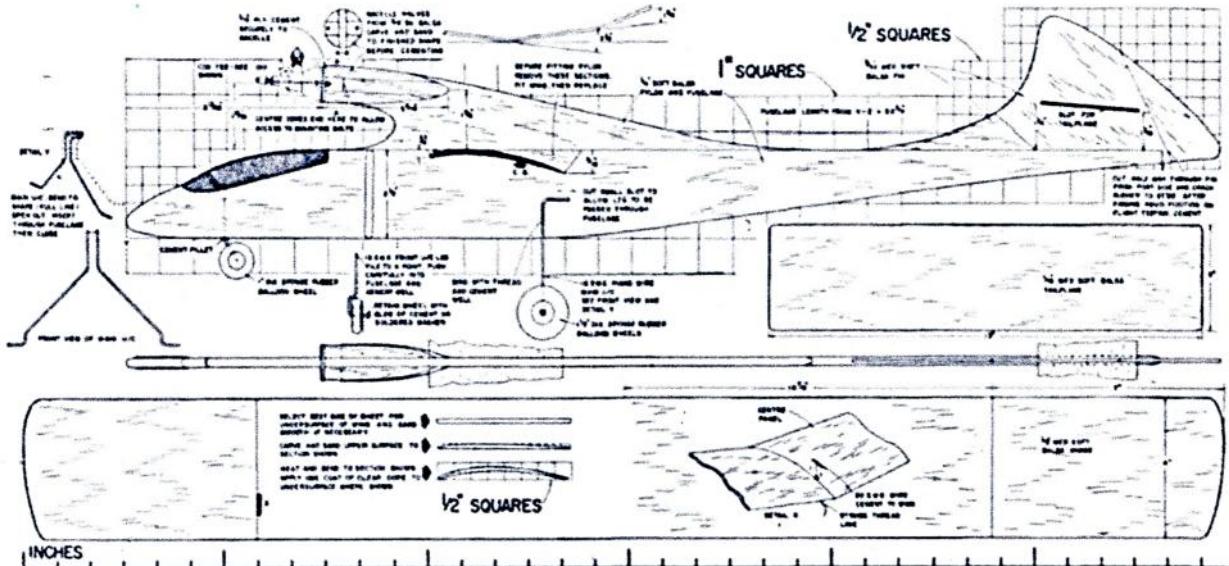
In a wind a lot of running is often necessary to maintain proper control particularly on the high speed downwind part of the circle. However Apollo will rapidly recover from any disturbance.

The model proved to be completely successful from its very first flight and is a delight to fly particularly in windless weather conditions. It can be led around the flying field and remains in complete control from the time the line is picked up to time it glides in for a perfect landing.

mately the camber shown. Sand smooth and apply one coat of clear dope to the undersurface as shown. When dry, cut cleanly through the wing at the dihedral breaks, bevel carefully to give the correct dihedral, and pre-cement all joining surfaces, rubbing the cement well into the end grain. Cement the tips to the inboard wing panels, resting the inboard panels on a flat surface and supporting the tip panels at the height shown on the plan. When dry, cement the wing halves together in a similar manner. Finally, when thoroughly dry, reinforce each joint with a fillet of cement on both upper and lower surfaces.

Cut the tailplane and fin parts to shape, assemble the fin, round off edges where required, and sand smooth.

Cut out the fuselage and pylon (note the grain direction of the latter), sand smooth if necessary, and round off all edges where required, taking care to leave the top of the fuselage where occupied by the pylon, and the parts of the pylon meeting the nacelle halves, flat. Pre-cement the fin and cement securely to the fuselage. Remove the parts of the fuselage occupied by, and above, the wing, and cement the wing in place. Trim



APOLLO can be scaled up from this 1/6th scale plan, using the grid squares for the curved contours. Alternatively, actual size plans are available from AEROMODELLER PLANS SERVICE price 4s. 6d. inc. post, quote plan No. PET 819.

the removed parts and replace.

Make up the nacelle halves from soft  $\frac{1}{8}$  in. sq. balsa and carve and sand each half to shape, then cement to the pylon. Cut out and drill the 1/16 in. plywood engine mount and check for squareness to the nacelle centre line, trimming the nacelle if necessary. Rub plenty of cement into the end grain of the nacelle and, when dry, cement the engine mount in place. Now cement the pylon to the fuselage. Sand the fuselage/pylon and pylon/nacelle junctions smooth. Add the tailplane and undercarriage and apply fillets of cement to wing/fuselage, and tailplane/fin, junctions.

Bolt the engine in place and add weight to the nose to bring the C.G. to the position shown on the plan. On the original Apollo, sheet lead (cement tube) was cut to the contour of the nose and cemented on each side.

Remove the engine and apply the finish as detailed on the plan, decorating the model as desired.

**HAPPY TETHERINGS!**

The reliability and easy starting characteristics of the Tee Dee 0.010 mean that the model can be in the air again with the minimum of delay, and flying time over a period of several hours can, under good conditions, be greater than time on the ground.

The only trouble so far encountered has been in keeping the engine speed at a constant value but this presents no difficulty if the correct needle setting is maintained and both fuel and engine are kept clean (any blockage of the carburettor jets causes an immediate decrease in power). To utilise the full power of the engine the model could be made larger but as a reserve of power is a good feature of almost any design (power is much more easily reduced than increased, for example by using a larger propeller) no change is considered essential. It might be mentioned here that if the model is used as a conventional free flight sports type it has a very lively performance with the Tee Dee 0.010 running at high speed.

### Construction

Begin by cutting the wing in one piece from a pliable sheet of balsa  $\frac{1}{8}$  in. by 4 in. by 36 in. Mark the dihedral breaks in pencil on the undersurface. Carve and sand to section and then bend in front of a hot fire to approxi-

Hi John,

I've just read the latest Clarion on my iPad. Since returning to Blighty I have actually got a lot of flying in at Port Meadow. Being jet lagged I was awake at 4.30 at dawn. Rather than waste the time I got some trimming in before the crowds. Gradually I have unfortunately got over my jet lag, but, weather permitting, I still get to Port Meadow before most others. The only drawback was the tea shop in Wytham being closed. This has been recently rectified. Andrew Longhurst joins me once a week and also Ben from the Oxford club. Interestingly there have been several other flyers, often outnumbering dog walkers, most flying radio controlled. I am gradually working through my fleet. I inherited some excellent models from Ted Tyson, and I get a few from Andrew. Both sources provide me with enlightenment on why my models aren't so good. One model, a 1959 open rubber, came from Ted. It has a very long beautifully constructed diamond warren girder fuselage that was uncovered.



Andrew tells me it is a Bongo. I finished it, but on completion the c of g was on the wing trailing edge. I had to slice off the pylon and move it back. Trimming has been difficult and the model uses a lot of rubber. I really prefer smaller models. The Cats Whisker mini vintage is more to my taste. Although I find these sessions very relaxing, the odd competition would have given them purpose.



Having been in New Zealand where the Covid crisis was rather well managed I have been a lot less worried than most. I look forward to being vaccinated ASAP.

Coming back through Los Angeles to Heathrow I was a bit worried. However both airports were completely empty except for our flight and one other from NZ.

It was quite peculiar.

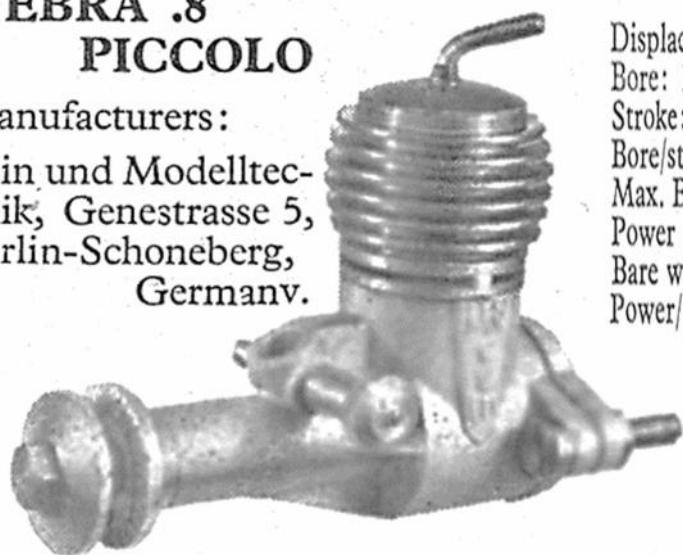
I'm off to trim my Lanzo Cabin tomorrow.

Jim Paton

## Engine Analysis: Webra Piccolo 0.8cc - Aeromodeller Annual 1955-56

WEBRA .8  
PICCOLO

Manufacturers:

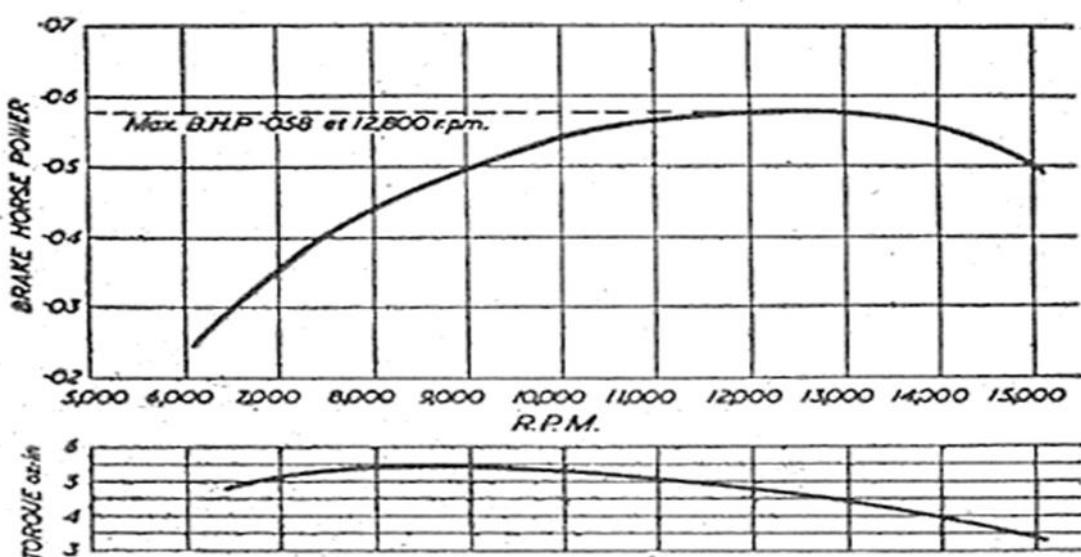
Fein und Modelltechnik, Genestrasse 5,  
Berlin-Schöneberg,  
Germany.

Displacement: .78 c.c. (.047 cu. in.)  
 Bore: 10.5 mm. (.415 in.)  
 Stroke: 9 mm. (.354 in.)  
 Bore/stroke ratio: 1.17  
 Max. B.H.P.: .058 at 12,800 r.p.m.  
 Power rating: .075 B.H.P. per c.c.  
 Bare weight: 2 $\frac{1}{2}$  oz.  
 Power/weight ratio: .024 B.H.P. per oz.

Material Specification:  
 Crankcase: Light Alloy  
 pressure die casting  
 Crankcase bearing: Plain  
 Cylinder: Steel  
 Contra-piston: Steel  
 Cylinder jacket: Aluminium  
 alloy  
 Crankshaft: Hardened steel  
 Con. rod: Dural

PROPELLER	R.P.M.
dia. pitch	
8 x 4 (Stant)	7,200
7 x 4 (Stant)	8,700
6 x 4 (Stant)	11,250
6 x 6 (Stant)	9,300
6 x 4 (E-D plastic)	12,250
5 x 5 (CGP)	11,800

Fuel: used Albon diesel fuel



I was saddened to read of Dick's passing, but delighted to read his writing of his own obituary. Written in the usual Dick Twomey modest and self-effacing style.

I too have remained in regular email contact and was wondering as he normally replies quickly, but had been missing for a few weeks. Sad that he didn't make his 90<sup>th</sup> due this coming August.

I have repeated this story a few times, as a fifteen year-old in 1951 I bought the plan of his Rebel and built it powered by an ED Comp Special.

Reading Aeromodeller magazines as a schoolboy, I was in awe of this "older" designer (after all he wore long trousers for goodness sake!).

Since my return to Vintage aeromodelling, I decided to revisit my youth and build another Rebel (larger) and on searching the web I found a "Dick Twomey" as president of the MAURITIUS Aeronautical society and sent an inquiry as to whether he was related.

Some months later, I had a reply from Dick telling me he was very much so, and only five years older than this young Aeromodeller fan.

Thus followed a delightful email friendship. I have his book "Wing Tips" beside me now.

He remained vitally interested in everything we were doing at our club, Model Flying Hawkes Bay, here in NZ.

Kind regards,

Barrie. Russell NZ



## KIM Vintage Coupe: by Andre Rennesson 1952

This rather attractive coupe which Pete Tolhurst captured at Viabon probably back in 2009 proved difficult for me to track beyond the Czech language (and quite modern) reference in the DBHL "Plans in Mags" list. Then my Czech Mate Dusan Jiricny appeared on the scene and it's to Dusan and his contacts back home that I owe most of the information here.

The DBHL directs you to the article below:-

The text to the right of the plan seemed likely to be the information we needed, Dusan translates it as..

"The model KIM was built by Andre Rennesson in 1952. Milan Drnec was flying the model in our area. He provided the plan and other documentation. Plan presents all dimensions, the longitudinal fuselage spars are made of hard balsa 3x3mm, transverse spars are made of medium hard balsa. All ribs are made of 1mm balsa, stab and wing have LE 5x2mm, TE 8x2 mm. The wing section is that time very popular USA 5, the stab has a more flat bottomed undercamber. The model weight is 72 grams, the motor is made of 12 threads 3x1.

Wing is attached to the side of the fuselage, the original design used 2 wire braces connecting the fuselage bottom and 5th wing rib. The model description also shows option to fit the wing on 2-3 cm high pylon. Colours: fuselage - blue, wing - red, stab - black.

*Dusan's contact Jan Vodicka, the author of the article then produced the very best bit, a scan of the period French magazine where the original information was presented.*" And here it is.. (drum roll)

So here it all is, the date (two excellent results in 1952), an excellent drawing and enough technical data to keep anyone happy. The only problem is that the actual magazine remains unidentified, there must be enough there for some archivist to be able do that so over to you gentle readers.

Oh, nearly forgot here's the picture Pete Tolhurst took, he suggests that it's Rennesson himself flying his well-used Kim but how he can tell from just a hand I don't know.

To me the photo, with the exception of some modern footware, could have been taken in 1952.

The leather jacket, tucked in trousers and the fag make it look very period, maybe it's just me.

STRANA 8

číslo 111 leden - únor

## Pátrání v historii

### Coupe d'Hiver

Kategorie vznikla v zimě 1938-39 ve Francii z iniciativy Maurice Bayeta. Tento plán byl vydávánem časopisu Modelle Reduit d'Avion.

Počle prvních pravidel bylo předpokládáno minimální plošné zatížení  $15 \text{ kg}/\text{dm}^2$ , průřez trupu  $1,7 \text{ dm}^2$ /kg, guma měla omezovat dílčího výkonu na  $10 \text{ g}$  a celkovou hmotnost modelu byl minimálně  $80 \text{ g}$  a tak to vytvářelo dodatek, že se ještě zvýšoval průřez trupu, až bylo toto provedlo určeno - nejvýš, když je v kruhu skoku. Ve větši kategorie rozdílily v leteckých a závodnických letech s různými rámcovými úpravami a díky se též kategorie F 1G.

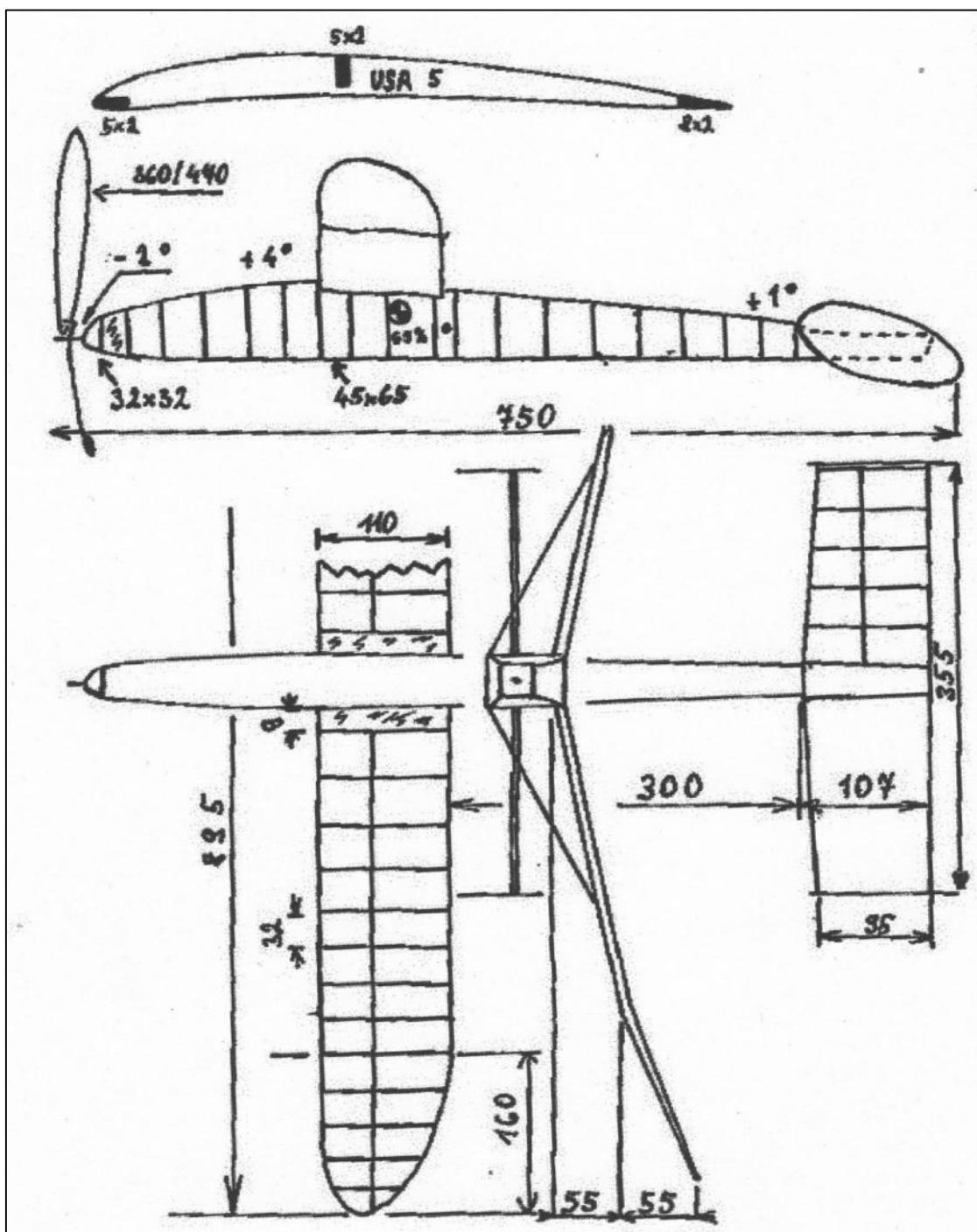
Okruh pondělí v leteckém soutěži počítal pět letových pravidel: AF až se jedná o francouzskou skupinu, tedy ponad letecké modely s plochou kolem  $15 \text{ dm}^2$  a  $500 \text{ mm}$  výškou, nebo ex-savoyardskou skupinu, když modely s plochou cca  $12 \text{ dm}^2$ , maximální výškou a koupinou VOP, SOP a křídla, které v první fázi letu stupají svou výškou. Tiskové modely se kapují kompletní hmotou a základu, někdy alespoň jednotlivé díly, bez kvalitativního srovnávání využívají aerohrotování.

Dleto je ovšem dleto, že...

Model KIM postavil André Renneron v roce 1932. U něj je KLMen klasický Milan Denner, od něhož máme příkladu. Na plánu: Jeden všechny požadované součásti, počleky trupu jen z troše hmoty  $3 \text{ g}$ , plácky se několika vrstvami. Vlečka žebra jen z hmoty  $1 \text{ g}$ , VOP i křídlo mají několik vrstev a mívají  $5 \text{ g}$  až  $6 \text{ g}$  až  $7 \text{ g}$ , odhodlánou  $8 \text{ g}$ . Profil je tedy velmi podobný USA 5, na VOP s menšími prohnutinami spodní strany. Hmotnost draku je  $72 \text{ gramů}$ , svazek 10 gramů, ten je sledem z důvodu pružnosti  $3 \text{ g}$ .

Křídlo se svařovalo na horky tempr, u originálu ho dali ještě dvě dvojité výkany mezi spodní částí trupu a páteří křídla, ten řešení je na letecku mohoucí výkony a hmotu v křídle zlepšit polovina. V popisu modelu je očekáváno možnost křídla přepnout na 2-3 cm výšky příležitě. A myslí bys popu závratné, užde - trup modrý, křídlo červené, VOP šedé.

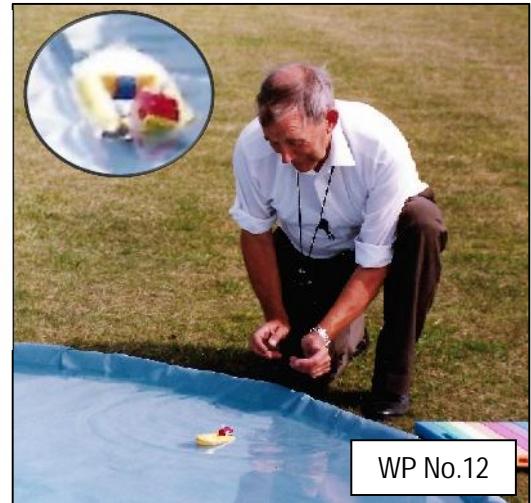
Jan Vodník



## More Water-Planes at Wallop

- Roger Newman

More photographs from David Bakers estate



Roger Newman

From the book 60 years of IVC MAC courtesy Chris Strachan

# BAMBI NETTA

FULL-SIZE PLANS OF A  
DIMINUTIVE FREE-FLIGHT  
JOB FOR THE BAMBI DIESEL

by Ray Malmstrom

WHEN I lovingly caressed my Bambi diesel for the first time I knew I had to wrap something very special around this minute bundle of power. At the risk of having my head referred to as being rather larger than normal size (!) I think Bambinetta is that "something." An all up weight of less than 2 oz. ensures that your Bambi won't have to tear its heart out hauling Bambinetta aloft, and there is no fear of bending that precious metal prop. on landing.

The fuselage is from medium hard  $\frac{1}{8}$  sheet thinned to  $3/32$  at the rear. Cover the cut-out portion with lightweight Modelspan. Cement in position the  $\frac{1}{8}$  ply engine mount supports, and the rear wing mount. Add the pod sides, made from  $\frac{1}{8}$  sheet, and round off all edges with fine sand-paper. Complete by adding wing pegs, and give two coats of clear dope after water-stretching the tissue. Fuel-proof the engine mount.

The wings need little explanation. Check for correct polyhedral angles and do be sure your wings are free from warps. Water-stretch and give one coat of clear dope. Fuelproof the three centre panels.



Add the tailplane mount to rear of fuselage. The fin is cut from sheet; note the small trim tab. Tailplane is perfectly conventional, and of simple construction. Give fin and tailplane one coat of thin, clear dope.

#### Flying

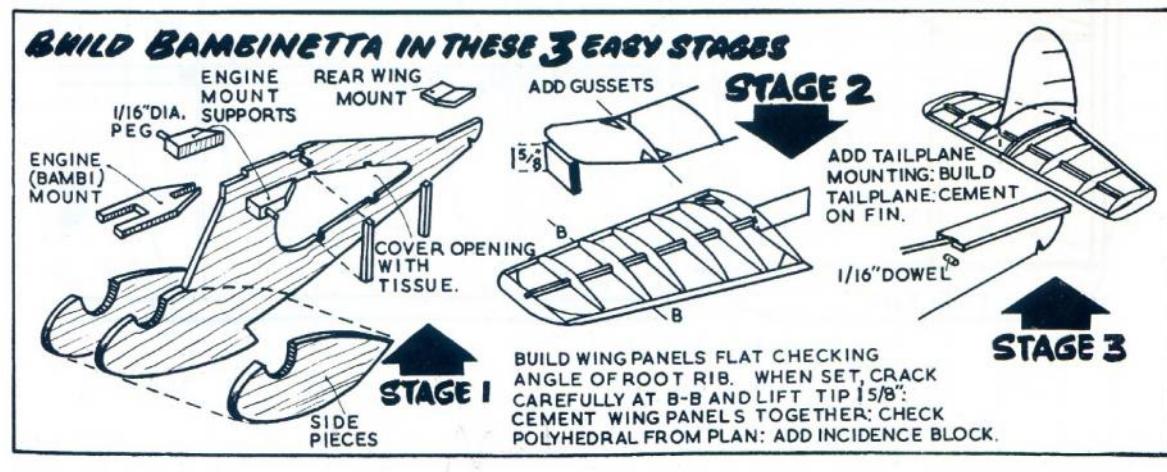
Make sure your balance is correct (see plan); original balanced without any weight adjustment, and has  $\frac{1}{8}$  packing under leading edge of tailplane. Test glide over long grass. Obtain a reasonably flat glide, without any suspicion of a stall, or turn to the right. Then with your Bambi giving less than full revs, try your first power-on flight. A gentle climbing turn to the left should result. Avoid a sharp left turn by slightly offsetting the fin. Do make all adjustments gradually. On full

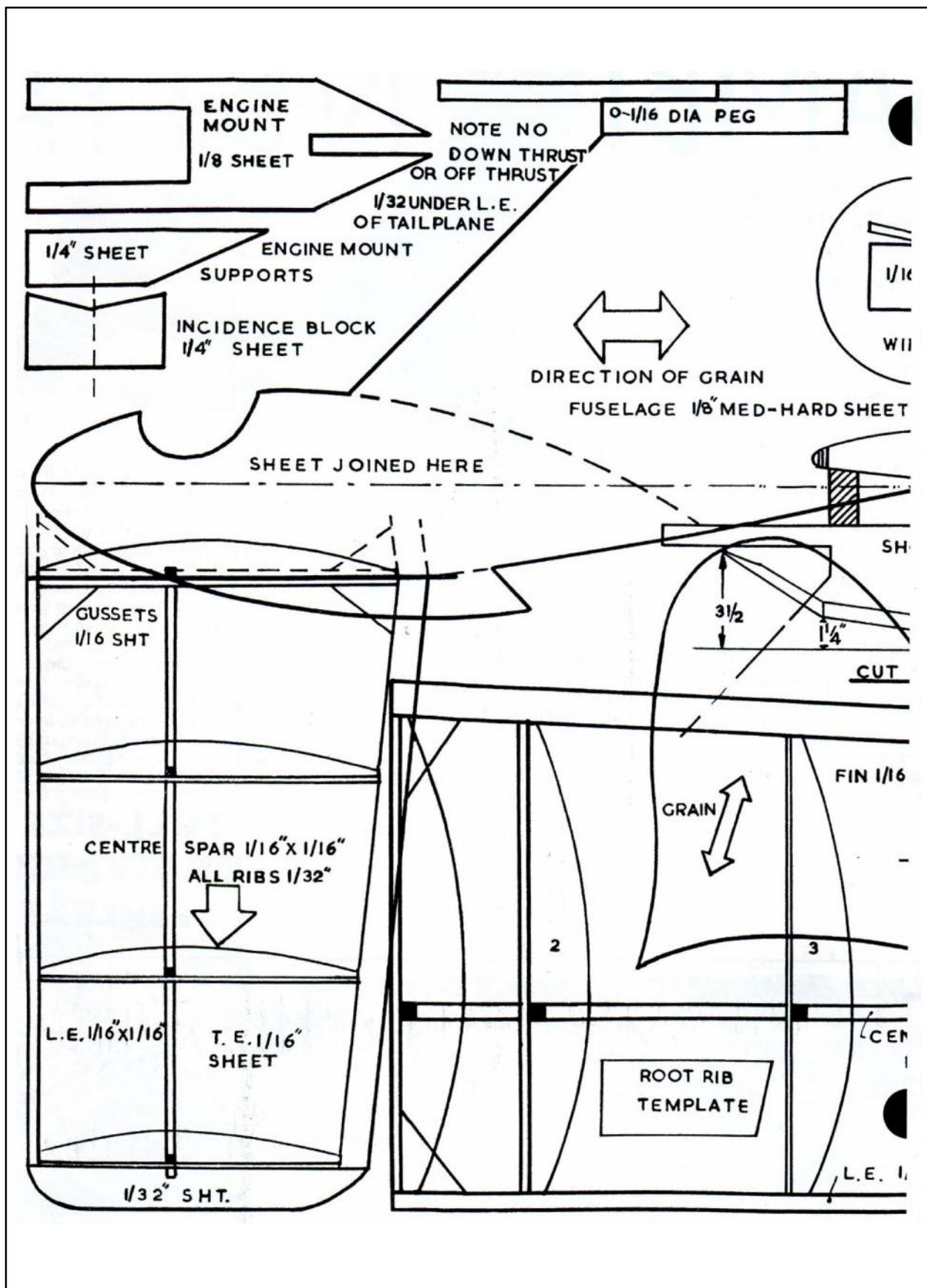
power, Bambinetta should fly into a left hand climbing circle. When the engine stops, the model should settle into a flat glide with a wide left-hand circuit. Avoid any tendency to turn to the right, which on this type of model can be very dangerous.

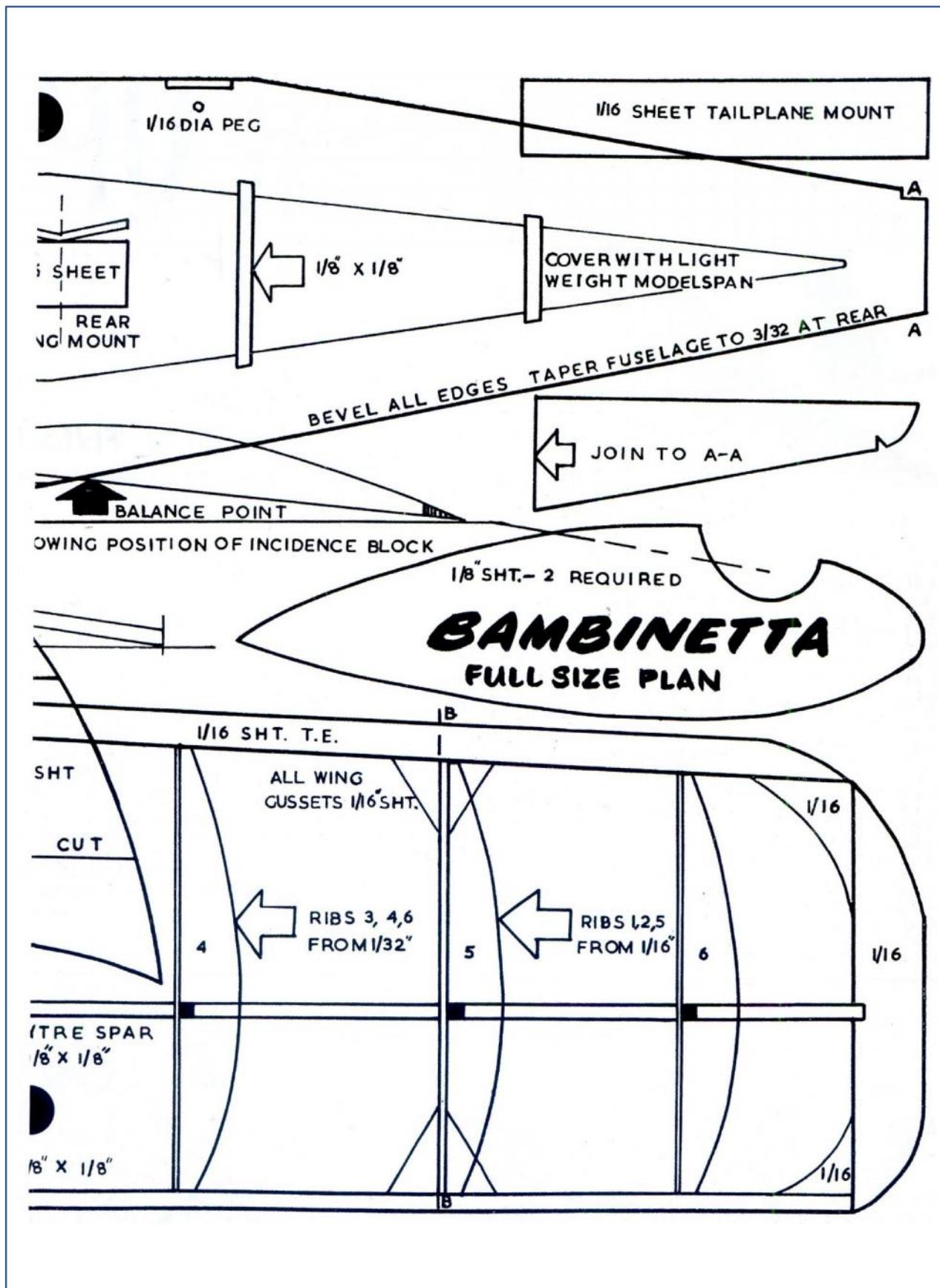
Less than 2 oz. is not much to battle against half a gale so please fly Bambinetta on calm days! It is my hope that Bambi owners will try this little job, as I feel sure they will get a great deal of fun flying it.

I should be delighted to hear from any aerobob who builds Bambinetta. Please write c/o MODEL AIRCRAFT.

## FULL-SIZE DRAWINGS OVERLEAF







I came across a picture of a Havard and it reminded me of a couple of tales related to me by an ex RAF fighter pilot Cliff Pole. Memory is a bit hazy, I'm not sure whether I was working alongside him at the end of my apprenticeship or immediately after my return from National Service, so it was 1954 or 1956 or thereabouts but that's not important.

We were both working as draughtsmen in the electronics drawing office of The British Thompson - Houston Co in Rugby, myself being an apprentice or ex apprentice and Cliff a trainee draughtsman having taken a short course after his de-mob from the RAF.

Cliff had joined the RAF towards the end of WWII, once again dates elude me but it must have been after the Battle of Britain. After his basic training he was sent to Canada for pilot training, as were many pilots to be.

Tale No.1 - Flight Training.

Cliff was taught to fly mainly on the Havard, similar to the one depicted here.

Status: On display

Airworthiness: Under restoration to flying

condition

Type: Trainer

Built: 1951

Serial Number: RCAF 20213

Construction Number: CCF4-4

Civil Registration: CF-UUU

Current Markings: RCAF 20213

Length: 28 ft 11 in

Wingspan: 42 ft

Power: 600 hp

Engine: 1x Pratt & Whitney Wasp R-1340-AN-1

Maximum Speed: 180 mph

Cruising Speed: 140 mph

Service Ceiling: 22,400 ft

Range: 800 miles



Cliff managed to get himself court-marshalled for up ending one during short landing training. The training flight were doing circuits and bumps, practicing getting down as soon as possible after crossing the airfield boundary. Now bearing in mind this was Canada, the airfield was covered in snow and there was a light covering on the runway. Cliff flew in low over the hedgerow and dropped the plane down ASAP. Unfortunately he did too good a job and came down short of the runway and next thing he knows he's hanging in his harness upside down, the aircraft having legged itself up in the deep soft snow and nosed over. His defence at his trial was, everything was white and he was supposed to be doing short landings. Did not wash and he earned a large blot on his record.

After earning his wings he was posted to a Hurricane squadron which must have been in France because their operational role was shooting up trains and vehicle convoys.



#### Tale No.2 - Rocket testing.

The squadron were selected to do some new rocket testing and flight No.1 were fitted out with the experimental rockets, luckily Cliff was in flight No.2. Eventually came the first live firing tests and it was a disaster, the rockets were fired and the diving Hurricanes somehow caught up with them and, from memory, at least two aircraft were lost including pilots. The squadron never saw any more of the rockets.

#### Tale No.3 - The ignominy of being shot down by small-arms fire.

The squadron were out shooting up some vehicle convoy and as Cliff climbed away from his second pass his flight leader came over the radio saying "Hey Cliff your pissing out glycol". As Cliff said, he grabbed some altitude and pointed the aircraft towards base until the fan stopped. Apparently the Hurricane was quite a good glider and he glided along looking for a decent sized field to pancake down in. Eventually the fields seemed to be getting smaller and he was wishing for some of the bigger fields he'd passed by earlier, any way he picked one and pancaked down without difficulty (good training pays off). He jumped out of the aircraft and ran clear in case of fire, then had to go back to look at the compass for orientation. He walked across the field to the road passing through a gaggle of white sticks stuck in the ground along the edge. He was picked up by a lorry load of British squaddies and enquiring about the sticks was told they were markers for un-cleared mines.

#### Tale No.4 - Shot down again.

Possibly small-arms fire again but on the way back to base after a sortie the Hurricane's engine caught fire and knowing there was a fuel tank just the other side of the instrument panel, a quick exit was the order of the moment. I do not recall whether Cliff looped or rolled but he opened the canopy, got the aircraft upside-down and dropped out in short order. The parachute descent was without incident and with the bundled up chute he was picked up again by an army lorry, the driver informing him he was lucky as the area had been occupied by Germans the previous day.

The rest of his service was uneventful, the only highlight being the introduction of the Hawker Typhoons as replacements for the Hurricanes. Cliff retained a fondness for the Hurricane as, although the Typhoon was faster, the Hurricane was a much more manoeuvrable aircraft and much more pleasurable to fly.



John Andrews

**Timperley at Tatton Park Again****Gerry Ferer****Report--- For 34inch Rubber on 30 July 2020 at Tatton Park.**

Wind from the south (from the car park) up to 8mph. temperature 22deg. Strong thermals, We settled around the JOD-seat and set a 1.30 max.

Results - 34inch Rubber 30 July 2020					
Name	Model	Flight 1	Flight 2	Flight 3	Total
Gavin Manion	Scram	1.56	1.20	1.11	4.01
Gerry Ferer	Senator	2.03	0.53	2.20	3.53
Derick May	Gollywock	0.54	0.59	0.54	2.47
Ralph Sparrow	Senator	2.07	0.48	-	2.18
Doug Barber	Cats Whisker	0.32	-	-	0.32

A long distance traveller, Gavin Manion, from Staffordshire arrived, and flew a potent Scram. Gerry's first flight dt/d about 5M up into a small tree close to the far line of tree. It was retrieved with poles and Terry's help with only minor damage.

Several high- powered model's flights spiralled initially, perhaps due to turbulence off the upwind trees, before climbing in a thermal.

Doug damaged his Cats Whisker. He then flew a Buckeridge Lightweight into a tree. (retrieved by Gerry 2 days later).

Others there: Mike Macconnall trimming a Gollywock together with Peter Smith and Terry Dobson with new Senators.

Our next flying meeting for open-Rubber, was provisionally for Thurs 13th August. The present forecast is light NE wind with rain so may be postponed a week.



Doug Barber with Buckeridge Lightweight



The John O'Donnell memorial seat



Gavin Manion's Scram



Roger Shaw's 24in Hawker Fury from a Kit

*Note: These meetings are not open meetings but are for Knutsford members only.*

*Gerry Ferer*

### Model flying in a period of coronavirus

This month I'm taking a break in my pursuit of obscure designs for CO<sub>2</sub> motors published in the immediate post war period. Usually at this time of year I would be submitting a report on the Earl Stahl competitions, but for obvious reasons, these have not taken place. So I thought I'd take a look at what I have been flying in a very socially distanced manner recently.

How much model flying have you been doing recently, and where? I am fortunate in having a local recreation ground less than two miles away. Being an area of around six football pitches, but surrounded by trees and houses, this is somewhat small for any free-flight on all but the calmest days. However, in the right weather conditions, it is very suitable for flying small radio models that are well under 250 g in weight. The grass is kept quite short, and as a result of the football there are bare patches.

Chobham Common is also very local being about four miles away. The traditional free-flight location of Albury Bottom, south of the M3 motorway, is now getting somewhat overgrown. What is required is a good session of pine pulling and the silver birch needs cutting back and treating with glyphosate. Of course, the local free-flight modellers used to carry out regular scrub clearance in the winter (see the March 2014 edition of NC) but changes in the running of Surrey Wildlife Trust has meant that this has not been carried out in recent years. However, the area still remains suitable for flying small free-flight models. From the beginning of April, Surrey County Council have dropped their somewhat punitive car parking charges, which were proving to be a major disincentive to the use of the green spaces, so when we were allowed out for solitary sporting activities in the middle of May I did venture over to fly some catapult launched gliders.



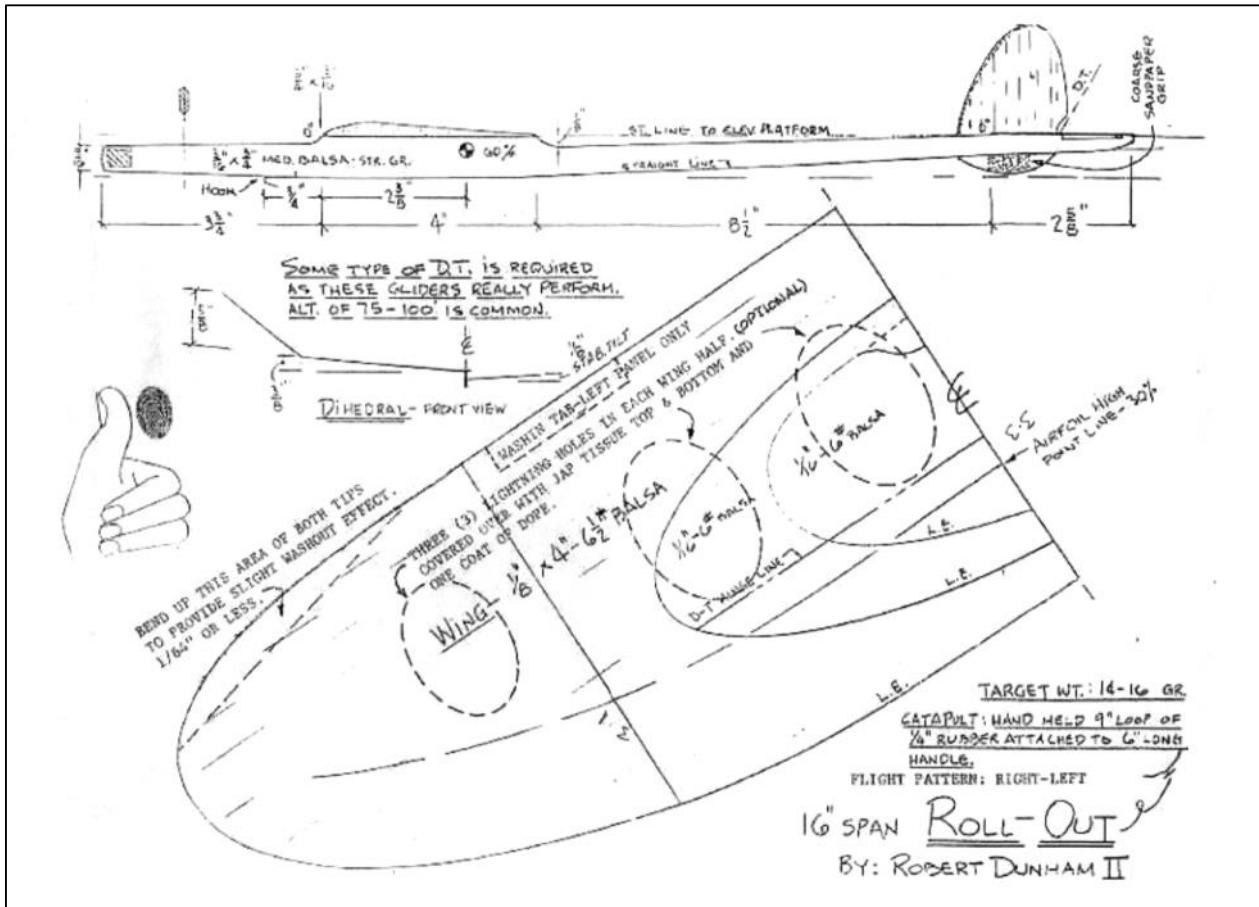
Brace of 16in wingspan Roll-Out CLGs  
designed by Bob Dunham..



Lowry 19 3/8in wingspan. CLG designed by Don DeLoach.

I built the Lowry design by Don DeLoach recently from the plans published in the March 2020 edition of the AeroModeller. It climbs to a good height, but I have yet to sort out the transition to the glide. Despite the tip weight it has, so far, been reluctant to enter its glide turn. The pop-up wing D.T. arrangement seems very effective, but has not yet been necessary. In contrast, the Roll-Outs are a few years old. I found the plan on a Swedish website that no longer appears to exist, but the design is listed in the 'Heave-Ho' plans that Roy Tiller published in his DBHLibrary article last month. They live up to their name. They generally do a beautiful transition from the launch climb to the glide and, as noted on the plan, a D.T. is necessary. The hinged elevator is shown in one of my previous D.T. articles (NC January 2019).

In fact, after struggling with the Lowry in one session, I flew one of the Roll-Outs and was treated to two consecutive flights in very good air that resulted in D.T. descents.



The only company I have had on my outings to Chobham were the Belted Galloways, which were, in the distance, happily munching their way through the grasses, which are undesirable on lowland heath.,

As far as the Common is concerned, I have not yet investigated the damage caused by the recent large fires, but it appears that these were mainly north of the M3 motorway, on the Sunningdale side.

#### Walt Mooney Dornier Libelle

Or back to the CO<sub>2</sub> motor theme.

Regular readers may recall that I was building a CO<sub>2</sub> motor powered Dornier Libelle to participate in the Walt Mooney Cook-up on the Hip Pocket Aeronautics Builders' Forum. The Brown Campus A-23 fitted has caused me some trial and tribulation. I'm glad I made it removable. It seemed to run fine before I fitted it to the model, but on testing it installed, there was a leak from the pipe gland at the top of the cylinder. Fig 1 shows the problem - the seal has disintegrated. My guess is that this flexible sealing component was made out of some sort of polyurethane and it has failed through hydrolysis, or attack of the internal bonds of the material by water. As the motor must be some 25y old, I suppose this is not surprising. The seal fits behind a washer and the copper pipe has a beautifully formed flange (Fig 2), which I did not want to destroy. I had some very small nitrile O-rings 0.74mm inner diameter x 1.02mm chord (BS ISO 3601-1 size code 001), which I tried. This meant uncoiling the copper pipe, unsoldering at the tank end and feeding the washer, O-rings and gland nut onto the pipe. I found that a stack of three O-rings gave some axial nip when the gland was tightened. So far this arrangement has held tight. During this testing the sealing plug in the filler nozzle failed in a similar manner to the gland seal, which is why the model now has a Telco filler! CO<sub>2</sub> motors were created for those who like to fiddle!



Fig 1. CO<sub>2</sub> motor problems - the failed seal between the copper pipe and the gland nut to the cylinder head of a Campus A-23.

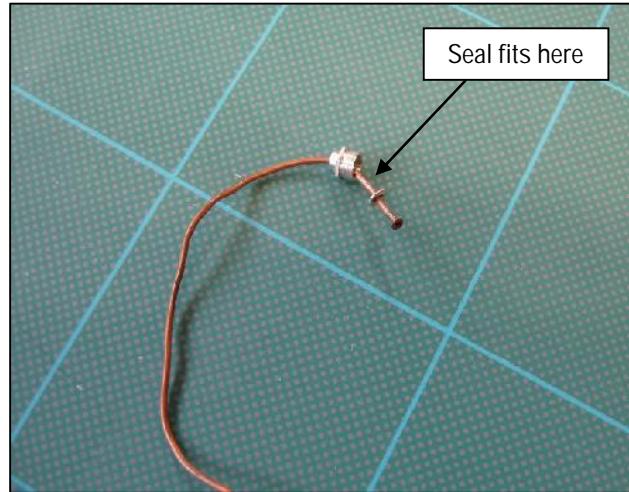
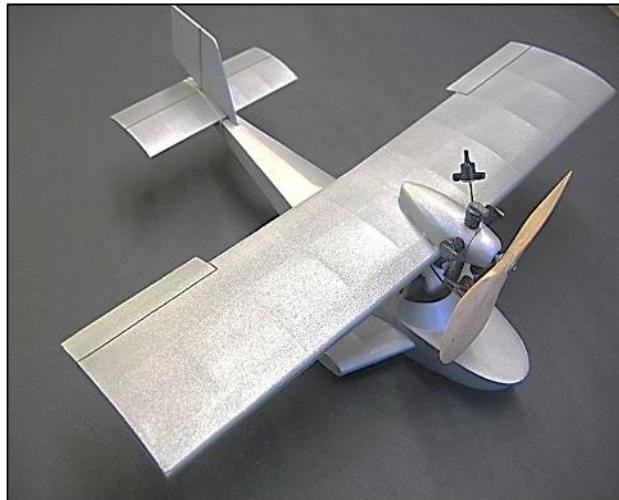


Fig 2. The flanged copper pipe and gland nut, which require sealing.



The Dornier Libelle ready for testing. Claude, the pilot is retained by a magnet.

I have temporarily retained the tail surfaces with a thin rubber band so that the decalage could be changed relatively easily.

I tried some early test flights on the local recreation ground and had a nose dive into a hard patch, which meant that some repairs to the struts were required.

Obviously, testing over KeilKraft long grass was required, so I took it over to the Common, where there are areas of thick soft vegetation, for a session.

Considerable packing was required under the tail to raise the trailing edge to give about 5.5° decalage. The C.G. position is as shown on the plan.

At low power the model seems happy with this setting and I got several flights of variable direction. The wind was then getting too strong/turbulent for further flight testing to determine the best direction of turn and to increase the power further.

The model weighs 25 g, which seems quite heavy for a Peanut sized (13" wingspan model), but it appears to fly quite slowly, at least outdoors. Further outdoor trimming will be required before this model can be tried indoors, as a definite turn pattern needs to be established.

Of course, it is a total unknown when indoor flying will be able to resume as an activity.

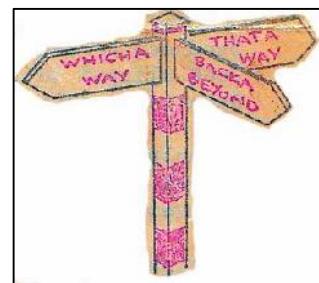
Nick Peppiatt

## Report No. 115 Tidy up, continued.

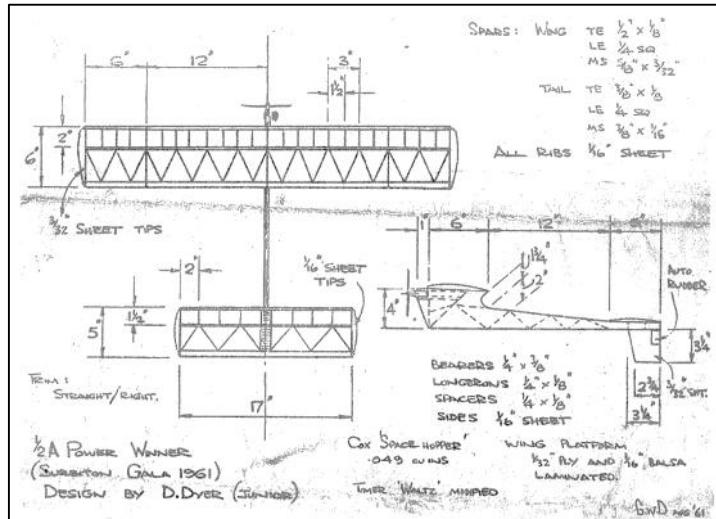
The request a few months ago for copies of "Heave Ho", a hand launch glider newsletter, brought, as was reported, numerous responses and resulted in the library holding a complete set. In total contrast last month's request for copies of "Arm Soar", another hand launch glider newsletter, has brought no response, so we are still seeking copies of issues number 1 to 7. How odd, "Heave Ho" ran from 1996 to 2000 in 13 issues, "Arm Soar" ran from 2000 or 2001 to 2004 in 14 issues, similar histories, different response, perhaps due to subscriber numbers.

Continuing with newsletters, both club and special interest group, we have copies of several which commenced publication in or about the 1960's. These were generally monochrome and probably produced on Gestetner or Roneo stencil duplicating machines which did not produce the quality of permanence and clarity which we have come to expect today.

The three issues of "News and Views", from the Stevenage Model Flying Club, which we are holding, were edited by G. W. Dallimer, and did manage a splash of colour with a red banner heading. These newsletters were printed on 8"x 13" paper, a size that I was familiar with in my schooldays, named foolscap, which had the advantage that folded over into four quarters from the top it would fit nicely into a standard business letter envelope.



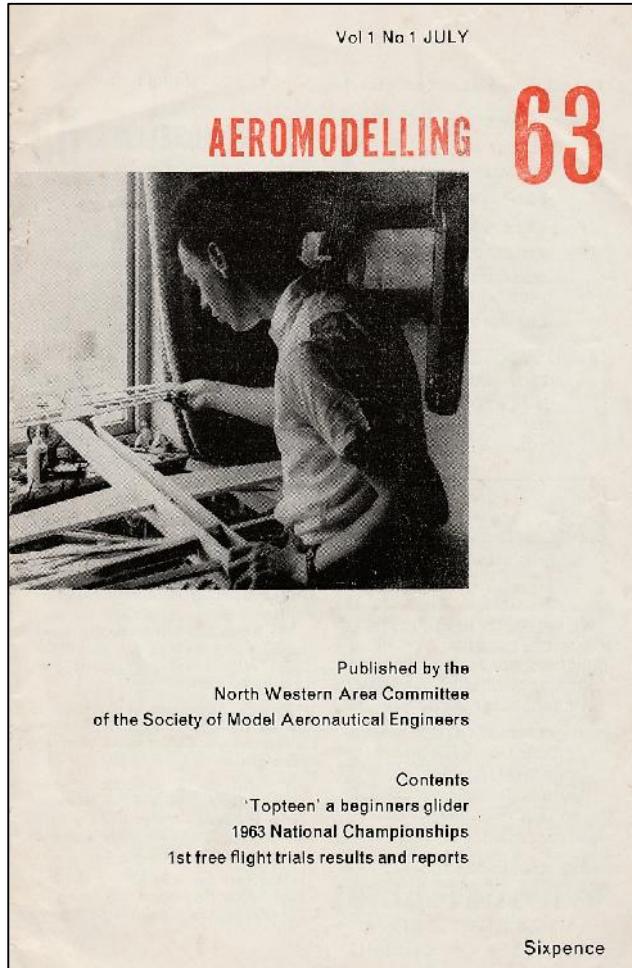
The issue of August 1961 carried an Editorial Comment, "We can't help feeling how lucky we are to have been bitten by the aeromodelling bug..... of course being a bachelor helps considerably judging from what one hears from the married types! Never have any time for building-we're decorating this week", or "No flying this week- visiting the wife's mother"! ..... Could it be that these are just excuses to cover a marked laziness induced by too much television? The reduced plans included are the **KMAA Cup Winner 1961 A/2** design by G. W. Dallimer (very faded) and the **1/2A Power Winner** (Surbiton Gala 1961) designed by David Dyer (Junior).



The November/December 1961 issue has a full size plan for the **Combat Contest Winner 1961** by Ian Tanner (again very faded)

The February 1962 issue is the one which carried the red signpost, shown above, in relation to the "Family Ramble" Motor Rally to be run over 30 miles of good clean roads. Happy memories of when such things were a normal Sunday afternoon activity. The reduced plans are **Wooden Top A2** by Mavis Giggle 1961 (As flown in the 1961 Team Trials, performance data not known.) and **Knave of Clubs** FAI Power Model by John Scott of Canada. This latter drawing was sent in by John Easton and the editor noted that "this design has been reproduced elsewhere". It can be found in Zaic Yearbook 1959 and Aeromodeller December 1960, all different drawings with remarkably similar wording regarding wing joining and wing bands. (Faded plans but scans available if required.)

Contrary to what I said above, about newsletters made on duplicating machines, next we have "Aeromodelling 63" published by the North Western Area Committee of the S.M.A.E., edited by Donald W. Powell and "Made and printed" by E. Powell & Sons, West Gorton, Manchester. Printed in black and one other colour, see herewith the front and back covers of the first issue, Vol 1 No 1 July 1963.



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**SNIPE** 40" span free flight model for the new 049 glowmotors and .5 diesels. 21/6

**CONQUEST** 30" span towline glider for beginners. Easy to fly. 8/9

**GAUCHO** 44" span contest model for 1 to 1.5 c.c. motors. 23/10

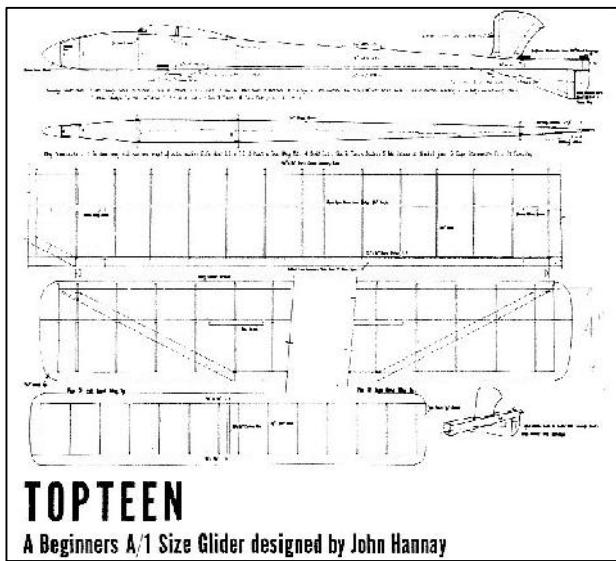
**SPECTRE**. Outstanding 41" span stunt model with combined wing flap and elevator control. For 2.5 to 3.5 c.c. motors. 39/9

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The "Introduction" by the Chairman, John B. Hannay, stated "The diehards of aeromodelling have been well catered for and it is to be our desire to appeal initially to the younger aeromodeller though we would hope with your co-operation to satisfy all. Thanks are due to both our professional magazine for the support they have given us in this venture, and also to those whose advertisements you will see inside. North Western Area news will be fully covered, and we offer the magazine to all clubs in the area. Plans of model designs of all types will be welcomed and with the G/A drawing you will find inside we offer a full size plan service."



This first issue had 16 pages, about A5 in size, contained reports on the National Championships on the 2<sup>nd</sup> & 3<sup>rd</sup> June and Free Flight Trials on 22<sup>nd</sup> & 23<sup>rd</sup> June both held at Barkston, Club News from Whitefield M.A.C., Cheadle & D.M.A.S., Wallasey M.A.C. and a report on the Larcas Pylon Racing Event. The included reduced plan was for the *Topteen*, with a full size plan priced 3/- post free.

The August issue introduced "Control Line Corner" by Tom Jolly with notes for the beginner. The suggested first model the *Anvil* was shown in a G/A drawing with the full size plan being available to order. Tom advised "For obvious reasons the ideal first model should be tough, functional, correctly proportioned and simple. More attention to essential details and less to prettiness leads to a safer, if uglier, model."

**Mark I.** This aeroplane employed a two-piece wing with tongue- and box and an  $\frac{1}{8}$ " sheet box fuselage. Wing span being 80" with a  $5\frac{1}{4}$ " chord, 22" moment arm and a 77 sq. in. tailplane, C.G. being at 50%.

The wing used is different construction to the later models and tended to warp. In strong winds this model did not tow too well though in gusty conditions it behaved sensibly.

**Mark II.** This version developed a strong liking for trees and though used as a first line model Mark I was invariably used to complete the contest schedule. Mark II employed the present wing structure, towed well though not too happy in strong winds.

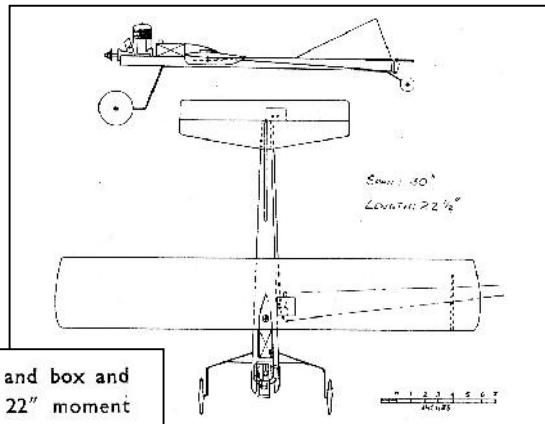
**Mark III.** This model was built after talking to Hyvarinen and had a longer moment arm 29", 77 sq. in. tailplane calm air wing section (i.e., max. undercamber further back). C.G. was moved to 57% without affecting stability which in fact was excellent. Indeed, although this model was intended for calm weather flying it was found to be still very good in high winds. In light breezes it has a strong tendency to wander seemingly chasing lift and then tightening up in it when it finds it. Mike quotes that this is the best version he has built to date as regards winning comps. and was used right through 1962 as his first line model. This version is the first one to use a timer operated D/T.

**Mark IV.** This was the version flown at the 1963 Nats. and used a fibreglass section of fishing rod for the fuselage (cost 19/6d.). This measures 42" overall and tapers from  $\frac{1}{2}$ " O.D. to  $\frac{1}{4}$ " O.D. with a  $1/32$ " wall thickness, weight being

$1\frac{1}{4}$  ozs. The nose and wing mount assemblies are held on by Holts Catalogy filler paste and bandage. The tail mount by cement and silk. These methods of fixing have proved more than adequate. Using the slimmer fibreglass fuselage necessitated using an underfin. Other essential statistics of this mark are, moment arm 26", C.G. 54%. Tailplane 77 sq. in.

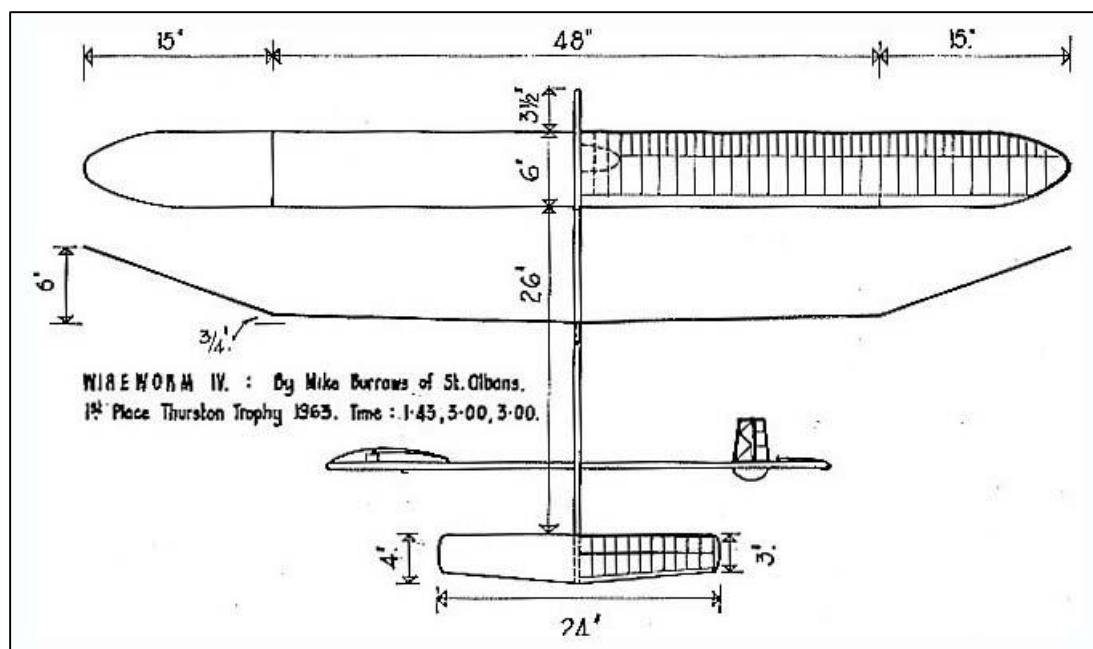
**Mark V.** This is an exotic calm air special 104" span,  $4\frac{1}{2}$ " chord, 66 sq. in. tailplane, and a 29" moment arm. This version again employs a fibreglass fuselage and still air time appears to be around 2.50.

**Mark VI.** This was built as a reserve when Mark IV was lost early in '63. Wings used were originally built for Mark I, the fuselage being a standard balsa box with a 26" moment arm.



The plan featured in the September issue was the **Wireworm IV**, an A2 glider designed by Mike Burrows of St. Albans. The accompanying article included Mike's account of the development of the design, which I hope you will agree deserves including here together with the G/A plan.

Mark I — 1st, C.M.A. Cup 1961.  
1st, South Coast Gala 1961.  
1st, Queens Cup 1961.  
2nd, K.M.A.A. Cup 1961.  
Mark III — 1st, C.M.A. 1962.  
1st, Pilcher Cup 1962.  
1st Northern Gala 1962.  
1st, Hayes Gala 1962.  
1st, Hornchurch Gala 1962.  
2nd K.M.A.A. Cup 1962.  
2nd, Surbiton Cup 1962.  
Mark IV — 1st, Blackheath Gala 1962.  
2nd Croydon Gala, 1962.  
1st, Thurston Trophy, 1963.  
Mark VI — 2nd, East Anglia Gala 1963.

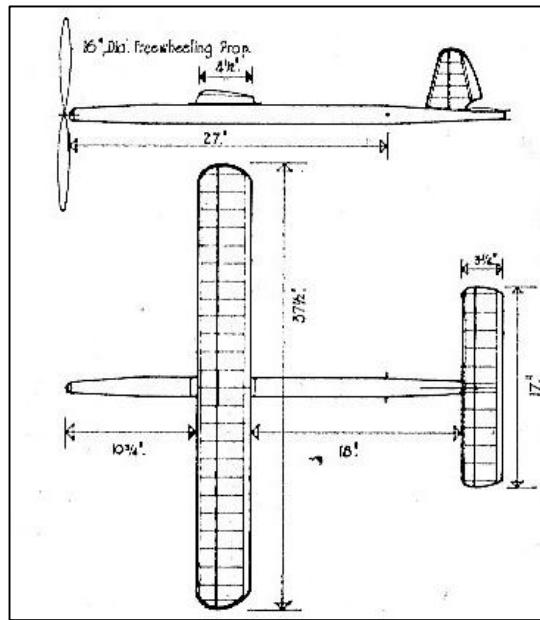


Issue No 4 included the **Freshman** by Brian Faulkner, full size plan available for 3/6.

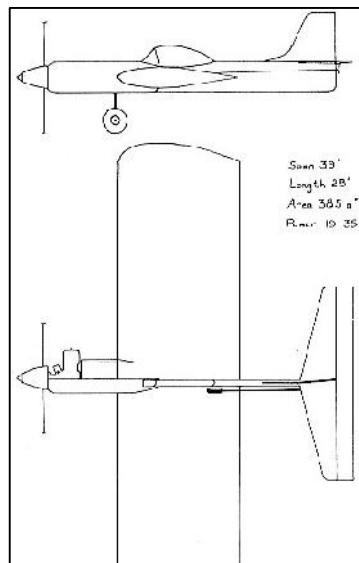
Commissioned by the editor to fulfil the following requirements:-

- 1- Easy and quick to build.
- 2- Capable of good performance with a commercial propeller.
- 3- Be economical to build and fly.

"Beginners are notorious for "giving-up" after a first attempt-and small wonder! The so-called beginners' model we have seen in the mags, in kit form and recently on television are usually far too complicated and generally too small. **Freshman** is 37" span, mainly because this size gives a good performance and makes full use of the standard 36" length of balsa."



Brian Faulkner's 'Freshman'

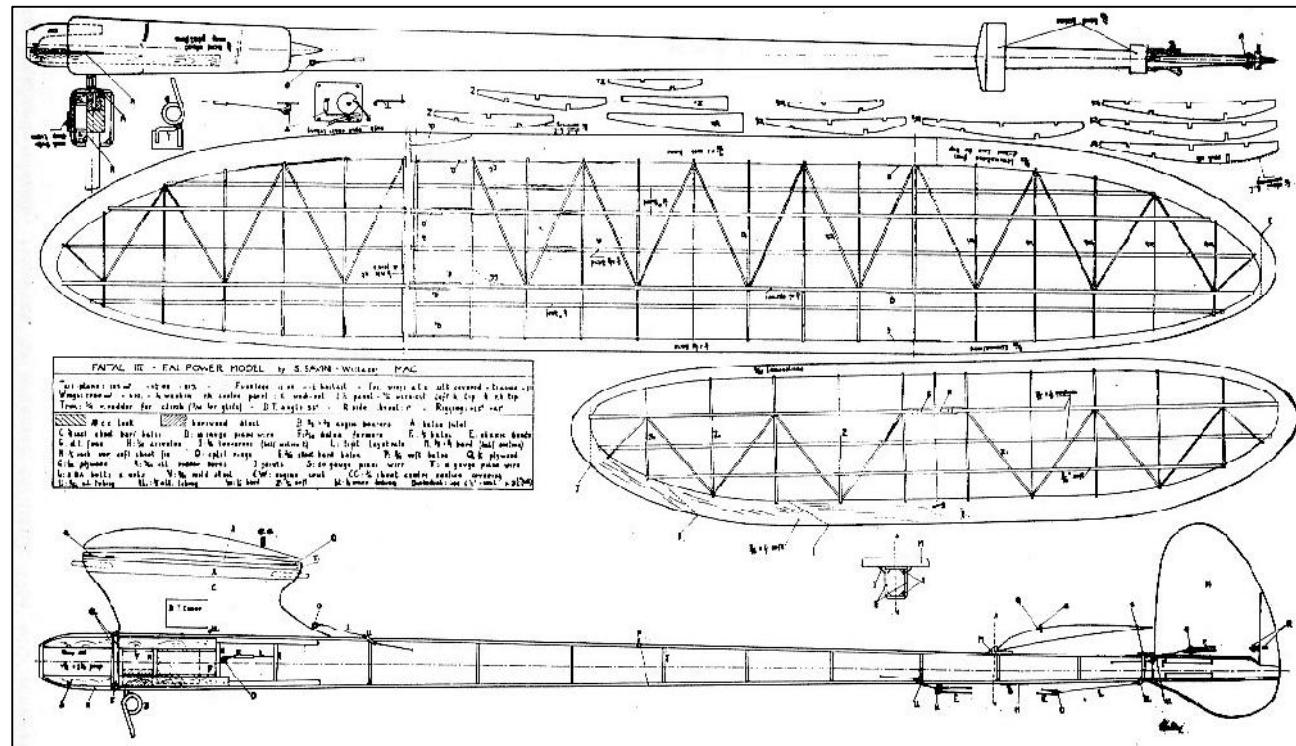


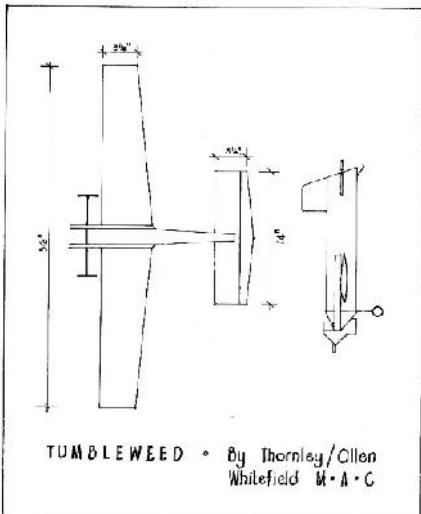
The next issue No 5 dated November 1963

included a very basic G/A drawing but of course a full size plan was available to purchase. The model featured was the **Husky**, a stunt trainer and the article included notes on stunt flying for the newcomer to this discipline.

Issue No 6 included a subscription reminder, the price being 4/6 for 6 issues. The date of this issue was stated as December 1963/January 1964 suggesting a move from monthly to bi-monthly issues.

The reduced plan included was for the **FAITAL III** an FAI power model designed by S. Savini of Wallasey M.A.C. The article gives rigging and trimming notes.

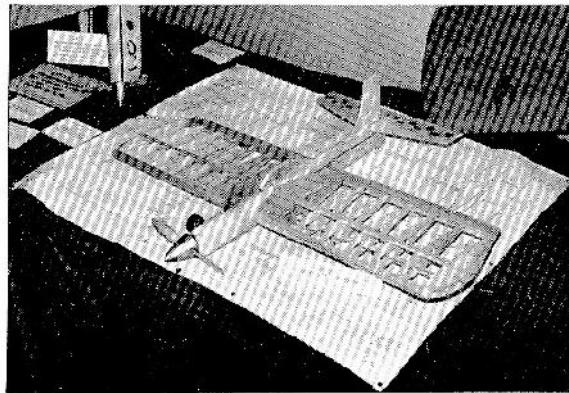




The subscriber had to wait 6 months for issue No 7 which was dated June/July 1964 and included a note to the effect that from the next issue the editor would be John R. Feeney.

## Aeromodelling 64 Plans Service

TOPTEN, BEGINNERS GLIDER, Designed by J. Hannay	3/-
FRESHMAN, BEGINNERS RUBBER MODEL, Designed by B. Faulkner	3/-
ANVIL, CONTROL LINE TRAINER, Designed by T. Jolley	3/-



HUSKY, C/L STUNT TRAINER, for .19 to .35 motors Designed by T. Jolley	3/6
--	-----

WIREWORM, A.2. GLIDER, Designed by M. Burrows	6/-
FAITAL III, F.A.I. POWER MODEL, Designed by J. Savini	6/-
DELINQUENT, RUBBER MODEL, Designed by J. O'Donnell	4/-
PROJECT 4, OPEN GLIDER, Designed by J. Parrot	8/-
TUMBLEWEED, OPEN CLASS RAT RACER, Designed by M. Allen and B. Thornley	4/-

ALL PLANS ARE AVAILABLE POST FREE FROM:-  
NORTHERN MODEL STUDIOS,  
68 VICTORIA STREET, LIVERPOOL, 1.

The featured model was the **Tumbleweed** an open class Rat-Racer designed by Mike Allen and Barry Thornley.

We have one other copy of Aeromodelling 64 but I am not sure whether it is an original or a photocopy, it is just in monochrome and has no issue number or date but from the contents would seem to be October or November 1964. I will leave looking at this issue until next month in the hope of some replies to the usual requests.

### Wanted

Any and all copies of the Stevenage Model Flying Club's "News and Views" and any information on the date of first and last issue.

Any copies of the North Western Area Committee's newsletter. "Aeromodelling" after Vol 1 No 7 June / July 1964 and any info on the date of the last issue published.

"Aeromodelling 64" offered full size plans as you will see in the list above.

Where are the plans now? Are copies available?

I checked the Co-Op plans list and found just the FAITAL III.

Outerzone has a plan of FAITAL Mk V and the Aeromodeller Jan 1967 plan of Delinquent.

Any help with the above requests would be appreciated.

More newsletters next month. Roy Tiller, tel 01202 511309, email [roy.tiller@ntlworld.com](mailto:roy.tiller@ntlworld.com)

Roy Tiller

What a shock this covid has been to everyone! At first I thought there was nothing to worry about and thought it would all over by Easter and the Nats would go ahead as normal. How wrong can you be!!

It came as a real blow that the Nats were cancelled (in more than ways than one , as on what would have been the first day it was blowing a gale and trees falling over here at home.)

Since then we all have had to sit and watch many perfect trimming days pass by time and time again - very frustrating!

I was hoping to trim- Aiglet- Urchin (no3 replacement for the one lost/nicked at East Anglia comp 2018) test fly open rubber models- Gollywok X2- p30 -Inchworm etc etc!!!

I made the most of it by doing large projects that I have put off for years in the garden, and also by having long walks in the area in the hills nearby, averaging 20+ miles a week, mainly to keep fit for retrieving!!

The only flying I have done this year is at Tatton Park, usually on Thursdays, organised by Gerry Ferer. The only problem is that the area is completely surrounded by some very large and high TREES, (we all have been tree'd many times!) There must be balsa tree saplings growing there somewhere! However we have all enjoyed ourselves.

I also do my basic trimming at my local club flying field Delyn MFC. There are 2 of us who are freefighters - myself and Dave Norwood, (I am also the chairman of the club and only yesterday I was commandeered into judging a R/C comp!). The main problem for me is that the field is too small for long flights as there is the main North Wales trunk road (A55) on one side and another main road on the other side. On the plus there are no trees and open farm fields if the wind is in a good direction.

To relieve my frustrations during the fantastic weather I decided to build a catapult HLG that was in the AM a few months ago called 'Lowry'. It was a nice build and I have had many flights with it- I can get fairly high but the glide is not much and therefore not very competitive. However the D/T is great fun. The plane just stops dead in the air and falls out of the sky- no thermal (if I ever caught one) could hold it!

A few weeks ago I was rummaging around and found plans for the Caprice. I have always fancied building this model and, as the weather had changed, I have set to work on one and finished it a few weeks ago. However, I didn't know how to cover cockpit until I read the article in last month's Clarion about making transparent coverings- beyond my capabilities I'm sorry to say.



So my solution can be seen in the photo! (If he causes too much drag I'll put his hat on backwards as per current fashions!!)

I have only hand launched so far- it hasn't been introduced to a towline as yet!

Let's all hope when this horrible disease is all over we can get to the flying field and score many more maxes, and of course have a good long chat.

Here's to good flying!

That's my story -what has everyone else been doing?

All the best and many maxes to all.

Derek May

Extract from Aeromodeller June 1939



## JOB DROPS A BRICK

By ARTHUR MOUNTSTEPHENS

There was promise of sun in the day. The faint coils of mist which rated lightly on the Downs were evaporating. It was going to be warm and dry, and there were going to be no thermals on this day of competition for the coveted cup.

As Job Wood had said, when I watched him putting the finishing touches on Jan Stewar II, his new 'plane, we only wanted a no-thermal day to put the cup right in our pocket. I knew that he was right, for we had built the 'plane together, and it had the longest motor run ever.

We had agreed that I should call for him on this day of days, and here I was, breathing the nutty air, and dreaming of the things to come, as I walked with eager stride towards Job's house.

There was something familiar, and not a little charming, about the family procession I saw coming towards me, when I turned into Job's street. The woman in her neat dress walking proudly beside the pram; the baby joyfully waving the long, purple balloon; and the boy exploring the leaf-strewn gutter for conkers, made a pretty picture. The only dejected figure was that of the man pushing the pram.

I couldn't help feeling sorry for the man, but the mood of the rest of the party fitted my own. Surely it was a morning to thrill the breast of any human. Then I spotted the fact that it was the Wood family. Those feet could belong to nobody but young Amos Wood, and when I saw Job's face, I was sure. They halted a little as I approached, Job let go of the pram, and Mrs. Wood took it.

"What's this mean?" I asked of Job when his wife was out of earshot.

It seemed that Job had a plum in his mouth when he mumbled, "I can't come."

"Can't come?" I replied. "But, man, this is the day, our day. The lightest of zephyrs sport across the Downs; there are no thermals; Jan Stewar II is waiting, and , ."

Job groaned. "I know. It's a grand morning, but it's the wife's Aunt Hannah's birthday,"

"Boadicea's Grandmother's birthday," I said "No. Aunt Hannah's birthday," he replied.

"Aunt Sadie promised that we should go over for the day. Said she didn't know it was a competition day."

Well, I knew that had blued it. Aunt Hannah is the star in the Wood firmament. On no account can she be denied.

"Go in and get the model," said Job, handing me the key," and see what you can do about that record."

He looked apprehensively along the road towards Mrs. Wood, who was standing impatiently at the corner. "Wait until we're out of sight," he said. "You know why."

I did know why, I know Sadie Wood, Her me'nage is a sacred edifice into which the feet of strangers never step without her permission and supervision, if she can help it. But she can't always help it, being married to Job.

"Can't you make some excuse, and get away from Aunt Hannah's? "I suggested, "Our event isn't until three."

"I'll do my best," he muttered, and was gone.

I waited for the party to disappear, and then went into Job's house and collected the model. As I walked towards the Downs, I felt that somehow or other I should see Job at the meet. He's pretty tough,

Our event had started. Job had not turned up. There were no thermals, and nobody had yet topped the minute. In two or three minutes I would be sending Jan Stewar off and showing them what I could do. Suddenly I heard the sound of panting. An agitated hand grabbed my elbow.

"Job!" I ejaculated. "How did you manage it?" "Just sheer good luck," he replied.

"Good luck?" I echoed, as I began to put the strain on Jan Steward's rubber.

Job looked a little pale. He took his handkerchief from his pocket, "Yes," he said. "I broke a tooth on Aunt Hannah's joint, got the ramping toothache, and came out to get it taken out."

Well, that's the first time I've heard toothache called good luck. "I hope you have had it out," I reproved.

Job supplied the answer by dabbing his mouth with his handkerchief. His tongue appeared to be exploring his mouth tenderly.

I wagged a forefinger at him. "And I suppose you will get back to Aunt Hannah's in time for tea?"

"Yes," he said miserably, as he took the model from me and stroked it.

We were called for a few moments later, and I shall never forget the way that model poked his nose skywards, bit into the air, and set about that record with inexorable intensity.

He swung across the Downs, came back at us, and went away again. After four minutes he was still going strong. The cup was ours.

"I shall have to be off, now," said Job, looking at his watch. Then Jan Stewar II decided the same. He went right out of sight behind a distant copse. I ran after him. Job's footsteps thudded beside me.

"Leave it to me," I puffed "No!" said Job, firmly.

"How about Aunt Hannah?" I managed with my second breath.

"Blow Aunt Hannah!" said Job irreverently.

It was hard going, and when we had legged it across two ploughed fields, we lost sight of the model altogether.

Then Job's mouth started to bleed a lot, and he. said he'd have to get back to the dentist. I went with him. The dentist was out. The chemist wouldn't touch it, and the doctor said that the chump who took it out ought to put it right again.

But after a good deal of consideration the doctor decided that he couldn't send Job away. He dressed it, and made Job stay there for an hour or so.

It was a good job we did stay, for Job needed the doctor's attention an hour later. After all, you can't have teeth out, and go chasing across ploughed fields with impunity. But Job remarked, as we left the doctor's and went out into the dusk, with the rain falling heavily, "Coming here has given me a jolly good alibi for Sadie and Aunt Hannah. They were sure to have fished out that I had been to the Downs."

"Would it have mattered so much?" I enquired.

Job regarded me solemnly. "Mattered?" he said, "why it would have been regarded as sacrilege, going out on Aunt Hannah like that, just to fly a toy and make excuses about teeth into the bargain."

"Toy?" I said.

"That's what Aunt Hannah calls 'em, and she'd never forgive Sadie if she knew that I'd been flying while she was blowing out her candles."

"There's one good thing," I remarked. "We did remember to put your name and address on the 'plane, and somebody might bring it back."

Well, as regards an alibi, I could see Job would want one when we got to his house, and saw Sadie, Amos and the baby waiting outside in the pouring rain. I never saw such a crestfallen party. Even the balloon had sagged. I compared them mentally with the happy trio of the morning.

"Where have you been?" demanded Sadie. There was a glint in her eye, and an inflection in her voice that presaged trouble.

Job was silent. She turned a frozen stare to me. The trouble was I'd still got their key in my pocket. That was going to take some explaining.

"I met him coming from the dentist," I began, and then gave a re'sume' of the afternoon's events. I even managed to transfer the key to Job's hand without Sadie seeing it.

Sadie relented then. She even expressed compassion for Job as we went into the house, and he set about preparing mouth washes.

I didn't see Job for a day or two, but went round one evening, when I knew that Sadie would be out. As soon as he asked me in, I knew that something had gone wrong, but his chagrin was inexplicable, as he pointed weakly to Jan Stewar II, resting on the table.

"Well," I said. "Everything in the garden's lovely now"

Job looked down his nose mournfully.

"Where did you have to go to get it?" I asked.

"I didn't. It was brought," he replied.

"Glad to hear there's still some decent people in the world," I said as I settled for a smoke.

"Oh, yeah?" said Job. "You ought to have heard how she went on."

"She?" I asked.

"Yes, Aunt Hannah!" said Job, giving the cat a malicious jab with his toe.

"I can't see how she . . . "

Job interrupted me with an impatient gesture.

"Yes. The blooming thing pitched in Aunt Hannah's garden just as her party was closing down."

**Secretary's Notes for September 2020**

- Roger Newman

Not a lot has changed since last month - surprise! However, we are now allowed back on to Beaulieu & Areas 8 of Salisbury Plain. Advantage was taken of a rare really nice & relatively calm day to go to Beaulieu for a bit of relaxation flying. Took Electric Burd, refurbished Wedgy & Paageboy & managed to get a grand total of 21 flights in before old age & tiredness overtook me. But it was very enjoyable & good fun - which at the end of the day is what it's all about.

A welcome bit of news - that admittedly has yet to be fleshed out by the FFTC, is that comp flying is permitted to restart from 1<sup>st</sup>.September.

There will be a mandatory Covid set of rules that must be adhered to at all remaining competitions. These are currently being finalised and full details will be published in a newsletter in the next week.

A quick email exchange between Chris Redrup & myself on the Crookham Gala indicates that it may well be held on the scheduled date of 13<sup>th</sup> Sept. I won't be around but I'm sure Chris will make sure that adequate notification is given once the FFTC finalise their details. Likewise a similar email exchange with Ray Elliott indicates that we will (provisionally) go ahead with the Croydon Coupe Day on 17<sup>th</sup> October. This latter day would also host a couple of SAM 1066 comps - again provisionally E36 & Mini-Vintage for those who are not into rubber! Both events would be held on Area 8 of Salisbury Plain, on the positive assumption of good weather & publication of the FFTC rules as above.

Red Raider construction is now finished & it awaits covering. Slight hold-up due to me running out of polyspan! Fresh supplies have now been obtained from Mike Woodhouse but other activities have overtaken aeromodelling at present, coupled to which I shall be away from mid Sept to early Oct so very little will get done in the near term.

Received a rare plan request this month from Roland in the USA, who needed a copy of Ron Draper's Crescendo 1956 world power champ model. Pleased to oblige. Otherwise requests have been pretty minimal.

Also had an email from Phil Uden with a request - here it is as received:

Hi Roger,

How are you keeping? I was wondering if there is any interest floating around the SAM group regarding the NFFS Vintage FAI Rubber class that's been talked about on the Hippocket forums. The reason I ask is because my 1980 Nats winning FIB was published in November 1980 which just about fits into Era 3. I wouldn't mind building a copy if there's some interest. Many thanks

Phil

I looked up the thread on Hippocket for further info, here is the link to the thread:  
[https://www.hippocketaeronautics.com/hpa\\_forum/index.php?topic=25109.0](https://www.hippocketaeronautics.com/hpa_forum/index.php?topic=25109.0)

So if anyone fancies something a little bit different, have a look at the thread as it sets out provisional rules for the class, let me know by email & I'll pass on all comments to Phil.

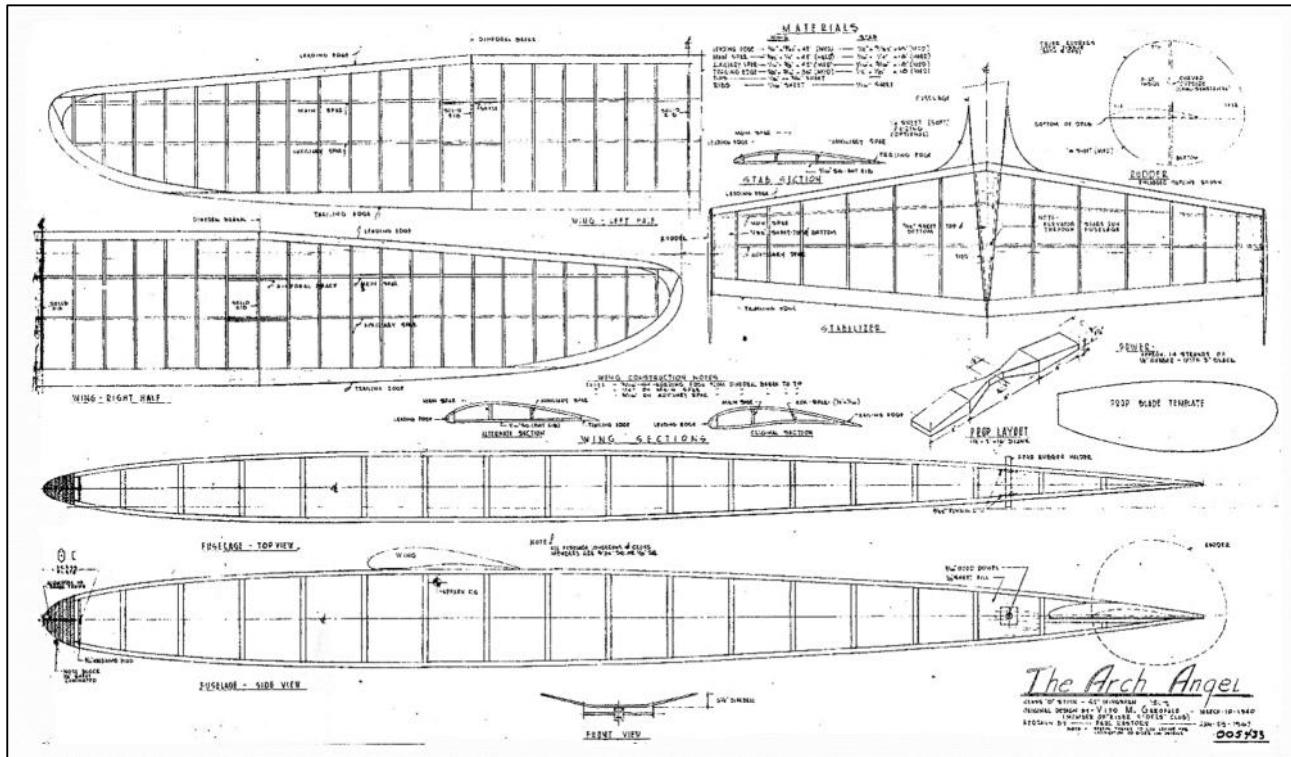
The proposed time-span range is from 1/1/51 to 31/12/80 - quite a widespread range covering an awful lot of development but split into three "eras". Not sure about 5 flights of 3 mins tho' - I fear a lot of old legs may not be too happy! Certainly no-one to my knowledge has raised this particular possibility within our ranks - I stand to be corrected!

Roger Newman

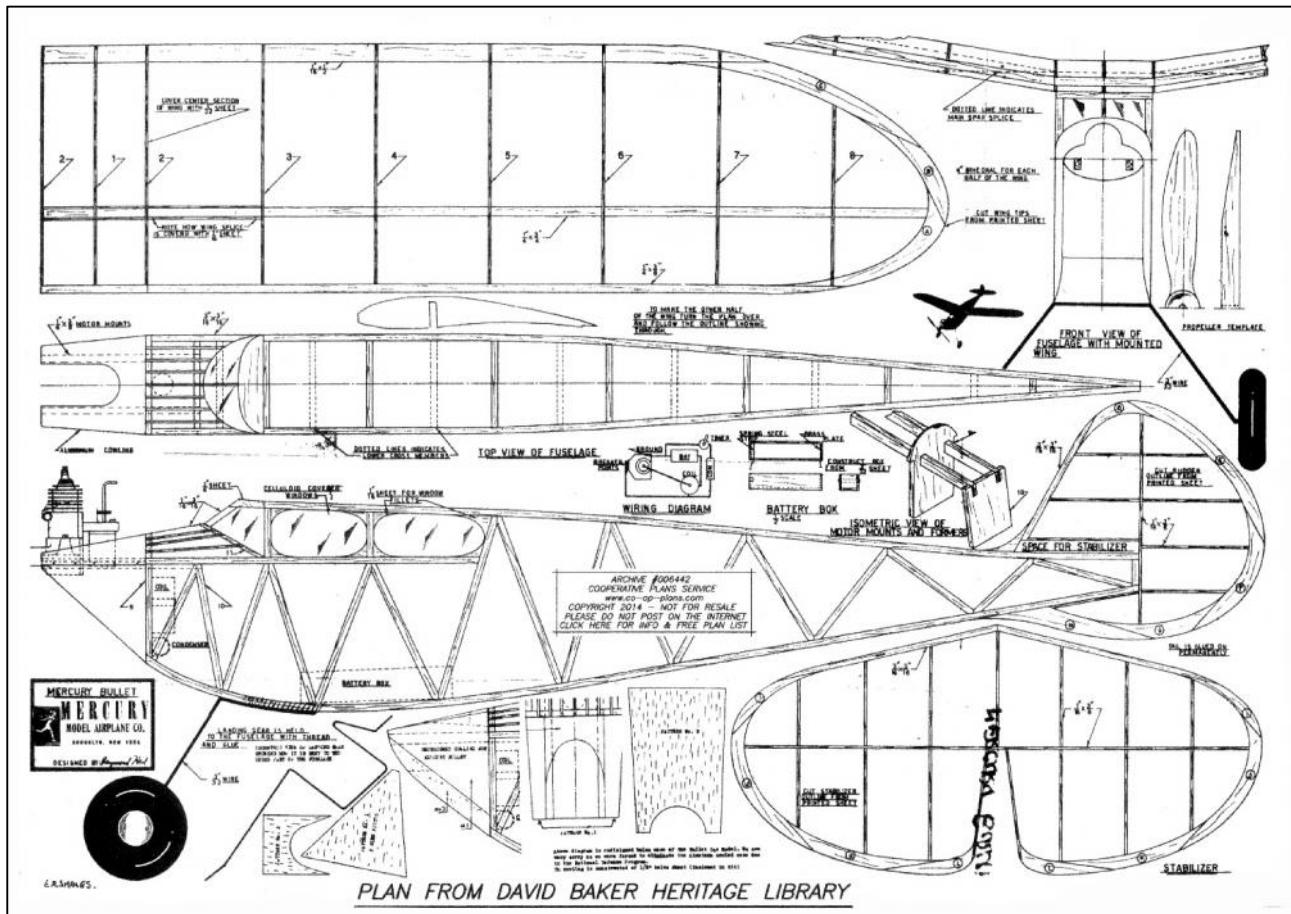
## Plans for the month:

Roger Newman

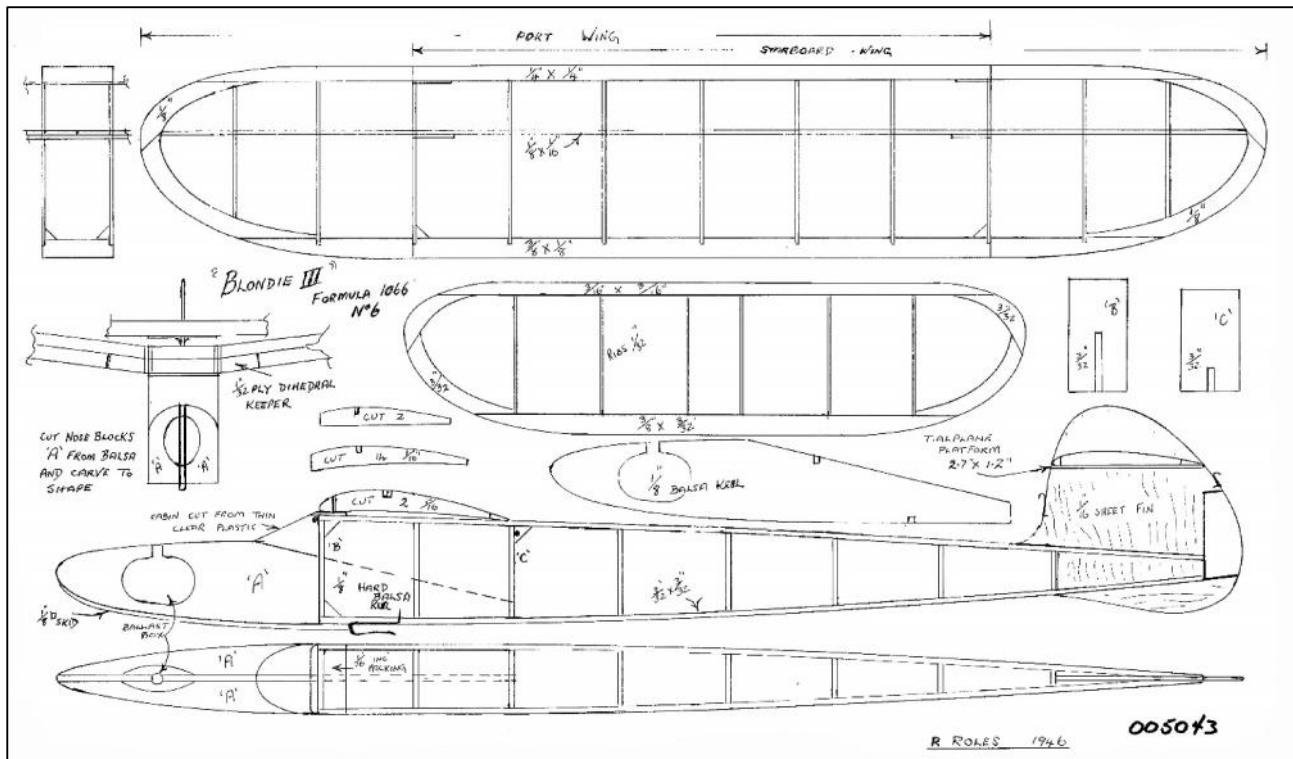
Rubber: definitely vintage rubber from 1940 - **Garaflow Arch Angel**



**Power:** small field ugly old vintage design, would need a mod to fit rdt - **Mercury Bullet**



Glider: **Blondie III** - not quite as enticing as the name, but one from the old SAM Formula 1066 rules for bungee launch



Roger Newman



Middle Wallop Nostalgia



## BMFA FFTC COVID RULES FOR COMPETITION DAYS

In order to restart the contest programme, it will be necessary to apply the following risk assessed measures to mitigate the spread of the Covid 19 virus. These measures will be monitored and amended as necessary

The following procedures and measures will apply to all BMFA free flight contests and all non BMFA (privately run contests) that take place on sites operated by FFTC, including but not limited to, Barkston Heath, North Luffenharn, Salisbury and Sculthorpe

No person shall attend any contest or flying site if they are showing signs of Covid 19 or have been told to self-isolate or are required to quarantine in a regional lockdown.

All persons who attend the flying site and contest are required to register their contact details and BMFA number at contest control.

Where a site requires a gate, access point to be manned and a sign in is required i.e. Barkston Heath. The attendee must sanitise before and after touching any gates or barriers and use own pen to sign the site tog ,

## General

Sites have their own Covid 19 risk assessments and measures in place to mitigate the risk. The following measures are additional and will run alongside any existing site procedures,

- \_) The CD will have available at control suitable hand sanitiser
- \_) The CD will at all times social distance from all persons at control and engage in frequent use of hand cleaning and or wearing of latex/vinyl gloves to reduce the risk of transmission of virus from score sheets etc.
- \_) Competitors should only visit control as necessary for registration, entry, score recording, or information. Avoid forming any groups around contest control
- \_) Travel to and from contest site All contestants and attendees should travel to the contest site in their own vehicles and only carry passengers who are from the same household bubble.,
- \_) Entry to site to be in accordance with site specific rules,
- \_) Parking, all vehicles should be parked to form a line leaving a clear space of 4 metres between adjacent vehicles (This will allow sufficient social distancing when doors are open for access and egress),

## Contest entry

All contests for the remainder of 2020 will be free of charge. no entry fee or site fees.

(This will be reviewed for 2021 along with concessions for season ticket holders)

- \_) Contestants will register with the CD, ensuring at all times a social distance from the control table (Self entry and recording scores Entrant shall only use their own pens)
- \_) NO flight cards will be issued,
- \_) All official flights and attempts will be recorded by verbal communication to the CD and or by themselves self-scoring on official score sheets (using own pen).

## Flying

- \_) All practice flying, and trimming must be undertaken at a distance from the competitors flying in the contest
- \_) All competitors must position themselves to maintain a social distance of at least 2 metres from other flyers helpers and timekeepers.
- \_) For events and classes where it is required to fly from a line or box The line and box will be of sufficient length and area to enable all flyers, helpers and timekeepers to social distance of at least 2 metres

## Handling

Where possible models and equipment should only be handled by the owner and or a member of the same household bubble,

In cases where it is absolutely necessary for another person to handle -models etc THE OWNER MUST FIRST SANITISE THE MODEL AND EQUIPMENT

The handler is advised to wear suitable latex/vinyl gloves and or sanitise hands before and after handling.

Glider (Towline) Specific This class of model generally requires the model to be launched by another person, the following should be adopted .

- \_) flyer mount the model on a self launch devise,
- \_) flyer to operate a self-launch procedure with model in own hands. This procedure is compliant with BMFA rules
- \_) In the event the flyer requires another person to launch the model, preference is that the helper be a person from same household
- \_) If this is not possible then the model should be made ready for flight by the flyer and attached to towline, placed on the

floor or other safe place.

- ]) The helper should only pick up and handle the model when a safe social distance is in place between flyer/helper. After handling the model, the model must be sanitised, and the helper must sanitise hands,
- ]) It is essential that the flyer, before collecting the model after the flight, sanitises the model (taking suitable cleansing wipes and or sanitiser on retrieval),

Timekeeping

- ]) The timekeeper must observe a 2-metre social distance from the flyer and others on the site
- ]) Flight scores to be verbally reported or if self-recording use own pen and recorded on official score sheets (avoiding hand contact with score sheets),

ADDITIONAL:

All On Site Should Avoid Forming Groups of more than 6 people in any one location and always social distance.  
All persons attending the contest whether they compete or not must sign in at control and provide BMFA number and contact details

ANY person who during a contest day displays symptoms of Covid 19 MUST leave the site immediately and inform the CD  
The BMFA and the FFTC are committed to ensuring that all contests take place with the minimum of risk of contacting and spreading the Covid 19 virus

The measures outlined must be followed in full.

Free Flight Technical Committee BMFA August 2020

## 2020 BMFA FREE FLIGHT FORUM

It is intended to hold the thirty-sixth BMFA Free Flight Forum on Sunday, Nov. 15<sup>th</sup>, the day after the AGM, at the National Centre at Buckminster, starting at 10.00. This year's Forum depends on several things. The COVID-19 situation in November is unknown, and at present we need at least six more papers to make a viable Forum.

Because of that it is important that you check on the BMFA website news page: <https://bmfa.org/News/News-Page> before travelling. The decision will be made and announced by Nov. 1<sup>st</sup>, so do make sure to check.

You'll need to bring your own lunch and the finish will be around 5 p.m. The cost for the session is just £10, with proceeds going towards the expenses of the teams that represent us at World and European F/F Championships. Pre-booking will ensure that you get a seat, so send your cheque, payable to 'BMFA F/F Team Support', to the BMFA office at 31, St. Andrews Road, Leicester LE2 8RE.

Meanwhile, please think what you can offer by way of a presentation that might be of interest to fellow free-fighters, whether Vintage, scale, indoor, theory, practical, structures, aerodynamics, trimming, retrieving, thermal detection or how-to-do-it and contact Martin Dilly at [martindilly20@gmail.com](mailto:martindilly20@gmail.com) with your flood of offers.

## PETERBOROUGH MFC POSTAL FLYING ACES

At Any Flying Site You Choose

**FRIDAY 4<sup>TH</sup> SEPTEMBER - SATURDAY 12<sup>TH</sup> SEPTEMBER 2020**

This competition is a replacement for the Flying Aces Meeting at Ferry Meadows on 6<sup>th</sup> September which has been cancelled due to COVID19

### **EVENT.**

A free postal competition for Flying Aces Supporters to overcome health concerns associated with multiple gatherings and a chance to air your small field models.

### **WHERE.**

Any flying field of your choosing suitable for small models and modest max times.

### **HOW.**

Competitors record your own times for 3 flights in each class you decide to fly in. A photograph (where possible) of the models flown, plus times achieved in seconds and your name, address with full post code.

Results may be sent by e-mail to :- [therealchrisrita84@btinternet.com](mailto:therealchrisrita84@btinternet.com) or by post to:- Chris Blanch, 2 Bell Meadow, Martharn, Great Yarmouth, NR29 4UA.

To help compilation of times please show:-

Event, Model, Times for each flight in seconds, and total cumulative time achieved.

**All results must be in the hands of Chris Blanch by Monday, 21<sup>st</sup> September 2020. Thanks.**

### **EVENTS.**

3 Flights in each event. Results per flight in seconds.

**KK ROBIN** ( Brian Lever has kits available:- [blever@btinternet.com](mailto:blever@btinternet.com))

### **VMC PILOT**

**OPEN RUBBER SCALE** (Any rubber powered scale model)

**OPEN CO2/ELECTRIC SCALE** (Any CO2/electric powered scale model)

**JETEX/RAPIER PROFILE SCALE** (Any scale profile Jetex/Rapier model)

### **CLOUD TRAMP**

### **FROG SENIOR**

**RUBBER RATIO.** Please provide model wingspan in inches.

Measure carefully tip to tip ( NOT flat span). Only 15" to 25" models eligible.

**CATAPULT GLIDER.** ( 2 grams rubber 6" handle max.)

### **Max requirements.**

Non Scale Models any propulsion 30 seconds.

Scale Models Rubber/Co2/Electric 25seconds.

Scale Models Rapier/Jetex Profile 20 seconds.

**Attempt.** One attempt per competition flight of less than 5 seconds.

**Awards.** Certificates will be posted for each individual class where the competitor has achieved three consecutive max flights.

GOOD LUCK AND ENJOY THE FUN!

## CROOKHAM GALA

Following the announcement from the FFTC that free flight competitions can recommence in September, I am pleased

to confirm that the Crookham Gala will take place on

**Sunday 13<sup>th</sup> September on Salisbury Plain.**

Events are as follows:

**Modern and Vintage Coupe combined**

(3 flights only and prize for best vintage score)

**Combined Glider**

**Combined Power**

(George Fuller trophy for best Dixlander score)

**Mini Vintage**

**E36**

The contest will begin at 10.00 and finish at 17.00, with any fly offs commencing at 17.15

Entry fee **£12** to include the site fee and unlimited classes.

# Southern Coupe League 2020

## RECOUP THE COUPES !

.....no, the long bit goes on the front, remember?  
 No excuses, we're expecting everyone to join us on Salisbury Plain, Sunday September 13 for the **Crookham Gala** and the second event this year in the Southern Coupe League. The first was pre-covid in December '19 - Le Grand Coupe de Birmingham, the third and final will be **Coupe Europa** also on the Plain on October 17. We know it will cause widespread dismay, but with only three out of the eight rounds possible we will not award the S.C.L. cup this year.

## CROYDON COUPE EUROPA

**17<sup>th</sup> 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](mailto:ray.elliott8@btinternet.com).

## FLITEHOOK

### Indoor Free Flight Meeting

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

Contact: Tel. 02380 861541  
 E-mail [flitehook@talktalk.net](mailto:flitehook@talktalk.net)

Café on Site

**Flyers £8**  
**Juniors & Spectators Free**  
 Flyers must be BMFA Members

**Sundays 10.00a.m. to 4.00p.m.**

**13<sup>th</sup> Sept. 2020      11<sup>th</sup> Oct. 2020**

**Further dates T.B.A.**

## **BMFA South West Area** **Indoor Flying**

organised by  
**Cornwall Vintage Aeromodellers**

at

**Tregorrick Leisure Centre**  
**Tregorrick Lane**  
**St Austell**  
**Cornwall, PL26 7FH**

Flying from **1200** to **1600** on the following dates,

**Sunday 27<sup>th</sup> September 2020**  
**Sunday 25<sup>th</sup> October 2020**  
**Sunday 22<sup>nd</sup> November 2020**  
**Sunday 13<sup>th</sup> December 2020**

Mainly free flight but some **micro R/C**

**Admission:** **Flyers £15** **Spectators £2**

**Phone:** David Powis on 01579 362951

**Email:** [dave\\_powis@hotmail.com](mailto:dave_powis@hotmail.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](mailto: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.

# Free Flight Supplies

Michael Woodhouse

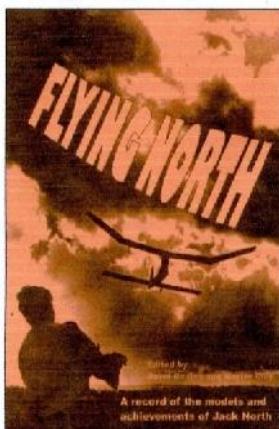
mike@freeflightsupplies.co.uk & <http://www.freeflightsupplies.co.uk>

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!*



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](mailto: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

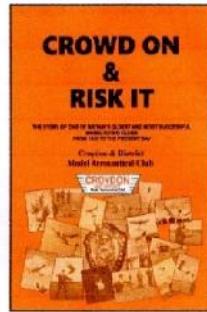
## CROWD ON & RISK IT

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

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

Just £8 by PayPal or cheque.

Contact Martin Dilly ([martindilly20@gmail.com](mailto: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 Gibbons;

Gurney Flaps - George Seyfang;

Gyros in Free Flight Scale - Ivan Taylor;

A Glass Act - Russell Peers;

A Glider for Every Occasion - Stuart Darmon;

A Love Letter to the Free Flight Community - Bernard Guest.



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

Copies are available from :

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

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

## CARBON BOOMS For Hand Launched Gliders

If you need tapered carbon tubes for HLG booms I may have what you want. As supplied they are 99cm long, taper from 5.2mm to 2mm and weigh 6.4gm. As a rough test a 58cm length, suitable for a Yashinskiy type of model, weighs 3gm after a little application of wet-and-dry paper (used wet, of course) and it looks as if there's quite a bit more that can come off. The thin end that's left is good for a catapult glider.

Price is £7.00. In normal times I'd sell direct at contests, but postage and packing would be extra, depending on how many you need.

Contact Martin Dilly to order

Tel: 0208 7775533 or e-mail [martindilly20@gmail.com](mailto: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/M<sup>2</sup> 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](mailto: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!"

## E30 Batteries

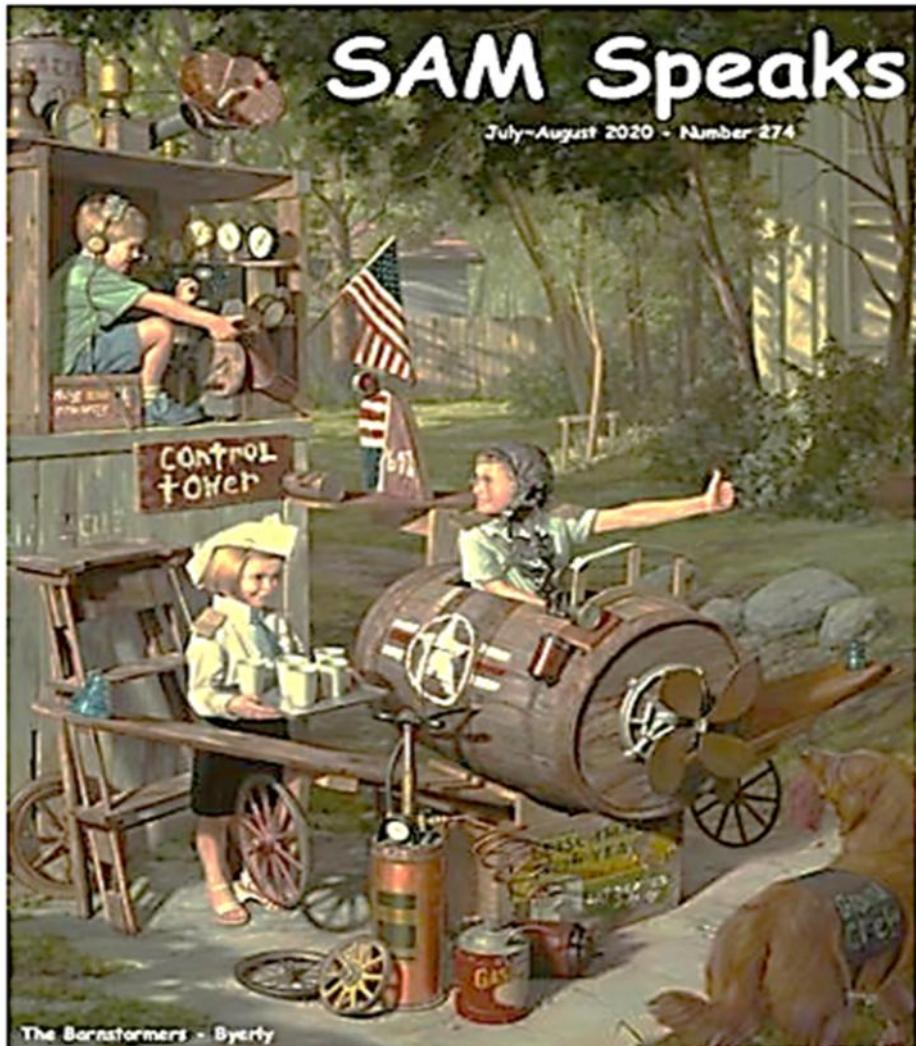
I have bought some batteries direct from China which are suitable for E30. They are labelled 75mAh. I have so far only had time to test three and I can report that they are all good and in fact give a better performance than any I have previously tried. If you send me £10 I will put four in a Jiffy bag and send them to you.

Ron Marking, Pros Kairon, Pennance Road, Lanner,  
Redruth TR16 5TF

# SAM Speaks USA.

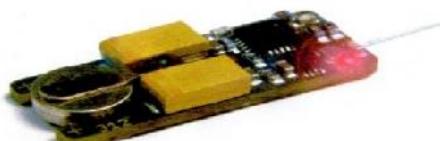
This bi monthly emagazine can be obtained from the Society of Antique Modelers. Web site <http://www.antiquemodeler.org/> for the modest cost of \$30 pa.

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



## 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

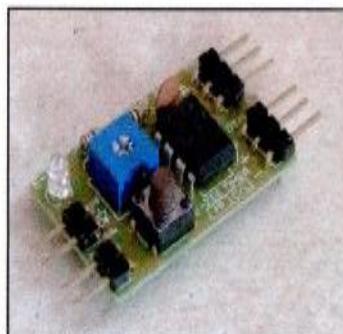
Supplied in protective heatshrink

Very quick delivery, often next day

On sale at

[http://www.leobodnar.com/shop/index.php?products\\_id=217](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

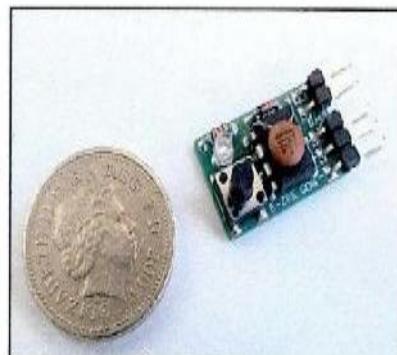
- motor run duration:-adjustable 1 to 30 seconds, set in 1 second increments
- d/t duration:-adjustable 10 seconds to 5 minutes, set in 10 second increments
- motor power:-adjustable at all times from zero to full throttle (by potentiometer)
- push button immediately stops the motor at any point during 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](http://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

### GOOD NEWS from BMFA The FFTC Contest Calendar To Recomence From 1st September 2020

As you are aware the 2020 Contest Calendar has been severely impacted by the Covid 19 pandemic. In our last newsletter we confirmed that all events were cancelled until at least the end of August 2020. Having reviewed the position taking the latest Governments guidelines into account we are now satisfied contest flying can recommence from the beginning of September, picking up from the published calendar. The only exception is the Stonehenge and Equinox Cup contests have been cancelled. In their place two ad hoc contests will be held at Salisbury Plain on the same dates. The Saturday will be for combined RGPE classes, the Sunday will be for F1ABCQ. Space dates on the calendar have been cancelled for the remainder of 2020.

There will be a mandatory Covid set of rules that must be adhered to at all remaining competitions. These are currently being finalised and full details will be published in a newsletter in the next week.

*See STOP PRESS page 38*

September 5 <sup>th</sup>	Saturday	Ad Hoc, R,G,P,E, Salisbury Plain
September 6 <sup>th</sup>	Sunday	Ad Hoc, F1A,B,C,Q, Salisbury Plain
September 13 <sup>th</sup>	Sunday	Crookham Gala, Salisbury Plain
September 19 <sup>th</sup> /20 <sup>th</sup>	Sat/Sun	Vintage Weekend, Old Warden
September 20 <sup>th</sup>	Sunday	BMFA 6 <sup>th</sup> Area Competitions
October 3 <sup>rd</sup>	Saturday	Buckminster Gala
October 4 <sup>th</sup>	Sunday	Buckminster Gala
October 5 <sup>th</sup>	Monday	Buckminster Gala
October 11 <sup>th</sup>	Sunday	BMFA 7 <sup>th</sup> Area Competitions
October 17 <sup>th</sup>	Saturday	Croydon Coupe Day & SAM1066, Salisbury Plain
October 24 <sup>th</sup>	Saturday	Midland Gala, Barkston Heath

**Please check before travelling to any of these events.  
Access to MOD property can be withdrawn at very short notice!**

For up-to-date details of SAM 1066 events at Salisbury Plain check the Website -  
[www.SAM1066.org](http://www.SAM1066.org)

For up-to-date details of all BMFA Free Flight events check the websites  
[www.freeflightuk.org](http://www.freeflightuk.org) or [www.BMFA.org](http://www.BMFA.org)

For up-to-date details of SAM 35 events refer to SAM SPEAKS or check the website  
[www.SAM35.org](http://www.SAM35.org)

## Useful Websites

SAM 1066	-	<a href="http://www.sam1066.org">www.sam1066.org</a>
Flitehook, John Hook	-	<a href="http://www.flitehook.net">www.flitehook.net</a>
Mike Woodhouse	-	<a href="http://www.freeflightsupplies.co.uk">www.freeflightsupplies.co.uk</a>
BMFA	-	<a href="http://www.bmfa.org">www.bmfa.org</a>
BMFA Southern Area	-	<a href="https://southern.bmfa.uk">https://southern.bmfa.uk</a>
SAM 35	-	<a href="http://www.sam35.org">www.sam35.org</a>
National Free Flight Society (USA)	-	<a href="http://www.freeflight.org">www.freeflight.org</a>
Ray Alban	-	<a href="http://www.vintagemodelairplane.com">www.vintagemodelairplane.com</a>
Belair Kits	-	<a href="http://www.belairkits.com">www.belairkits.com</a>
Wessex Aeromodellers	-	<a href="http://www.wessexaml.co.uk">www.wessexaml.co.uk</a>
US SAM website	-	<a href="http://www.antiquemodeler.org">www.antiquemodeler.org</a>
Peterborough MFC	-	<a href="http://www.peterboroughmfc.org">www.peterboroughmfc.org</a>
Outerzone -free plans	-	<a href="http://www.outerzone.co.uk">www.outerzone.co.uk</a>
Vintage Radio Control	-	<a href="http://www.norcim-rc.club">www.norcim-rc.club</a>
Model Flying New Zealand	-	<a href="http://www.modelflyingnz.org">www.modelflyingnz.org</a>
Raynes Park MAC	-	<a href="http://www.raynesparkmac.c1.biz">www.raynesparkmac.c1.biz</a>
Sweden, Patrik Gertsson	-	<a href="http://www.modellvanner.se">www.modellvanner.se</a>
Magazine downloads	-	<a href="http://www.rclibrary.co.uk">www.rclibrary.co.uk</a>
Aerofred Plans	-	<a href="http://www.aerofred.com">www.aerofred.com</a>

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](mailto: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