



NEW Clarion

SAM 1066 Newsletter

Issue
102020

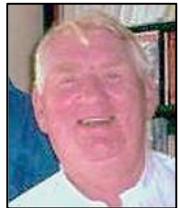
October
2020

Affiliated to
SAM 1066 Website:



Club No. 2548

www.sam1066.org



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AGM Postponement

Matters of the moment: If the year was a conventional year, we would now be setting a date for the SAM1066 AGM. However, the events surrounding Covid-19 have overtaken life in general & have given rise to a new set of circumstances.

Our Club Constitution provides for the setting of an AGM date for each year but does not mandate that an AGM must be held (Article 42). Additionally Article 35 states that a quorum of a minimum of 10 members must be present for any general meeting. Under these circumstances, coupled to the limitation of no more than 6 people from different households can meet under current HMG rules, it is sensible that your Committee recommends postponement of the 2020 AGM until conditions exist whereby an AGM can formally be held.

There is one further comment regarding the Committee. After many years of most helpful & dedicated service, our Treasurer Ed Bennett has decided it is time to step down. We are sure that all members will thank Ed for his work & give him our very best wishes. In the meantime, we shall need to find & appoint a replacement treasurer. There is no immediate urgency as we have spent very little during the year & thus our financial status remains in reasonable shape.

The Committee

Editorial

The competition calendar is now underway and I'm getting write-ups galore. The Crookham Gala has been extremely well reported. I have received so much material I think I could write a book on it. A couple of batches of pictures of the combatants to boot, this editor is one happy bunny. I have stuff I'm saving for the November issue.

Covid is having its effect on indoor meetings however, the Cornwall Vintage meetings promoted by David Powis for the SW Area have reluctantly been cancelled and Alan Price has decided that the Walsall indoor meetings at Sneyd will not be run until perhaps the new year.

The Timperley Club outdoor meetings at Tatton Park are still functioning and Gerry Ferer provides us with a couple of short reports on the goings on up there. Unfortunately he also informs us of the deaths of two members, John Close and Dennis Bean.

I have dug out another of my articles written for the old paperback Clarion back in 2003. This one on the subject of model boxes no less. The value of boxed models was painfully realised when the big fly-off model depicted at the end of my article, which was kept loose in my garage, was eaten by mice. They ate a huge piece of the Mylar covered tail-plane, took a big chunk out of the fuselage and even had a go at the rubber which I had left in it.

Nick Peppiatt gets back to the subject of vintage CO2 with yet more details of motors of the past. There is a decent picture of 1939 Wakefield Cup winner Dick Korda with a CO2 powered model in hand, something I would not have suspected. Nick suspects this will be the last report on vintage CO2.

There is another Paper Airplane from Nick Robinson's book, I still have yet to hear from anyone who has tried to fold up one of the designs. Please let me know, failure or not.

I had a day out at Buckminster, just to break out of lock-down. Did not fly as decision to go was last minute weather forecast dependant and I could not be bothered to organise my kit. My car still has models and kit for indoor in the boot left over from pre-lockdown.

Then the Crookham Gala saga takes over: Southern Coupe League report from Peter Hall and results from Roy Vaughn; further reports on the gala from Jim Paton, Tony Shepherd and Roy Vaughn.

Also pictures from Peter Hall and Alan Brocklehurst. Please keep it up guys.

I dipped into the internet 1937 Aeromodeller and extracted an article on the John Shelley Cup and Bowden Trophy. Reasonably readable reproduction. It takes quite a bit of effort if I have to convert to word for clarity, so as long as no one has any serious objections I will continue to publish direct copy.

Roy Tiller continues his archive tidy up with reproduction of various newsletters of the past. He highlights some of the contents and as always makes a plea for missing copies of the various publications.

Last up is the Secretary's monthly report. Unfortunately he is unable, this month, to supply his normal selection of three plans from our archive so I have resorted to Outerzone and selected some of theirs.

Timperley Model Flyers
Report--- For Open Rubber on 13 August 2020 at Tatton Park.

The conditions were not too promising with a wind from the NE up to 10mph, and temperature 25deg. Only four turned up.

We made the long walk along the path past the Old Hall and sheltered from the sun under the small trees left of the path. As you can see from the photo the trees gave little shelter from the wind.

Doug Barber made the first flight with a proper open rubber model to his own design, with Perryman influenced wing tip shape. It went high in a thermal and with the over long dt was oos before the trees behind the car park. It was found and retrieved much later in a small tree. This was the only decent flight made. All the others flew small models that were troubled by excessive turbulence, perhaps from the wind passing over and under the trees where we sheltered.

Open Rubber 13 Aug 2020					
Name	Model	1	2	3	Total
Derick May	Gollywock	1.25	1.08	0.57	=3.30
Gerry Ferer	Senator	1.01	0.45	1.19	=3.05
Roger Shaw	P30 on 25g	0.54	0.36	0.56	=2.26
Doug Barber	O/D 50g	2.38	----	----	=1.30
Max 1.30					



Doug with O/D Open Rubber



Derick with Gollywock

Our next Tatton flying meeting should be CDH on Thursday 27th August, At present the forecast is for a 6mph S wind with showers.
 I will confirm later.

Gerry Ferer

Aeromodellers Departed:

Gerry Ferer reports:

We have recently lost two long term Timperley members.

John Close, known for flying tailless power models, died on 27th. July. He had been in hospital with heart and corona virus problems. He was 90.

Dennis Bean, died on 12 August.



John Close



Dennis Bean

The photo below was taken at a contest for Ron Brownson's 80th birthday in 2008, each with Ron's design 'Sand Grown Jenny'. Ron and Ian are still with us. We send condolences to Joy Close and Reena Bean and their families.



Dennis Bean

Ron Brownson

Ian Warman

John Close

I have received this email from Reena Bean today. She often came with Dennis to Tatton and to other flying meetings. She baked lovely cakes for special occasions as the above birthday.

"Hi Gerry, I am sorry to tell you Dennis passed away on the 12th August. He was diagnosed with cancer of the oesophagus in January. He kept reasonably well until two weeks before he died. He then deteriorated very rapidly. His wish was to die at home with me and our daughters with him. We achieved this and he died peacefully.

The funeral was on Tuesday 25th August at 12 30 pm. It was held at Brierley Green Buxworth at the church we attended regularly. Unfortunately because of Covid restrictions it had to be a family only funeral. He was then buried at Glossop Cemetery.

Dennis always enjoyed his aeromodelling with the Timperley modellers. I also enjoyed the galas etc when we had some lovely times meeting and chatting with everyone."

Reena

Gerry Ferer



Extracts from Model Aircraft December 1951 & January 1952

Chilly Willy

If you think that winter comes
 Once too much a year,
 Then pity Willie Wakefield, chums,
 He's had it twice to fear.
 For in the days of summer past
 Poor Willie cowered chill
 Before the many icy blast
 Of that other Winter—Bill.

In the Bleak Mid Winter

Christmas has always been a celebrated event in the model calendar for many reasons. It marks the mid-way stage in that ambitious winter building programme, and serves to remind us that it's about time we made a start on the first model. It includes Boxing Day, which since time immemorial has been the appointed date of that big winter club comp., which is never held. It serves to remind us of that ski landing gear which we never made. It—well, it makes a change from modelling, anyway.

While still on the Christmas theme I might mention that, from a modelling point of view, this festive time is full of pitfalls for the unwary. The Truly Wise Modeller anticipates this difficult period by ostensibly rejecting his erstwhile hobby, and masquerading, for the time being, as a normal individual. In this way he avoids the plundering of his stock of coloured tissue for use as paper decorations; forestalls any murderous intentions towards that visiting aunt, who, upon seeing him with his latest speed job, will inevitably say: "There's a lucky boy to get such a nice toy for Christmas"; and rids himself of the obligation to build that complicated kit for that horrid little nephew.

One note of cheer, however, for the family modeller, who can't afford to pay for his kids to go to the pantomime; team racing should be popular this holiday.

Sportwear

Even if, in the modelling circles of other countries, the dressy frivolities of youth are frowned upon by the pin-stripe dignity of age, it doesn't seem to worry the overseas adolescent one little bit. In America the bobbysox shirt, shrieking with gaudy colour and slangy inscription or perhaps garnished with a fancy flourish of "gimmicks," still flaps as breezily as ever, while nearer home the gay continental teenager continues to have it all his own frou-frou way with Bikini shorts and swashbuckling neckwear, not to mention the romper style playsuit for the international occasion. In this sombrely clad country, however, where the gloom and whisker faction meets with about as much opposition as a Communist election candidate in Moscow, such youthful effervescence is kept down to a restrained and gentle simmer. When occasionally it does throw up a little rebellious froth the apoplectic battalions of the Old Boys' Brigade leap to quick and decisive action. And never was their action quicker or more decisive than in their recent trouncing of the 'Funny Hat Brigade'.

Perhaps, in their youthful innocence, the Funny Hatters were unaware of the sacred traditions they so blasphemously flouted. Let us hope, then, that their sartorial defeat does not put an end to their modelling activities, and that they will still continue to frequent the flying field, albeit, dressed in the more sober and conventional attire of a gentlemanly lounge suit; resorting only on the hottest days to that informal uniform of the tropical Englishman, shirt and braces- -tie optional.

One area, I learn, has introduced a novel form of contest. The exact method of scoring seems rather obscure, but it would appear that the three lowest scores earned a free trip to Digby. From what I know of the place this would seem to be quite a fitting punishment.

Extract from Old Paperback Clarion circa 2003

John Andrews goes indoors again

Well, the outdoor season is well and truly over for 2003, so its back indoors in the sports halls again for me. My first event was a visit to Oundle, for their first Friday night do. The meetings at Oundle are well worth a visit, the hall does not have as much floor area as some of the other venues but it is more than adequate for us regulars. Anyway, the price is right, £2 for the 7pm until 10pm event and there is coffee and biscuits available for the inner man.

I went to their first event at the end of October, totally unprepared as usual. I went into my garage during the afternoon and quickly packed a box of models, I took my three Hanger-rats and a film covered lightweight. I boobed as usual; I took one of my rolled tube fuselages and to go with it, the plug-in back end and wing of a different model. The problem being, the plug-in tubes were different sizes, so it was a total rat night for me. I did rectify the error for my next trip to Oundle and arrived at the venue with all models complete. Only problem, the 'good old boys' at the BMFA News had made a total botch of their event calendar, not only was the event not on, the telephone number of the organiser was also wrong. 80 odd mile round trip for nought, I could have had a game of indoor soccer with a bunch of youngsters, but I did not have my shorts with me. Anyway, I would not like to upset youngsters with the sight of my knees.

I think it's best, for your diaries, to list the forthcoming events at Oundle.

These dates are direct from the organiser Lionel Essam Tel. No. 01832 732003.

Friday January 9th 2004. 7pm until 10pm.

Friday February 6th 2004. 7pm until 10pm.

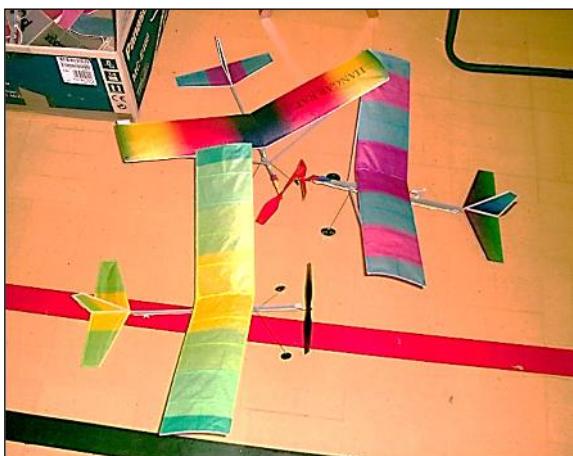
Friday March 5th 2004. 7pm until 10pm.

The events take place in the sports hall of:

Prince William School, Herne Road, Oundle, Northants.

My second foray was the Northampton MAC Indoor Rally at the Moulton Leisure Centre on Sunday October 26th, this being an all-day event enabled me to fulfil my Winter League Golf commitment in the morning, and then I was off to Moulton for the rest of the day. This meant forgoing the intoxicating festivities in the bar at the golf club, but such is my dedication to aeromodelling. We had a good turnout at Moulton; some of David's Friday gang were in evidence, particularly Ernie Hobson with a collection of Hanger-rats and Peter Rolfe with his polystyrene scale jobs. I took a few pictures and took some copies over to David's at the next Friday hanger meeting. One was of Peter Rolfe holding his Monty's Messenger in invasion colours. It was a terrible picture of Peter, he had thought I was only taking a photograph of his model and not himself. The totally blank look on Peter's face, in the photograph, defies description. It's best summed up by the tongue in cheek observation made by another hanger visitor, who suggested Peter should put the picture on his mantle piece to keep his grandchildren away from the fire. I had a good meeting at Moulton, airing most of my indoor aircraft without major problems.

I also spent my prize money voucher from Wallop, at the ever-present Flight-Hook stall. It was a case of back to its roots, as John Hook had donated the prize voucher in the first place. Thank you John.



Ernie Hobson's Rats Nest
at the Northampton Clubs Moulton Indoor Meet

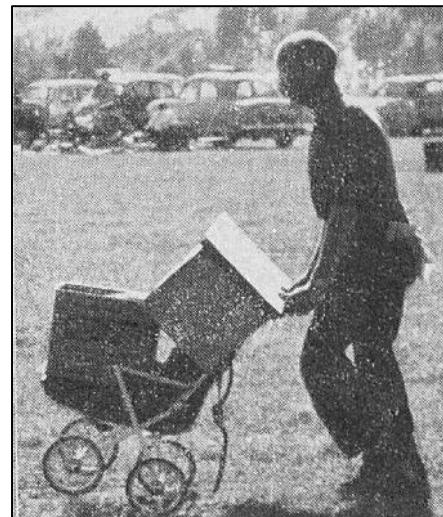
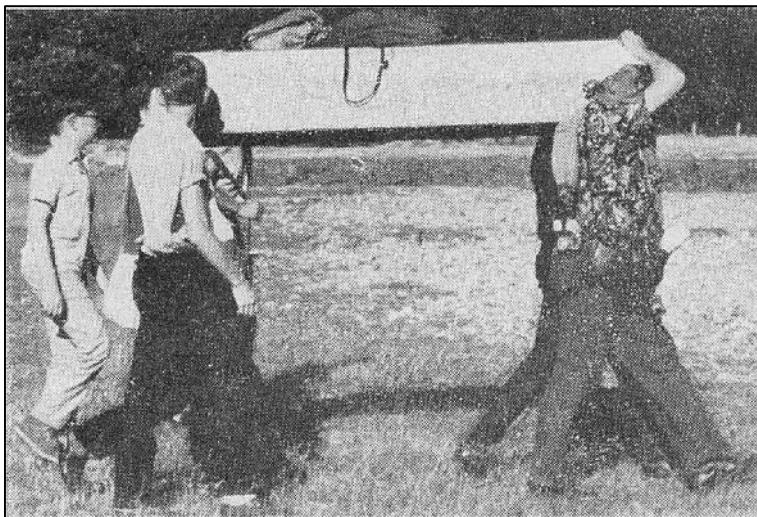


Peter Rolfe's Polystyrene Monty's Messenger

John Andrews – Boxes – Proxy – Absent Fiends

Right, I'm back on the keyboard, Christmas is behind me and roll on the new year. I'll wish you all a !Happy New Year! and good flying in 2004.

I've not done much myself, aeromodelling wise, over Xmas and I've got a few splinters in my fingers from scratching my brain box trying to come up with something to write about. All is not lost however, I was reading an old Model Aircraft, from September 1960, in bed (I keep a pile by my bedside) and the following article took my fancy, so I'll pinch it for starters.



Carrying Cares

WHEN we aged souls at M.A. started our modelling careers, one could buy a very nice, fold flat, cardboard model carrying box, measuring some $40 \times 8 \times 8$ in., at any model shop for the munificent sum of 5s. While the wealthier enthusiast could show his superiority with a fibre box of similar dimensions which had cost him 1s.

The immediate pre, and early post war, period brought forth a rash of beautifully finished wooden boxes fitted with all mod cons, and when these proved a little heavy on the shoulders, one could always fit pram wheels and tow same behind one's bicycle. [Led astray by glowing reports of this form of model transport in the model press, your Editor fitted wheels (unsprung) to a modified mahogany bookcase and sweated his bicycle the 15 miles each way to the flying field—once. Although,

in all fairness, a later trailer which was sprung, and on which several orthodox model boxes could be tied, was successfully used for some time.]

Suddenly someone realised the futility of carrying models weighing ounces, in boxes weighing pounds, and the era of the $\frac{1}{2}$ in. sq. balsa framework, covered in anything from brown paper to leather-cloth, box was with us. Then came C/L, and model boxes were out—all one could see arriving at meetings was the ubiquitous bicycle, the rider—except for the parts supplying motive power—being hidden behind his large stunter.

But the post war generation of young modellers were growing up and could afford motor cycles, and although control-liners were still carried lashed to the rider's back, the universal adoption of this branch of modelling was on the way out, the F/F devotees were returning to their earlier love. However, to carry a F/F model on a motor cycle required a box, and to withstand the high speed buffeting of travel it had to be fairly

strong, but lo, industry was keeping up with modellers demands. The fluorescent tube had "caught on" and a "tube" box was the perfect shape—unless you wanted to carry several models.

Motor cycles were also meant to carry two people, and two modellers usually had four models. This led to the revival of the wooden box—in a greatly refined form. A lightweight frame covered with m/m ply was now worn, and perhaps the best known of these was Norman Marcus's which measured $48 \times 12 \times 12$ in. Anyone who followed him along a main road at high speed will never forget this era of model carrying!

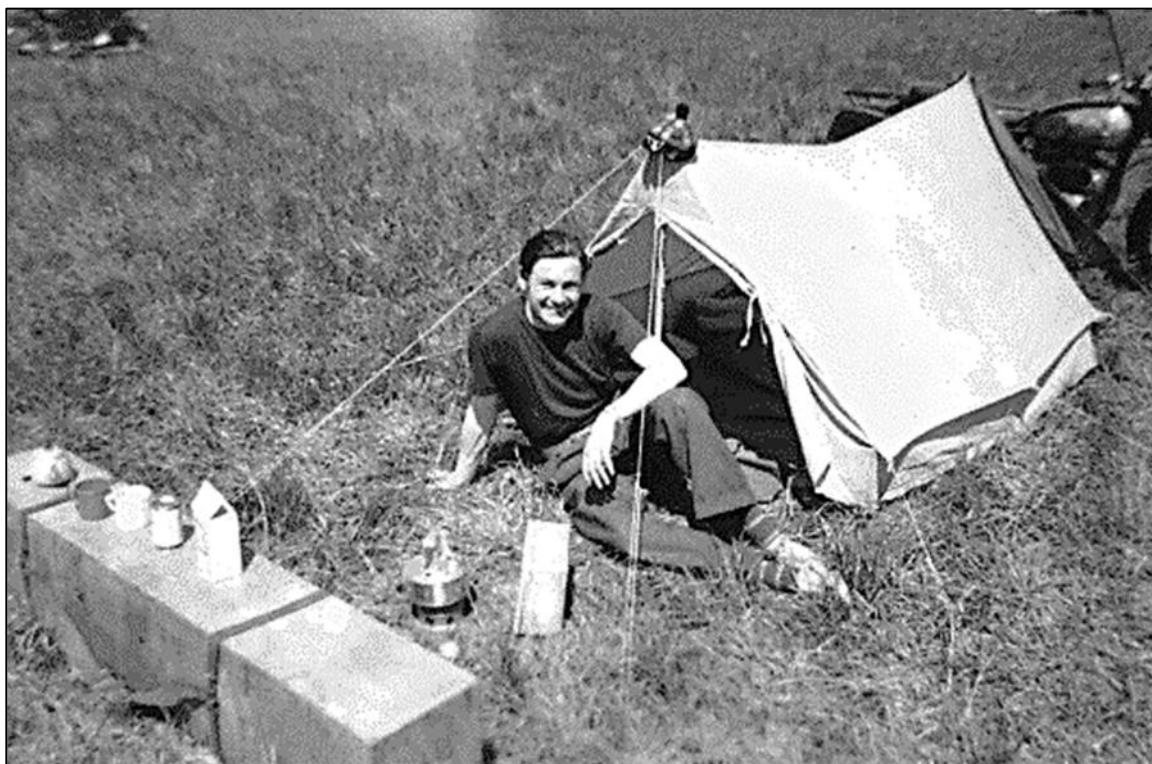
Which brings us to the present day and cars. As everyone knows models fit most easily into a modern car "loose," although six modellers, plus models, into a four seater won't go—hence roof racks and bigger and better boxes.

What led us to these reminiscences? We almost forgot—it was the two photographs, on the previous page. Taken at the Northern Heights gala, they perhaps show the trend of things to come!

All of this falls into line with my own experiences and probably most of us vintagents. In 1948, or thereabouts, my mate Ian Lomas and I flew our free flight on Lawford aerodrome; about five miles away from Rugby where we lived and bicycles were our transport mode. We flew our control-liners on a local rugby pitch; a short walk away, but the trip to Lawford required a box. I had just started my apprenticeship with the British-Thompson Houston Company and they were an electrical engineering company manufacturing a variety of products. Light bulbs were one and it follows that fluorescent tube boxes were our first model boxes.

A bit of a digression here, I was taken on a tour of the Lamp Works, as part of my apprenticeship and it was my first sight of the devious world of commerce. When we came to the end of the production line, I noticed some bulbs were stamped 'MAZDA' and some were stamped 'OSRAM'. In answer to my naive query, I was informed that BTH made the 100watt bulbs for both companies and other companies made the different wattages. A real eye-opener.

Back to boxes, after the fluorescent tube boxes came wooden ones. Half inch square frames mille-ply covered. These were essential, as our transport had moved up to motorcycles. Eric Lord, one of John Bickerstaffe's old Accrington club-mates, gave me the box I used. Eric had moved on to the next box phase, ¼ inch balsa sheet jobs, light but expensive. Now expanded polystyrene is the latest. I have not found a local source yet, but that's the way I want to go.



Above, is my flying mate Ian Lomas, at a Nationals in the late 1950's with Eric's box complete with carrying strap for Ian when sitting on the back of my Triumph. Two of us in that tent, I don't think I could do it these days. I got badly sun burned that year and had an awful night's sleep. Happy days.

(author's note: motor cycle in background looks more like my later BSA Gold Flash)

I think the best box I ever came across, was in the late 50's, it had 'STOLEN FROM DAVE POSNER' emblazoned in huge letters all along the side. I didn't know Dave Posner from Adam in those days, so the guy carrying it could have been anybody. A good deterrent though.

I've got me a good box now. Out of the blue I get a phone call from Colin Shepherd, one of the Alumwell organisers, he explains that he does not intend to fly big rubber models anymore and would I like to have his Jaguar and untrimmed brand new Gipsy. "Yes please" says I. Colin knew that I attempt to fly rubber, as I had buttonholed him as timekeeper for a couple flights at North Luffenham. Having seen my rough and ready models he obviously took pity on me. I picked up the models on my next visit to the Alumwell sports hall. When I got into the hall Colin came over and said "Have you got much room in your car?" "Yes, I'm on my own today" I replied. "Good I've brought the box as well" says Colin. At the end of the day, we went out to the car park and whilst I was loading up my indoor boxes, Colin went off to get his models for me. As I lowered the tailgate of the estate, Colin reappeared, strolling across the car park with this enormous coffin, pictured below, suspended on a couple of rope handles. He opened it up, showed me the Gipsy and Jaguar inside and they looked lost in the cavernous interior of the box. "This is my vintage box" says Colin, "You might as well have it, I've got two more at home. Anyhow the wife will be glad to see the back of it." I was a bit taken aback by the gifts and I'm not sure I managed to thank him properly, so many thanks Colin.

The gift of these models brings me neatly to my next topic, Proxy Flying. I don't know the situation these days, but I remember back in the 50's, you could fly someone else's model under their name. When I went off to do my national service in 1954, I left a Wakefield model to be flown proxy for me, by my mate Ian, in the trials of 1955. Internationally, John Bickerstaffe flew proxy

for Sorjo Ranta of Canada in the World Power Championships of 1956.

It would be nice if I could fly Colin's models, under his name, in our comps. It follows that the many models left by absent friends, who are no longer with us, could also be used for their intended purpose.

I have a large fly-off model, ex the late Ian McDonald, which I would love to fly in anger. I was at one of David's hanger meetings, when I noticed a number of rubber jobs piled up in a couple of corners. On enquiring, David gave me the bad news of Ian's passing, then said "would you like one." I replied in the affirmative and David then said "Which one." I then made the mistake of saying "The biggest." David then produced the bits for the model pictured below. I just could not believe the size of it.

When I got it home I assembled it, and it looked even bigger. I had seen Phil Ball's and J Od's fly-off jobs, but when you have one in your hands, OH-Boy! are they big? I weighed it, 200gms. Now, I always reckon same amount of rubber but 200gms of my Tan II, no way, not for sport flying. I dug in my old rubber box and came up with 160gms of discarded broken motor bits, which I made up into a 16 strand motor. It must have about 20gms of knots in it but it flies OK. That's all folks.



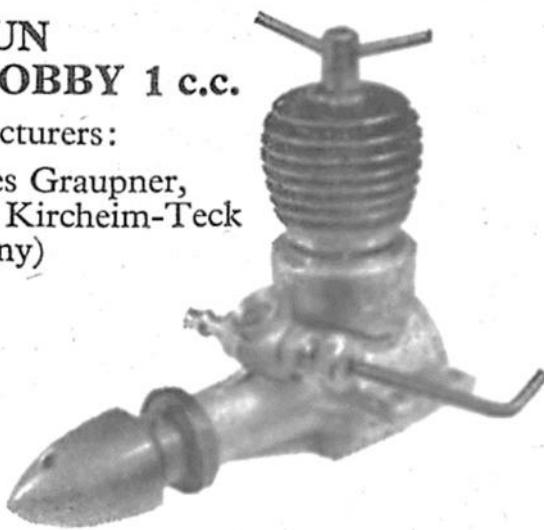
Ian McDonald's Fly-Off Model in your Author's hands

John Andrews

TAIFUN HOBBY 1 c.c.

Manufacturers:

Johannes Graupner,
Kircheim-Teck
(Germany)



Displacement: 0.98 c.c. (0.06 cu. in.)

Bore: 0.42 in.

Stroke: 0.43 in.

Bore/stroke ratio: 1.0

Bare weight: 2½ oz.

Max. B.H.P.: .10 at 13,400

Power rating: .1 B.H.P. per c.c.

Power/weight ratio: .047 B.H.P. per oz.

Material Specification:

Crankcase: Die-cast
light Alloy

Cylinder: Nickel-
chrome steel

Piston: Cast iron

Contra-piston:

Nickel-chrome steel

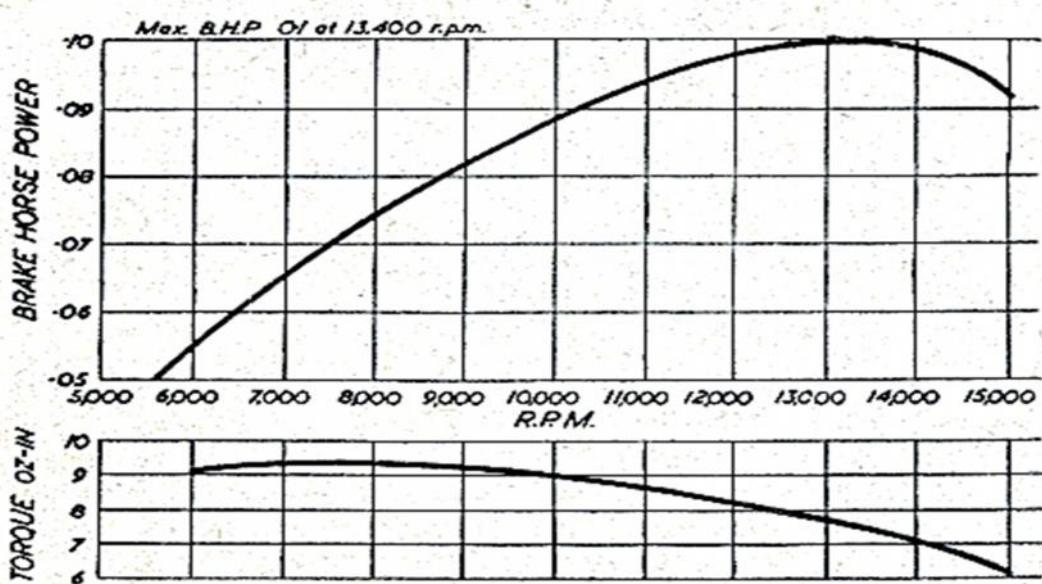
Con. rod: Dural

Crankshaft: Alloy
steel

Crankshaft bearing:
Plain

PROPELLER	R.P.M.
dia. pitch	
8 × 4 (Stant)	8,450
6 × 4 (Trucut)	10,700
6 × 3 (Stant)	14,000
15 × 10 cm.	13,150
7 × 6 (Stant)	9,400
7 × 6 (Stant)	12,600
17 × 10 cm.	12,350

Fuel: Mercury No. 8



Report---For Coupe Comp on 27th August 2020 at Tatton Park

Ideal conditions with the wind from the south, so only a short walk from the car park over the depression to the flat plane and JOD seat area. A rather dull day, the wind varying up to 8mph, with thermals. No problems today, no model into a tree today.

Apart from the CdH comp, Ralph flew a bungee glider, and Roger trimmed. We finished just before rain started at 2.30pm.

Our flying layout



Ian Doug Mike

Ralph on the JOD seat

Roger + Family

Results

Coupe d'Hiver 27 Aug 2020					
Name	Model	1	2	3	Total
Doug Barber	O/D	1.21	1.13	1.31	=4.04
Gerry Ferer	O/D	1.36	1.09	1.16	=3.55
Mike Macconnell	Etienvre	1.48	1.16	1.07	=3.53
Derick May	Etienvre	1.19	0.43	1.02	=3.04
Dave Norwood	O/D	0.59	0.58	1.29	=2.26
Ian Warman	Teachers Pet	0.30	0.23	0.33	=1.26
	Max	1.30			



Gerry's well wound last CdH flight rubber

FREE FLIGHT COMPETITIONS

See details on the BMFA website, and at FFTC News No-106 at website www.freeflight.bmfa.org/fftc-news-106
BMFA events are free of site and contest entry fees.

Sept 13---Crookham Gala. Salisbury Plain
Oct 3-5---Buckminster Gala
Oct 17---Croydon Coupe Europa. Salisbury Plain

Sept 20---BMFA Area-6. Barkston
Oct 11---BMFA Area-7 Area Venues
Oct 24 --Sat---Midland Gala. Barkston

FROM FREE FLIGHT NEWS Sept 2020

Peter King---Obituary. Born in 1940, he died on 23 Aug 20 aged 80. He flew models successfully as a junior. Then became a successful jazz musician on clarinet and sax. Meanwhile studying aeronautics, in 1990 he returned to aeromodelling flying CdH and F1B. He had theoretical articles and his models in FF-News.

Batteries. Ron Marking has a supply of E30 75ma Batteries. 4 for £10.

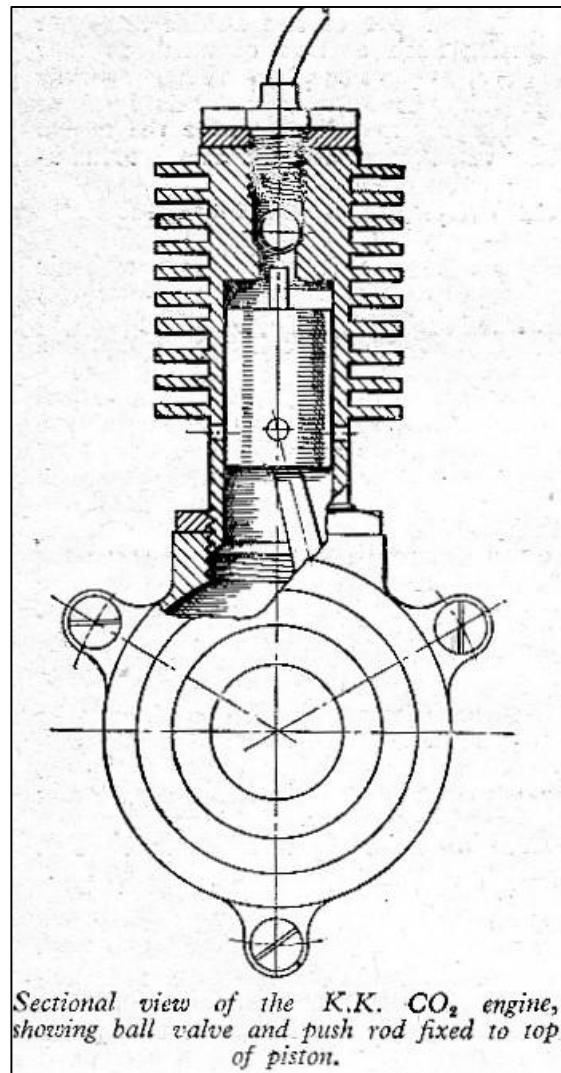
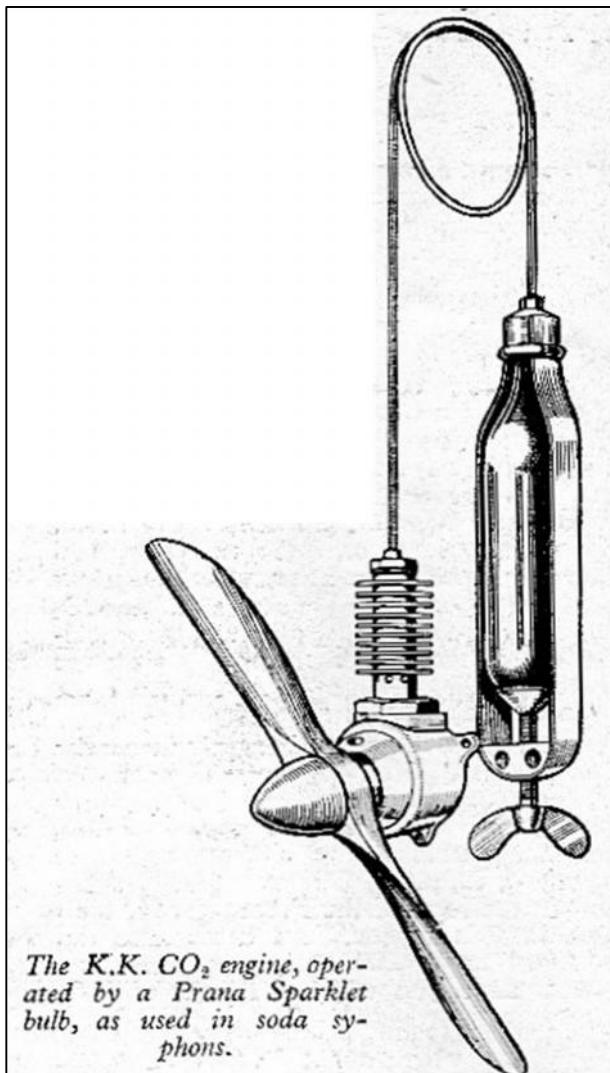
Batteries. CR425 Lithium fishing float type. Single use and rechargeable.
from www.ALIEXPRESS.com

Gerry Ferer

Vintage CO₂ models continued

The KeilKraft CO₂ motor re-visited

Referring to the Introduction to the 1948 AeroModeller Annual, I had a strong sense of déjà vu when I started reading it last month. OEE must have a particular fondness for this piece, as it was also published in the July NC. However, in the section reviewing the British aeromodelling trade, there is a sentence : - 'Finally, a British jet engine has been produced, and as we go to press first announcements are appearing of those fascinating little CO₂ engines that serve as the bridge between rubber and power flying.' I can only assume that this refers to the KeilKraft CO₂ motor, which was advertised in the November 1948 edition of the AeroModeller.

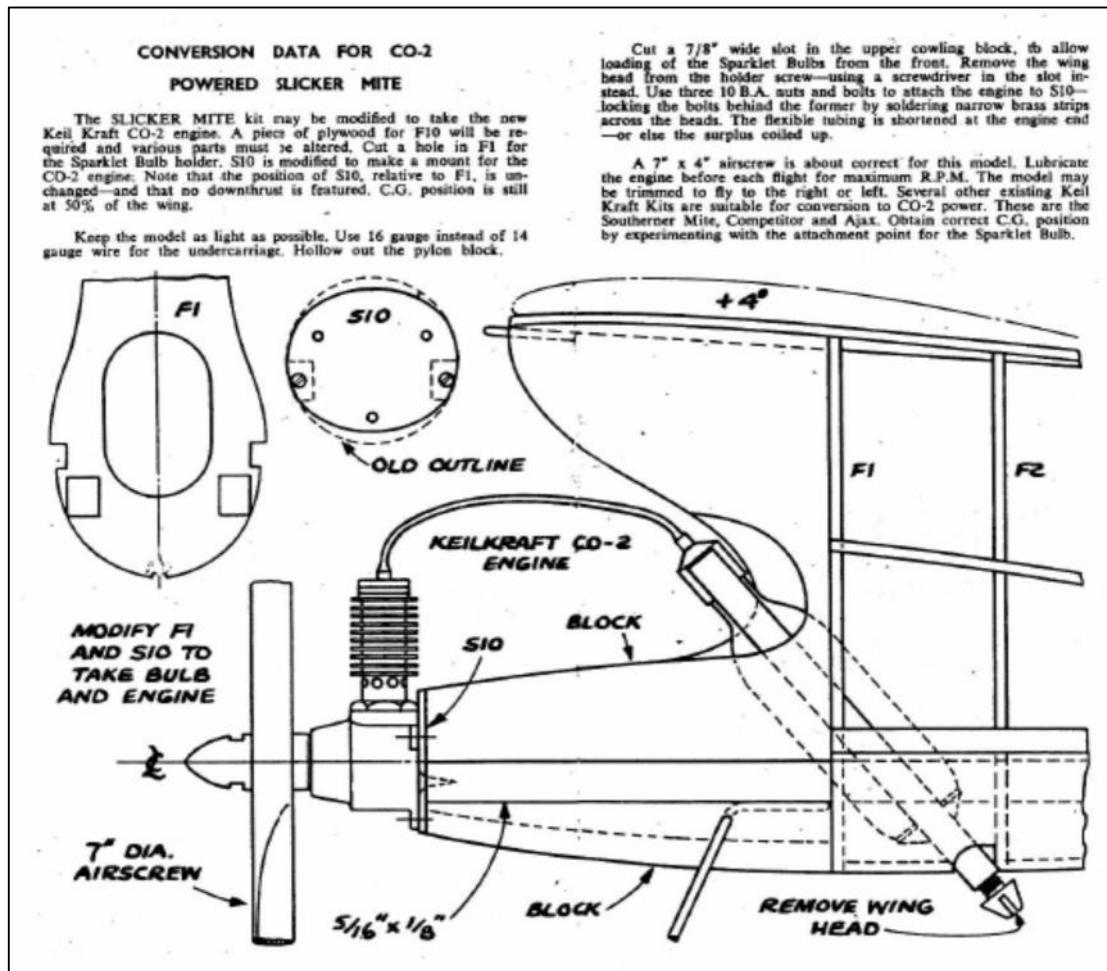


Drawings of KK CO₂ motor from Newnes Practical Mechanics June 1949

The entry 'CETONIA CO₂ 8 cyl engine G/A drg' in Roy Tiller's plansinmags spreadsheet, available on the SAM1066 website, leads to an article by F.J Camm (Frederick James, brother of famous aircraft designer Sydney Camm) entitled 'Model CO₂ Engines' published in Newnes Practical Mechanics June 1949. As well as discussing the Cetonia and Fieux motors, which were produced before the First World War, and appear fiendish in their complexity, there is also a review of the then new KeilKraft CO₂ motor. Camm states: - 'This K.K. engine has an ingenious valve mechanism. Whilst it makes use of an ordinary ball to close the orifice the method of

opening the valve so that the gas may enter the cylinder is as far as I have been able to trace quite new. It will be seen that instead of the usual cam, push-rod and spring, a small push rod is attached to the piston head so that at the top of the stroke the ball is lifted off the seat, thus admitting the gas. Directly the engine has passed top dead centre the ball is forced under pressure on to its seating, thus shutting off the supply.' This, of course, was Bill Brown's innovation which led to all the tiny CO₂ motors we know today.

Although similar to the OK CO₂ motor, the KK motor is clearly not a direct copy. There are distinct visual differences. The bore was quoted in the article as $\frac{1}{4}$ " and the stroke 5/16", giving a displacement of 250 mm³, i.e. slightly smaller than the OK with its bore of 0.275", stroke 0.300" and displacement 290mm³.



Apparently all the KeilKraft CO₂ motors were supplied with details of this conversion of the Slicker Mite.
Drawing from SAM35Speaks February 1986.

In an earlier article I had enquired the cost of Sparklets bulbs at this time. Camm gives the answer. They were obtainable in boxes of six from chemists for 3s (15p). Apparently, there was also an allowance on the return of a carton of empty bulbs. The point is made that such motors could be costly if extensively used. For a comparison the cost of an issue of the AeroModeller at that time was 1s 3d (6p - it's 100 times this today!). A propeller size of 7"x4" is quoted and runs with a usable power of 1 minute were obtained. Unlike the OK CO₂ motor, which was available, possibly on and off from 1947 to the 1960s, the KeilKraft CO₂ motor clearly did not catch on. I have only found two published designs that feature it.

These are the Slicker Mite conversion, details of which were supplied with every KK motor and the plan for Dick Korda's Powerhouse 33, re-drawn for British motors in Model Aeronautics, 1949. We have, of course, already met the Powerhouse 33 for the OK CO₂ motor as a 1947 Berkeley kit.

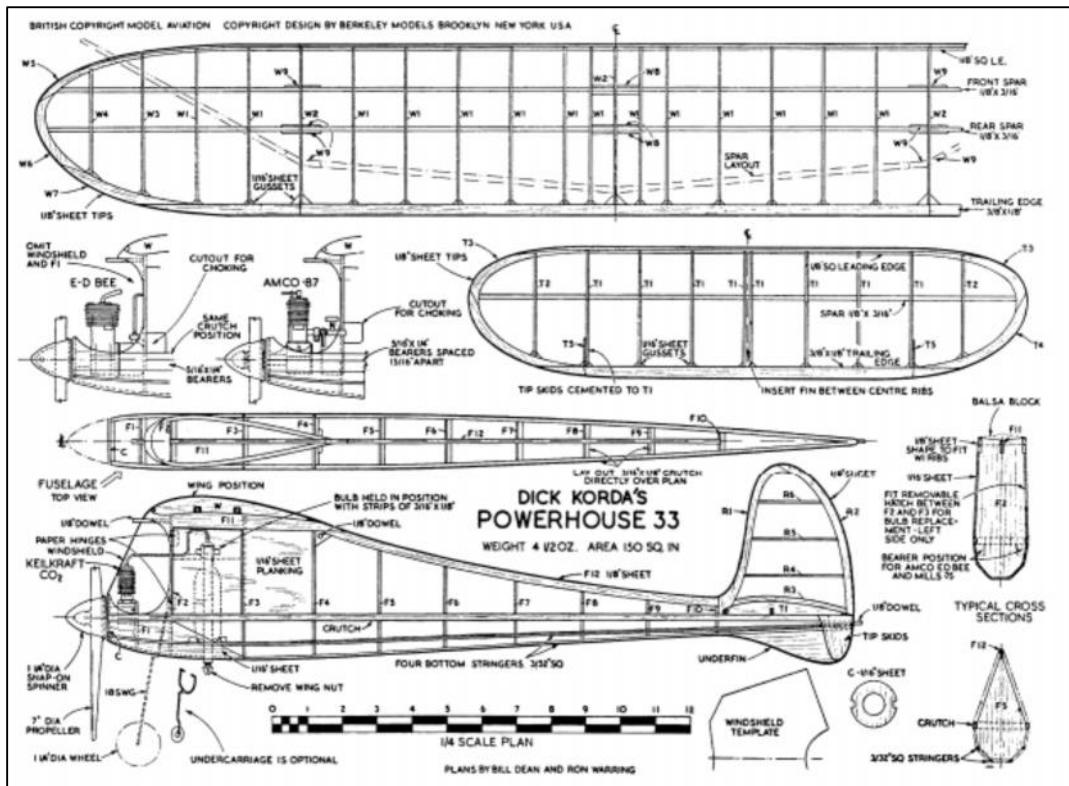


- Dick Korda and his original POWERHOUSE 33—fitted with O.K. CO₂ motor.

One can only speculate on the reasons why this motor did not catch on: -

-) The relatively high cost of running as a full Sparklets capsule is used for each flight
-) The availability and popularity of the small diesel engine. I suspect that most modellers of the time would have preferred the excitement and challenge of these motors to the quieter CO_2 type.
-) The lack of noise restrictions 70y ago.

Unless something really significant turns up, this will be my last foray into the vintage CO_2 designs of the immediately post war period.



Dick Korda's anglicised Powerhouse 33 from Bill Dean and Ron Warring's Model Aeronautics 1949.
Copy of plan from Outerzone

Nick Peppiatt

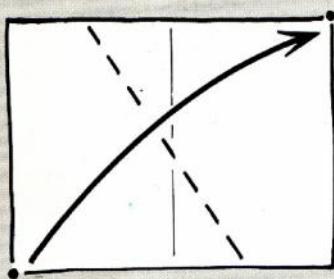
CHASSEUR

ALAIN GEORGEOT

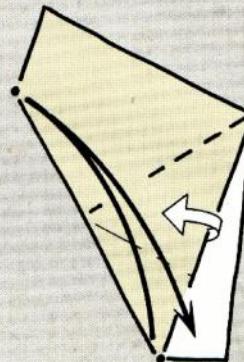
The Chasseur or "Hunter" resembles some of the latest American and Russian fighter-bombers and looks very impressive in flight. It is also probably the most difficult project in the book, so please don't fold it until you have made most of the easier designs. The first four steps establish the

diagonals. If you feel confident enough, fold them directly and start from step 5.

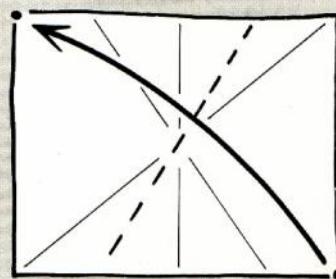
Make your first effort with a sheet of A4, then try a sheet of A5. The paper should be thin but not floppy. Start with the coloured side down and fold the long half-way crease.



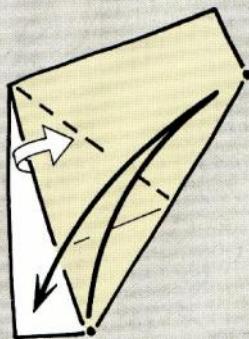
1 Take the bottom left corner to the top right and flatten.



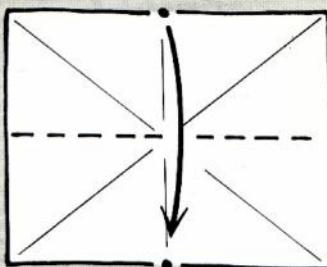
2 Take one end of the folded edge to the other end, crease and unfold the paper completely.



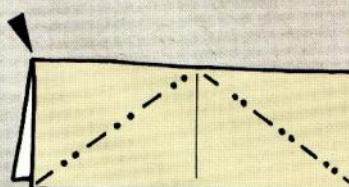
3 Take the bottom right corner to the top left.



4 Again, crease and unfold completely.

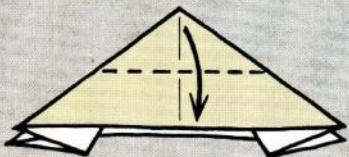


5 You have now accurately established the diagonal creases. The two intermediate creases (steps 1 and 3) will not be omitted from the diagrams. Fold the paper in half.

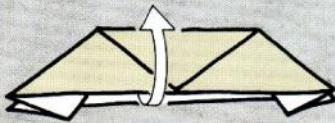


6 Make the diagonal creases into mountains on either side, and inside reverse both halves of the folded edge. The creases are all there, but you will have to change three of them.

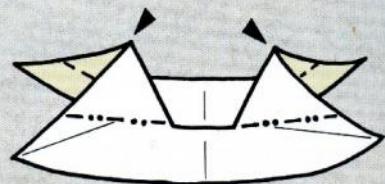
CHASSEUR



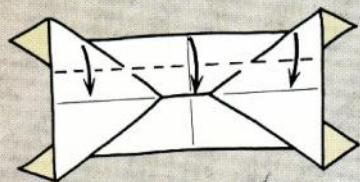
7 Fold the top corner in half downward.



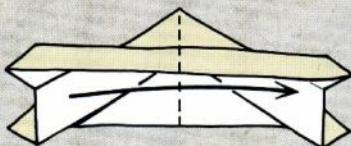
8 Lift up the corner flap and the single layer beneath it and unfold them completely. The paper will not lie flat.



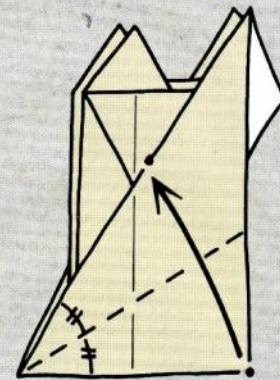
9 Squash both raised flaps carefully and neatly so they are symmetrical. Check this with the crease underneath.



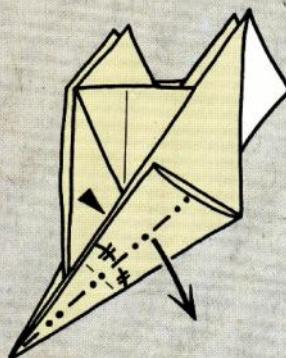
10 Fold the upper raw edge to the centre.



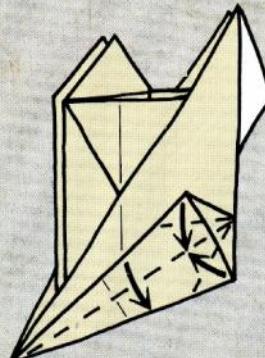
11 Fold in half from left to right and turn the paper round ...



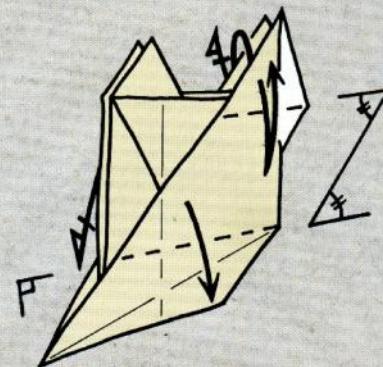
12 ... to this position. Take the lower folded edge to the opposite side of the triangle.



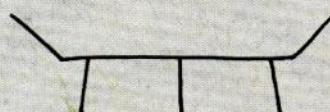
13 Carefully lift and squash the flap, checking that the layers inside have spread evenly; you might need to unfold the paper slightly and make the creases firmly.



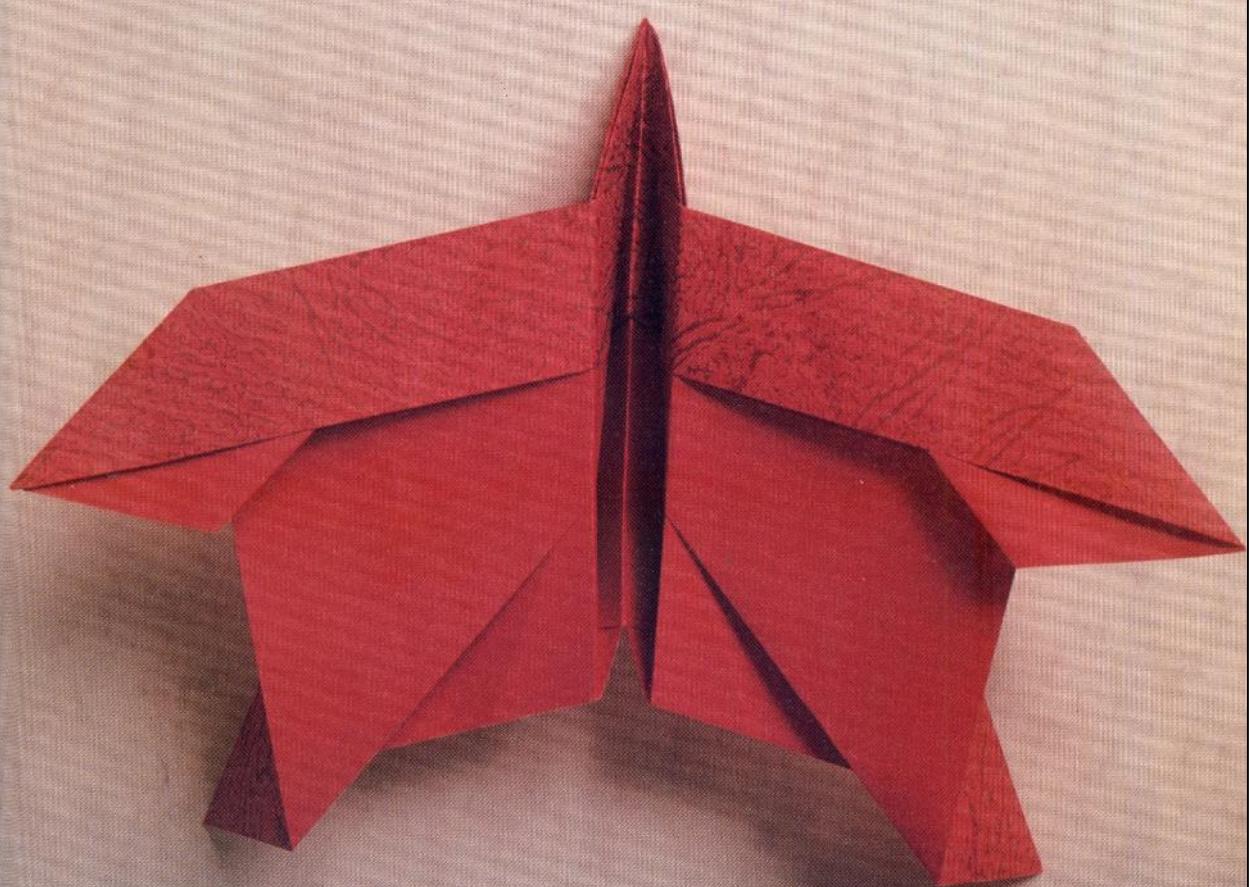
14 Narrow the right-hand end of the squashed flap, then fold it in half.



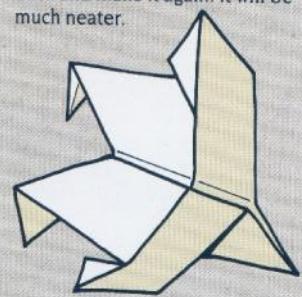
15 Fold both wings down between the two location points and open to right angles, and precrease two shaping creases on the wing-tips; the two creases should be parallel. Finally, shape the wings to match the profile below.



CHASSEUR



16 Congratulations! Now go back and make it again: it will be much neater.

**FLYING HINTS**

You have quite a few surfaces to adjust if you wish to experiment, but the basic design should be launched forwards at a moderate speed. If you launch upwards, it will dive and loop. If the wings keep bending upwards, making the Chasseur head downward, try using stiffer or thicker paper.

From the book 'Paper Airplanes' by Nick Robinson

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Monday 14th. September, the weather forecast was superb, sunny all day and light winds. Mondays are free-flight priority days at the BMFA National Centre and Colin Shepherd of the South Brum Club had been waiting for the chance to pay the site another visit, our last visit having been in August 2018. He telephoned yours truly to tell me he was going and Rachel & I decided to seize the opportunity to break out of lock-down and go as a support group.

We arrived and booked in at reception, incidentally there is no charge for non-flyers so, with wallet intact, I drove the car around the field perimeter and parked adjacent to Colin who had arrived a short while before us.

Others were there, a couple of cars with a Peterborough group and a couple with Ivan Taylor and a fellow scale modeller friend of his. Ivan was flying a superb rubber powered Mosquito and also a rubber powered Spitfire. Conditions were ideal and both Ivan and his friend made several excellent flights.



Ivan winding the Mosquito for one of several steady flights.



The other scale modeller's diesel powered model



View showing quality of model's rigging details

The object of the visit was for Colin to trim out his latest power model, a modified version of George Fuller's classic Dixielander with less angular flying surface extremities. The model was powered with a modified Cox 15. According to Colin this engine seems to have an aversion to flying fields, it works perfectly at home in the shed but not on a flying field. On our last visit in 2018 I seem to recall starting difficulties with the motor in another model, problem then was cutting shortly after launch. Eventually that model finished up in bits in a bag. Col was hoping for better luck this time but it was not to be.



Colin Shepherd's latest beautified 'Dixielander'

Test glides passed without problems. We were flying from the top left corner of the site and the gentle fall away of the field helped to extend the gliding tests.

Colin then moved out well into the field taking his starter box and bits and bobs including wife Pat. This was when the fun started with odds and ends on the model playing up. Rachel & I heard several short bursts of power from the engine but it would not run. Apparently a hole was found in the plumbing and no spare tubing of the correct size was in the box. There followed an exercise in telescoping fuel tubing to fix the problem and then some piece of wire on the engine timer system failed and eventually Colin gave it best and returned to base and disassembled and bagged the model. Incidentally the bags for the model flying surfaces are works of art in their own right, being accurately sized and constructed from Bubble wrap and contrasting black gaffer tape.

In the interim Ivan Taylor made a few flights with his Mossy and then produced his Spitfire and made a spectacular flight, the Spit climbing high and circulating the field, the best rubber FF Scale flight I've ever seen. Further out in the middle of the site the scale biplane was making flight after flight, again a high climber. Flying conditions were superb.

Colin now assembled a Cox 049 powered $\frac{1}{2}$ A model and this was the exact opposite to his Dixy, the engine would not stop. There were quite a few choice words spoken, particularly about Polish Timers. After quite a bit of fettling Col got a satisfactory engine run and cut-off and once again moved out onto the field to give it a whirl. His luck was still missing: engine started no problems; launch straight into a phenomenally fast climb looking spectacular; engine failed to cut; D/T popped and model exploded with the bits of the wing fluttering off down-wind some in lift; the remnants of the fuselage depositing themselves behind Pat in the launch area. It was concluded that Colin's Buckminster gremlins are still present.

We all packed up and headed home, Rachel & I somewhat roasted and sunburned as we had forgotten the umbrella to shade us, not yet ready for meetings it would seem.

No luck for Colin but a good day out for us. Buckminster is well worth a visit.

John Andrews

**Crookham Gala Sunday 13th.September
On Salisbury Plain**

The gala was blessed with great weather. We flew from the airstrip on Salisbury Plain.

I had a mixed day. I flew a Buckeridge lightweight.

The first two flights were easy maxes in boomers.

Unfortunately, for the second flight I hooked the D/T line over the servo fulcrum and forgot to move it to the arm before launching.

Not to worry, I thought, I have the Pyxis gps tracker. I can drive straight to it wherever it lands. After recording 1460 metres distance the signal stopped with Chris Redrup still having the model in view high up.

Flat battery I expect, sooner than I thought it would be.

Third flight was with a Scram and another max. Easy, I thought.

In the fly-off it stalled and was down in less than two minutes.

On the other hand Tony Shepherds power model was up above the clouds before he D/T'd at 4 minutes.

The new tracker beacon arrives today with a bigger battery.

Jim Paton



Gavin Manion explains how it's done to a very relaxed Jim Paton
Picture courtesy Peter Hall

318 THE AERO-MODELLER

SEPTEMBER, 1937

THE SIR JOHN SHELLEY CUP AND BOWDEN TROPHY COMPETITIONS

HELD ON AUGUST 2nd, 1937, AT FAIREY'S AERODROME

(By Kind Permission of C. R. Fairey, Esq.)

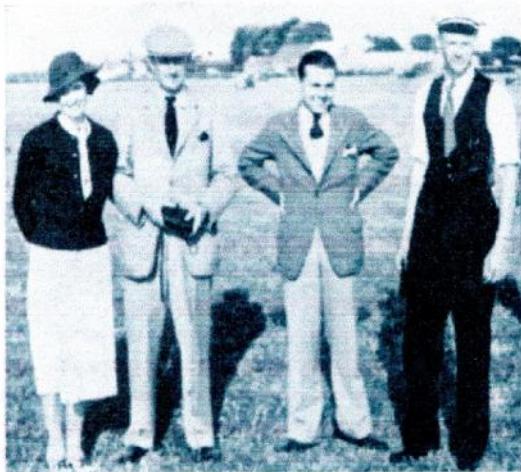
THE SIR JOHN SHELLEY CUP.

THE weather for the two petrol 'plane contests dawned even better than the previous day, there being little wind and the day very hot. This was particularly appreciated, as it is no joke to "wash up" a gas job which has probably cost quite a few pounds to build!

Up till about 10 a.m. competitors were everywhere "test hopping" their jobs, while the less fortunate remained on *terra firma* coaxing their motors to start! The American, Bodie, was unfortunate in cracking his model up, and he and his confederates put in several hours of frantic repair work to make ready for the International in the afternoon. One machine came roaring to earth under full throttle, struck with a bang, and the wing flying off, the fuselage complete went running across the 'drome!

wheels. Mr. R. Sharvell's little job is an excellent example of the small-sized model. The motor, which he built himself, is a half-size Brown Junior. As soon as the Shelley Cup contest opened it became apparent that the standard of flight was going to be very high indeed. Mr. R. J. Trevithick's little Brown-powered model was putting up some fine flights, despite its 28 oz. per sq. ft. loading. (This model had a ducking in the lake in the gravel pits some weeks ago, with the result that most of the plywood had parted, and the nose of the job and engine mounting had to be rebuilt just before the contest). The Bournemouth contingent all had machines of similar design, with wide track undercarts, which helped considerably to good landings. Two or three of Captain Bowden's "Kub" designs were flying very well, and it was with one of these, powered by a "Baby Cyclone," that Mr. Jeffries, of the Birmingham Club, won the trophy.

Competitors using lightly loaded machines had difficulty in judging the times, as there was so much lift in the air that models would stay up for quite a considerable time after the motor had cut out. At times, near the "control," so many motors were being run up that it was quite difficult to make one's self heard! As each machine was started up the owner would take it to the board. Meanwhile, Mr. J. C. Smith, at the microphone, would give a running commentary on the machine's performance in the air. The take-off board was only short, and was used to enable the models to overcome their inertia, so that when they came to the actual grass they were well moving, and only in a few cases were there failures to get off.



Capt. and Mrs. Bowden, E. F. H. Cosh (hon. secretary, S.M.A.E.) and H. Fish, the winner of the Bowden Trophy.

An immense improvement in design was noticeable. In fact, the "crack-ups" could be counted on one hand, and in no case was a crash caused by structural failure. Such smashes as did occur were due to faulty trimming on the tight circles, which gas jobs are inclined to develop. We noticed that there was a great deal of duplication of design. Several "T O Coupes" were present, and seemed quite successful, though one provided some thrills. After developing a vertically banked turn at about 800 feet it came down, motor wide open, closer and closer to the ground. Then, at the last moment, when it had only about 15 feet to go, the motor "cut," and settling into an easy glide it made a perfect landing! Incidentally, we noticed that Mr. Fairey had generously had the grass cut very short, making good landings feasible, even with small

THE BOWDEN INTERNATIONAL TROPHY

This contest was won by Mr. Fish, of U.S.A. When one considers that there were no teams, as for the Wakefield Cup, each country entering as many models as it liked, this feat was quite remarkable, the odds being around 20-1 against him. We, personally, had hopes that Mr. Trevithick, who obtained second place in the Sir John Shelley Contest, would pull this second event off, as his machine was putting up very consistent flights, but his heavily loaded machine made a high speed landing in the long grass and nosed over. Mr. Bodie had by this time repaired his model, but apparently the bad smash it had sustained in the morning would not permit it to be easily trimmed. A machine built from the Scientific Model Aircraft Co.'s "Miss America" kit (designed by Frank Zaic) was performing very consistently, and looked very pretty in the air with red wings and a blue fuselage. The Frenchmen's machines were all of a similar design, flat-sided fuselage cabin jobs, with wings employing a flat equal chord portion in the centre, with tapered tips sharply inclined upwards. They all failed to get off, due to

SEPTEMBER, 1937

THE AERO-MODELLER 319

mechanical difficulties ; they were all nicely built, and some employed a metal casting at the junction of the wire undercarriage legs.

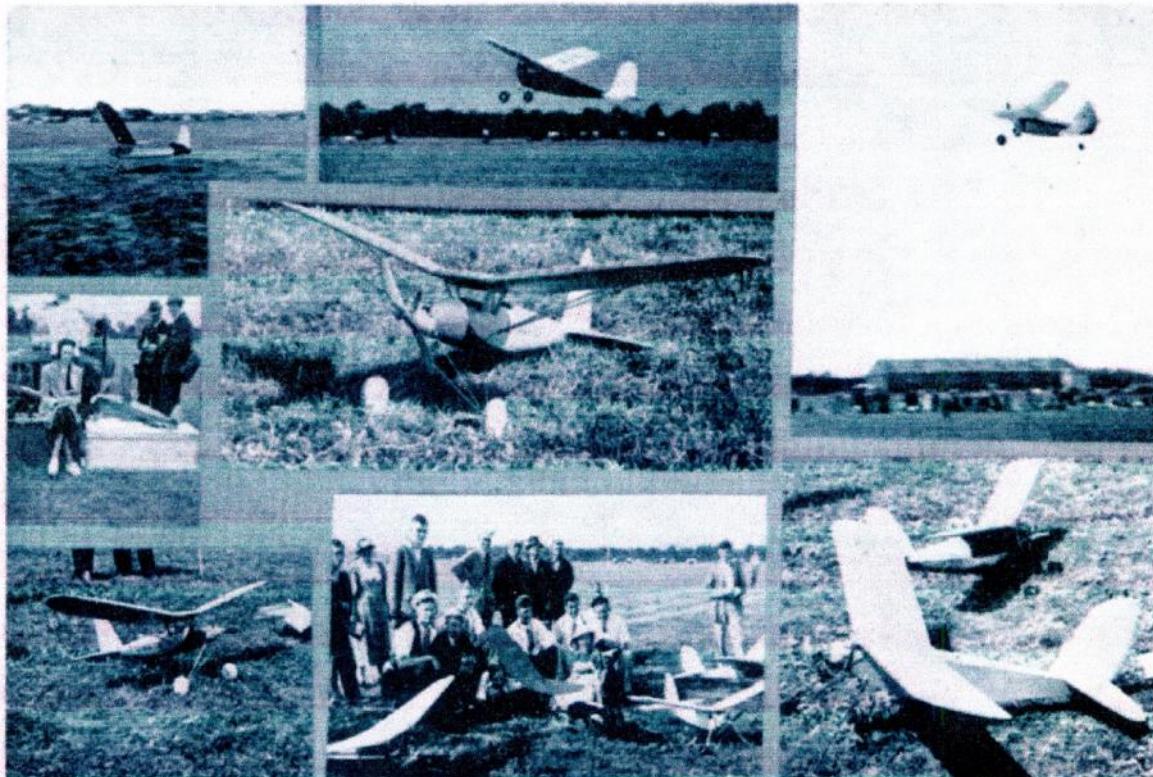
There were few radical departures from general design, though one was a very nice cabin pusher (Baby Cyclone). Also one "Cavalier," 10 in. span, finished all silver, with a fine monocoque fuselage. Mr. Wigdor had a very nice job, parasol monocoque fuselage, with the tail plane carried high on the rudder. In the competition competitors were allowed a time of between 45 to 90 seconds. By varying degrees the different machines were eliminated.

Mr. Fish (U.S.A.) had a very narrow escape with one of his flights, as his design was a typical American duration gas job, which floated for a long time after the power

the drome and on to the cabbage patch. Disqualified ! Fish's model took off perfectly, clocked the requisite time, but on landing the model ran along the ground, struck a tuft of grass and overturned. Loss of points ! It all depended on the next job now, and with bated breath we watched the model take off, fly round nice and smoothly, then the time switch "cut," and with a dead motor it started coming in for a landing. Just as it touched down an amazing thing happened ! the undercarriage folded up underneath it ! Amidst wild applause Mr. Fish was nominated winner. This was a very popular win, as after the long trip they had made we could well imagine the American's feelings had they gone back empty-handed !

There is no doubt that the two-day meet this year has

PHOTOGRAPHS AT PETROL CONTESTS AT FAIREY'S, AUGUST 2nd



Top left: Mr. Fish's winning gas job.
Centre left: Mrs. Fish and the U.S.A. contingent.
Bottom: Mr. Sharvell's diminutive model.

Top: Off! Contestant for the Shelley contest.
1.3 cc. powered gas job.
U.S.A. entrants pose for THE AERO-MODELLER.

Top right: R. J. Trevithick's 23-oz. per sq. ft.
machine underway.
Bournemouth entries. Model in foreground with
a "Comet" motor.

cut out. Having set his switch as for previous flights the model took off steadily and climbed higher and higher—the higher the model the longer was Mr. Fish's face ! It became apparent when the motor cut out that he was going to be very fortunate indeed if it came down in time. On and on it glided, hardly seeming to lose height—the timekeepers began to count the seconds aloud, "86, 87, 88, 89 and a fifth ! " It just touched ground with $\frac{1}{2}$ sec. to spare ! So close were the results that two English machines and Mr. Fish had to re-run. The first job off turned in a wide sweeping circle, then, the motor cutting, commenced a long flat glide which took it right outside

been an immense success, and though next year the Wakefield contest will be in France, the Bowden Trophy Contest will be held in England, and we look forward to the next international meeting for this splendid trophy, so kindly presented by Captain C. E. Bowden.

The contests were all exceedingly well run, and the S.M.A.E. deserve every credit for organising the whole affair without any hitches. Mr. H. York put in spartan work meeting the foreign visitors, and getting them housed in London, while Messrs. Cosh and Smith put in similar hard work in correspondence and the handling of competitors and stewards on the actual day.

Crookham Gala, Salisbury Plain Sunday 13th September
Second Round Southern Coupe League 2020



A blissful day, not a cloud, not calm, but less breeze than forecast. Twenty cars were socially distanced along the airfield ridge. Prophylactic protocols were deployed and anyone shaking hands was immediately sprayed with something. Content with the weather and assured of our safety, eleven entered the coupe event and flying began at 10 a.m. The air was easy and six maxed their first flights. Ben Hobbs and Martin Stagg just fell short by a couple of seconds, Alan Brocklehurst launched badly and didn't recover while Ted Challis' coupe was out of trim. Jim Paton didn't fly - he was away looking for his Buckeridge mini-vintage entry, that went o.o.s. with failed RDT and GPS systems. By lunchtime the sun had stirred up more lift, sink and gusts, all complicated by the valley in front of us. Despite this there were no fly-aways, seven maxed second and third flights and five maxed out. Four flew off in what appeared to be neutral air. Roy Vaughn took first place with 2.58, Chris Chapman second with 2.37, Gavin Manion third with 2.21 and Chris Redrup fourth with 2.17.

Gavin should have taken first place, he flew last, found lift and out-climbed the rest but then DT'd at 2 minutes descending through the circling opposition below. He had set 4 minutes but as he was about to launch a prop. blade came off. He was holding the Tomy timer brake but let go to fix the blade then forgot to add the lost two minutes.

Despite the opportunities for innovation provided by lockdown, only one new model was entered and only Bob Taylor flew vintage coupe. Bob has great difficulty retrieving but managed a couple of flights taking the vintage coupe prize.

Roy Vaughn flew his 14.2 dms. full systems model now at least ten years old but still in prime condition, a very consistent and effective performer. It was good to see Chris Chapman re-coupeing. This was his locked-down (model wise) model's first competition for seven years. It flies right/left and has a beautifully trimmed climb. Gavin Manion entered his mature but ultra reliable semi P.G.I. coupe. This has a large tailplane, only 2 degrees decalage and many subtle asymmetries in the wing enabling him to javelin launch it at high speed with no danger of a loop. Contest Director Chris Redrup found the time to fly one of the late David Greaves' models. This has V.I.T. and W.W. but without a prop. release mechanism is difficult to launch accurately. A flat launch cost him height on the fly-off.

The league table looks a bit threadbare with only two events so far and only Coupe Europa on the 17th October to come, Covid allowing. Chris Redrup, better known for his vintage coupe success, leads the way.

P.S. The new model referred to above is my high aspect ratio model based on Alan Brocklehurst's theoretical work published in Free Flight Forum 2020. It has a wing span of 60" at A.R. 17.5. The flying weight is 86.3 grams. Initial flights look very promising and it maxed out at the competition. Unfortunately I couldn't stop for the fly-off. (see photo)

Peter Hall

Southern Coupe Lg. Rd.2 Results

Roy Vaughn

Crookham Gala - Results - SCL Rd 2				
	Entrant	Club	Maxes	Score
1	R.Vaughn	Crookham	3	15
2	C.Chapman	B&W	3	12
3	G.Manion	Birmingham	3	11
4	C.Redrup	Crookham	3	10
5	P.Hall	Crookham	3	9
6	E.Challis	Crookham	1	8
7	B.Hamms	Oxford	1	5
8	A.Brocklehurst	B&W	2	4
9	B.Taylor	E.Grinstead		0
10	M.Stagg	B&W		1
11	J.Paton	Crookham		0

Southern Coupe League standings after Round 2					
	Entrant	Coupe De Brum	Crookham Gala	Coupe Europa	Total
1	C. Redrup	14	10		24
2	M. Benns	17			17
=	G. Manion	6	11		17
4	R. Vaughn		15		15
5	P. Ball	13			13
6	C. Chapman		12		12
7	P. Woodhouse	11			11
8	P. Hall		9		9
9	A. Crisp	8			8
=	E. Challis		8		8
11	D. Jiricny	7			7
12	B. Dennis	6			6
13	B. Hamms		5		5
14	A. Brocklehurst		4		4
15	D. Thomson	3			3
16	C. Foster	2			2
=	A. Moorhouse	2			2
=	B. Guest	2			2
19	P. Gibbons	1			1
=	R. Elliott	1			1
=	S. Darmon	1			1
=	M. Stagg		1		1
23	M. Marshall				0
=	S. Philpott				0
=	B. Taylor				0
=	J. Paton				0

Roy Vaughn



Chris and Mrs Chapman



Martin Stagg



Ben Hobbs launches, Chris Redrup times



Gavion Manion



Peter Hall's long-un



Roy Vaughn

Peter Hall

A few more pictures from Alan Brocklehurst



Mike Cook launching, Martin Stagg timing



Peter Watson with E36, Alan Jack watching



Chris Redrup and Gavin Manion in Coupe flyoff



Chris Chapman, Ted Challis (seated)



Gavin Manion with Coupe

Alan Brocklehurst

Two Views of Crookham Gala

- Roy Vaughn/Tony Shepherd

Roy Vaughn: Crookham Gala 13 September, Area 8, Salisbury Plain

The weather gods smiled, the sky was blue all day and winds moderate though from the southwest, which meant a rollercoaster ride up to the airstrip. Covid separation and hygiene rules were in full force so the line of cars was long. As well as a full field of contest regulars it was pleasing to see several old friends returning to the competition field after long absences. The air during the day was generally helpful, with calms marking the lift, too good for some. In contrast, the air at flyoff time was ideal, i.e. dead. Flyoff times were low, especially considering that flying from the airstrip ridge gives an extra 100' of altitude.

The F1G competition was, as often, the best supported class. See Peter Hall's Coupe League report for a blow by blow account.

E36 on the 10 second rounds run should be a doddle but out-of-trim models and poor air took its toll. Success in the flyoff on a 5 second run depends to a large degree on a good transition. Peter Watson wrecked a model whilst trimming with a straight up and down flight terminated by RDT and wing fold. Watson beat Redrup in the flyoff due to a perfect transition which left his model a little higher.

Mini Vintage had a mix of models, two rubber, one glider and one power. Paton and Shepherd maxed out and, unsurprisingly given the altitude the Le Timide attains on its 20 second run, Tony's model triumphed in the flyoff. Like Classic Power, the Mini Vintage motor run needs rule-makers' attention.

Talking of which, Combined Power is becoming a class for Classic models, which offer the potential for climbs to altitudes not for publication. The top three all flew Classic models but only Dave Cox managed a clean sheet, the rest succumbing to various maladies. Simon Dixon's Dixielander, not flown for three years, dropped a few seconds in the first flight before trim was restored. Pete Watson failed to reset his timer which stopped the motor at 4 seconds on his first flight and found poor air on his third. Alan Jack's high tech Fora powered model developed a penchant for wingovers and a nose for descending air. Consequently Dave Cox won the day with his trusty Dixie.

Two A2s and a Monks Quickie design from 1952 contested Combined Glider. The modern model flown by Peter Williams maxed out to win the day.

All in all, a cracking day's flying very well organised and run, to the BMFA Covid rules, by club chairman Chris Redrup. Let's hope the remainder of the season is as successful.

E36

1	P.Watson	MFFL	6.00	2.10
2	C.Redrup	Crookham	6.00	1.52
3	M.Cook	Crawley	6.00	0.50
4	T.Shepherd	Crookham	4.41	
5	R.Elliott	Croydon	0.58	

Combined Glider

1	P.Williams	Richmond	7.30	
2	A.Crisp	Biggles	5.25	
3	S.Dixon	Birmingham	4.29	

Combined Power

1	Cox	Crookham	7.30	
2	Dixon	Birmingham	6.58	
3	Watson	MFFC	6.41	
4	Jack	MFFC	6.08	

Mini Vintage

1	Shepherd	Crookham	6.00	2.21
2	Paton	Crookham	6.00	1.38
3	Stagg	B&W	5.52	
4	Crisp	Biggles	2.00	

Combined F1G and Vintage Coupe see report page 24

Roy Vaughn

Tony Shepherd: Crookham Gala Mini vintage

Contestants covered flyers of rubber, glider and power in mini vintage despite there being just four entrants.

Martin Stagg scores two maxes with his Dyna-Moe but just after two minutes of the second flight he realised that he hadn't set the DT and this was the flight that caught the boomer and the model went away. He clearly wasn't going to get the model back on the day so the third flight was made using the standby model which stalled all over the sky and fell just short of the max.

Andy Crisp flew a Suomi glider. First flight was a good max but towline problems on the second saw the model fly with the line still attached. It eventually came off but by then the damage was done and he was down in under a minute.

Jim Paton started by flying his Buckeridge but on the second flight all went pear shaped. The model got caught in a boomer and despite having more electronic systems on board than GCHQ it flew away, not to be seen again on the day. Jim to note - always used well charged batteries in electronic systems. He reverted to his Scram for the third flight and maxed out with it.

I flew an ageing, and much flown Le Timide. The PAW55 takes it up very sedately but it's light weight means that it glides down slowly and it maxed out despite having a slightly off-pattern power run on the first flight.

So the fly-off was contested between Jim and I. After some discussion a four minute DT fly-off was agreed between the two of us, but as so often happens, the greater the fly-off arrangement conversation that takes place, the lesser the length of the flights. Jim's Scram stalled all over the sky and my Le Timide went up and glided down again in pretty flat air but gave me the win.



Tony Shepherd

Report No. 116 Tidy up, continued.

This month starts with the "Northern Area News, The Competition Modellers Magazine", published by the Northern Area Committee of the S.M.A.E. We have about 40 of these, not the first one and probably not the last one. The clues suggest that the "New series" started in January 1960 and ran to a month not known in 1969. This was another newsletter made on a duplicating machine and those in the library have fortunately survived quite well. We have copies for 1961 July and August, 1964 October, 1965 Feb/March, October, November and December, then a run from January 1966 complete through to March 1969 excluding July 1967 and February 1968. All together a bit less than half the total published so we are seeking all those not mentioned.

As suggested by the full title, Northern Area News concentrated on the then current competition scene including competition reports, model plans and design developments. The plans in these magazines are all listed in the "Plans in Magazines" file on the SAM 1066 website. There are far too many to include here, so please look at the website should you need copies of any of these reduced plans and email me with your wants list.

The earliest issue that we are holding, No 7/61 July 1961, does not state an editor's name but readers were urged to tell their friends to subscribe by sending 1/- for the August and September issues to J. B. Pool, so can we conclude that John Pool was the editor? The contents include Derl Morley's comment on the Lincoln Club's gimmick-the tipping fuselage d/t and the editor's report on the latest batch of Dunlop rubber received at the Halifax Model Shop "As good or even better than some recent Pirelli..... gives better than before performance and motors wound many times show no signs of breaking up."

The August 1961 issue includes an article "Model Stability" by B. Eggleston and from "Airfoil" March 1961 a plan of Joe Eisen's *Jaguar F.A.I.* power model.

We now jump ahead three years to our next issue, October 1964, which displays a whole new front page, the title now being "NANEWS The Competition Enthusiast's Magazine" and the committee members are all listed including, Chairman, Ron Firth and News Editor, George Cameron with the typing by Mrs. D. Cameron.

Our next issue with any change to these details is that of October 1965 which shows George Cameron as Chairman and Ron Firth as Newsheet Editor.

Ron continued in post until the June 1967 issue which shows Ron as Secretary and Dave Wiseman as Newsheet Editor. There is a further change in October 1967 with Jon Clements taking over as Newsheet Editor and then a return to post by Ron Firth in the December 1967 issue. Northern Area News was clearly having some sort of problems but throughout this period the appearance, style and content of the magazine remained quite consistent, still comprising contest reports plans and design developments.

The June 1968 edition advises "This Edition by John Pool. I make no apologies for reverting to the heading used for the first of the new series dated January 1969. This is definitely the last of the series. I remember having to give up the editorship of N. A. N. in 1963 because it was proving more than I could cope with. Most time consuming being the typing of most of the typescript (on stencils), the drawing of many of the plans on stencils and the printing, making up and posting. As you will read later there is some hope that in the near future the shock of closing down the News will help to create a team to produce a Free-Flight magazine under a title leaving out the Northern Area bit." Northern Area News did continue for a while "Compiled by John Pool, Chief Typist Mrs. E. Moseley." The last issue we have is that of March 1969, a full 16 pages containing six plans, contest results and dates and even Tailless News but no indication of it being a final issue, so perhaps there were a few more.

John Pool's comment about a new Free-Flight magazine without the Northern Area bit came to fruition in the form of "**Free Flight News**". I can do no better than to quote, with the author's kindly given permission, from Martin Dilly's article published in the BMFA News August 2019, "**Free Flight News is 50**".

"In 1969.....four Croydon club members, Ian Keynes (FSMAE), John Mabey, John Lorimer and Martin Dilly (FSMAE) decided to launch a subscription newsletter to provide plans, technical information, contest reports and results for people involved in competition free flight.

Previously Northern Area News had filled this need to some extent, but had ceased publication the year before.

Today, half a century on and 600 issues later, FFN is still read around the world and Ian Keynes (FSMAE) is still the driving force behind it.

Plans were a strong point of Free Flight News, covering the sort of aircraft and detail that rarely made it into the news-stand model mags. Long before computers made an appearance Ian Keynes (FSMAE) typed it all up and various people, notably John Mabey and Malcolm Wood drew the plans.

By 1982, though, Ian's Apple computer had arrived complete with daisy-wheel printer, simplified production, superseded seven years later by a PC, scanner and laser printer.

Since the abolition of the builder of the model rule today's Free Flight News inevitably features fewer drawings and articles on design and construction.

Inevitably the work involved in producing FFN had impacted on Ian's time for contest flying; originally an F1B Wakefield flyer, after a long break from active competition he has recently been making successful incursions in both the FAI's F1Q electric class and also F1E, magnet-steered gliders, with several British team places to his credit."

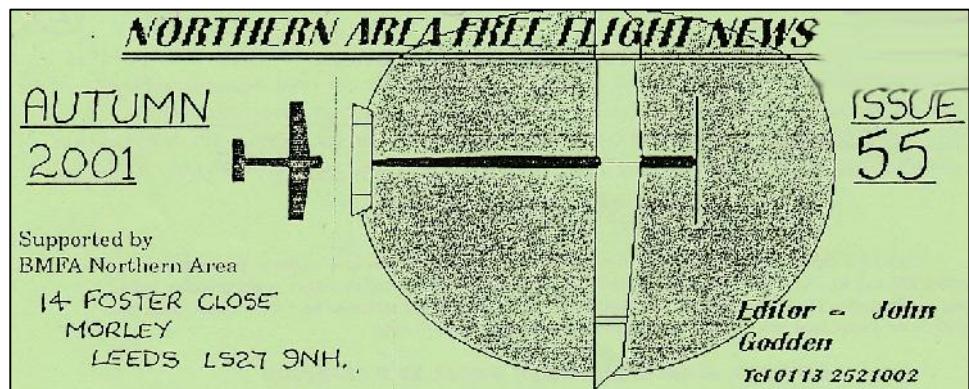


Above are banner headers of **Free Flight News** through time with changes in technology and style, from top left, 1969 and 1970 in just black ink on white, 1971 first colour header, 1989 introduction of the "FFn" logo, then at top right, 2008, 2009, 2010 hollow letters with different infilling for each year and then 2012 a clever use of solid and hollow letters in upper and lower case to show both the full name and the logo.

To subscribe to Free Flight News, either print(£21pa incl. post) or electronic(£10pa) go to: <http://www.freeflightnews.org.uk/home.htm>. Free downloads are available on the website for back issues from 2005 to 2019, either single issues or whole years complete with index.

The library is holding a complete set of FFn from 1969 to 2019 and all the plans featured are listed in the "Plans in Mags" file on the website. For copies of plans from 1969 to 2004 issues send me an email requesting a scan of the required page, for 2005 onward go to the website.

NAFFnews. We have no complete issues of **Northern Area Free Flight News** but we have the plans from issues Nos 15, 20, 22 and from 49 through to 85. These cover a time span from August 1989 to

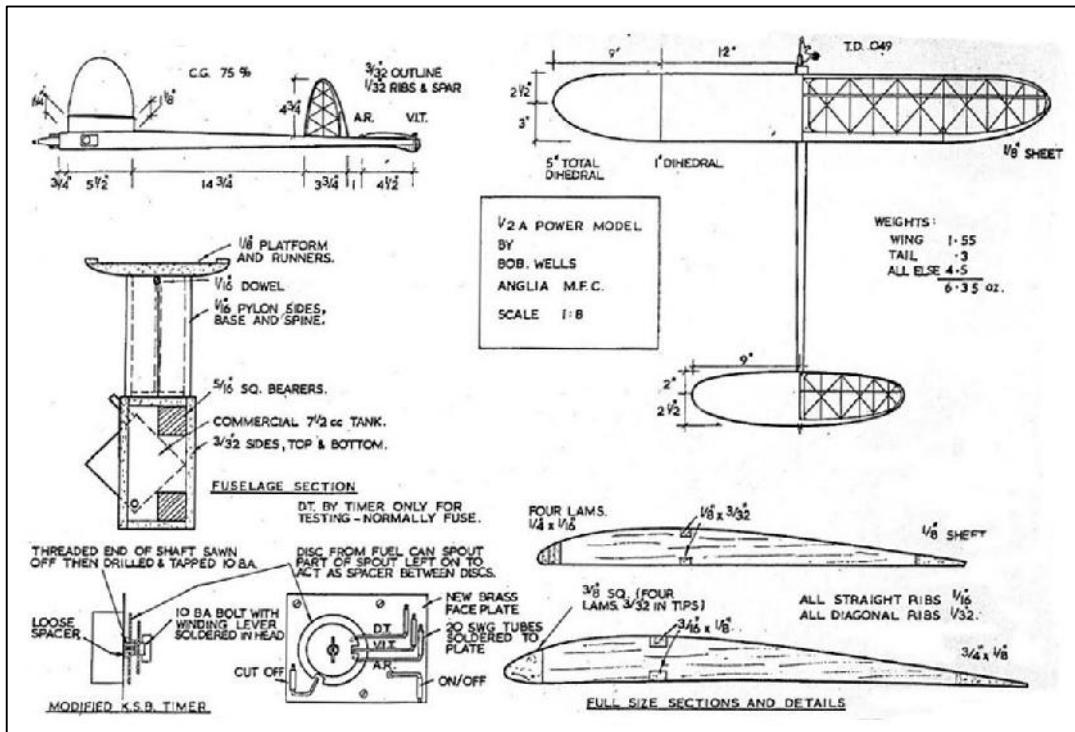


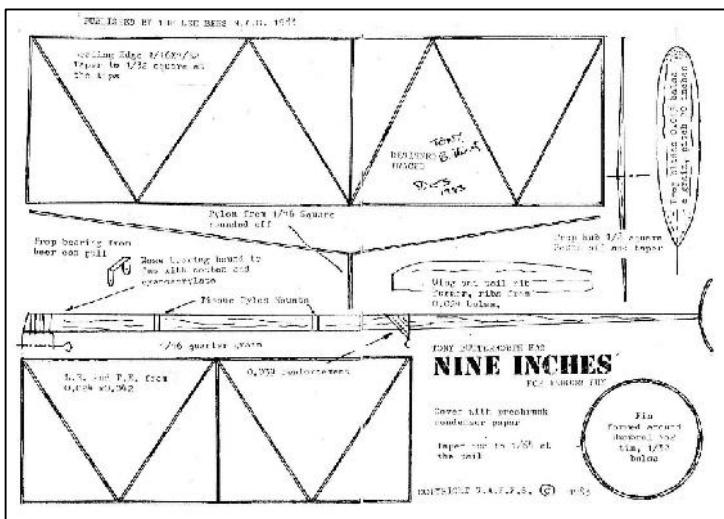
Summer 2009. From the dates and issue numbers it would seem that NAFFnews started about mid 1980's and ran at an average but variable rate of about 4 per year until; I do not know when. The editor was John Godden for at least part or perhaps all of the time and much of the content is in his remarkable copperplate hand writing. The plans in NAFFnews cover both modern and vintage models and are, of course, all listed in the "Plans in Mags" file.

The "East Anglian Area Newsletter" is another where we have no complete issues but fortunately Mike Woodhouse offers on his web site, www.freeflightsupplies.co.uk, a set of drawings from the newsletter, all at A4 size, see below. Mike advises that the EAA Newsletter ran in various formats from the 1950's to 1988 and that the plans were drawn by Bob Wells and appeared through the 1970's. The plans are fairly evenly split between glider, power and rubber models. As you might expect we have these A4 drawings and they are all listed in the "Plans in mags" file on the website.

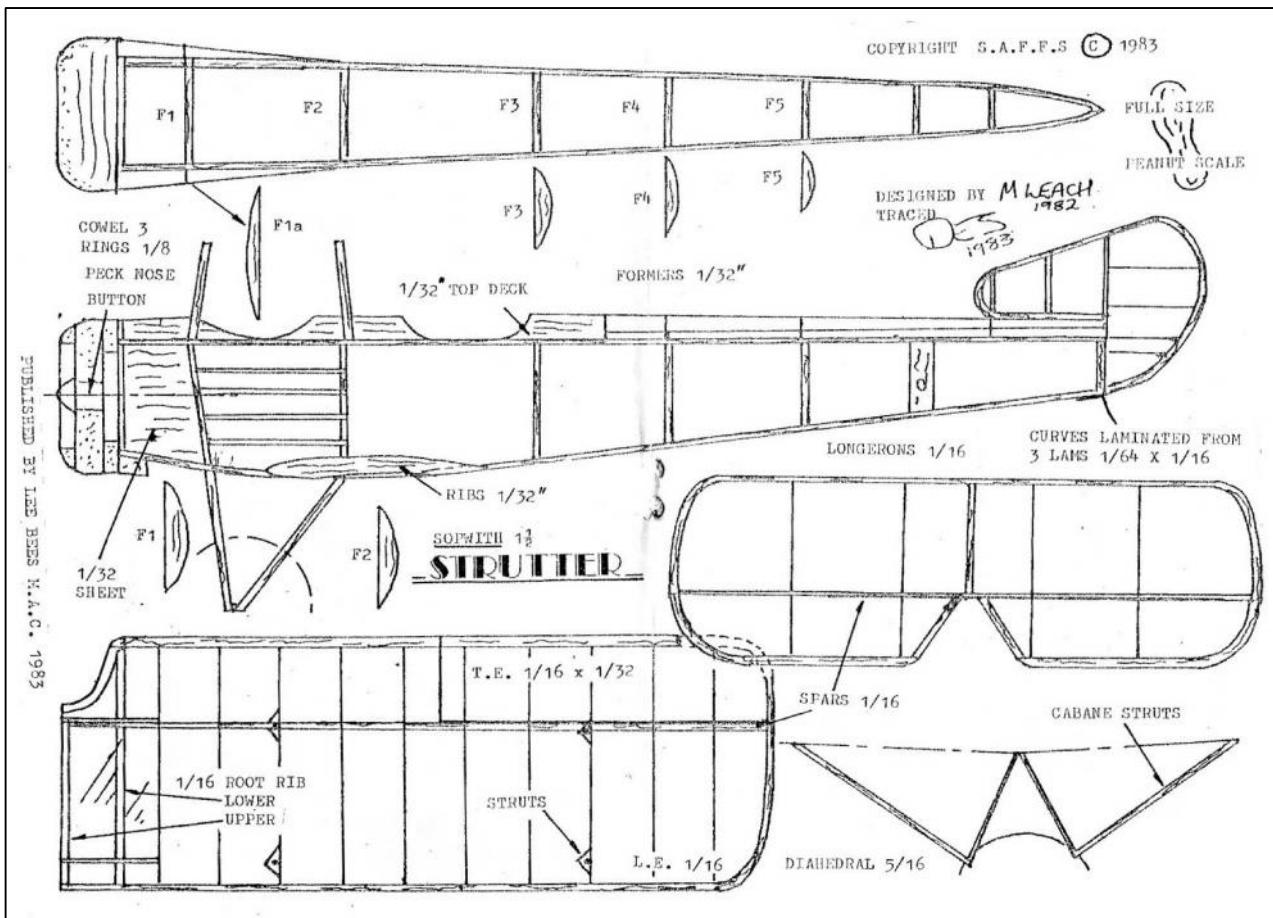
3 View Plans East Anglian Area Newsletter

A limited edition of scaled and dimensional drawings, 43 A4 size drawings, featuring free flight competition models originally published in the EAA Newsletter £5.00 per set.





We have just one copy of "The Buzz" the Journal of the LEE BEES M. A. C. This is a "Special Indoor Issue" dated January 1984. The contents include three plans, *Macopters* by Doug McHard from Aeromodeller Annual 1959 and two others which I have not seen published elsewhere. Plans herewith for the *Sopwith 1½ Strutter* peanut scale model by M. Leach and a 9" wingspan indoor model by Tony Butterworth, rather saucily named *Nine Inches* for indoor fun.



Now to summarise what we are seeking for the library from all the above.

Northern Area News, quite a lot, as we have only one complete year, that being 1966.

Free Flight News, nothing needed.

Northern Area Free Flight News, again quite a lot, other than from No 49 to 85.

East Anglian Area Newsletter, nothing needed, we will rely on Mike's plan pack.

The Buzz, we need any issues that contain plans (other than the Special Indoor issue.)

Airfoil, we have not even one of this newsletter, so need everything.

Feedback. Last month I asked when was the last issue of the North Western Area Committee's newsletter "Aeromodelling". John Feeney, who was the editor, telephoned to advise that the last issue was late 1964 or early 1965. Thank you John.

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

Roy Tiller

Hugh Stevenson: Srato Baby

John,

I very much enjoy the New Clarion and just to show that you aren't wasting your time with the mag I have built a Keil Kraft Strato Baby after seeing the article in the September 2019 Clarion. Test glides in the garden weren't very inspiring and I thought I had a duffer on my hands but I took it out yesterday and it flew perfectly with almost no trim changes needed, it looks ever so pretty in the air so I have to say a big thank you for publishing the article which inspired me.

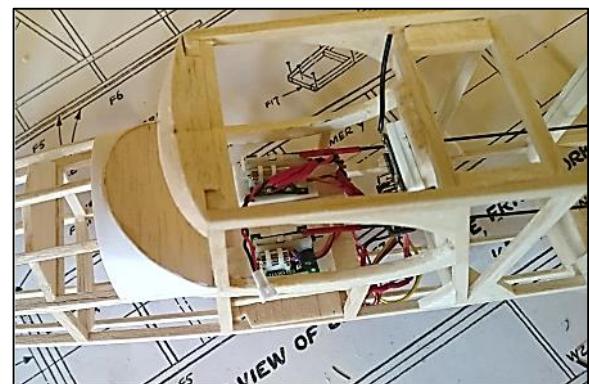
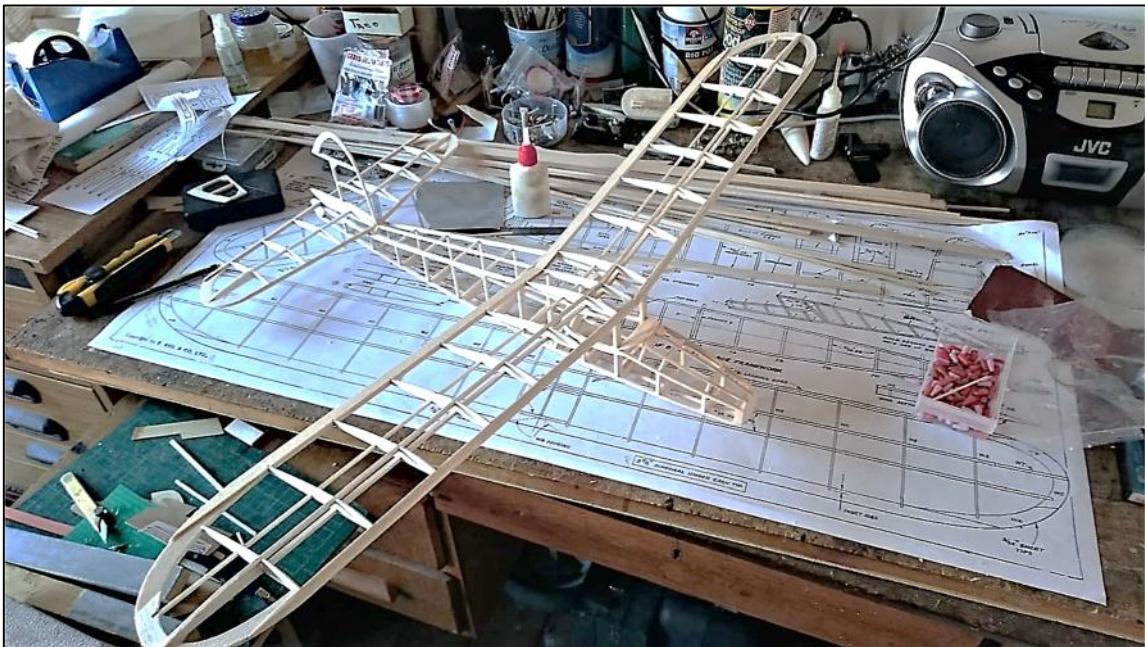


Best regards ,

Hugh Stevenson.

Colin Shepherd: R/C Keil-Kraft Cadet





Colin Shepherd

Secretary's Notes for October 2020

Roger Newman

These notes are being written away from home & with not such good access to the internet, thus are of necessity quite brief.

P E Norman: There are those of us who will remember P E Norman, a man of many talents outside his hobby of aeromodelling. I have been recently contacted by his daughter Virginia, who was only 12 years old when he died. She is most interested in finding out more about his modelling activities & our Hon Librarian has managed to dig out a load of information that has been forwarded to Virginia.

If any SAM 1066 members have recollections of his models & flying activities, would you be kind enough to email them to Virginia who can be reached on jinnybriant@hotmail.com I know she would be most appreciative, particularly those concerning his flying days at Epsom & perhaps Chobham Common.

Croydon Coupe Day/SAM1066 events

Covid restrictions keep changing for the worse, to keep a damper on our flying activities.

With what is happening, it is prudent that our planned joint event with Croydon on 17th Oct is considered with care. At present the BMFA/FFTc advice is that there is no reason why the event should not be held. So for now, the plan is to go ahead. This means that there will be the Croydon Coupe Day events plus SAM1066 E36 & mini-vintage events. However, do please note that the day may be subject to last minute cancellation if there are further Government restrictions placed upon the community that affect our ability to hold the event. If this does happen, a note will be posted on our website & if possible, an email sent to all members advising of the situation. Quite when we will be free of restrictions is totally unknown. However, do also be aware that the use of our very few remaining flying fields comes under even closer scrutiny by the Authorities.

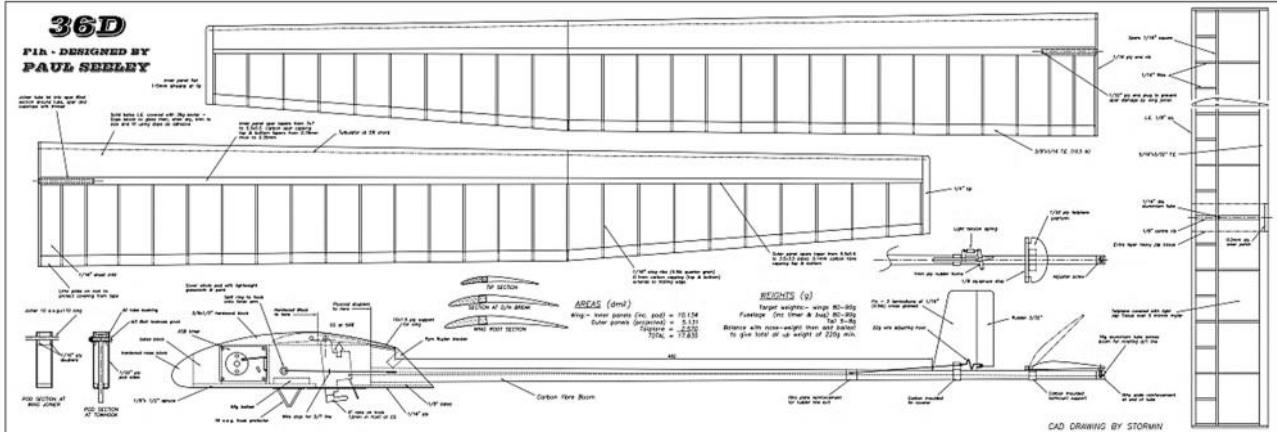
Not a lot else is happening on my personal modelling front. As I have been more than over occupied with events other than modelling for the past few weeks, nothing has been done on anything - not even thinking about possibilities. However, we cannot give up & once back home, thoughts will turn to what can be done.

As I have no access to plan data, the choice for the month has been left in the capable hands of our Editor, albeit, I have managed to get hold of a P E Norman plan for his Antzpants power model if there is space for it.

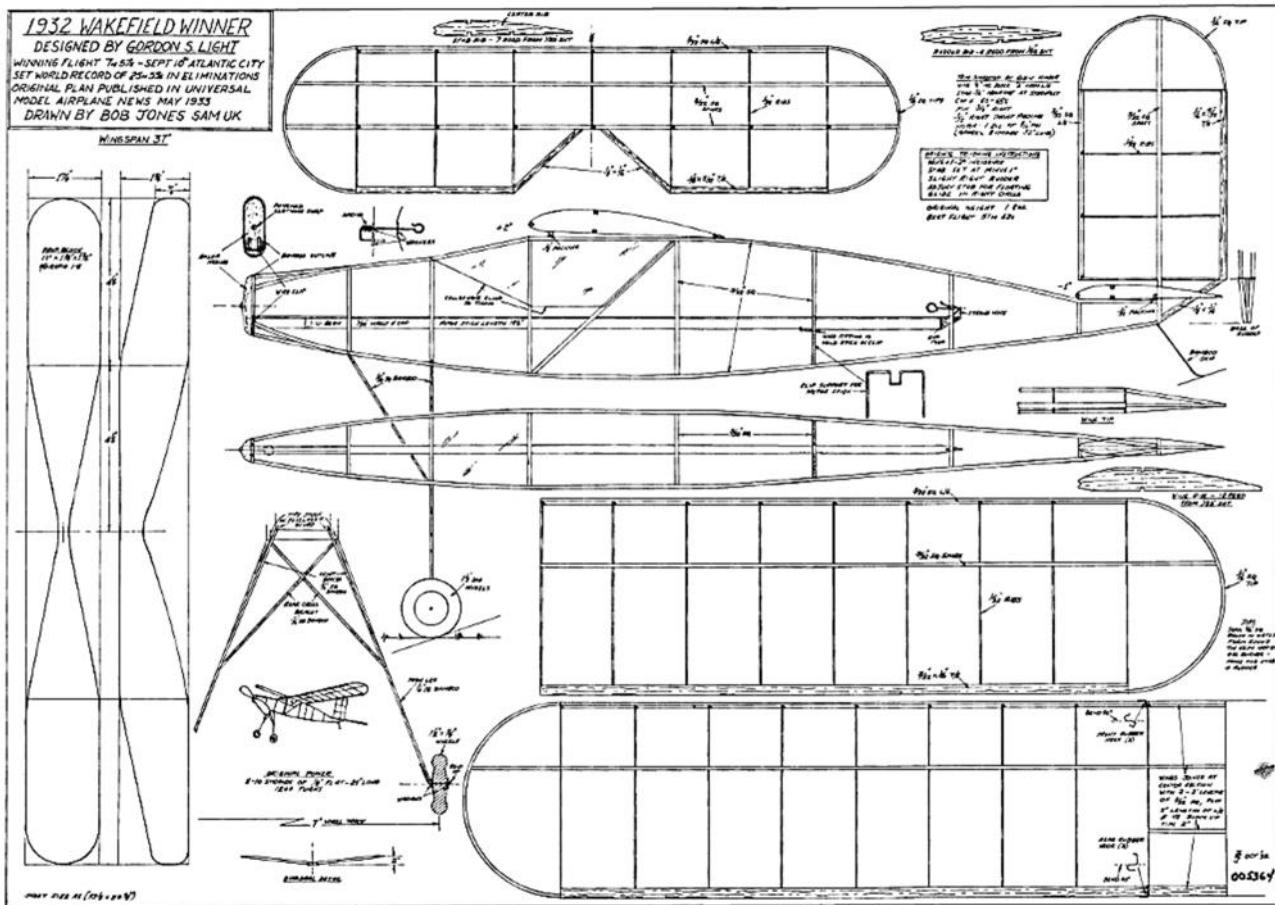
Plans for the Month

(Editor: These first two were taken from 'Outerzone' and are available from their website)

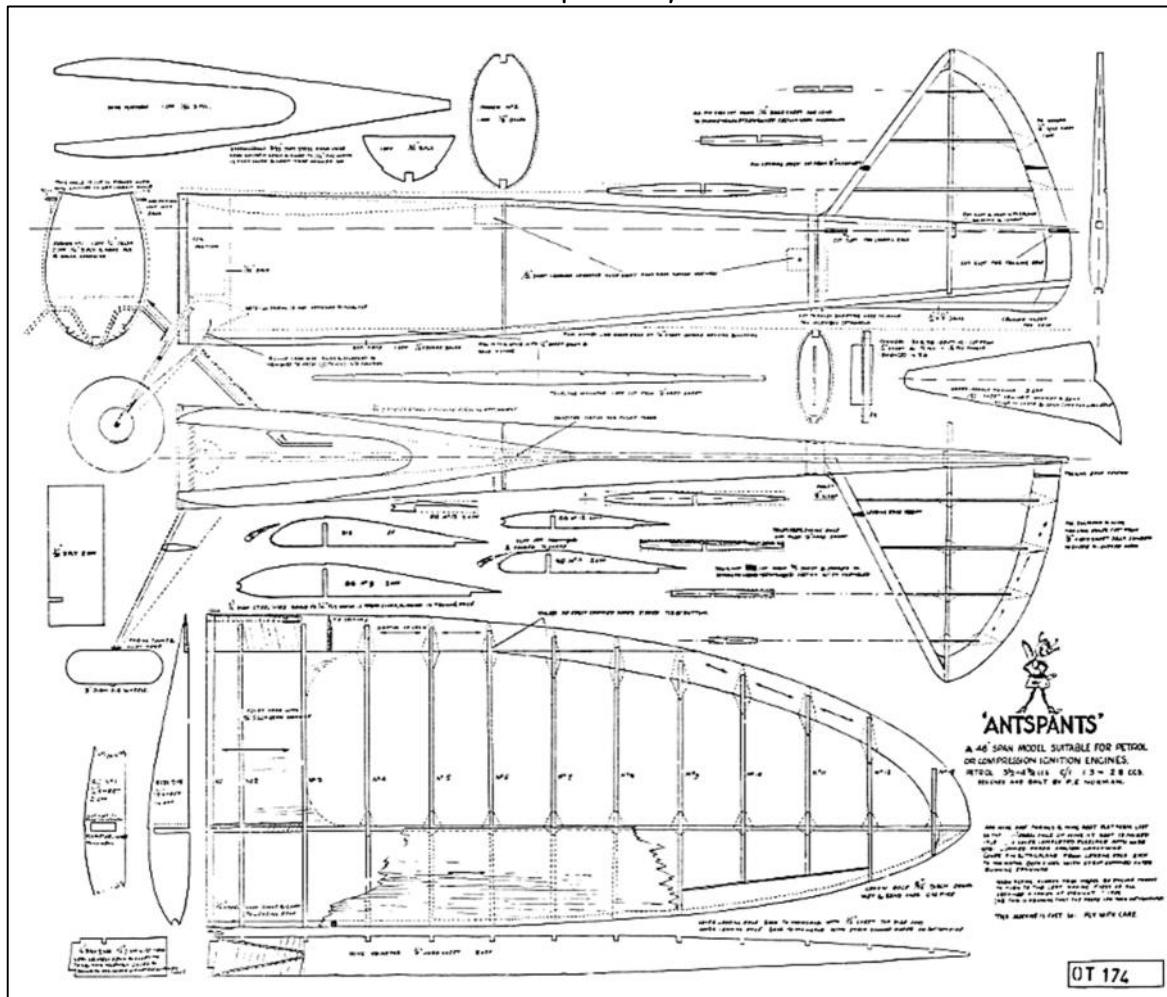
Glider: '36D' by Paul Seeley

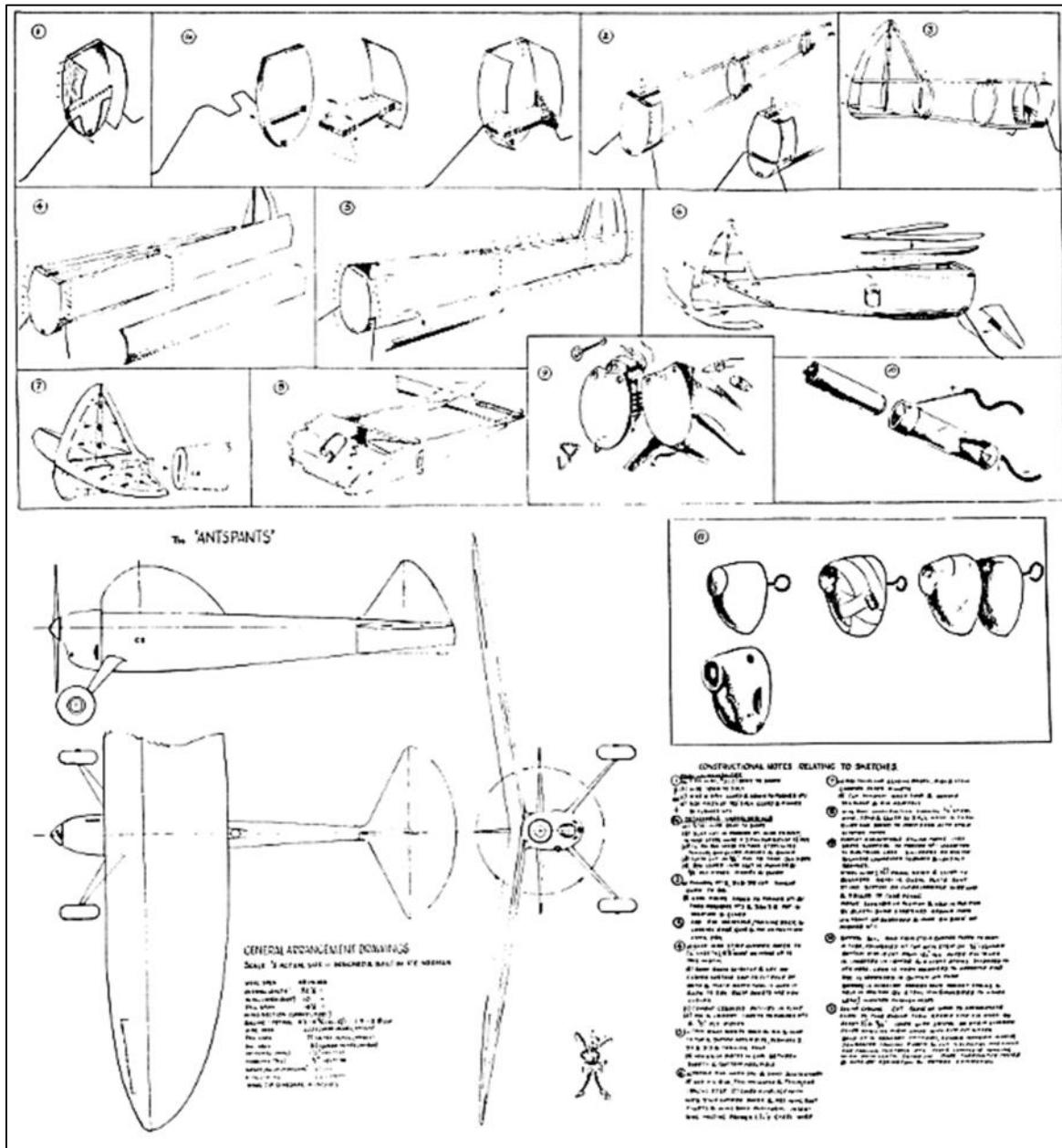


Rubber: Gordon Light's '1932 Wakefield Winner'



Power: 'Antspants' by P E Norman





Roger Newman

Covid Contest Rules

BMFA

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.

2020 FREE FLIGHT FORUM

venue change

The thirty-sixth BMFA Free-Flight Forum will open at 10 a.m. on Nov. 15th, the day after the AGM, at the
**Mercure Daventry Court Hotel,
 Sedgemoor Way, Daventry NN110SG,
 (not at Buckminster.)**

This year we have a wide variety of speakers and the topics they'll cover are:

Simon Dixon - The Models of Ray Monks;
John Emmett - Electronics in the Service of Free Flight;
Stuart Darmon - Building Other People's Mistakes;
Phil Ball - Building in Lock-Down;
Sue Johnson - What Next for a Lady Flyer?;
Gavin Manion - Coupe in a Box;
Andy Sephton/Mike Fantham - F3 RES - RC for Aging Free-Flighters;
Stuart Darmon - Further Thoughts on Carbon-Skinned Wings for F1A;
Peter Martin - Simulated 3D Flight Dynamics - An Approach to Gain Insight for Trimming and Aircraft Development;
Mike Woodhouse - Tame Your F1B and Related Thoughts.

At the time of writing the audience is limited to 20 due to social distancing requirements, so tickets, costing just £10, will be on a first come, first served basis.

Your cheques, payable to BMFA FF Team Support Fund, should go to **Martin Dilly**, 20, Links Road, West Wickham, BR4 0QW, please first call 0208-7775533 or e-mail martindilly20@gmail.com to secure your place.

However, do check on the BMFA website Events Calendar where any increase in numbers allowed will be notified by Nov. 1st.

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

17th October (Saturday)

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

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

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

FLITEHOOK

Indoor Free Flight Meeting

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

Contact: Tel. 02380 861541
E-mail flitehook@talktalk.net

Café on Site

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

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

13th Sept. 2020 11th 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

**All meetings cancelled
due to Covid virus**

Phone: David Powis on 01579 362951
Email: 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 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.

Driving on Salisbury Plain.

We have frequently been reminded by the authorities that allow our access to Area 8 of,

The need to drive and behave safely, as it is a potentially dangerous place. Respect the environment, as it is a conservation area with numerous vulnerable species.

More recently all users of the Plain have been asked to avoid creating any new vehicle tracks.

The Salisbury Plain Military Lands Byelaws 1983, state that a driver may only leave the road (Public Right of Way), by 15 yards, and then only to park. For practical reasons, the interpretation of this can be somewhat liberal for our purposes.

Three farmers have grazing licences for Area 8, and an annual hay crop is taken from the plateau. Their rights and livelihoods must be respected.

This leads to the conclusion that vehicle movements should be kept to a minimum on grassy areas, and any motorised retrieval should be confined to the well-established tracks.

We never know who is watching our behaviour on any of our few remaining flying sites.

Peter Watson. FFTC Area 8 liaison.

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!

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

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.

DILLY JAP IS BACK

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

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

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

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

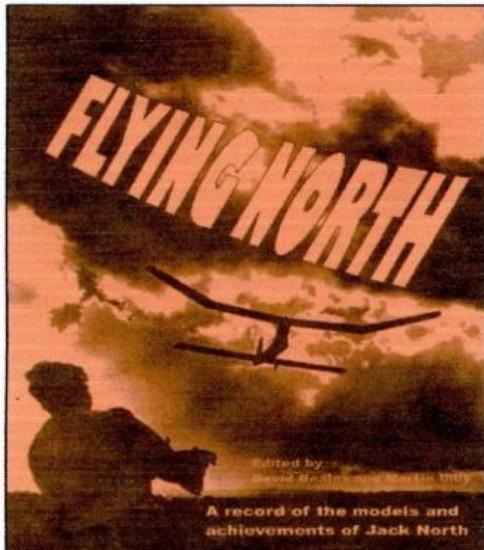
INDEPENDENT REVIEW OF DILLY JAPANESE TISSUE

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

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

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

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



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

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

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

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

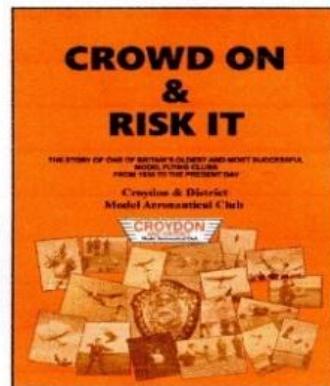
CROWD ON & RISK IT

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

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

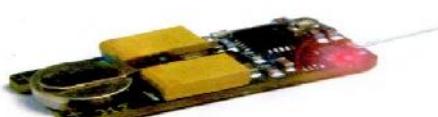
Just £8 by PayPal or cheque.

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



BUGS

Free Flight Model Tracker



£50.00 - each including 6 batteries

Ready to use radio tracker

Suitable for most handheld receivers

Powered by one 312 ZincAir hearing aid battery
27mm long, 11mm wide, 5mm thick 3 grams
including battery

Run time around 10 days

Red LED flashes when transmitting

Available in any frequency from 140MHz to 980MHz

Supplied in protective heatshrink

Very quick delivery, often next day

On sale at

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

FREE FLIGHT FORUM REPORT 2020

Warps - Right way? Wrong way? What way? -
 Mike Woodhouse;
 Moment Arm - A Novel Stability and Control Arrangement -
 George Seyfang;
 How Big Should I Build My Next Coupe? - Alan Brocklehurst;
 Scale Matters - Ivan Taylor;
 Evgeny Verbitski - An Appreciation - by Mike Fanham, Ken
 Faux and Peter Watson;
 Do Freewheelers Drag? - Spencer Willis;
 The Hammer and the Feather - Aram Schlosberg;
 The Performance of Rubber Motors - John 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 :

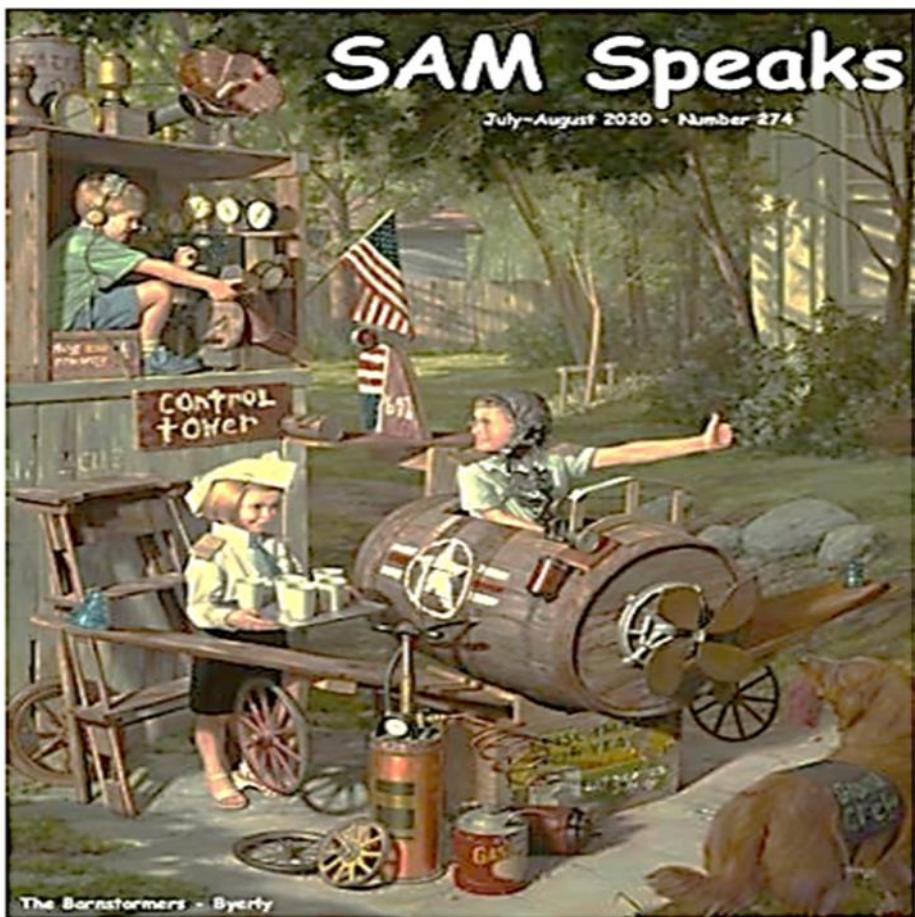
Martin Dilly
 20, Links Road,
 West Wickham,
 Kent,
 BR4 0QW

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

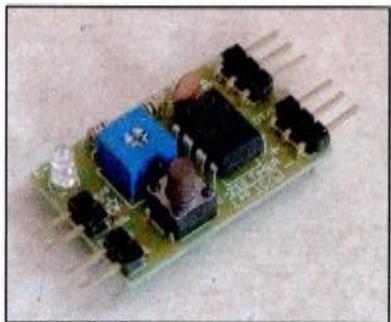
SAM Speaks USA.

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!



E-Zee Timers



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

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

a simple push button / LED interface

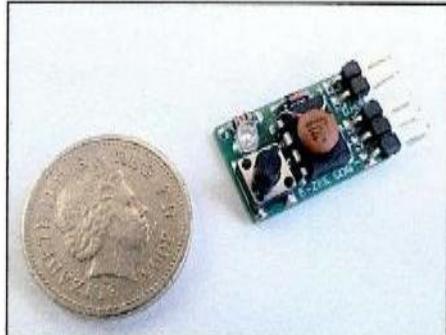
- motor run duration:-adjustable 1 to 30 seconds, set in 1 second increments
- d/t duration:-adjustable 10 seconds to 5 minutes, set in 10 second increments
- motor power:-adjustable at all times from zero to full throttle (by potentiometer)
- push button immediately stops the motor at any point during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

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

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

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

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



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

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

Timers are supplied with a comprehensive instruction manual and users guide

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

Dens Model Supplies

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

Provisional Events Calendar 2020

With competitions for Vintage and/or Classic models

**The published BMFA Freee-Flight Contest Calendar
became active again on 1st.September.**

**Contests will conform to the calendar and will be run under the published
BMFA - COVID CONTEST RULES - until further notice.**

A copy of the rules is printed at the start of these adds on pages 38/39

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

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

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

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

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

Useful Websites

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

control/left click to go to sites

Are You Getting Yours? - Membership Secretary

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

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

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

P.S.

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

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

Your editor John Andrews