

NEW Clarion

SAM 1066 Newsletter

Society of Antique Modellers Chapter 1066

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Merry Christmas



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Editorial

Hi Folks, another year gone, not been one of the best flying wise but we should be getting used to disappointment by now. Roll on 2024 and here is hoping for better flying weather.

We should be having an AGM of some sort soon so don't forget we are in need of a new secretary as, having emigrated to darkest North Wales, Roger is standing down after long and sterling service as SAM1066 secretary. I offer a heartfelt vote of thanks for his efforts over the years.

This Xmas issue is a bumper one, thanks to all the contributors and thanks also to those who fed me copy throughout the year. Please do not rest on your laurels, get your thoughts together for the 2024 New Clarion.

Right, enough waffle, what have we got in this issue:

-]) We kick off with Ray Elliott's report on Coupe Europa which belies my opening remarks having been an excellent day for flying.
-]) Pylonius is full of Christmas cheer and possibly bottled beer, as he kicks off his piece with a poem. Then he has a pop at a recent aeronautical conference, a dig at the FAI and finally thermal fishing.
-]) Peter Hall offers yet another of his couprofiles, this time Stuart Darmon is the victim.
-]) There follows the ETA29 engine test report and then more on Zeppelins.
-]) Ken Brown reports on the Totton indoor meeting, which now has the acronym Twiffs assigned to its activities. It appears that the meetings are still well attended and looking good for the future.
-]) The 1948 News Review reports on the Model Engineer Exhibition and reminds modellers that the flying of engine powered models on Epson Downs is prohibited, as always noise complaints is the problem.
-]) Editor modelling in Hong Kong, a piece of mine from Paper Back Clarion in 2001. It's the penultimate article in the Rugby Model Engineering Society, Aeronautical Section' series of mine.
-]) Heard at the Hangar Doors in 1957 talks of multi-engine C/L models at the Australian Nationals, BBC interviews with aeromodellers and appeals to leave rules alone.
-]) Nick Peppiatt, for a change, reports on the OFMAC indoor meeting last October.
-]) I picked the Pilatus Porter for this issue's full size aircraft. I've always liked the look of it and I'm pretty sure the long nose would make it a good prospect for indoor models to the various specs. One suggested form is included.
-]) Tony Shepherd reports on a Waltham Chase Indoor meeting, with himself in action and our bits supplier John Hook also in attendance with rubber supplies.
-]) Roy Tiller takes time out from our old magazine reports and digs into the Eagle Annual.
-]) I report on a day out with the indoor fliers at Sneyd and Colin Shepherd follows up with a pictorial report on Graham Smith's Valkyre flown at the meeting.
-]) McGillicuddy returns, in December issue of Aeromodeller in 1947.
-]) Our secretary pens, what he fondly hopes is his swansong piece, assuming a replacement for him is forthcoming.
-]) Our Chairman Tony Shepherd outlines the requirements for any volunteer for the post which can be tailored to suit the applicants circumstances.
-]) We wrap up with the usual three plans and a crossword to addle your brains.

Editor

Coupe Europa 8th October Salisbury Plain

Unlike 2022, which was a near blowout, this year's event was blessed with benign weather and although the wind picked up a little in the afternoon, conditions were never difficult. Control was set up in the South West corner of the trimming field to make retrieving easier on the relatively flat terrain compared to flying from the airstrip. This worked out OK as I believe most, if not all, flights landed on this field. Having said that, tramping through the long grass could be a bit of a trial.

The contest started promptly at 10am to the usual format with F1G in 5 rounds and Vintage 3 flights without rounds.. The max was set at 2 minutes. F1G had 9 flyers with Vintage having 3, this has pretty well been the norm for this event since the loss of Middle Wallop. Many flyers just don't like Salisbury Plain.

The first round in F1G saw 7 maxes with Richard Fryer unfortunately dropping 20 seconds. In the second round there were 6 maxes and the third round 5. 4 competitors went on to complete all 5 flights with Ivan Taylor and Chris Chapman maxing out. Alan Brocklehurst dropped 12 seconds and Richard Fryer the aforementioned 20. The fly-off resulted in a win for Ivan Taylor with 136 seconds over Chris Chapman's score of 97 seconds.

Vintage was won by Gavin Manion, taking a break from F1G having already won the Southern Coupe League without flying in Coupe Europa. He did 2 maxes and 1.40 for a score of 5.40 ahead of Jim Paton with 5.11 and Richard Fryer at 5.02.

It was a good day out for the Birmingham club, winning both F1G and Vintage.

The Flitehook Trophy for F1G teams was won by Bristol and West (messrs Chapman, Brocklehurst and Stagg).

Thanks to the London Area BMFA for their support in running this contest.

RESULTS

F1G			
Place	Entrant	Time	Fly-off
1 st .	Ivan Taylor	600	+136
2 nd .	Chris Chapman	600	+97
3 rd .	Alan Brocklehurst	588	
4 th .	Richard Fryer	580	
5 th .	Roy Vaughn	336	
6 th .	Ben Hobbs	240	
6 th .	Martin Stagg	240	
8 th .	Wayne Butler	169	
9 th .	Peter Hall	120	

Vintage			
Place	Entrant	Time	Fly-off
1 st .	Gavin Manion	5.40	
2 nd .	Jim Paton	5.11	
3 rd .	Richard Fryer	5.02	

Ray Elliott

TOPICAL TWISTS

by **pylonius**

Extract from Model Aircraft December 1954

Topical Twists

*This column, as always, at pains to instil
A spirit of peace and friendly goodwill
(Although it would seem that some may dissent
From endorsing this claim of kindly intent),
Offers its readers, if any exist,
Seasonal Greetings with a topical twist :*

*Best wishes abroad to the dear F.A.I.,
Who make up the rules, but don't tell us why.
And a convivial nod to our Society here,
Selecting the teams that no longer appear.
To the keen contest type a word of good cheer
Before he partakes of the pudding and beer,
Not to forget as a " seasonal " hint
The training demands of the five-flighted sprint.
And to our Realist friend, just one purist plea :
Not to imbibe of the liquor too free,
For worse than the pylons to fright and appal
Are little pink creatures—not real at all.
We greet all the buffoons and the whole expert clique,
Who never fly models, but know how they tick ;
And all the unknowns who foster the trade,
Purchasing kits which never are made.*

*Having thus greeted all manner of bod,
We leave to the end the average type nod,
Reserving a message specially for him :
May the light of his TV never grow dim.*

Debatable Points

We trust that the models of the experts who attended the recent Model Aeronautical Conference go as far above our heads as the high flown subjects they learnedly discussed. Just to take one of the awesome items on the agenda : "The Application of Model Techniques to Full Size Investigation ;" to our uninformed mind this conjures up all manner of weird fantasies, although possibly to the serious aeronautical student there is some deeper import than tissue covered *Viscounts* and C/L fighters. Even so, we cannot shake off the frightening impression of London Airport organised on the basis of an Area Eliminator, or the fearful echo of the derisive cheers of the flying field ghouls as someone prangs a million pound prototype.

But to come right down to earth, we submit for the benefit of the lowbrow denizens of the cabbage patch, an outline of our own more practical model conference :

1. "The academic approach to model flying : papers on basic flight with dotted lines for folding."

BLOGGS MINOR.

2. "Model Engine tests, including elementary first aid and a study of the self sucking digital protector."

O. O. OUCH.

3. "Rockets—First principles in the official avoidance of reactionary projectiles with some notes on the passing of babies."

A. N. Y. SEC.

4. "Radio Control and the new licensing laws. First steps in the understanding of Greek."

P. O. JARGON.

5. "Team racing as an adult recreation, with illustrations on the care and maintenance of the Dan Dare Water Pistol."

I. PRANKS.

Olympian Heights

The F.A.I., having failed to eliminate the luck hazard in international contests, have had the good sense to abandon all hope of a straight battle of skill, and, with the introduction of the five flight rule, to leave the issue to depend on the athletic prowess of the retrieving squads. Recognition of the fact was displayed by our American friends in dubbing the Wakefield and Power Finals, the 1954 Model Air Olympics.

Incidentally, a study of that much ballyhooed event—particularly the Beauty Queen—brings home the sobering fact that we in this country have much to learn in the art of contest organising. When a similar event was held over here we became so engrossed in all the petty details concerning the choice of a first-class airfield, on-the-spot accommodation, catering facilities, etc., that we thoughtlessly overlooked the more serious and essential features, such as the election of a beauty queen, a fly past of jet planes, and a grand parade of all the contestants.

Perhaps, if the opportunity again presents itself, we can make amends by staging a real super-do at Wembley stadium. This would not only provide the necessary Olympic atmosphere, but would suitably accommodate the beauty queens, brass bands, V.I.P.s and other personnel so necessary to the modern demands of model flying.

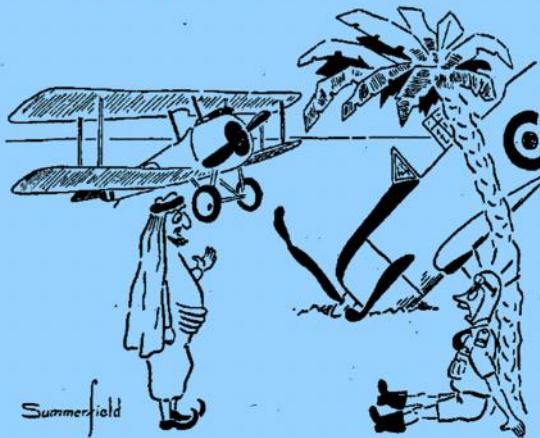
Possibly, as a concession to its model origins, the event could include a retrieving marathon. A chuck glider could be rigged up on the electric hare system, and competitors sent off in hot pursuit. The first one to complete five three-minute circuits of the track to be declared champion and presented with a gold spangled beauty queen.

Fly-Fishing

From Club News comes a report of someone "using a long d/t in order to fish for a thermal."

This seems to be quite an original sort of angle, but the general tactics seem to be somewhat at fault. According to expert thermalologists the surest way of obtaining a bite is to leave the d/t off altogether. The thermal, it seems, is particularly allergic to a scorched nimbus.

A really cunning dodge is to use a concealed fuse—that should fool even the wildest thermal.



Pylonius

Couprofile 16, Stuart Darmon



Tell us something of your free flight experience, particularly with coupes.

Appropriately, the first contest I ever entered was one of Ron Moulton's Coupe Internationals at RAF Halton. I managed to come last in both 80 & 100g., impressive considering both had a three-figure entry back then. As an older teenager I became increasingly absorbed by gliders, possibly because those were the dark days of grey FAI, when there was no point flying a limited rubber class unless you had a fridge full of Pirelli squirreled away. I returned to FF after a hiatus in the mid-eighties (remember Chinese rubber?) and not long thereafter, Tan changed everything. I sketched out a small, simple F1G, which I think has given me more fun for less effort than any other model I've flown. The prototype was lost winning the Cleemac Knivesmere comp on its first outing; since then I think I've got through six (possibly seven) of the things.

What is your approach to coupe design and flying - systems or lockdown, construction, flight pattern etc. ?

For some reason I love F1A gliders (yes, even now!) so the last thing I need is a second class with fiddly gadgets and composite airframes. My Coupes are therefore as simple as a contest model can possibly be: Tension stops, fuse DT (the latest ones have Peter Brown RDT) parallel-chord wing and all-wood construction. Originally I was going for a sort of '1960's Wake' vibe, hence the shoulder wing and rolled balsa tail cone. Kris built one with a carbon boom which is of course far more sensible. I use two-piece wings with a short 16 SWG joiner in tubes epoxied to the I-beam, which flexes and protects the woodwork from gusts, as well as making it a doddle to pull apart and retrieve on a bike when it's windy.

They're small (160 sq. in. wing) which means they can be built tough and down to weight. This-coupled with rearward CG and low decalage- makes them very slippery and fast climbing but means they don't have much of a glide. However, I can wind them up, hold them safely in a stiff wind and chuck them, so there's nothing to go wrong bar my air picking. These models have all flown right-left, but with R-R warps, by which I mean a little RH centre panel wash-in and L tip

wash-out. I tried the same set-up on a classic Wakefield and as you'd imagine, the glide occasionally winds in, but the lighter Coupes never seem to for some reason (hostage to fortune...)

I use 12 strands of 1/8" for ease of handling and soap spirit/glycerine lube- I often fly glider the same day so I can't afford silicone on my hands.

How do you pick the air?

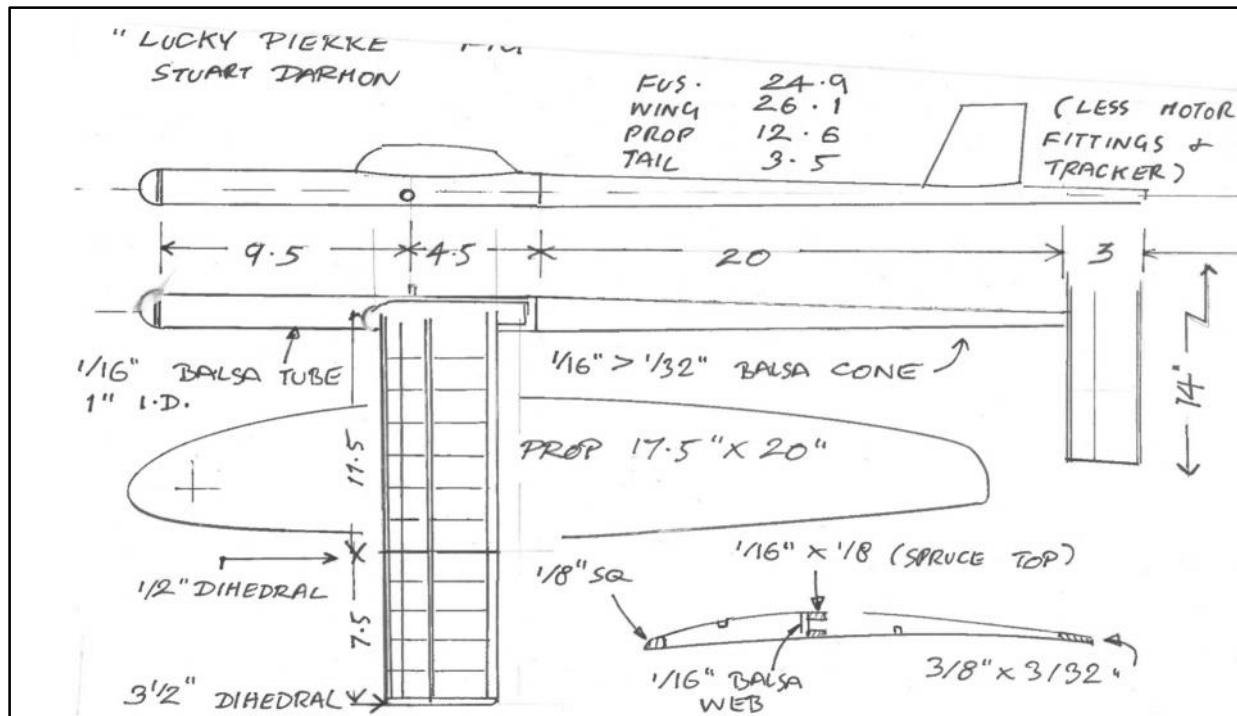
I can't see a thermistor (or torque meter incidentally) so I just wait for a smooth bit. Kris is very good at reading streamers so if she's around (and not flying against me) I ask her. Breaking the boom on an F1A means a week of misery, but 'Lucky Pierre' is easy to field repair and takes about four days to build, so I never get stressed flying in the wind, which is psychologically useful.

What developments do you intend?

This is actually quite a difficult one. Part of the reason I've enjoyed F1G so much for so long is that I've put so little mental effort into it, I always feel I do better than I deserve. I don't even change motors until a strand goes.... Nevertheless, the shortcomings of my model are very obvious. I think VIT alone would probably put a quarter of a minute on its performance, as the wing can't be gliding anywhere near optimal CL/CD.

The tension stop is joyously hassle free, but calls for quite a fat motor tube to be so, and of course prop diameter is limited by nose length. The thin wing airfoil and simple multi-spar structure relies on a shrunken covering for torsional strength, so it can flutter when damp. Carbon and Mylar are the only logical remedy.

In fact, I've been intending for some time to build a 'performance' Coupe, but although the 'mini F1B' route makes sense, I've a hankering to keep it simple, possibly a bigger wing, VIT only, and a large diameter, fine pitch prop in the Matherat idiom. One definite development will be winding in a half- tube, already purchased, along with some Pisechio hooks, from Didier Chevanard. In fact, I intend to do more serious work on F1G in the coming seasons, but I do worry about mucking it up by overthinking it- in the words of Oscar Wilde's Lady Bracknell, "Ignorance is like a rare exotic fruit. Touch it and the bloom is gone"

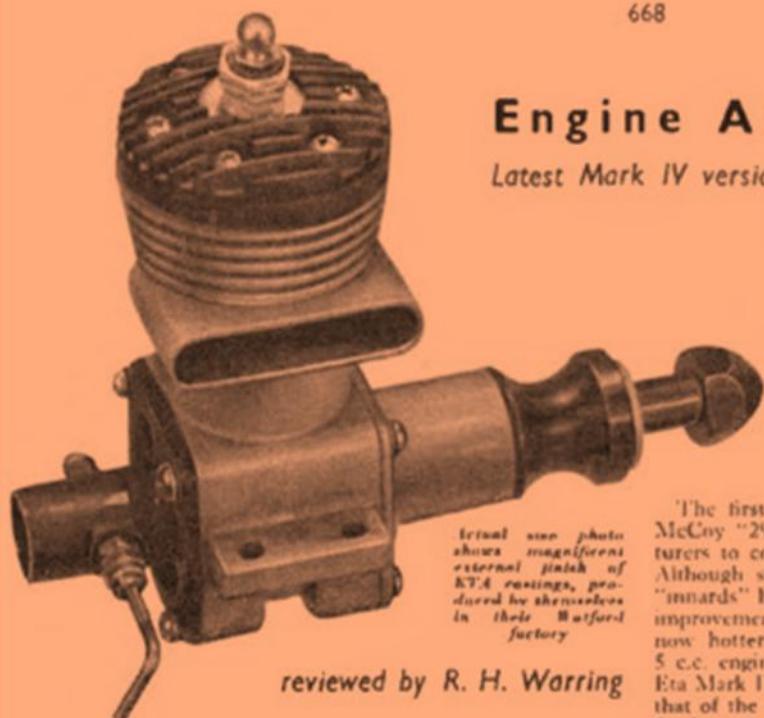


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December, 1956

Engine Analysis No. 28

Latest Mark IV version of the

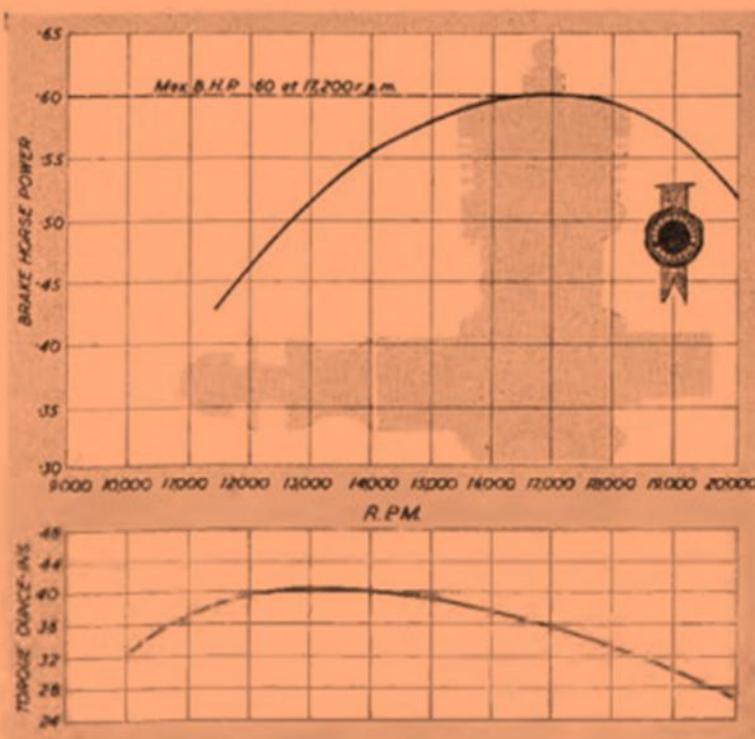
ETA
'29'

reviewed by R. H. Warring

WITHOUT ANY DOUBT the latest Eta "29" is a beautifully made piece of machinery. Perhaps that is being a little unfair to Eta's. They have always been noted for first class workmanship and the Mark IV "29" is only carrying on that tradition. It does, however, offer something extra in the way of performance.

The first Eta "29" was very much a copy of the McCoy "29"—not that Eta's were the only manufacturers to copy leading American designs at that time! Although still retaining the same general layout, the "innards" have been subject to detail modifications and improvements over the years so that the performance is now hotter than anything originally visualised for a 5 c.c. engine. Although a production job, in fact, the Eta Mark IV would appear to develop power as high as that of the individually hotted-up engines of known or freelance origin.

Essentially, though, the Eta "29" is an engine for the specialist, mainly in the field of control line speed and Class II team racing. It is easy enough to start and handle, but can be a little "touchy" about how it runs and is quite different in characteristics to, say, the high-speed diesels. For one thing it has an indifferent—almost non-existent—performance below about 12,000



PROPELLER—R.P.M. FIGURES

Propeller dia. x pitch	r.p.m.
8" x 4 (Stant)	18,000
8" x 5 (Stant)	16,750
8" x 6 (Stant)	14,800
9" x 4 (Tru-cut)	14,300
9" x 5 (Stant)	13,000
10" x 4 (Stant)	12,000
8" x 9 (Stant TR)	12,100
8" x 8 (Stant TR)	14,600
7" x 9 (Stant TR)	14,500
7" x 8 (Stant)	18,000
7" x 6 (Stant)	18,800

SPECIFICATION
Displacement: 4.084 c.c. (2979 cu. in.)
Bore: .750 in.
Stroke: .674 in.
Bore/Stroke ratio: 1.11
Barc weight: 6.1 ounces.
Max. B.H.P.: 60.5 at 17,200 r.p.m.
Max. torque: 40.5 ounce-inches at 13,500 r.p.m.
Power rating: 12.5 B.H.P. per c.c.
Power/weight ratio: 0.925 B.H.P. per ounce

Material specifications:
Crankcase, Cylinder Head, Front Housing, Rear Cover: First quality Aircraft Aluminium.
Piston, Rotary valve: Aluminium.
Bell races: Ransome and Marles
Connecting Rod: Aluminium, bushed with phosphor bronze.
Piston Rings: Hepworth and Grandage
Crankshaft: 5 per cent. Nickel Chrome, hardened and ground.
Retail Price: £7.6s. 4d. (in. P.T.)

Extracts from the book 'The Zeppelin Story' by John Christopher

GLOBETROTTERS

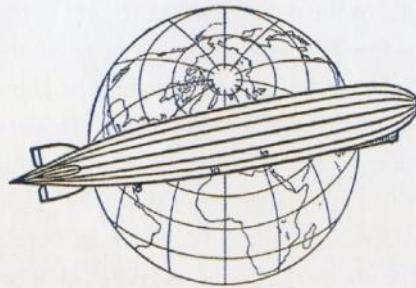
At the beginning, it is hard to realize you are on board a Zeppelin; the comfort and protection from the weather, the spaciousness, the elegance and neat equipment of the well-appointed cabins, the deference of the ship's company who are only too ready to help, awake in you a new conception of pleasurable travel.

Airship Voyages Made Easy, Deutsche Zeppelin Reederei

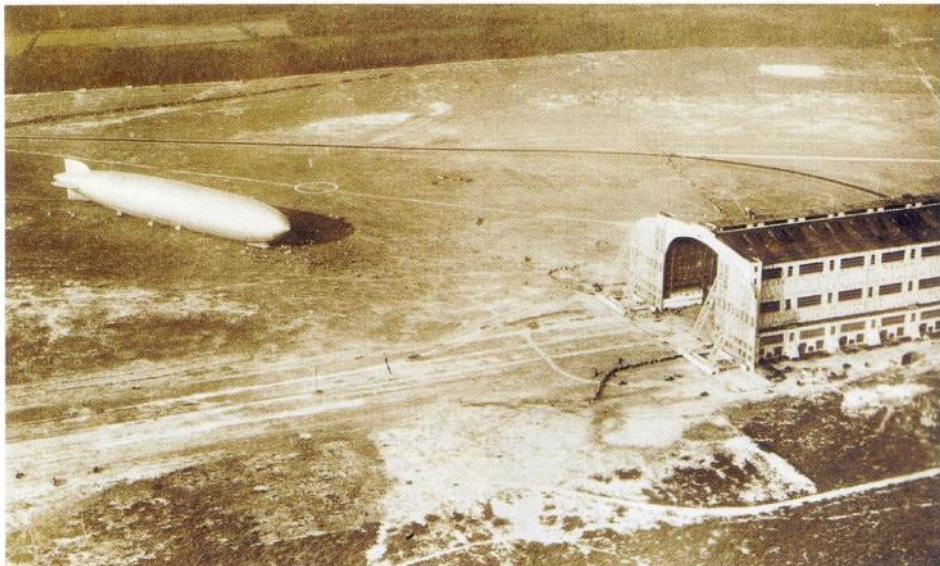
Man-made air monsters, as big as our greatest skyscrapers, will ride the ocean skyways like mighty silver-plated hotels magically floating on high. London will be within two dawns of Broadway. We shall skim the icy rim of the world in weekend sightseeing jaunts to the North Pole and roar around the earth in a week.

'Two Days to Europe in a Flying Hotel' The American Magazine, May 1930

Following on from the triumphant first transatlantic roundtrip of the LZ127 *Graf Zeppelin* the second westward hop across the pond almost ended in disaster before it had barely begun. The airship departed from Friedrichshafen on the morning of 6 May 1929 and was making headway towards the Mediterranean, aided by the



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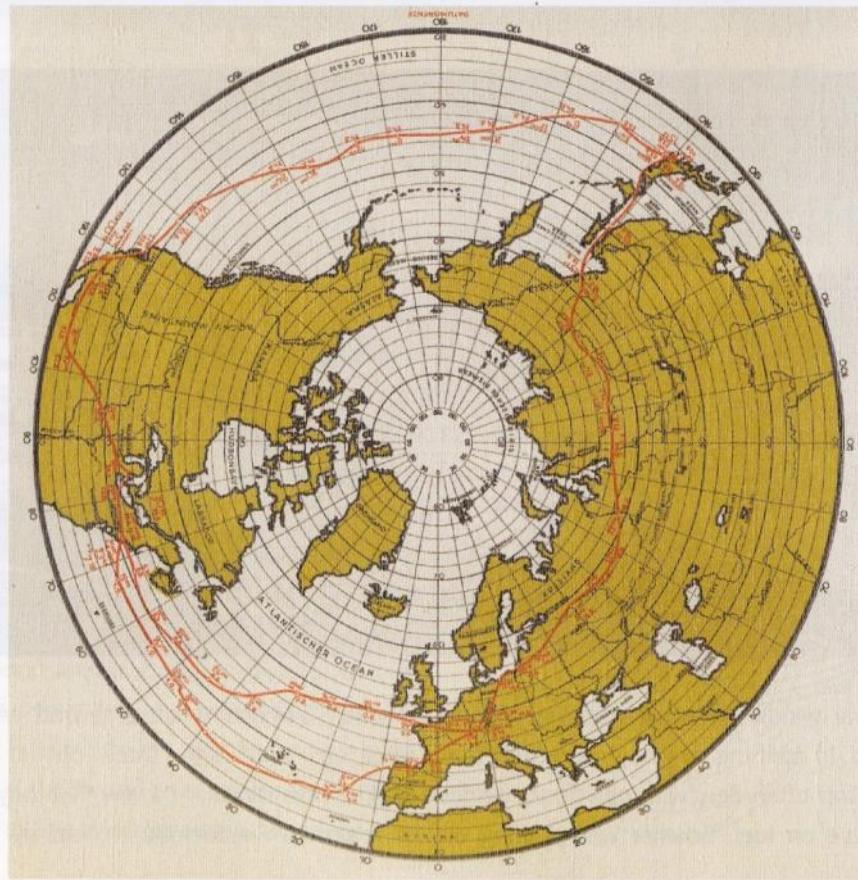
► The *Graf Zeppelin* arriving at Lakehurst, New Jersey.

Mistral winds, when one of the engines failed. In itself this was no great problem as the *Graf* often flew with only four engines to save on fuel. Eckener was pushing on towards Gibraltar when a second engine gave up. With only three out of five engines operational, he knew that they had to return to Friedrichshafen, but by then

► Route of the Graf Zeppelin's historic 1929 round-the-world flight.

Did you know?

The ride on the big transatlantic Zeppelins was so smooth that a popular pastime with passengers was to balance a pencil on its end to see how long it remained upright without falling over.



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they were flying into the increasingly strong winds. The following morning they were still struggling to make headway when two of the remaining Maybach engines stopped. Eventually Eckener made a landing at the airship base of Cuers-Pierrefeu, in southern France, to wait for replacement engines from Germany.

For some commentators this incident was an indication of the airship's vulnerability, but to Eckener it merely confirmed that airships could safely overcome such difficulties in flight. To prove the point, the next voyage of the *Graf Zeppelin* was to be the most ambitious and remarkable airship journey ever undertaken: a voyage around the world. Because the financing for this flight was coming from the wealthy American newspaper publisher William Randolph Hearst, Eckener was required to



◀ This German publication shows the arrival of the *Graf Zeppelin* in Tokyo after the longest leg of the round-the-world flight.

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▲ The exploits of the German-built *Graf Zeppelin* celebrated on an American postage stamp.

►► Following the successful conclusion of the round-the-world flight, Hugo Eckener and his crew were celebrated as modern-day heroes by the New Yorkers.

begin and end the circumnavigation in the USA. Accordingly, on 1 August 1929, the *Graf* headed to Lakehurst, New Jersey, before officially beginning the first leg of the global flight which took her straight back to Germany.

On board were a number of specially invited guests and a contingent of reporters and cameramen. Lady Drummond Hay and Karl von Weigand would provide

reports for Hearst's newspapers, as they had done on the first transatlantic crossing the previous year. At Friedrichshafen the airship was refuelled for the longest part of the flight, the 7,000-mile (11,260km) leg across the Siberian wilderness to Japan. When she landed at the Kasumigaura naval air station in Tokyo, the *Graf*'s passengers and crew received a rapturous welcome. They departed three days later to make the first non-stop transpacific crossing, landing at Mines Field in Los Angeles before proceeding to Lakehurst. This had been the first round-the-world flight by any type of aircraft and, in the process, the *Graf Zeppelin* had clocked up 19,500 miles (31,400km) from start to finish – even more if you count the initial flight from Germany to the USA. It had been a phenomenal achievement which served to

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▲ In 1931 the Graf Zeppelin flew north to the Arctic Circle for a rendezvous with the Russian ice-breaker Malygin.

establish the airship's apparent dominance of long-distance travel at a time long before passenger aircraft began operating across the oceans.

There were other headline-grabbing flights for the *Graf Zeppelin* including

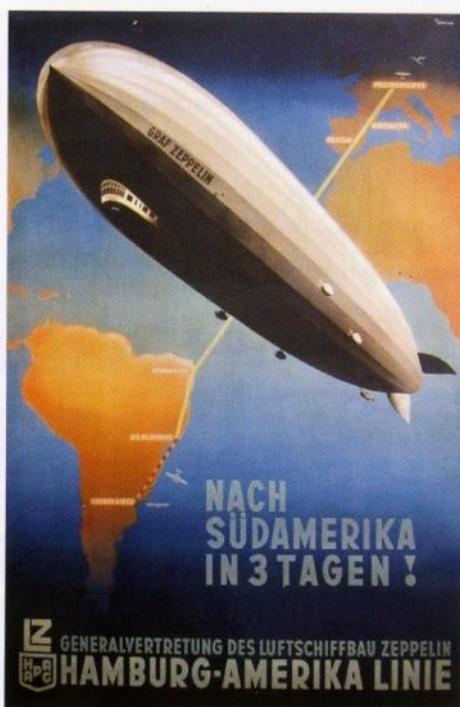
a cruise over southern Europe and into Palestine in the spring of 1929, and the following year she embarked on a polar expedition to rendezvous with a Soviet icebreaker deep within the Arctic Circle. In May 1930 the *Graf* made her inaugural trip over the South Atlantic to mark the start of regular passenger services between Germany and Brazil.

The *Graf* wasn't the only airship to make its mark on the international stage. As we have already seen, Britain's R34 had shown the way across the Atlantic back in 1919, the LZ126 had made a one-way crossing in 1924, and in 1930 the R100 completed the double by flying to Canada and back. There were also the two Italian-built airships, N-1 *Norge* and N-4 *Italia*, which flew from Europe to North America over the polar

ice cap. Unlike the rigid giants, the N-1

and N-4 are termed as semi-rigids as they featured pressurised envelopes arranged above a rigid keel – a design favoured by the Italian airship pioneer General Umberto Nobile. In 1925 Nobile had been contacted by the Norwegian explorer Roald Amundsen who planned to make the first flight to the North Pole. The Italian airship N-1 renamed as *Norge* (Norway), was of medium size with a volume of 671,000cu ft (19,000cu m) and a length of 348ft (106m). As with the Zeppelins, she was powered by Maybach engines, three of them attached to the rigid keel which also incorporated the control car other accommodation and supplies.

The *Norge* set off from Rome on 29 March 1926, and flew via the UK and Oslo to Kings Bay on the island of Spitzbergen which lay within the Arctic



▲ Poster for the Hamburg–America Line. The *Graf* was considered too small for the North Atlantic run to New York, and she mainly flew on the South Atlantic route between Germany and Brazil.

Circle. On 11 May she departed with a team of seventeen on board, including



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Amundson, Nobile and Lincoln Ellsworth of the USA. This international mix created a conflict of egos and when the flags of the three principal nations were dropped at the North Pole there was some argument about whose had been the biggest. All went smoothly otherwise, and by the third day the *Norge* had landed at the Eskimo

village of Teller in North Alaska, where it was dismantled as no arrangements had been made to fly her back to Europe.

General Nobile felt that this voyage did not sufficiently reflect his country's role in the endeavour and so he mounted a second polar expedition with the slightly larger N-4 *Italia* in 1928. Alas, this attempt ended in disaster when the she became weighed down by ice and crashed leaving only nine of the men alive and stranded on the ice cap. In the ensuing rescue mission Amundsen was killed when his search aircraft crashed. The survivors of the *Italia*'s crew, including Nobile himself were eventually rescued but instead of receiving a hero's welcome, Nobile returned to Italy in disgrace and he later moved to the Soviet Union to continue his work with semi-rigid airships.



▲ Italy's leading airship figure was General Umberto Nobile, designer of the N-1 *Norge* and N-4 *Italia* semi-rigid airships.

◀ The *N1 Norge* at Pulham, Norfolk, on its way north to the Arctic Circle for the first crossing of the North Pole from Europe to North America in 1926.

◀◀ The *Graf Zeppelin* at the landing field at Recife, near Rio de Janeiro, in 1934.

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Totton West Indoor Free Flyers
Meeting report, 18th October 2023

I am glad to report that the "Flitehook" series of indoor flying continues at West Totton Centre. We had a good turnout, including the Chairman himself and John Hook, amongst many other. Tony Shepherd had brought a number of ex-estates and turnout items to raise funds. Who we were raising funds for is not yet clear!!

I took a few pictures including the first one to illustrate the suitability of the hall. It has a dutch barn ceiling with very little in the way of obstructions. There is a little window sill high up, and that has a good population of shuttlecocks but only one model was stuck this time. Fishing pole to the rescue.



Ted Horsey in the distance launching in our rather wonderful hall.



John Hook & Phil Uden



John brought some rubber



Tony Shepherd about to enjoy a really good flight, with virtually no trimming. Well, he is chairman.



Lee, visiting from Bromley with some well detailed scale models.



Lee's hanger



Paul Lovejoy with a model he says is now better suited to outdoors, because it likes to go up – (and probably away)



Ted Horsey's hanger.



Chris Belcher with a foamy



John Foster launching.



Dave Etherton's hanger



Dave Etherton with "Lil Sister". Built from a plan in the relaunched Aeromodeller a few years back.



Brian Stichbury with model.

Ken Brown

NEWS Review

"The Model Engineer" Exhibition

The fascination of modelling is not waning but actually growing in strength in spite of the difficulties which face us today.

This is a gratifying result, but what is still more gratifying is the marked improvement in the standard of work evident on the exhibits in general and on the flying model aircraft in particular.

In the pages of this journal we have always stressed the value of good workmanship in obtaining the best possible results with aircraft, and it is therefore with considerable pleasure that we observed this general improvement in the exhibits.

A marked change was noticeable in the "Solid" section of the model aircraft section in that the number and quality of the solid scale entries was appreciably below previous standards and for the first time since the war the model aircraft championship was not annexed by the solid modellers. This confirms the fact observed in other directions that there has been a steady decline in interest in solids since the end of hostilities.

There was evidence of increasing activity and development on the radio-control side of aero-modelling and the L.S.A.R.A. were demonstrating their latest receiver on the S.M.A.E. stand, which provides proportional control as distinct from the full "on" and "off" action of the usual solenoid and selector mechanism employed hitherto. This should enable models to be controlled with a similar "feel" to full-size machines.

We were also pleased to see that the Radio Control Society is still progressing with its good work of development and that they are pursuing their experiments with the radio control of model aircraft to the stage where they have a model operating successfully.

An interesting commercial set was on display on the stand of H. J. Nichols Ltd., employing the solenoid and selector scheme but fitted with a most

ingenious selector mechanism which enables the control movements to be carried out in any desired sequence.

The demonstrations of control-line flying in the arena of the circular track was again an extremely popular feature, and here two new features were in evidence. David Jackson, of J.'s Model Centre, was successfully demonstrating the flying of a seaplane off the water-trough—a no mean feat. The other new feature was the demonstration every evening of control-line aerobatic flying by members of the S.M.A.E. affiliated clubs—chiefly the West Essex Club. Nearly all the evolutions in the S.M.A.E. contest schedule were being demonstrated and, considering the fact that the line length employed is only 20 ft., it will be realised that a very high degree of skill on the part of the operator was called for.

Amongst the trade stands the model aircraft trade was well represented, E. Keil and Co. Ltd. having a most attractive stand adjacent to the circular track, and that old stager, C. A. Rippon, reappearing on the stand of Model and Air Sports. Newcomers to the exhibition were H. J. Nichols Ltd. and Wilmot Mansour & Co. Ltd., while Mills Bros. (Model Engineers) Ltd. displayed a fine selection of their popular engines, and J.'s Model Centre and Cartwright's Model Supplies Ltd. both had attractive displays of their well-known lines.

With a record entry in the model aircraft section, as in the other sections, this exhibition was undoubtedly the best of the whole series of 22, and it was abundantly evident that more accommodation will be required for the next exhibition if interest in it continues to grow at the present rate.

Power Flying on Epsom Downs

We would again draw the attention of aero-modellers in the London district that the flying of engine-driven models is not permitted on Epsom Downs.

This reminder is prompted by complaints which have been made to the authorities by residents in the district who have been caused some annoyance by modellers running engines for long stretches at a time and late into the evening. It would appear that control-line enthusiasts are the chief offenders in this respect.

Permission has never been given for the flying of power-driven models on Epsom Downs, and anyone doing so is quite out of order. Permission has only been granted for rubber-driven models and gliders.

We believe that much of this power flying is indulged in out of ignorance of the conditions appertaining on this ground, but we would ask all involved to refrain from flying power-driven models of any sort or even running engines in this locality.

Failure to comply with these requirements is liable to bring about a total ban on model aircraft on this ground, and everyone concerned must take every precaution to avoid this.

Extract from old paperback Clarion August 2001

John Andrews and
THE RUGBY MODEL ENGINEERING SOCIETY
AERONAUTICAL SECTION
Part 6

Well hello folks, for the ever decreasing numbers of my readers who don't flick over this page I have been digging in my old photo album, the quality of the reproductions may be a little less than desirable but it should give a flavour of one period of my less than illustrious modelling career.

By 1954 I was an experienced aeromodeller, well I had lost at least two freeflight jobs and one radio (control ?) model so I think I can make the claim. At this time I was called to the colours of the Royal Corps of Signals (that's posh for national service) and after basic brainwashing I found myself posted, early in 1955, to the Hong Kong Signal Regiment HQ on the island of Hong Kong. The layoff had produced withdrawal symptoms and after a quick reference to the Aeromodeller I found the model shop on the mainland, the Radar Co. Ltd. at 2 Observatory Road, Kowloon, proprietor Vincent Wong. The model shop stock was soon depleted as I prepared to build a control-line model, having secured the use of an army football field on Hong Kong island as a flying field. During the course of my visits to the shop I became friendly with Vincent and was invited to fly with him at the local model club field at Sha Tin which was a short train ride up country.



18

Vincent Wong the Hong Kong model shop proprietor tunes his single channel radio on the model club field at Sha Tin.

The journey to the field was interesting in itself, first a short walk from Murray Barracks down to the ferry, across the water to Kowloon on the mainland and another short walk to the railway terminus. The coaches on the train were American style with rear end railed platforms and central doorways, we used to sit in the rear coach in order that we could look out of the rear door as we departed

on the journey. As soon as the train cleared the station it entered a very long tunnel through a mountain and looking out of the rear door we would watch the tunnel entrance shrink in size as we progressed through the mountain. There was an incline in the track and about halfway through the mountain the small distant tunnel entrance would slowly disappear as we travelled on and I never got used to the uncomfortable feeling as it became totally black behind. (I think I am a little claustrophobic) Emerging from the tunnel was always pleasant and after a few miles across the green valley we detrained at Sha Tin for another short walk to the flying field.

The field itself was a small collection of football pitches but the model club owned or rented a nice whitewashed two story brickbuilt clubhouse which they must have acquired shortly before my first visit. I surmised this as one of the members, the British chief of the Kowloon fire station, congratulated Vincent on the quality of the toilet paper remarking that it was good enough to cover models with. The main activities were control-line and radio, I did not see any freeflight activity but I did build a small rubber job myself.

You may have guessed from my previous references to 'we' that I had soon gathered a few interested fellow servicemen together and eventually helped two of them to learn to fly control-line. To the best of my knowledge there were no other aeromodellers in the services out there at that time.

My wife had shipped out to me my Elfin 2.49 which I put into an O/D C/L stunt job that I took with me on my first visit to their flying field. It transpired that I was a more capable C/L pilot than any of the Hong Kong clubmembers, the best of them could only manage a few loops and very shaky inverted flight. My loops, bunts, eight's and solid inverted flying must have looked very impressive for the Fire Chief offered to drive me up to the field the next weekend and brought with him a collection of his control-line models for me to fly.

The flying session that ensued was a little fraught, the first model flew well until I got it inverted, the engine went sour and I was flying lap after lap slow inverted switchbacking until I got enough speed for the half bunt back to level flight. The flight of the second model was a complete disaster, the aircraft was going really well, the Veco 19 on full song and I was going through my full repertoire when, at the bottom of the outside loop half of an eight, the model pulled into the deck with bits flying everywhere. I knew that the control system had failed and investigating the wreckage showed the lines were still connected to the leadouts, leadouts still on the bellcrank, pushrod to flap, flap to elevator but the bellcrank mounting plate was no longer stuck to the airframe. I was in the clear and finally flew the best model, a large Fox35 powered profile stunter which was the best aircraft I had ever flown to that time. The performance of the big model got me back to the model shop looking for a bigger engine for myself. I came away with the latest from Japan, an OS35 Max. III and this engine was a real eye-opener for me. I built a 4 foot wingspan stunter for it and first flew it on a U-Reely control handle. I let the lines out to about 60 feet for the first flight and the pull on the lines was so great that I had to let out the lines using the brake whilst still flying. When I pressed the lever to release the brake the plane shot out to about 70 feet all at once and nearly pulled the handle out of my hand when the model hit the end of the line. For the record, if memory is correct, the engine cost me HK\$30 which at 1s/3d a dollar was about £1-7s-6d old money. I was so impressed that I bought a second one which I brought home to the UK for John Bickerstaffe.



The Hong Kong model shop with author and shop staff 1955

Vincent the shop owner had two pulse jet powered control-line scale models, one powered by an American Dynajet and the other with a Japanese unit. The Japanese unit was the easiest starter but would only do a couple of laps before cutting out whereas the Dynajet was a pig to start but flew well when we got it going. Neither of the jets was my favourite as I was the man on the stirrup pump in the starting crew. Second flight of the Dynajet was the last as on landing the model was devoured by flames.

I don't seem to be able to recall any really significant incidents during my time in the colony but there was one concerning a Jetex 50 model. Whilst at home in the UK my friend Ian and I made a habit of going to a nearby recreation ground on Boxing Day mornings to fly some sort of freeflight, quite often we built 12 inch wingspan Jetex 50 powered chuck gliders with 1/8 sq. fuselage stick and pylon with wing and tail from 1/32 sheet. Boxing Day arrived whilst I was in Hong Kong and in a fit of nostalgia I put one together for the celebration. For some reason I can't recall I went with one of my mates to fly it on a small sports field over the ferry in Kowloon, being Boxing Day our normal sports field on the island was probably in use. In the UK the performance of these aircraft had always followed the same pattern, slow putter (I made that word up) round until the Jetex built up power then a bit of a climb finishing up spinning round on a wing tip at the end

only about 50 feet up and glide not too brilliant as you would expect. Not so in Kowloon, Murphy's Law took hold and after the familiar puther round and a bit of a climb the end run was a beautiful spiral climb way too high for the location. Off the damn thing went, out of the park, over the road outside and set off up the main street with my mate and myself in hot pursuit. This was no quiet suburb but a shopping area and we were dodging shoppers, rickshaws and taxi's as we made the recovery, incidentally without damage.

One more incident took place on the island flying field (picture below) when I was flying my Elfin 2.49 stunt job. I was happily circulating and suddenly a yard behind the model appeared a huge Kite Hawk which dwarfed the aircraft and after doing a lap in pursuit it flew off and perched on the roof of the nearby stand. The Elfin cut shortly after and we quickly readied a larger Enya 29 powered model and I was up again with one eye open for the hawk. After a few laps sure enough the hawk took off, flew high over the model and swooped down on it but this time I pulled up to meet him and the hawk, with a big flurry of feathers, stalled himself to a standstill then sheared off no doubt deciding the model was not an easy meal.



The Hong Kong Island sports field flying site
author with rubber model and hawk combat aircraft on deck

21

There's no escape, see you next time with final memories of the Rugby Club

John Andrews



Heard at the HANGAR DOORS

Multi-enthusiasm

THE PAIR of control-line Constellations in our heading this month were but two of several very large scale multi's at the 10th Australian Nationals, reported on page 156 of this issue. As also indicated in Trade Notes this month, there is considerable interest in the type of scale controliner that can absorb an aeromodeller's full stock of engines, and the APS plans for the Douglas Invader, D.11, Mosquito, Consolidated Catalina, H.P. Hannibal, Cesna 310 and Dornier 215 are in continual demand. What would you like next? Drop us a postcard naming the next multi you would like to see in Aeromodeller Plans Service, telling us the power units you prefer to use, and we will endeavour to meet the popular demand.

Constellations above are by Stan Barlow at left, using four Australian Sabre 35's, span 5 ft. 1½ in., weight 11½ lbs., has been clocked at 86 m.p.h.! At right is L. Quinn's entry from Tasmania, span 6 ft. 11½ in., weight 13 lb., with three Frog 500's and one O.S.29.

Aeromodelling on the B.B.C.

Younger Generation Parade interviewed Aeromodellers on Thursday, January 10th, and Dick Standing of Croydon and the "Ecurie Nerk" combat group gave a good account of the thrills and hazards of streamer chasing. On the Wakefield and contest side, Peter King put over the modellers' point of view very well and we should imagine the programme was well received by many who did not have any prior knowledge of our hobby. Mystery item in the programme was the mention of a 14-ft. span Delta planned for a Bristol Cherub engine, weighing 400 lb. bare and due to be built soon by a group of aeromodellers near Croydon.

From Aeroplane we gather that one of the planners has experience of model deltas up to 10-ft. span. Those we should like to see.

Hands off the Rules!

TO JUDGE BY the number of letters received following the report of the last F.A.I. Models Commission in our January issue, the above slogan should be painted in red and hung in a prominent position at all future meetings of the Commission.

We regret that space does not permit publication of the many lengthy letters received on the subject, but we do confirm that without exception the writers are thoroughly fed up with the constant and irritating rule changes which seem synonymous with every F.A.I. meeting. Apart from the alternate World Championship decision which emanated from this last meeting, there were suggested alterations to both Team Race and Speed model specifications, none of which had any worthwhile motive behind them.

As many people point out, the classic example of a well-known formula spoiled by the meddlers is the Wakefield, which in the immediate post-war years was handsomely supported throughout the modelling world. Now, one only has to study the miserable entries at an Area Eliminator to appreciate the decline of this once famous event. Where for instance are the once famous names—Ted Evans, Eric Smith, Frank Holland, Ron Waring, etc., none of them actively participating and all for the same reason.

So strong is the feeling in this country about the Wakefield Trophy, for which, incidentally, the S.M.A.E. are guardians, that motions have already been tabled at the S.M.A.E. Council Meeting demanding return from the F.A.I.

This is not a hasty move by a hot-headed majority, but a genuine effort by serious minded-modellers, who feel this most famous of all aeromodelling events would be better served if it was controlled by the S.M.A.E. and not the F.A.I.

The International Spirit

A DUTCHMAN MAY be responsible for the Isle of Wight taking part in an international model flying contest in the spring.

It began when Mr. Ferdy L. Joosten, of Amsterdam, went there for a holiday in the autumn of 1955. He was at that time secretary of the Haaften and Sloten Aviation Club, and worked for K.L.M., the Royal Dutch Air Lines.

In Newport one day he met Mr. "Pip" Thwaites, who quickly discovered a common interest in flying, and invited him to the headquarters of the Solent Heights Model Flying Club at Godshill.

Mr. Joosten suggested that this form should be a "correspondence contest." Both agreed to be sure to model on the same day and post the resulting results to each other. Two contests by remote control took place last year and both resulted in a tie.

A few months ago Mr. Joosten, who married a Yarmouth, Isle of Wight girl, emigrated to Canada and settled in Montreal. He has no time in joining the local model club, and was soon instructing the Royal Canadian Air Cadets.

He found Canadians just as keen on flying model aircraft as they are in Europe. For instance, the Montreal members use the airfield of the Hockleybury Flying Club for their meetings. This is 62 miles from the city, and a day's sport means leaving at 5.30 a.m.

Mr. Joosten suggested a three-corner postal contest between Soles Houghts, his old Club near Amsterdam and Montreal. He is trying to get an American club at Boston to take part.

Isle of Wight members received the suggestion with enthusiasm, and plans have been made to fly the contest in May.

Good news for aeromodellers

INDOOR FLYING enthusiasts will be delighted to learn that the North Western Aces have concluded arrangements for the holding of a special meeting at the Corn Exchange, Manchester, on the 13th and 14th April, 1957. Flying on the Saturday will be limited to test flying and record attempts, and three contests will be staged on the Sunday. These will comprise free-flight events for models of over 100 sq. ins. area and machines smaller than this, and a chuck glider competition. We understand that if application is made for other events, these will receive consideration.

Pre-entry is required, and must reach the Area Comp. Sec., Mr. J. Chadwick, 129 Mottman Road, Stalybridge, Cheshire, not later than April 7th.

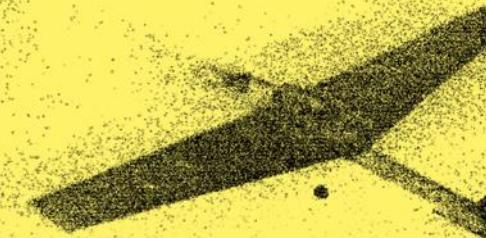
Aeromodelling's loss

WITH THE PASSING away of Mr. E. C. (Ted) Maxlow of Sheffield, aeromodelling loses another very skilled enthusiast, and he will be missed particularly in the field of indoor and Wakefield class flying.

Ted, who was only 34 when he died on December 6th, 1956, started his career as a Civil Servant, but since contracting tuberculosis at the age of 17 had not been able to follow any employment, and had been in and out of hospitals for years. Aeromodelling proved an ideal occupation, and we remember long correspondence with him whilst he carried on his hobby with a building board on his bed. His flair for lightweight construction made him one to be reckoned with in the indoor classes, and he held the r.t.p. record for no less than eight years.

John's the boy

OUR AMERICAN contemporary Flying Models recently ran a contest for the PAA-built Jetex design produced by Dallas Sherman, rules for which required a model to be built from standard



plans, and a plano submitted for judg-
ing by a certificate declaring that
had successfully e.g. d.

First prize in this world-wide contest
and we are pleased to record that this is
won by Britain's greatest all-round
O'Donnell — our photo above.

International coverage

IN THE interests of presenting only s-
table designs for your enjoyment, make
note that the issue of April 15th last month's international theme.

The German *Delta 707* designed by
Reiterfeld has proved to be one of the s-
naili-entitled designs, and American C.
Loring OI. 9 was from Thailand one
popular flying scale models in A.P.S.

This month we have an airtand
Combat model in *Dardis*, surely the s-
most effective of all designs for this p-
which will appeal to all who are pre-
-engaged of the new British Season. A
International flavor we have first a
Australian Nationals and latest informs
us direct from Moscow on Soviet aero-

Next month we shall be introducing
leading Radio Control design, the *Flag* by Howard Bonner of Los Angel-
report on the New Zealand Nationals. A
subject of our contents, we thought th-
the many kind comments received at
Offices on George Cox's accurate and s-
scale drawing, that readers would like
picture reproduced below of George
the Sea Venetian F (AW) 21 at the S.B.
Farnborough. The results of his lab-
found on pages 140-141.



Indoor isn't for everyone 71

OFCMAC Indoor Meeting, Henley Leisure Centre, 5th October 2023

This was the second free-flight only meeting at this new venue, which was organised by Ian Melville. Ian had previously run meetings at Berinsfield for many years, which, for some reason I had never attended, but Henley is a dozen or so miles closer to my home.

The hall is of a typical four badminton court size, and thanks to the windows at the top has good natural light. It is eminently suitable for flying smaller indoor models such as Peanuts, Bostonians and similar sized models. Unfortunately, like many current indoor venues, it is too small for flying the larger scale models safely.

As the Trinity Indoor Fliers have scheduled a Malmström Mêlée for their December event, Ray's designs were much in evidence, being trimmed out at this meeting.

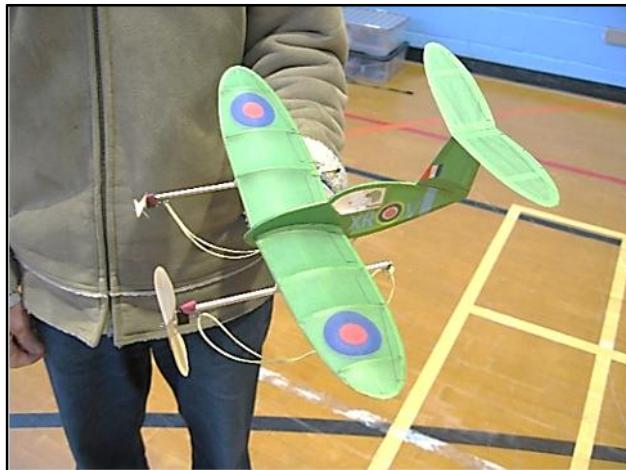
The models included:

a pair of twins of 13" wingspan, Gerard Moore's Avenger, published in the June 1943 edition of *AeroModeller*,

and Chris Brainwood's Miss Starstruck, from the IVCMAC book*.

The Miss Starstruck is proving very susceptible to changes in the paper trim tab settings! However, Gerard and Chris indulged in some simultaneous launches, with both aircraft flying well.

Unfortunately, my camera is not fast enough to catch the models at launch.



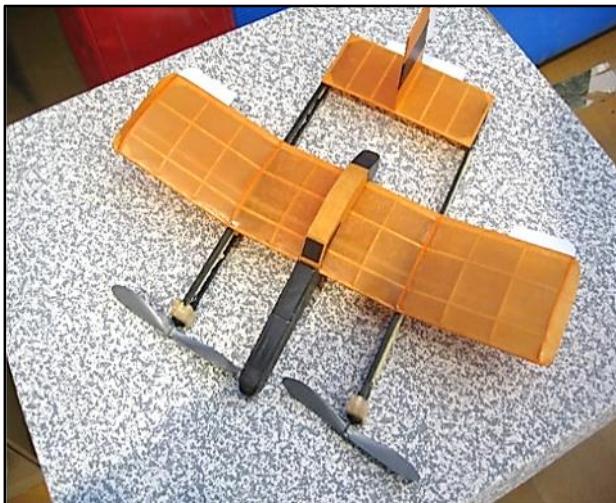
Gerard Moore's Ray Malmstrom's Avenger twin.



Ready to go with motors wound.

Other Ray Malmström designs present and flying at the meeting included:

Steve Haines' The Wren, Space-Ace and Invicta MkII, also from the IVCMAC book* and Mick Langford's Tom-Tit triplane, from the May 1943 edition of AeroModeller.



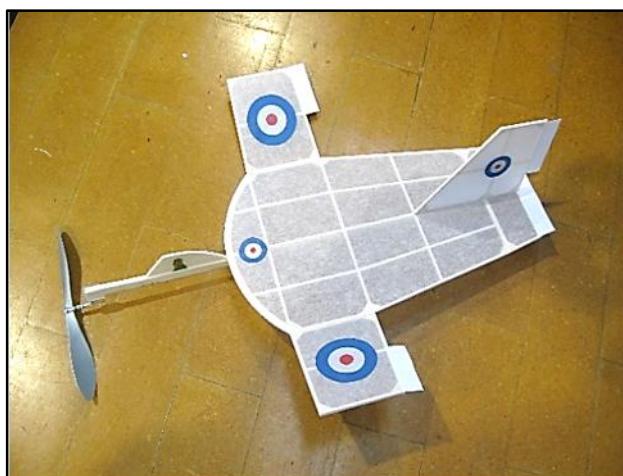
Chris Brainwood's Miss Starstruck



Simultaneous launch by Gerard and Chris.

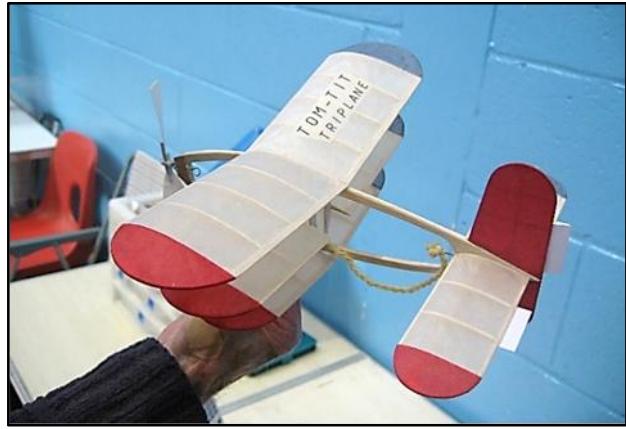


Steve Haines' The Wren, 12.5" span, and Space-Ace, 11" span. Both from IVCMAC book*





Steve Haines' Invicta MkII, 12" span.



Mick Langford's Tom-Tit triplane, 10" span

A number of the plans for these Ray Malmström models have been published in the New Clarion: Avenger, March 2015 and October 2018, Miss Starstruck May 2015, Space-Ace July 2017 and The Wren September 2017.

The OFMAC meeting dates are published on the BMFA website and in the AeroModeller. Finally for this month is a selection of photos of fine Peanut Scale models that I have seen at recent indoor meetings.

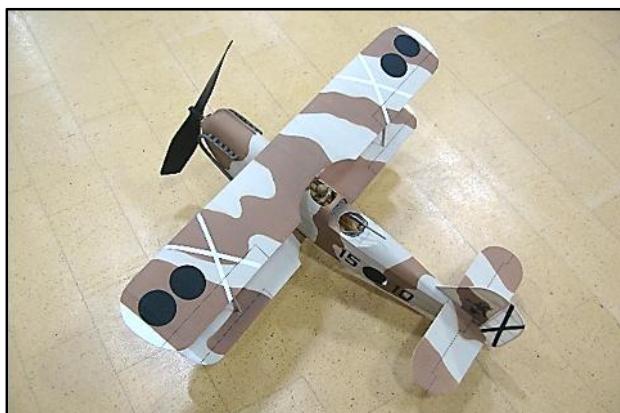
Some Peanuts for your delectation.



Steve Haines' Embraer Ipanema, built for the Walt Mooney cook-up.



Pete Brown's Jodel D9 Bébé from the Micro-X kit.



Mike Stuart's Heinkel He 45 in Condor Legion markings



Andy Blackburn's Miles Sparrowhawk, G-AELT, also built for the Walt Mooney cook-up

IVCMAC book*:- Ray Malmström 60 Years of IVCMAC (The Impington Village College Model Aeroplane Club)

Nick Peppiatt



The Pilatus PC-6 Porter is a single-engined STOL utility aircraft designed by Pilatus Aircraft of Switzerland. First flown in 1959, the PC-6 was produced at Pilatus Flugzeugwerke in Stans, Switzerland. It has been built in both piston engine- and turboprop-powered versions, and was produced under licence for a time by Fairchild Hiller in the United States. After 604 deliveries in 63 years, Pilatus ended production in 2022.

Development

On 4 May 1959, the first prototype, powered by a 254 kW (340 shp) piston engine, made its maiden flight. In early May 1961, the first Turbo Porter, powered by a Turbomeca Astazou II turboprop engine, performed its initial flight. In comparison to its earlier piston engine-powered incarnation, the Astazou II-equipped Turbo Porter had an increased gross capacity and top speed, as well as benefitting from the engine's automatic handling functions. These benefits came at the expense of the greater initial purchase cost and higher fuel consumption. Both the piston and turbine-engine versions of the PC-6 became quickly known for their Short Takeoff and Landing (STOL) capabilities, requiring only a very short takeoff run before being ready for rotation prior to taking off.

Its unit cost in 1962 was \$55,000

The initial turbine-powered models of the PC-6 were equipped with the Astazou II powerplant, however complaints on the reliability of this engine led to another early turboprop powerplant becoming available for the PC-6. This was the Garrett Air Research TPE 331. Some operators such as Air America chose to retrofit their Astazou II-powered PC-6s with the TPE 331 engine. In May 1966, the first PC-6 to be equipped with the Pratt & Whitney Canada PT6A engine performed its maiden flight.

To offset rising labour and manufacturing costs in Switzerland, Pilatus distributed manufacturing work on the PC-6 to other countries; in 1993, Czech Republic-based Letov Kbely began manufacturing activity upon the type. Its unit cost in 2010 was \$1,900,000. In 2013, Pilatus formed a joint venture with Beijing Tian Xing Jian Yu Science Co., Ltd. to locally manufacture the PC-6 and the newer Pilatus PC-12 in Chongqing, China; initially this facility performed subassembly work on the fuselage, and later other elements such as the wings and moving surfaces, which were transported to Pilatus' final assembly facility in Stans, Switzerland. Global production of the PC-6 will eventually be transferred to the Chongqing facility. On 11 December 2014, the first Chinese-assembled PC-6 fuselage was completed. In 2014, the majority of PC-6s delivered that year were to Chinese customers. By April 2016, around 20 PC-6s were in operation in the Chinese market; the type has often been used to replace the Antonov An-2, being reportedly cheaper to operate.

The Porter was also manufactured under license by Fairchild Hiller in the United States. Roughly 100 of these licence-produced aircraft would be completed, being mainly purchased by civil operators within the US. A number of Fairchild Hiller-built PC-6s were also procured for military operations during the Vietnam War. It received the designation AU-23A Peacemaker for service with the U.S. Air Force. The Peacemaker was fitted with a side-firing 20mm XM-197 Gatling cannon, four wing pylons and a centre fuselage station for external ordnance. However, the AU-23A proved to be

PC-6 Porter/Turbo-Porter



A PC-6 Turbo-Porter, B2-H4 PT6A-34 variant, used for skydiving in Spain

Role	STOL passenger and utility aircraft
Manufacturer	Pilatus Aircraft Fairchild Aircraft
First flight	Porter - 4 May 1959 Turbo-Porter - 2 May 1961.
Status	In service
Primary users	Civil aviation Austrian Air Force, Myanmar Air Force, Swiss Air Force
Produced	1959–2022 ^[1]
Number built	604 ^[1]
Variants	Fairchild AU-23 Peacemaker

troublesome in service. All of them were returned to the continental U.S. and placed into storage after only a single year of operation. In 1979, a pair of UV-20s were assigned to the aviation detachment of the Berlin Brigade in Germany due to their suitability for operating within the heavily restricted airspace; they were fitted for carrying either cargo, up to eleven passengers, or three litters with four medical attendants.



PC-6 cabin interior, circa 1960s



Analog cockpit instrumentation of a PC-6, 2007

After nearly 600 deliveries in six decades including about 90 Fairchild-Hiller built and 425 PT6-powered, but only 52 in the last ten years, Pilatus will close the orderbook from summer 2018 and will roll off the last one in early 2019 while parts production will continue for at least 20 years. Due to pandemic delays, the last PC-6 Porter was instead delivered in December 2022 after 604 produced in 63 years.

Design

The Pilatus PC-6 Porter is a Short Takeoff and Landing (STOL) utility aircraft. The majority of aircraft are powered by a single Pratt & Whitney Canada PT6A turboprop engine, which drives a fully reversible, constant-speed, three-bladed HC-B3TN-3D (or an alternative four-bladed HC-D4N-3P unit) Hartzell aluminium propeller via a reduction gearbox. Pilatus claims that it possesses unique STOL capabilities, capable of landing in places only otherwise accessible by rotorcraft. It is fully capable of being operated from unprepared rough airstrips, in remote areas, hot climates and at high altitudes in all-weather conditions. In particular, the undercarriage employed provides for high wing and propeller clearances, making the PC-6 less susceptible to damage than conventional nosewheel-type undercarriages. For further landing versatility, various types of landing gear may be optionally installed allowing it to operate from different types of terrain; options include floats for water landings and skis for landing on snow.

Early models of the PC-6 were equipped with a full instrument panel as standard, and were reportedly easy for unfamiliar pilots to intuit. Later-manufactured PC-6s are equipped with a Garmin G950 glass cockpit in place of analog instrumentation; the majority of earlier-produced PC-6s can also be retrofitted with a glass cockpit. In addition to its flight functionality, the G950 system acts as a remote maintenance unit and electronic flight bag all in one. Two large 10.4-inch liquid-crystal displays (LCDs) are present, functioning as the Primary Flight Display for all key flight information and the Multi-function Display for system/mission management respectively; fully independent secondary flight instrumentation is also provided to provide backup altitude, attitude, and airspeed information in the event of complete electrical failure. The cockpit has been designed for single pilot operations; additional flight controls for a co-pilot can be optionally fitted. Other optional features include an autopilot (capable of operating within all phases of flight), traffic collision avoidance system (TCAS), terrain awareness and warning system (TAWS), weather radar, satellite phone, LIDAR, forward-looking infrared (FLIR) and lightning detector; in addition, onboard electrical and avionics equipment are readily modifiable to conform with customer requirements.

The airframe is of a rugged and low-maintenance construction; featuring high levels of accessibility, interchangeability, and favourable manning levels. The wings, fuselage, and empennage are manufactured using conventional semi-monocoque construction techniques, the primary structure being composed of aluminium; the central structure retains critical strength despite the cutout areas for the sliding doors of the main cabin. Corrosion resistance is achieved via a combination of plating and a polyurethane-based enamel paint. The simple nature of the structure allows for ease of repair in the field. Features such as low-pressure tyres, twin-caliper disc brakes, and a highly energy-absorbent undercarriage enable the aircraft to be capable of operating from rough or otherwise challenging terrain.

For role flexibility, individual aircraft can be easily converted between various mission types, such as transport, paratroop, aerial photography, surveillance, air medical services and search and rescue duties. A maximum of ten passengers, or a 2,200 lb payload, may be carried within the aircraft's main cabin area within the rear section of the fuselage; the standard passenger seats are designed to allow for rapid removal and may be stowed within an optional separate externally-accessed seat stowage compartment behind the main cabin. The main cabin area is furnished with soundproofing measures, ventilation, and heating as standard. A maximum of three fuel tanks can also be carried in the main cabin, accordingly reducing payload capacity, to increase the aircraft's flight endurance. In addition to the large sliding doors at either side of the main cabin, separate hinged doors are present on either side of the cockpit; an optional pilot-controlled

trapdoor, to accommodate supply drops or surveillance payloads, may also be installed in the center of the cabin floor without any design changes required. Additional equipment include a firefighting system, aerial application system, underwing tanks, sand filters, propeller de-icing system, mudguard, tailwheel debris guard, oxygen system, and additional power distribution system.

Operational history

Slovenian Air Force Pilatus PC-6 STOL landing at the Murska Sobota Airfield

The PC-6 is noted for its Short Takeoff and Landing (STOL) performance on almost any type of terrain - it can take off within a distance of 640 feet (195 m) and land within a distance of 427 feet (130 m) while carrying a payload of 2,646 lbs (1,200 kg). Thanks to its STOL performance, the PC-6 holds the world record for highest landing by a fixed-wing aircraft, at 18,865 feet (5,750 m), on the Dhaulagiri glacier in Nepal.

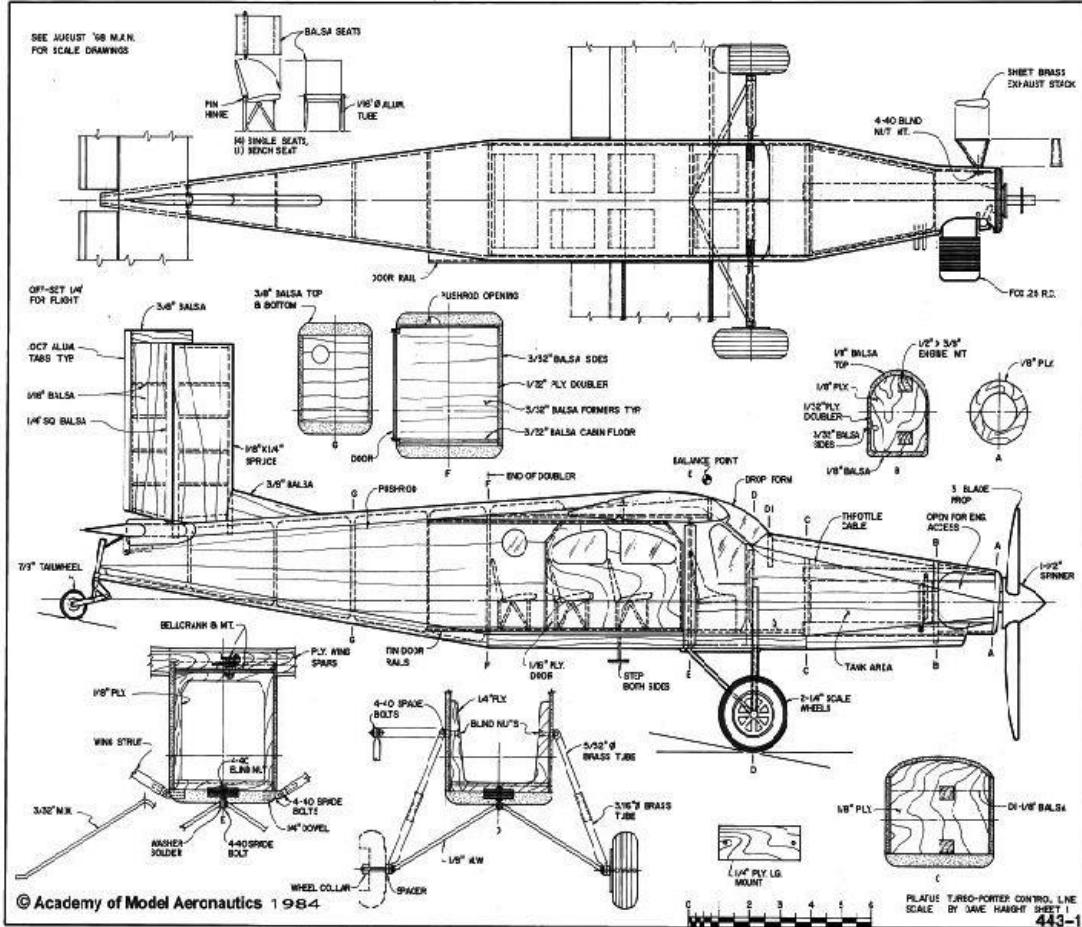
Due to the type's favourable STOL characteristics, described by the magazine Flying as being "one of the most helicopter-like airplanes" it deliberately marketed the PC-6 towards helicopter operators at times, reflecting its mode of operation. According to Pilatus, the PC-6 can provide very similar performance to a helicopter at a significantly lower cost to operate and procure.

During its early service, the PC-6 Porter was noted for its high level of comfort and usability against competing aircraft. The type has also proven to have a long service life; by 1993, roughly 440 of the 500 PC-6 Turbo Porters completed by that point were still in service.

During the 1960s and 1970s, the Central Intelligence Agency-controlled airline Air America operated up to 23 PC-6s at a time. Many of these were operated in the South-East Asia region, including South Vietnam during the Vietnam War. The type was used for various missions including paratrooping supplies to troops, passenger transport, psychological warfare, reconnaissance, prisoner conveyance, airborne radio relay, and other intelligence operations.

Since 1976, the Austrian Air Force has operated a fleet of 12 PC-6 Porters as the mainstay of their fixed-wing transport fleet; the type has been used in various support roles, including transport, Search and Rescue, firefighting, observation, target-towing and paratrooping.

According to Flying magazine, 40 per cent of all PC-6s in Europe during the early 1990s were being used by skydivers.



Back to the Community Centre

- Tony Shepherd

Early October saw my first indoor flying session of the winter months with the Waltham Chase Aeromodellers free flight meeting at Wickham Community Centre in South East Hampshire. There's nothing complicated about these meetings and no suggestion of anything competitive, it's just a chance to get out your indoor models and have some fun flying them with a few likeminded souls.

The usual Hanger Rats, Avionettes, Gymminie Crickets and Butterflies made their appearances but it was nice to see Ian Pearce's Legal Eagle and Colin Hutchinson's No-cal Buzzard Bombshell flying sedately around the hall. I find the No-cal class particularly interesting and am currently building a Buggaboo to the class rules. For those that aren't aware, No-cal is for profile fuselage models of 16" maximum wingspan (no-cal is short for no-calorie as they are super thin!). There'll undoubtedly be more to it than that but if the photos below spark an interest then Google will get you some info.

Until recently the plans for both the Bombshell and Buggaboo have been available on the Hip Pocket Aeronautics website but sadly the administrator, Ratz, has passed away and this resulted in the future of the site looking anything but rosy. However I heard yesterday evening that site is back up and running albeit with access limited to just general discussion but fingers crossed that things will get back to how they were before long.

Look at the back of this edition of the New Clarion to find details of future meetings at Wickham - it's worth a visit. In the meantime here are a few snaps of what was flying at the October meeting.



Colin Hutchinson's No-cal Buzzard Bombshell

The left hand shot shows the business side. No-cals are usually flown to the left so you get to see the pretty side when they're in the air....



....but Colin likes to fly his to the right!



Ian Pearce's Legal Eagle.

Ian flies the super light indoor type of model too and although his model above is simpler, it's still built to the same, high standard. And in flight



Legal Eagle aloft



Regular Wickham flyer, Bob Gibbs,
with a model which he's had for many years

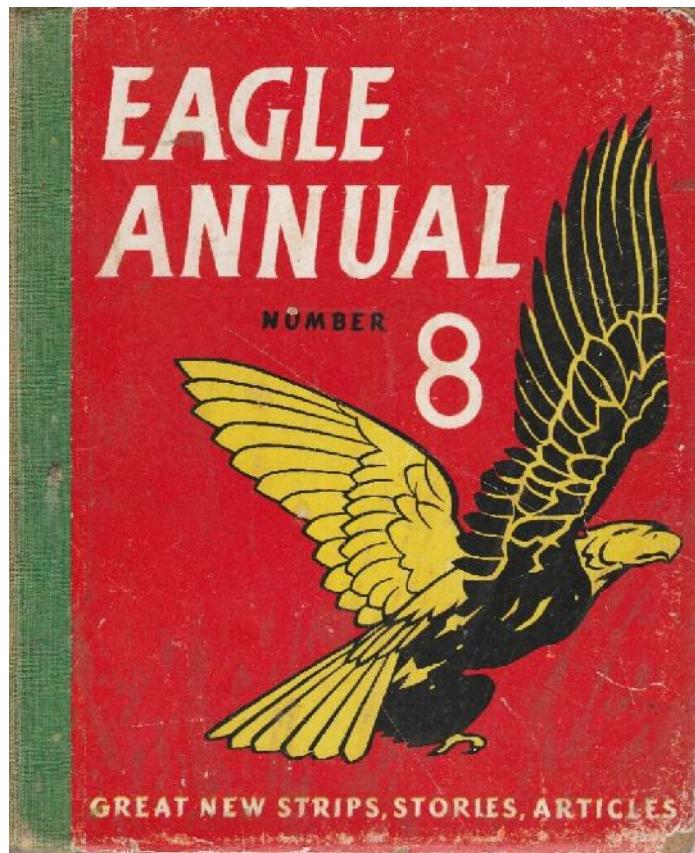
Just when we were finishing up, Waltham Chase's organiser, Alan Wallington, decided to get in a quick flight. Many thanks are due to Alan for keeping these meetings going.



Tony Shepherd

Report No.154 Eagle books.

The Eagle Annual was launched in 1952 as a general interest book for boys, probably aimed at the Christmas present market. The first series ran to 1962, Issue No. 11, all under the very well respected editorship of Marcus Morris. An excellent source of information on Eagle Annuals and associated publications can be found on line at "eagleannualsinfo" which is where I found the list of contents of each issue. There were typically about 50 articles in each issue, listed under up to ten headings, of which one was "Hobbies" which is where I looked for clues indicating aeromodelling content. I found just six entries in the first series and none at all in the 1963-1975 second series. The conclusion to this is that we could not justify giving space in the library to accommodate these rather bulky Annuals but that digital copies of either the complete books or just the aeromodelling content would suffice.



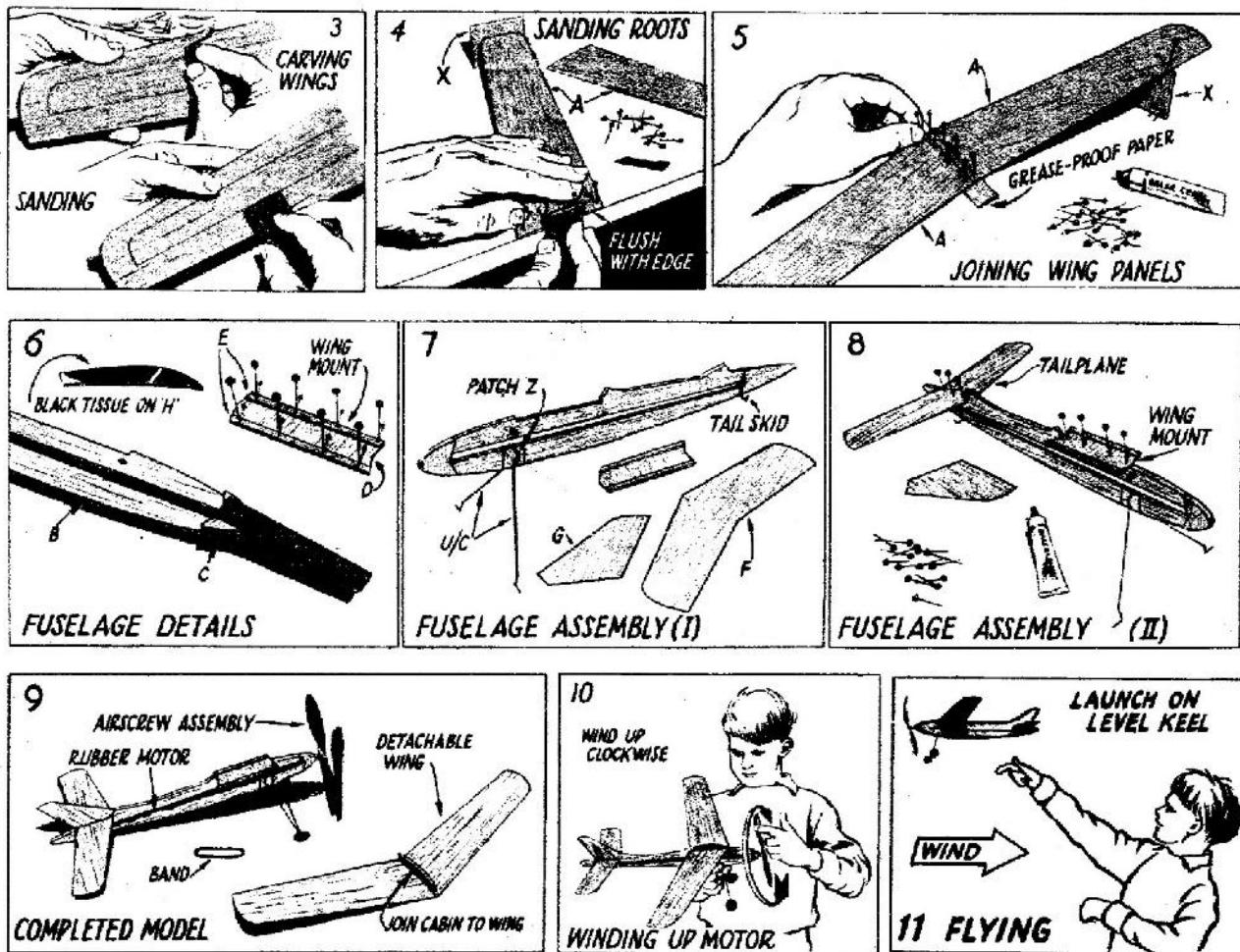
Issue No. 1 included an article titled "A Jet Powered Dart" and in issue No.3 "How to Build Model Planes" but do these refer to flying model aircraft? If you can answer that question please do get in touch, your answer will enable me make an informed decision on whether to include or exclude them from the "Scans of pages wanted" list.

The issue No. 4 article was titled "Making Model Gliders", so definitely on the wanted list.

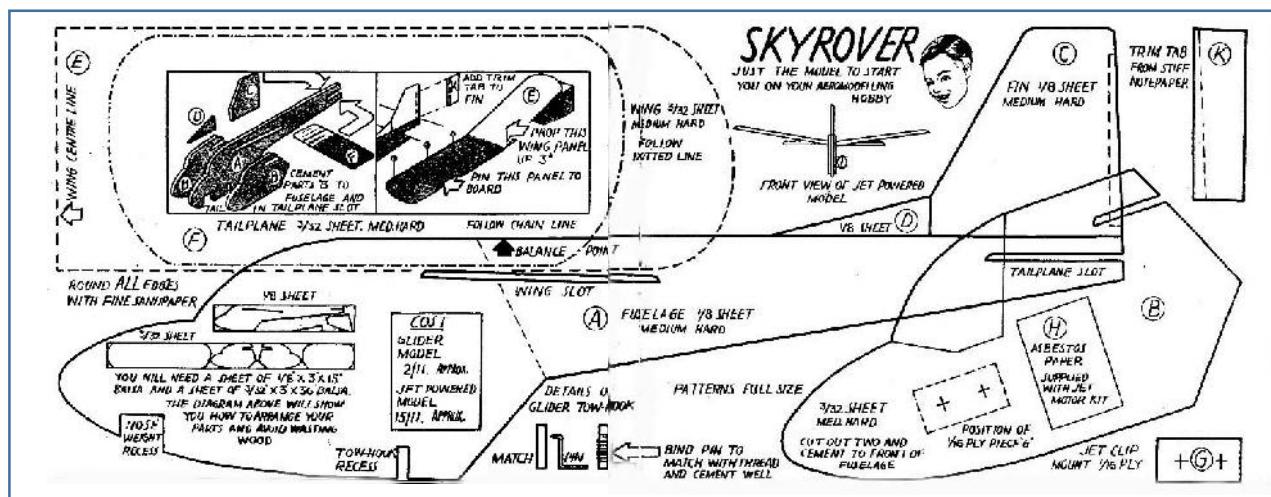
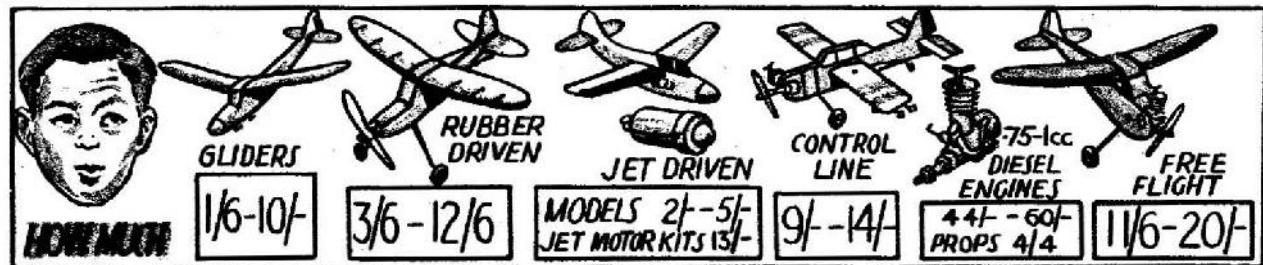
Next, issue No. 5, has an article titled "How to make the Lightning" which has two-pages of instructions and a two page plan for Bill Dean's "Swept-wing Rubber Powered Flying Model".

Below is the page heading and part of the instructions.

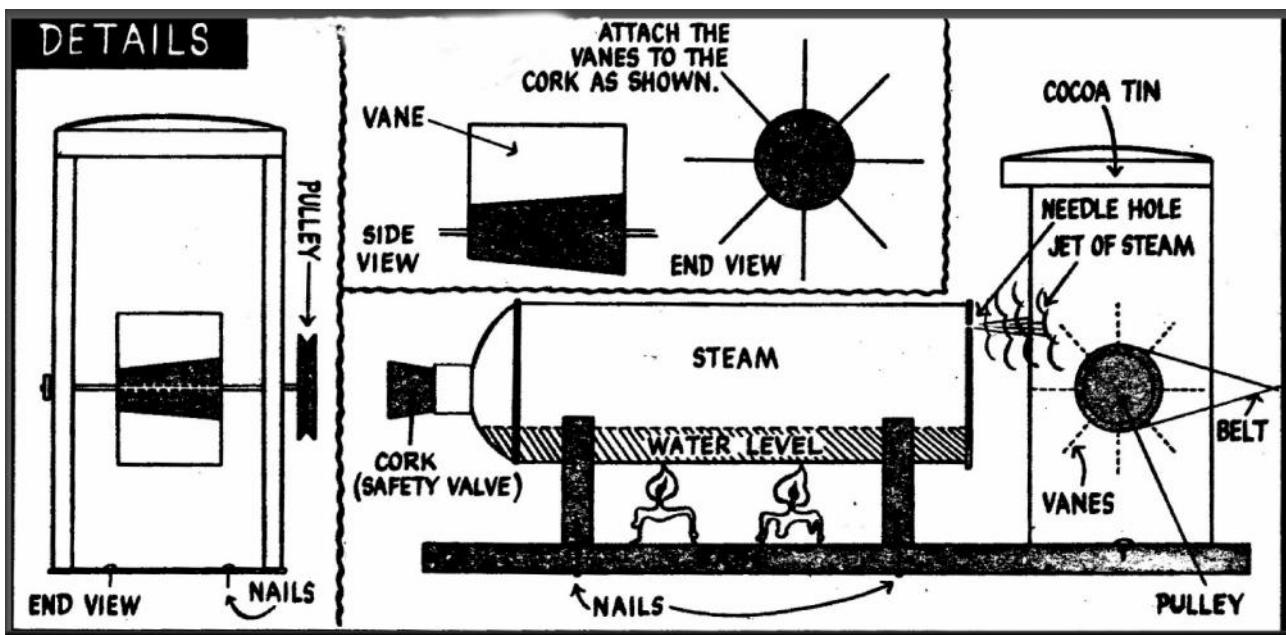




Ray Malmstrom wrote "A Guide to Aeromodelling" in issue No. 8 complete with a price guide header, two pages of sketches and description of the various types of model aircraft and a plan and instructions for building his "Skyrover" which could be built as a glider or a Jetex powered model. Header and plan shown below. The plan is in Malmstrom's quite distinct space saving multi-layered style which allows room for "Flying Notes" for both versions.



Eagle Annual No. 10 listed in the "Hobbies" content "A Jet Engine", what joy, it must be a homemade version of a Jetex unit; probably using Jetex fuel pellets. A quick turn to page 30 revealed something rather different, a candle powered steam jet engine.

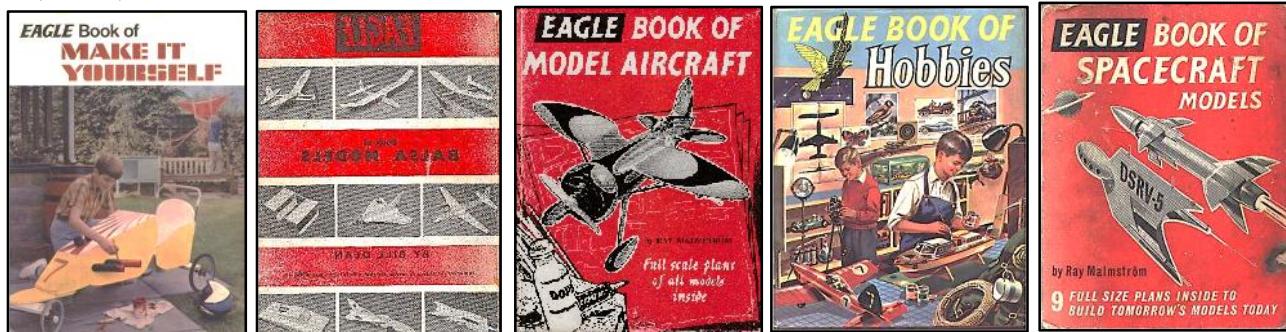


Not all is lost, look at that "END VIEW", replace the pulley with a propeller, perhaps reduce the height of the cocoa tin somewhat, turn the view 90 deg. such that what is marked end view becomes a side view and finally give the steam jet pipe a couple of bends to bring the jet of steam to a suitable position to impinge on the vanes of the impeller. The result is a silent power unit suitable for rotating the propeller of a static display model aircraft. I suggest that a twin boom aircraft be chosen, with a suitable aperture arranged in the power pod such that when the cork safety valve activates the model remains undamaged. Please attach a SAFETY NOTICE warning observers not to stand to the rear of the model.

The library is currently in need of photocopies or scans of the pages of aeromodelling content in Eagle Annuals numbers 1, 3 and 4. We have for disposal: Eagle Annuals numbers 5, 8 and 10. Please email me if you can help with page scans or have an interest in the Annuals for disposal.

That completes the look at the aeromodelling content of Eagle Annuals, unless you know of something that I have missed.

Eagle produced many books other than the Annuals and next month will be a search for aeromodelling content in the irregularly produced "Eagle Book of....." following that hopefully a return to "Our earliest books".



The full article and plan for the "Lightning", "Skyrover" and "Jet Engine" available by email.

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

Roy Tiller

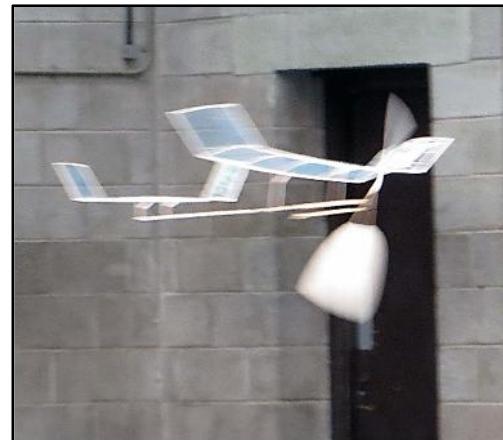
Sneyd Indoors November

John Andrews

Saturday November 11th saw Rachel and I motoring up the M6 to Bloxwich and after depositing Rachel at our daughters I carried on for a mile or so to the Sneyd Indoor Meeting, I signed in as a spectator.



View across the hall from my vantage point against the opposite wall



Event organiser Peter Thompson sends one of his 'Five Minuters' on its way

Attendance at the events is strengthening and Peter has added an extra hour on his bookings to give a four hour meeting, 12noon til 4.00pm.

I am not too sure how many fliers were performing but if you look at the heading picture there are quite a few against that wall and a significant number were over my side of the hall against the opposite wall and a few more on one end wall.

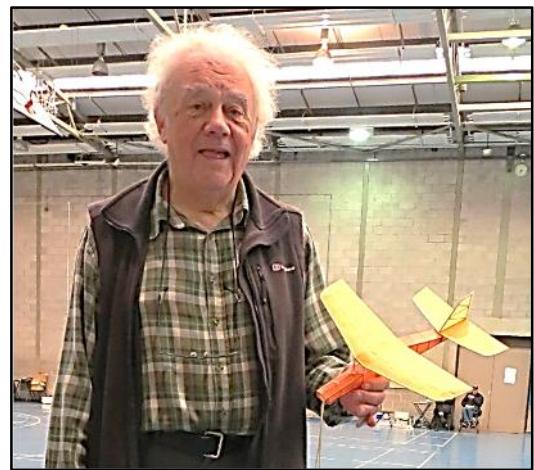


Mike Brown piles the turns onto his Half-Scale 'Gipsy' for a test flight before he tries a full turns take-off.

Peter Thompson's models were performing as well as ever, I did not get any flight times as I was too far away from him. If I was not mistaken the model he was flying was one of his own designs and designated the 'Five Minuter' as the model was aimed at a five minute flight time which he regularly achieved. More significantly however, this time was achieved by other modellers with their versions of the model, which was the intention behind his design in the first place.



I saw only one scale model



Previous meeting organiser Alan Price



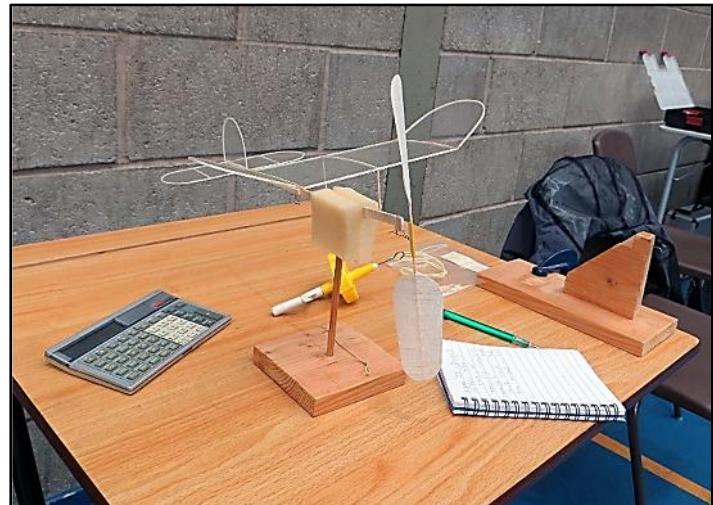
Seated alongside myself was one Steve Watson



Steve says he is a newcomer to indoor and from the look of his models he is making very rapid progress, he can bend balsa into semicircles which is more than I can do. The smaller of the two models he had with him was soon flitting about up by the girders and recorded a flight of 4 mins +.

Some beginner?

Given a few more meetings I can see his flight times up in the six minute region. Next target is the eight minute flight, not too easy in a sports hall.



Steve's neat table set-up with essential log book.

A winder counter is his next requirement, followed by a torque meter.

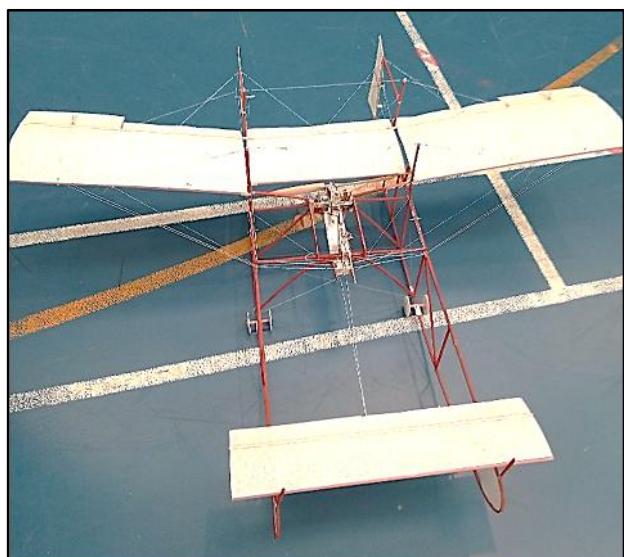
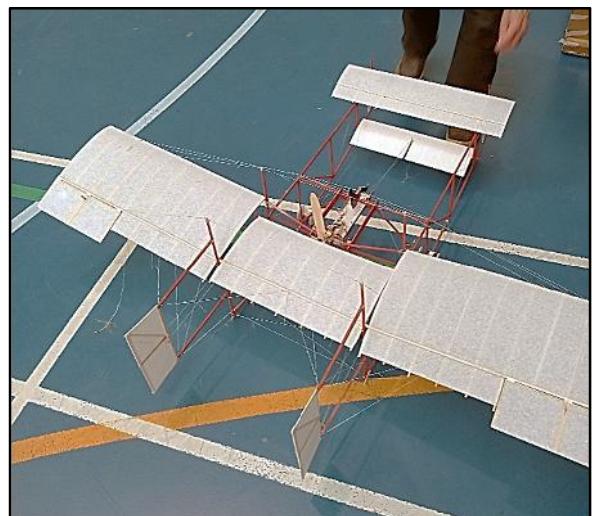
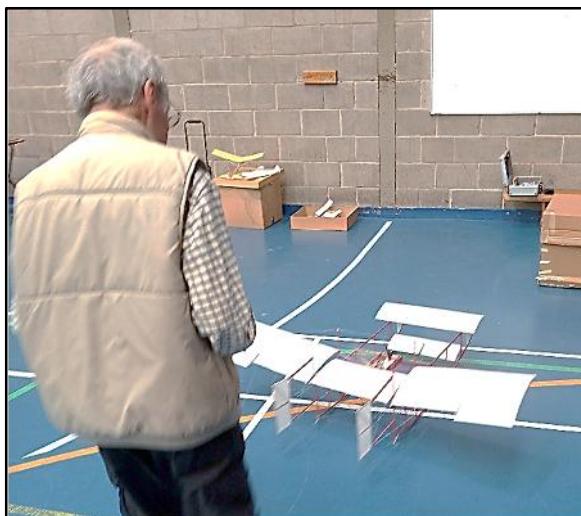
All in all I had a nice afternoon out, renewing old acquaintances' and wishing I was fit enough to give it a whirl Myself. Maybe next time.

John Andrews

Graham Smith's 'Valkyrie'

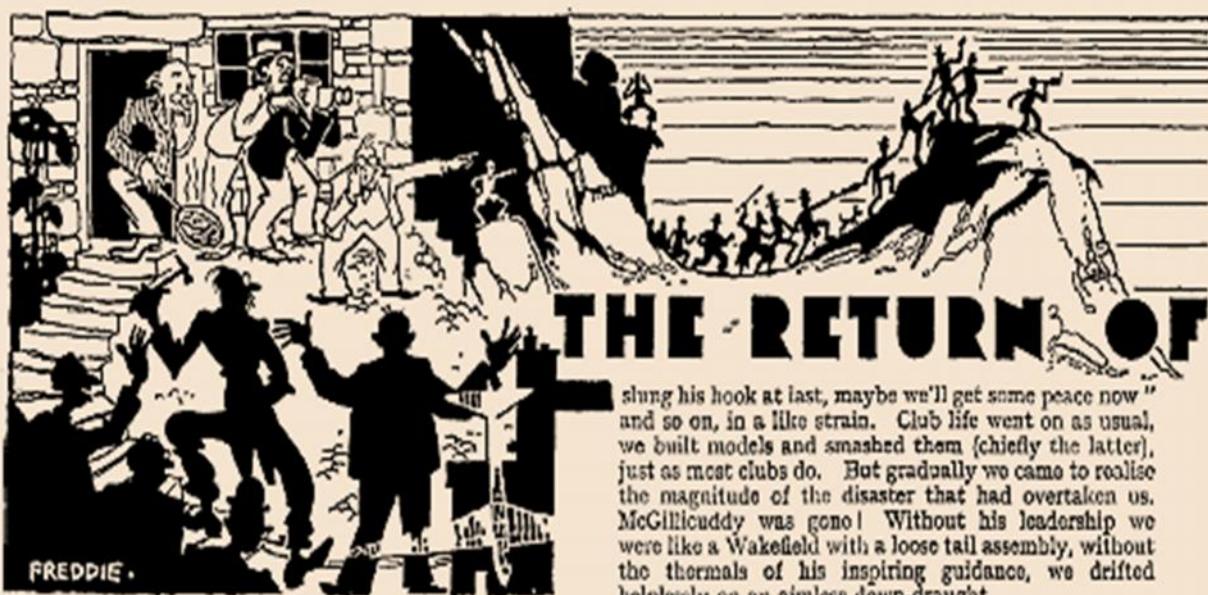
- Colin Shepherd

At the November Sneyd Indoor meeting there was an electric powered RC scale 'Valkyrie' built and flown by one Graham Smith who specialises in these early aircraft. I took a few pictures, not exactly crisp, particularly the airborne ones. I blame the camera.



The model flew really well under complete control, taking off and climbing away superbly.

Colin Shepherd



Hoist the windsock,
Tow the glider,
Let the Wakefield Model soar!
Stretch the motor,
Twirl the winder,
Hail the Maestro, Home once more!

The foregoing is an excerpt from our paean of triumph, and cause indeed had we to twang the lyre and raise our voices in joyful song, for McGillicuddy is returned to Auchengargle! The Maestro is back in our midst, and grand indeed was the welcome we gave our wanderer. As the Club cynic put it "Get all your gear under lock and key, boys, the old buzzard's back again."

History affords countless instances of happy homecomings, but never one such as this. The return of Caesar from Hither Gaul (whether he had gone in search of balsa and other rare woods). The jamboree in the greenwood on the occasion of Robin Hood's return from Nottingham (with the Sheriff's shield for spot landing under his belt), even the wild rejoicings in the Tuilleries when Napoleon returned from Elba (on the off-chance of scrounging a dozen yards of quarter), all these occasions, great as they seem, fade into insignificance, they are paltry and trivial compared to the return of McGillicuddy! Never did a leader return at a more opportune moment, arriving as he did when our need for him was greatest, just in time to turn an ignominious defeat into a glorious triumph.

Perhaps, some day, the Maestro's amazing adventures during his wanderings will be told in full. But the time for that is not yet. All that has happened to him since he set out in pursuit of his model, will, of course, fill several editions of *THE AERO-MODELLER* (for "AERO-MODELLER," read, "wastepaper basket." Ed.). The African part of his adventure, "With Birch and Balsa in Bechuanaland," or "Props and Thermals up the Nile," has already been bought by Hollywood for a super film. The part of McGillicuddy has not yet been cast, however, the difficulty being to find an actor who is a cross between W. C. Fields, Wallace Beery and Harry Lauder. The part of Jamieson is to be played by Boris Karloff, greatly to the disappointment, it must be admitted, of the writer, who privately considered Clark Gable a much more suitable type.

When the Maestro first disappeared we tried to treat the matter lightly, as though it were a thing of no consequence. Hiding our sense of loss under sayings such as "Well, thank goodness, the old so and so's

slung his hook at last, maybe we'll get some peace now" and so on, in a like strain. Club life went on as usual, we built models and smashed them (chiefly the latter), just as most clubs do. But gradually we came to realise the magnitude of the disaster that had overtaken us. McGillicuddy was gone! Without his leadership we were like a Wakefield with a loose tail assembly, without the thermals of his inspiring guidance, we drifted helplessly on an aimless down-draught.

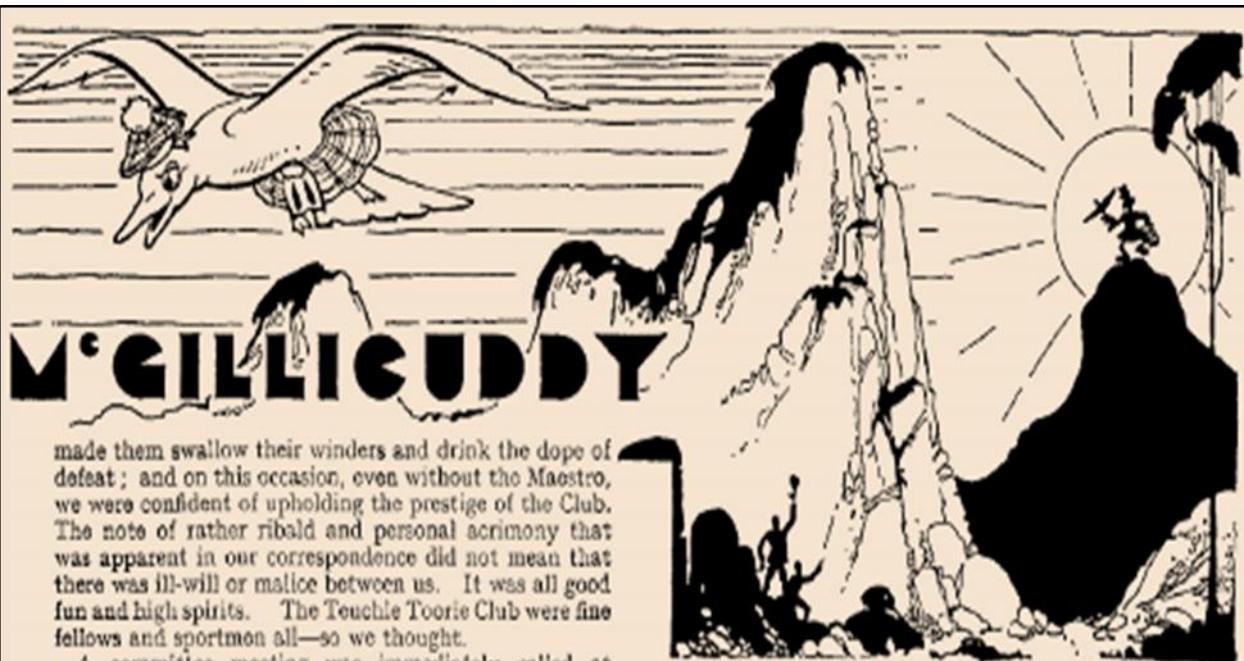
It was that vacant chair in the club-room that upset us. We tried hard not to notice it, but it exerted an uncanny fascination. Just as you all pretend not to notice when a rival's model gets into a thermal on the competition field (and your own time round about 45 seconds). Just as you pretend to be busy, and yet your eyes are constantly drawn back to it, so it was with the Maestro's old chair in the club-room. Should we ever see him again, seated there with Drambuie, his pet seagull, perched on his knee? Should we ever hear his kindly voice handing out gems of wisdom and encouragement to all and sundry, even though no one was listening? It was lucky that we did not realise what trials lay ahead.

There was one small compensation, however. Our hobby cost us less, for the Maestro was apt to be careless when building in the club-room, seldom taking the trouble to find out whether the materials he used belonged to him or not. All really great minds are like this, heedless of mundane trifles and protesting innocence when a rumpus started over missing material, and who would worry over a few scraps of material or balance the saving of them against the loss of the Maestro?

We had nothing left to us, no personal souvenir of McGillicuddy. We had his books and writing, true, but they had that impersonal quality of all scientific truth. And the only picture of him we possessed (apart from the slanderous caricatures made by a certain artist), was a photo of the infant McGillicuddy, taken at the tender age of eight months, seated on a tiger-skin with his fuselage uncovered, except for a pair of button boots, which he had staunchly refused to remove, evidently on the grounds of modesty; it was this peculiar behaviour that prompted his friends and his admirers (to say nothing of his enemies), to call him "Boots" McGillicuddy. We said seated on a tiger-skin rug, but this hardly accurate, for at the crucial moment, he had turned away from the camera and into the wind, and putting his head down and folding up his undercart, elevated his tail end high in the air; a decidedly original pose, one that hardly does justice to his classic features.

The first link in the chain of dramatic and unexpected events that led to the return of McGillicuddy, was a letter from our neighbours and rivals, the Teuchle Toorie Model Aeroplane Club. They challenged us to an inter-club competition for gliders, to be held on the slopes of the nearby mountain—Ben McSplurgo.

We were pleased to receive this call to battle. The Teuchle Toorie and ourselves were old rivals. Under the leadership of McGillicuddy, we had, in the past, often



made them swallow their winders and drink the dope of defeat; and on this occasion, even without the Maestro, we were confident of upholding the prestige of the Club. The note of rather ribald and personal acrimony that was apparent in our correspondence did not mean that there was ill-will or malice between us. It was all good fun and high spirits. The Teuchle Toorie Club were fine fellows and sportmen all—so we thought.

A committee meeting was immediately called at Auchengargle to discuss how best the challenge should be met and to make plans for all emergencies. One of our more ambitious members—who imagined that the mantle of the Maestro had fallen upon him (he was wrong, it had fallen at his feet and he had tripped over it), immediately announced the construction of a new super job for the competition; it was to be called the "Song of Auchengargle," and was to be the last word in gliders. But we were not content to leave it at that; in order that we should know what the enemy were doing, we sent for our tame spy and "fourth" columnist (he had not yet qualified for the "fifth").

This was one of our younger adherents and his keenness and daring made him admirably suited for his hazardous work. He lived halfway between the enemy and ourselves, and also, his sister "walked out" with a fellow whose brother's pal was a member of the Teuchle Toorie Club. This practically gave him a foot in either camp, though his loyalty to the Auchengargle Club was beyond question, for we alone knew whose stick glider had broken the police office window.

The spy soon brought in his first report, reassuring in some ways, but containing a sinister note. "They" had a new glider, "Teuchle Toorie Champion II." Test flight O.K. but now in dock with a cracked main-spar, repair work progressing favourably, and (not so good), a certain Mr. R. H. Boring, a London glider expert, a member of the East Hurry Club, was on holiday in their area. He was attending their meetings to advise and coach them.

As a reward for his information, we presented our spy with a half bottle of jellified dope, two old celluloid wheels and a broken propeller; and cutting short his protestations of gratitude, dismissed him with instructions to keep snooping and report anything fresh.

The committee immediately went into a huddle to discuss his report. It was not for us to criticise Mr. Boring's choice of a holiday resort; some people seem to enjoy slumming, and after all he was a free agent. Doubtless the Teuchle Toorie mob thought that with Boring in their corner, and with ourselves deprived of McGillicuddy, it was in the bag for them. Could we prove them wrong?

One of our more aggressive members suggested that a deputation should wait on Mr. Boring one dark night and suggest, quite gently, that he should consider the feeling of his relatives and dependants, and scuttle back to Skittlebampton, or to put in more crudely, did he want anything for himself? But this suggestion was

turned down, reluctantly, as being unworthy of followers of McGillicuddy.

We redoubled our efforts. The "Song of Auchengargle" was completed, its trials promised well. Feverishly we combed the works of the Maestro trying to glean from them anything we might have missed, and seeking to draw from their wisdom, strength and inspiration for the coming struggle. From the chapter "Tactics and strategy for the competition field," one of the gems of wisdom was particularly strengthening: it would almost seem that McGillicuddy had foreseen our present situation when he wrote:—

Fly not in haste, when dour and stern the battle,
Take courage, see that all is trim and true,
The struggle's never lost until it's over,
The other chap can crash as well as you.

What, indeed, was the help of a London glider expert against the wisdom of McGillicuddy? We took heart and, in a mood of sober confidence, awaited the great day, little dreaming of the gripping drama it was to bring.

The morning dawned fine and sunny, with just the slightest whisper of a breeze, and in confident anticipation of a good day's sport, the team repaired to the club-room to receive our spy's final report and collect our machines for the fray. We had several machines ready but we had all bet our shirts on the "Song of Auchengargle"—it was our great white hope. We dismantled it ready for packing and awaited the spy.

Suddenly we heard the sound of running feet and he burst into the club-room, his face as white as tissue. Something was wrong! "That chap Boring," he gasped, "they've made him a member—he's sent for his model—he's flying for them today!"

Has history any record of low, base, mean, disgusting and degrading treachery such as this. Was it possible that people should sink to such depths. And yet, was it altogether surprising? What else could we expect from such a gang of petty thieves and low lifers as the Teuchle Toorie bunch. Why, oh why! could Mr. Boring not have come to Auchengargle for his holidays? And yet no blame could be attached to him, for how was he to know what a gang of thugs and hoodlums he was consorting with.

Worse was yet to come.

One of the team was rather late arriving and, on being told the cause of the uproar, was so overcome with the bad news that he sank into the Maestro's vacant chair where, only a few minutes previously, someone had

placed the "Song of Auchengargle" prior to packing. Our warning shriek was a split second too late. There was a horrid heart-rending scrunch and the "Song of Auchengargle" was no longer a song, it was reduced to a discordant squawk.

If the spy's report had dismayed us, this last disaster struck us down completely, and in a dumb agony of hopeless despair we stared at each other. Flying against an expert, and our best model ready for the junk box! Defeat stared us in the face. We could almost hear the Teuchle Toorie mob crowing their victory.

The silence in the club-room was agonizing, as each of us racked our brains for some way out; what could we do? Then suddenly, the spy (whom we had forgotten to throw out) said, "There's a seagull flying round the hut." We turned on him viciously, "Seagulls indeed!" Our backs were to the wall, we were absolutely up against it and he was yattering about seagulls! Rude hands were laid upon him, but he persisted in his folly. "Look," he said. "It's tapping at the window now!"

A wild thread of hope shot into our hearts, could it be—was it possible—we looked again. Yes! There was no mistaking that wise old bird. It was Drambuie!

We dashed out of the club-room and looked all around. Not a soul in sight! But wait—high up on the moors was that something moving? With shaking hands the field glasses were focussed. Yes! Yes! There was no mistaking the rakish tilt of that top hat or the sweet lines of that model tucked under his arm. It was the Maestro himself! McGillicuddy had returned!

We streamed out to meet him, we convoyed him back to the club-room in triumph, with Drambuie circling overhead. Then in a torrent of words, stammering and stuttering in our haste, we poured into the Maestro's ears the story of our misfortunes.

With sympathetic gravity the Maestro listened, picking his teeth with an old prop. shaft the while, and, when we had finished, he looked round at us all and smiled. "Tuts," he said. "It's no so bad but it might be worse; sit down lads and I'll tell you a wee story." We looked at one another with sinking hearts, telling stories at a time like this! Was it possible that the Maestro's wanderings had deranged his mind even further? Yet we listened, almost in despair—there was nothing more we could do.

McGillicuddy sat down in his old chair, shaking his head sadly over the mangled remains of the "Song of Auchengargle." He crossed his legs and Drambuie perched on his knee. "You all remember the last glider competition we held," the Maestro began, "we had a wee bit bother then, but that's all bye with now." You bet we remembered the last glider competition and the Maestro's shameless bit of skulduggery, trying to pass Drambuie off as a glider, and if it hadn't been for the sardine incident, he would have succeeded.

"In such a desperate situation as this," the Maestro continued, "every expedient must be considered, you'll no be mixing with the Teuchle Toorie Club out on the hill," he suddenly asked, with seeming irrelevance. We certainly wouldn't be mixing, we hastened to assure him, if we got too near the competition would develop into a free for all.

"Aye, just so." He paused, then asked, "You'll have one or two models, just to sort of dress the windowlike. Aye, just so, and Auld McSwindle will be doing the timekeeping and he won't be using field glasses? No! Aweel."

said McGillicuddy. "I don't think much can go wrong this time."

This was the McGillicuddy we knew and loved, his voice took on a richer cadence as he warmed up to his subject.

"All art," he said, "is only a copy of nature. All creative art draws its inspiration from nature. A model sailplane is a work of art. So is a seagull. And while it is true that a sailplane can never be a seagull, there is nothing, I ken of, to prevent a seagull being a sailplane."

Suddenly we understood and in silent amazement stared at McGillicuddy; in wonder at the workings of this master mind.

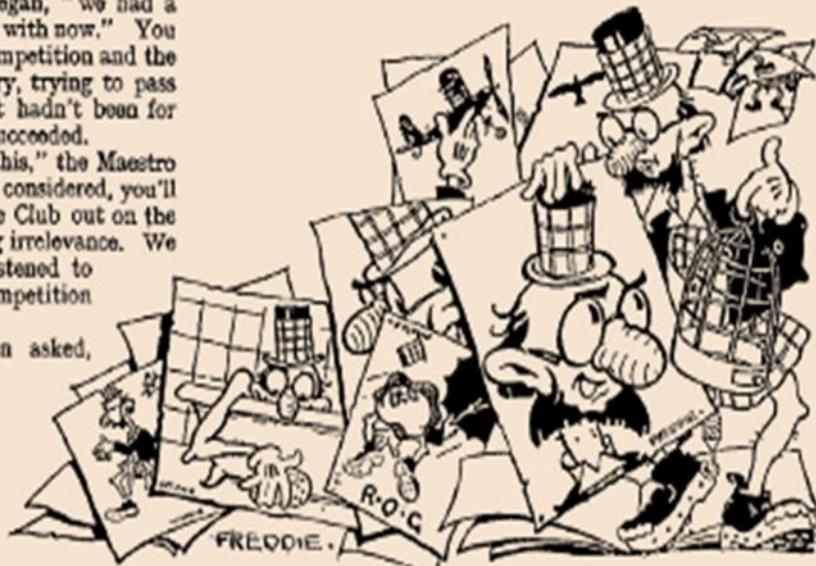
Presently, as we marched along together, McGillicuddy broke into a little crooning song. The words suited our thoughts perfectly, it was almost as though the Maestro could read our minds as he sang:

Let Teuchle Toorie boast and brag,
Don't worry boys, it's in the bag,
A London glider expert—Hooey!
What can he do against Drambuie!

Excerpt from Club News and reports in the current issue of *THE AERO-MODELLER*:

"An inter-club glider contest between the Auchengargle and Teuchle Toorie Clubs was held recently. Flown in magnificent surroundings on the slopes of Ben McSlurge, the competition developed into a terrific duel between Mr. R. H. Boring—the Teuchle Toorie's 'guest artist,' and Mr. H. B. McGillicuddy, the Auchengargle President. Mr. Boring, flying his new 'Salamander' model, turned in three splendid flights of 3-16, 2-87, and 2-35. Brilliant and consistent as this was, however, it was not good enough to win. Mr. McGillicuddy had only to make one flight; for his beautifully streamlined glider 'Drambuie' soared right out of sight on his first attempt, vanishing into the clouds at a terrific ceiling, not before, however, circling in full view of the timekeeper for some 37 minutes. Truly a memorable flight! Mr. McGillicuddy has thus broken all records. (As a twister and horns-woggler!—Ed.).

Mr. Boring heartily congratulated the Auchengargle Club on the victory, at the same time expressing deep regret that he had no opportunity of examining Mr. McGillicuddy's model, which, he said, strongly resembled a seagull, so graceful was it in flight and appearance. He commiserated with the Auchengargle President on the loss of so fine a model, and hoped it would be found and returned to him."



For all those of us who delighted in vintage power models, here is the latest from Italy via email.

"Dear friends,

Cesare De Robertis (former publisher of the MODELLISMO Italian magazine), now discontinued, did it again.

He published a new book about OLD TIMERS - GAS POWERED MODELS from 1932 to 1950 which includes the plans that can be downloaded scale 1:1 from the following websites :

<https://bit.ly/3QIPmhQ> <https://outerzone.co.uk/>

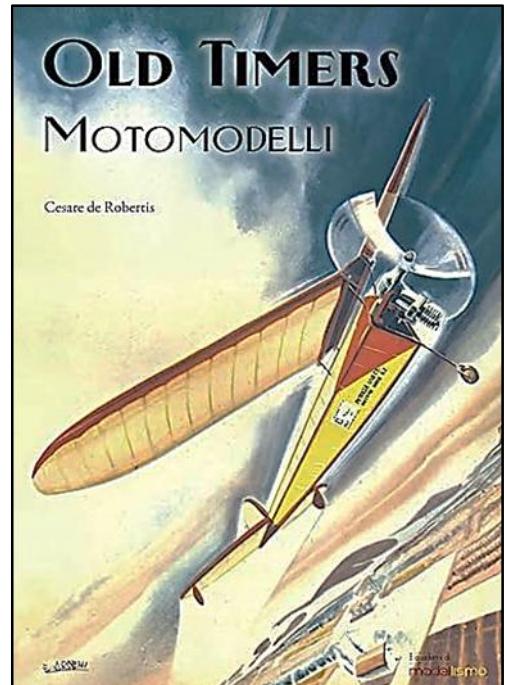
The book is edited in Italian (but an English version is coming soon) and can be purchased at the following Amazon address:

https://arcus-www.amazon.it/Old-Timers-Motomodelli-Cesare-Robertis/dp/B0CN58QMH6/ref=sr_1_1?qid=1700162001&refinements=p_27%3ACesare+de+Robertis&s=books&sr=1-1

Happy reading and warm greetings to everyone. Paolo Rossi -- La Segreteria, Gruppo Aeromodellistico Falchi Bergamo, www.gruppofalchi.com "

Outline description of the publication translated from Italian Amazon website:

In 1932, a young man from Philadelphia, Maxwell Bassett, showed up at a model aircraft competition, until then the monopoly of elastic models, with an absolute novelty: a model with an internal combustion engine. To say that Bassett was the first is not completely accurate because others before him had tried, such as Samuel Pierpont Langley who flew his "Aerodrome" along the course of the Potomac River in 1903, but these were isolated episodes, with little resonance and no follow-up also as a consequence of the fact that they were often large and complicated models, equipped with heavy, not very powerful and difficult to manage engines. Bassett, on the other hand, built a simple model, of more than orthodox proportions, and equipped it with the small and reliable motor built by his friend Bill Brown, that 10 cc "Brown Jr." which from 1933 onwards was produced in hundreds of thousands of units, giving the "La" to many large and small manufacturers all over the world who flooded the market first with spark engines such as the Brown Jr., then of self-ignition engines (the so-called diesels) and finally, from 1947 to the present day, of glow-plug engines. Parallel to the engines, many model aircraft were born that underwent an increasingly rapid evolution and in many cases made history. This happened mainly in the United States, but the lesson was soon learned in Europe as well, especially in Great Britain and Italy. In this new 290-page notebook you will find the stories of the most important models, modellers and companies that contributed to the evolution of motorized model airplanes in the world from 1932 to 1950. As usual, most of the drawings can be downloaded online in full size from a dedicated folder or from the "Outerzone" website.



Front Cover

There is a plethora of files that can be downloaded, pictures, plans etc all look to be in high definition. Here is one of the pics - a Frog advert for a Frog 175 SI engine & a Frog 45 kit at the bargain price of, £5-12-6 in old money.

What a nice if belated Christmas present! Italian price on Amazon is 25 euro, no idea what an English version would be?

Bad weather strikes again. From the BMFA website.

BUCKMINSTER GALA CANCELLED

Unfortunately, due to forecast 20-30 MPH)* wind on Sunday Nov. 19th. (the second of the two potential dates) the 2023 Buckminster FF Gala cannot be held at the BMFA National Centre, and is therefore **CANCELLED**.

Although this is disappointing, those who have flown there will understand that the unique nature of this venue and its surroundings means that it is suitable for FF duration only in appropriate conditions.

Please pass on this information to anyone who may be considering attending.

All rather sad in that adverse weather yet again disrupts our hobby. Maybe next year will see some improvement.

The DBHL (Library)

As many members are aware, we have an excellent magazine & plan library. The latter is a repository of digital (pdf) files, scanned at 1:1 (full size) images that can easily be printed to full size at a local friendly print shop. The list of available plans is downloadable from our website & any scanned plan is available for free (currently from me). To preserve these images a full set has previously been lodged with the BMFA, a further copy provided to Outerzone who have incorporated the images into their own collection and website & more recently an offer made to members that the full set can be copied onto a memory stick for anyone who desires them. Several members have already taken up this offer & the offer remains open to all. In essence the future of the scanned plan library is preserved.

The magazine library is somewhat different. It is an exceedingly comprehensive, very well catalogued & documented collection of a wide variety of aeromodelling magazines BUT it is in a physical form. The content is again downloadable from our website as an Excel spreadsheet. Again as many of you will know, our Hon Librarian (Roy Tiller) has devoted many hours as a labour of love in setting up, adding to & maintaining the library (fortunately) in a spare room in his house. Additionally Roy offers a splendid service in doing searches & providing information to any member who has a particular query. However, there will come a time when all of this will come to an end. Hence, the membership has to consider at some point in the not too distant future what will become of both the physical content & the service provided by Roy. I - for one, would abhor having to do what I did with my collection of model magazines & books when I recently moved - they ended up in the skip. So, contrary to the Plan Library, the Magazine Library needs a long term plan for its future preservation. The obvious solution, in my humble opinion, is to get it all digitised but the cost involved would be way beyond any funds that we have. A question is however, is there any way in which we could seek co-operation through volunteer efforts to achieve this - perhaps offering the magazines to be scanned & having



rights to scanned data in return for copies of scanned images for our website, so members could easily access whatever - maybe this is impractical? Another possibility is to maybe seek funding assistance to get the job done, perhaps through the BMFA - albeit they will have a similar problem on a larger scale one day? Food for thought! Your Committee has had some thoughts - see as follows:

"In addition to rcbookcase.com, there is also rclibrary.co.uk. The concern that I have with such websites is their long term viability and maintenance. For instance, we have lost much of Small Flying Arts, Colin Usher, who produced indexes for AeroModeller and Model Aircraft also had a website with copies of magazines and Hip Pocket Aeronautics has a problem since the recent sad death of the administrator, known as Ratz.

If we can ensure the long term availability of copies then I think it would certainly be worthwhile getting so far uncopied magazines scanned.

Internet sites are not forever. They do make resources readily accessible though.

Where we can add to them, I think we should.

Physical libraries still have a place, as backups. I'm thinking of the 1066 and BMFA archives.

I know from past feelers with Outerzone that transport costs & storage weigh heavy, so maybe that is where we could help with a contribution from our funds to any potential candidates for scanning? A possible discussion & proposal point for the AGM - the long term future of the SAM1066 physical library? Perhaps in parallel with putting out some feelers to the guys who run RC Bookcase? "

All valid & worthwhile points to consider by the Membership at the next AGM.

SAM1066 AGM 2023

Yet again AGM time is looming. Last year we held it via Zoom & the same process is planned for this year. However a date hasn't yet been set & will be organised by our Chairman once a resolution is reached on the Secretary's position. However the process starts. Not too much changes on the agenda - see below:

Agenda

1. Welcome to members old and new for the season 2023/24
2. Apologies for absences
3. Chairman's report
4. Secretary's report
5. Membership secretary's report
6. Treasurer's report and accounts
7. Report on the David Baker Heritage Library
8. Election of Officers: Chairman, Secretary, Treasurer, Membership Secretary, & Committee Members
9. Annual subscriptions for 2024
10. Any other business
 - Members views on the future of SAM1066 & potential expenditure of funds
 - Suggestions for 2024 competition program.

Any nominations for Committee positions and details of any other business to be discussed should be received by the Chairman at least 14 days prior to the meeting. Current Committee members are prepared to continue in post, with the exception of the Secretary, whose position is now open. Tony can be contacted on tonyshepherd50@hotmail.com

There are two points of reasonable significance to bring to the attention of the membership.

We need a new Secretary who can take a more active role in the Club. This year has seen significant changes in both my life & my physical location, the latter resulting in me now being unable to organise or run competitions on Area 8 of Salisbury Plain or to handle any of the minor administrative tasks that arise from time to time. The organising & running of comps on Area 8 is not necessarily a prime secretarial duty, as it can be (& has been) handled by members in my absence this year. The overall task is not arduous - even the writing of monthly secretary's notes for the NC. Hopefully someone will step up & make the task their own as it is not a prerequisite, as noted above - for example - to sort out the admin aspects of any comps that the Club may want to run, nor be relatively local to Area 8. In any event, I'm not about to disappear & can always be reached via phone or email.

The second is for the consideration of all - basically this year we have consolidated our financial position with further increases in funds during the year & minimal expenditure, as our Hon Treasurer separately reports. Once again the burning question is - what do we now do with this increase in funds? Expenditure should of course be to the benefit of the membership & in promoting our much loved hobby. We need suggestions that can be raised & discussed at the AGM under Item 10. If you have anything positive to offer but cannot participate in a Zoom meeting, please contact Tony by email or by phone (07811 875207). Otherwise, join in the AGM on Zoom.

End of:

To one and all of our Membership. This should be my final Secretary's notes - I make it about 132 efforts since July 2012, some bad, some indifferent & an occasional good one! Hopefully they have helped to keep SAM 1066 going. It has been a privilege & a positive experience for me, during which time I have met, been in contact with, talked with, enjoyed the friendship of many of the members & generally had a good time. I thank you all for your friendship, support & co-operation over the past years.

On a quite separate note, a good but rather different way to sign off. It's a Stanier "Black Five" pulling away from Chirk Station after taking on water, on a winter steam special from Bristol to Chester.



Roger Newman

New Secretary for SAM 1066

Tony Shepherd

Those who took part in last year's AGM and those that read the New Clarion will hopefully be aware that due to a lot of life changes going on for Roger Newman, he is no longer able to continue as our Secretary and a replacement is required. Roger has held the position for many years and will be sorely missed but I quite understand his wish to stand down and we therefore need a replacement.

In his notes in both last month's and this month's editions he has outlined what the role has required of him but for the new Secretary the work required can be tailored to the individual's personal circumstances. For example, Roger would usually attend Salisbury Plain and act as Contest Director for any contests that we run but it is not a pre-requisite of the Secretary's role that they do this and we are able to cover this task through other members.

Having someone to fill the role is a requirement of the Constitution of the SAM 1066. Please have a look at the Constitution - it is accessed from the menu on the left hand side of our home page. If you read through it you will see the duties and how few there actually are - the extras which Roger has looked after are those he has adopted from choice. And the good news is that the only meetings we ever hold are our AGMs with any other arrangements and changes being sorted out via ad hoc phone calls and email communications.

The AGM is usually held in December via Zoom but this year's won't be scheduled until we feel reasonably confident that we have a replacement secretary lined up so with that in mind would you please consider taking on the role and letting me know via email at:

chair@SAM1066.org

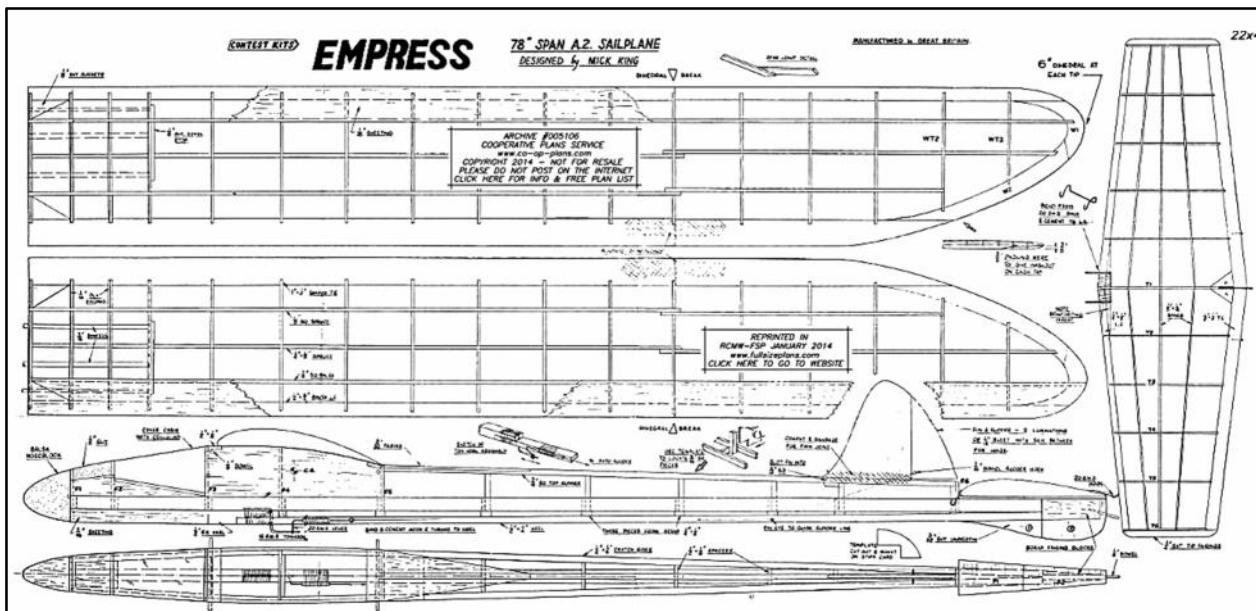
Many thanks

Tony Shepherd

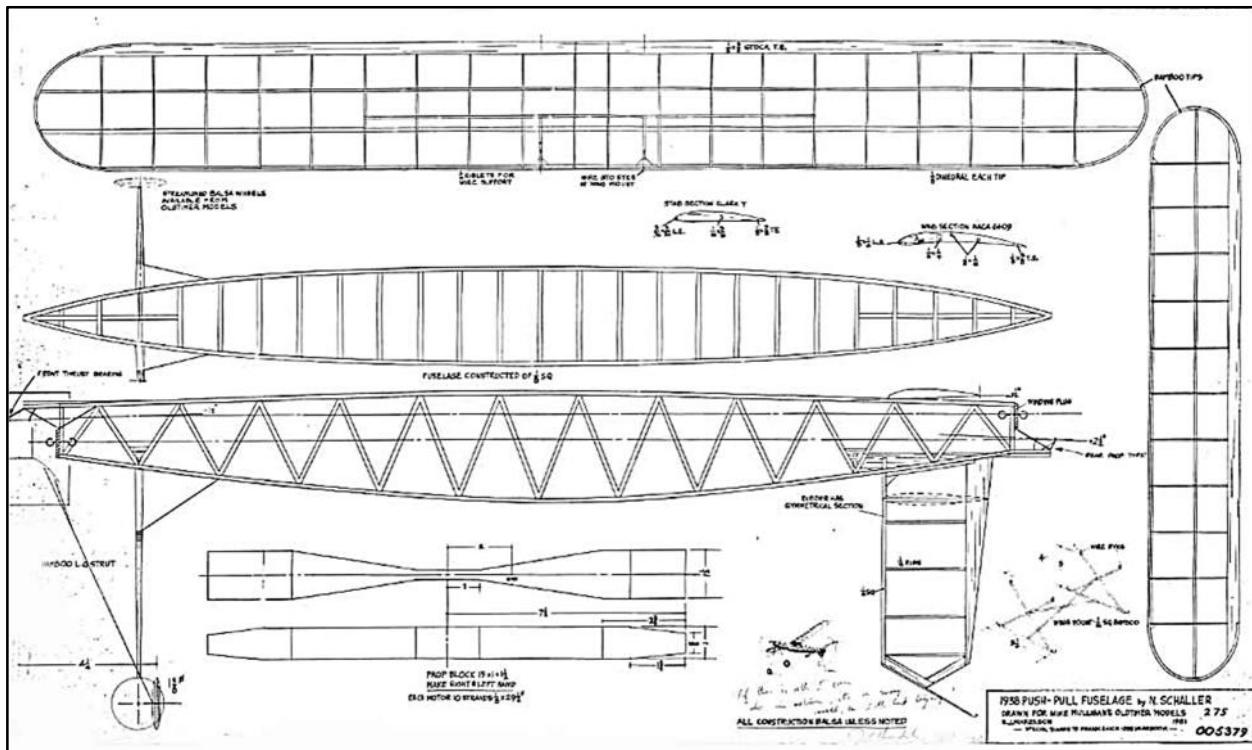
Plans for Month

Roger Newman

Glider: Empress - Contest Kit A2 successor to Inch Worm?

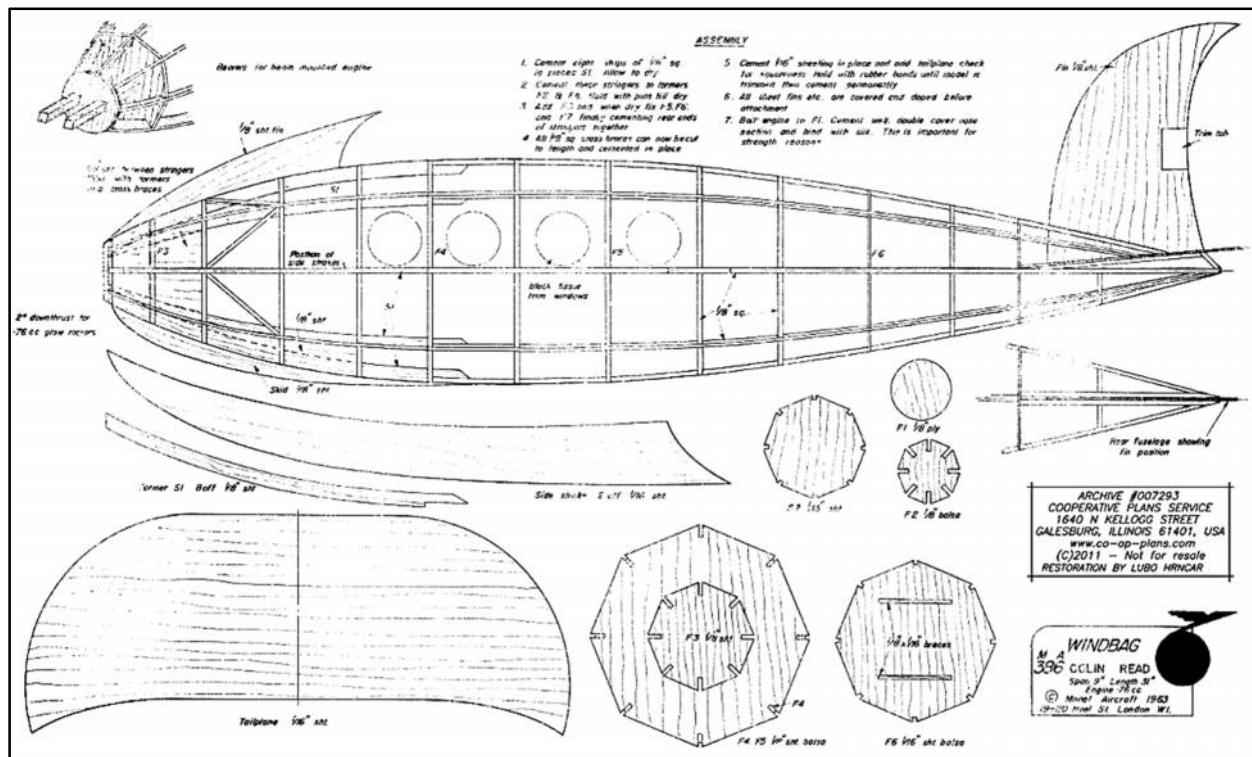


Rubber: an anachronism - 1938 Push me Pull me design



Power: Windbag

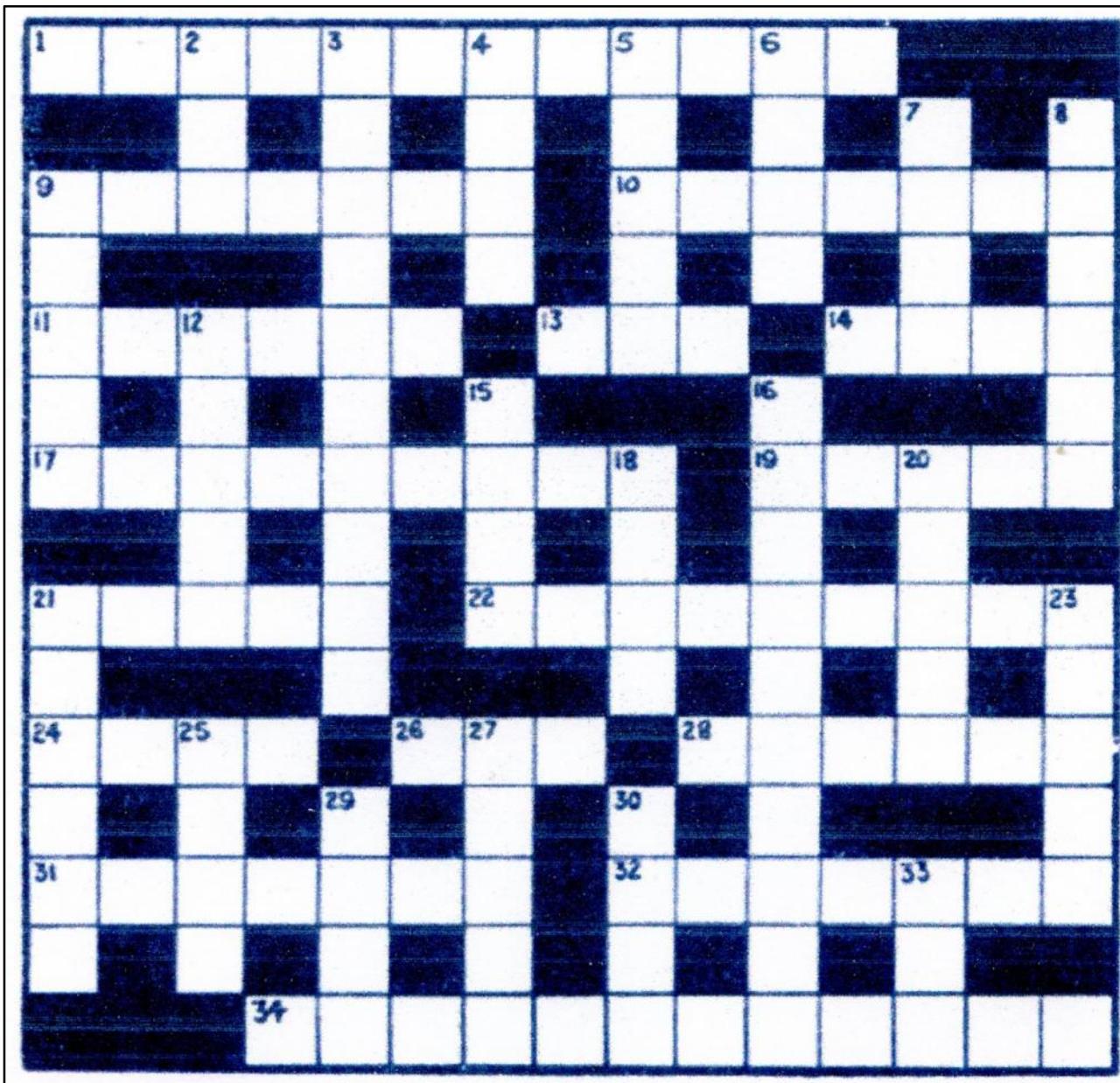
Highly unorthodox. I recall one "flying" at MW many years ago but the glide pattern was rather non-existent, more like a gentle sag to earth. Interesting all the same.



Roger Newman

Xmas Crossword

Model Aircraft 1955



Here is an answer to start the ball rolling—21 across, JODLE. We noticed, too late for alteration, that it was wrongly spelt, but our ill-fortune will give you a flying start. JODEL is the correct spelling.

ACROSS

1. This M.A. plan should score a bull with most modellers (12).
9. Windy American engine (7).
10. Popular power plants (7).
11. Degree and Highlander combine for luck (6).
13. Batteries and tanks can be (3).
14. Tick-over to start a New York airport (4).
17. Messy toil ensures a smooth-running engine (3, 6).
19. Act it for silent understanding (5).
21. Phonetically a Swiss pastime but in fact a French Bebe (6).
22. When you make one, inform the S.M.A.E. (3, 6).
24. Short for a long Whitsun meeting (4).
26. The type of jet for a flight to Mars (3).
28. Could be a plan (6).
31. See 29 down.
32. A bandit from Bristol (7).
34. You may miss this dish in the morning if you're selected to represent us on the Continent (4, 3, 5).

DOWN

2. Section of T/R circle (3).
3. They're reputed to be worth modelling (10).
4. Weak point for Achilles (4).
5. This should reign on the flying field (5).
6. The snow lay thus according to the carol (4).
7. There may be one in your engine and your radio receiver (4).
8. Model appearance depends on this ratio (6).
9. Cut in relief upon a shell often used as an adornment (5).
12. This type of model is not always this (5).
15. Knock senseless with a C/L manoeuvre before tea (4).
16. High engine power, correctly applied, will give your model this (5, 5).
18. Dunmow's the town that loses its colour and is cut-up about it (4).
20. Could describe a finish (5).
21. No scope for model flying in this dense vegetation (6).
23. Dared to fear (5).
25. Hardly a suitable modelling material (4).
27. She was a Fair child (5).
- 29 and 31 across—Your model's performance largely depends on it (4, 7).
30. Some councils have put it on model flying (1, 3).
33. The Air Officer Commanding gets his initial recognition (3).

West Wings Kits For Sale



The above West Wing Kits are complete and unopened.

Cost is £20.00 each
Plus £4.00 postage for one alone - or - for two together.

Contact:

Joe Northrop 22, Brownberrie Walk
Horsforth. Leeds
LS18 5 PG

Tel. 07950 923587. email: joenorthrop@gmail.com

Options for Flying on Salisbury Plain, Area 8

The flying of competitive events on Salisbury Plain occasionally requires the launch site to be changed from the usual trimming field to the north east side of the airstrip. This is often problematic as in the past access has proved difficult but a new route has now been found which has proved to be much easier, even after wet weather. The image below shows the route.

It is hoped that on competition days organisers will place their entrance marker flags in whichever entry to Area 8 is appropriate to the location of the day's launch point.



Permits for Salisbury Plain & North Luffenham

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

The costs are:

£20 for Salisbury Plain - £35 for North Luffenham

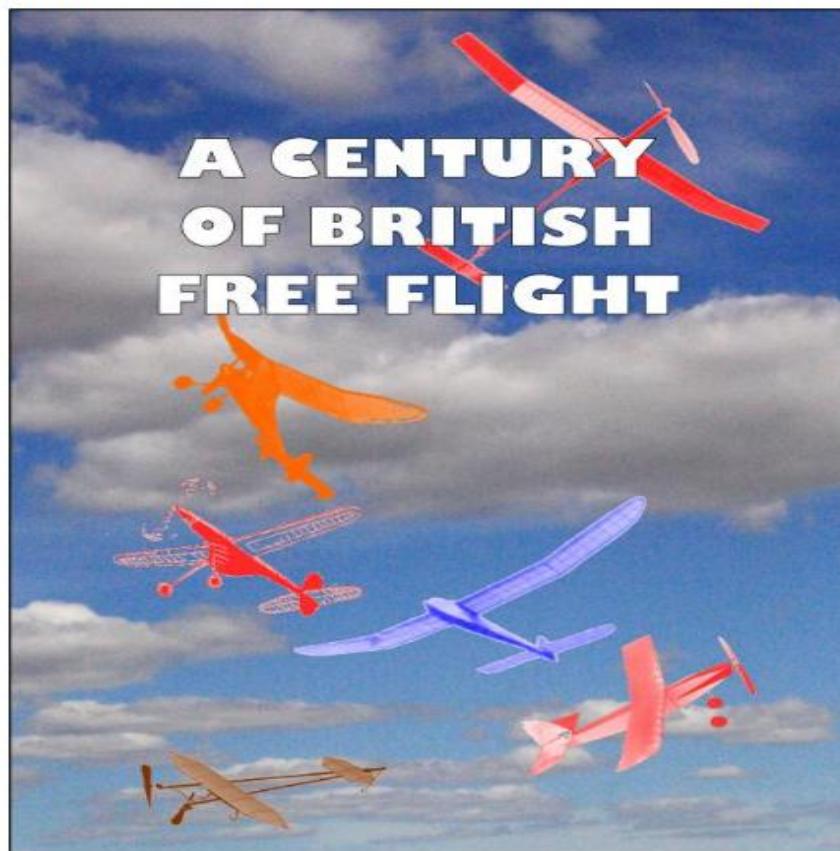
The details of the Conditions of Issue
And Code of Conduct are included with the application
And must be strictly followed

A CENTURY OF BRITISH FREE FLIGHT

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

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

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

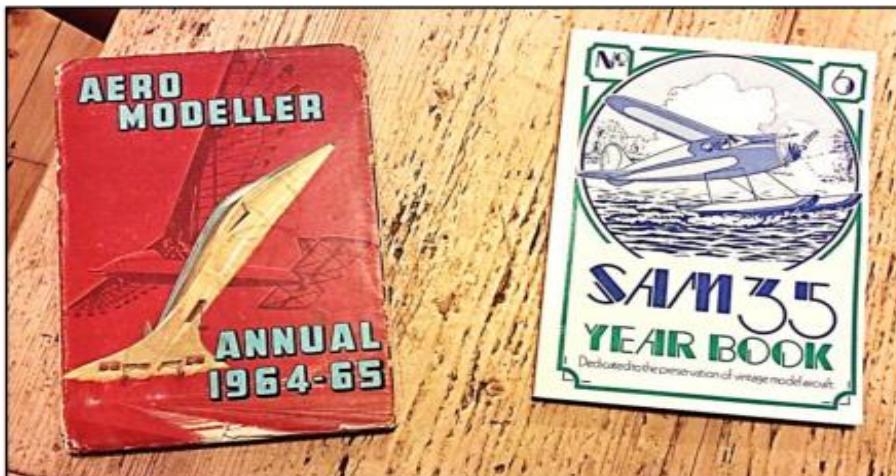


Copies are available from:
Martin Dilly, 20, Links Road, West Wickham, Kent BR4 0QW
or by phone: (44) + (0)20-8777-5533,
or by e-mail to martindilly20@gmail.com.

Aeromodeller Annuals and SAM35 Yearbooks

Over recent years we have received numerous publications from the estates of deceased members and from those who have retired from the hobby. As a result of this we are now holding a collection of about 30 SAM35 Yearbooks covering the whole series from 1-16 and in excess of 20 Aeromodeller Annuals covering the period 1954-75. These must go so if any of you want one, or a few, or all of them then please let me know. Sending one edition will probably cost about £3 by the time I've bought a Jiffy bag but if you want more then obviously the cost will depend on how many. A donation of a couple of quid per copy would be great which would go to the Naomi House Charity who we have supported in the past.

Please contact me on chair@sam1066.org if you want any of them, letting me know which ones you want and I'll see if they are available.



La Ninth^{ieme} Grande Coupe de Birmingham

Saturday 2nd OR Sunday 3rd December 2023

Pending the approval of the FFTC and field availability this event will take place at MOD North Luffenham on starting at 10:00

F1G for the Aeromodeller Trophy: Two flights between 10:00 & 12:00 then three rounds to published timetable.

Pre 1970 Coupe Three flights (no rounds) start 10:00. Within this event models which meet our pre 1958 cut-off date will fly as Vintage Coupes.

Pre 1970 Coupe may double up with F1G as at previous year's events. Contacts below for details if unsure.

Both events finish at 14.45 followed by fly-offs as required (Not DT!)

Maxes will be determined by conditions on the day.

Prizes for 1,2 & 3 in F1G and Pre 1970 Coupe. The winner of F1G will be awarded the Aeromodeller Trophy and the top placed Vintage Coupe the Vintage Plate.

Entry Fee £10 covers both events (includes £5 field fee for ALL competitors).

The organisers will determine which of the two days of that weekend are likely to have best weather and will email potential attendees on the evening of Thursday 30th November to confirm the chosen day. Will all potential fliers please email Gavin Manion on gavin.manion84@gmail.com ahead of time so that they are included in that confirmation email. Single registrations on behalf of a group of fliers would be very welcome.

For further information contact: -

Gavin Manion at: gavin.manion84@gmail.com tel: 01543 422509

Or Stuart Darmon at: stuardarmon1a@yahoo.com tel: 01858 882057

Indoor Model Flying Bangor, North Wales

*September to May - see dates below
Brailsford Centre LL57 2EH*

Freeflight models and lightweight RC planes welcome. Beginners encouraged.

Contact : Martin Pike, martin.pike.xray@btinternet.com or 07831 141418

03/09/23 - 1700-2000, 01/10/23 - 1600-1800, 05/11/23 - 1600-1800, 17/12/23
- 1600-1800, 07/01/24 - 1700-2000, 04/02/24 - 1600-1800, 10/03/24 -
1600-1800, 07/04/24 - 1700-2000, 05/05/24 - 1700-2000

Classic A1 Email International 2023

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

Eligible models

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

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

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

Towline

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

Scoring

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

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

30+60+90+112 = 292

Entry

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

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

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

TWIFF (Totton West Indoor Free Flyers)

Please bring all your toys (Free flight only)

Wednesdays, from 12:00-16:00

Admission for flyers £10.00

Free for spectators and helpers

2023

20th September - 18th October

15th November - 20th December

2024

10th January - 21st February - 20th March

17th April - 15th May

The West Totton centre has plenty of parking,
although there are a lot of people coming and going
at Vaccination times.

There is a Tesco Local and the world's best Card shop
on site (no commission!)

The centre has a café with hot drinks and meals.

Location

[www.google.com/maps/place/West+Totton+Centre/
@50.9103094,-1.5097122,15.5](http://www.google.com/maps/place/West+Totton+Centre/@50.9103094,-1.5097122,15.5)

Or, if you like, car park entrance at
///playroom.pump.dorm

Contact: Ken Brown:

email - ken@templebrown.plus.com

Tel: 07913814492 or 0238057866



Waltham Chase Aeromodellers

INDOOR F/F MEETINGS

Waltham Chase Aeromodellers have booked the Main Hall at **Wickham Community Centre, Mill Lane, Wickham, Hants PO17 5AL** for a series of twenty events on the following Thursday evenings:

2023:

September: 21st.
October: 5th., 19th.
November: 2nd., 16th., 30th.
December: 14th.

2024:

January: 4th., 18th.
February: 1st., 15th., 29th.
March: 14th., 28th.
April: 11th., 25th
May: 9th., 23rd.
June: 6th., 20th.

All meetings will run from 7.00 p.m. to 9.30 p.m. The Main Hall at Wickham Community Centre is particularly suitable for indoor free flight models of all types, with a ceiling free of obstructions. Tables and chairs will be available in the hall, the organisers are always grateful for assistance with moving furniture. A hot drinks machine is available on site.

Admission to the meetings will be £6 for fliers and £1 for spectators and junior fliers, whilst accompanied junior spectators and parents of junior fliers will be admitted free. Fliers will be required to show proof of insurance.

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

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

For further details please contact:

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

(Tel. 01489 895157)

(e-mail: indoor@wcaero.bmfa.club)

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

Bloxwich Indoor Flyers

Free Flight & lightweight RC
Sneyd Community School

Vernon Way, Sneyd Lane,
Bloxwich, WS3 2PA

Saturdays 12 noon until 4pm
Flyers - £8 Spectators £2

2023 dates

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

Contact:-

Peter Thompson: peter.thompson7408@gmail.com

E30/RDT/BMK/E20 Batteries

The 75mAh lipo's which I sell for E30 now come with Micro JST plugs which make them suitable for BMK timers etc. Since they do not have the current limiter, they work well with the Band Burner and can also be used as lightweight E20 batteries. Just send me £10 and I will put 4 in a Jiffy bag
Ron Marking, Pros Kairon, Pennance Road, Lanner, Redruth TR16 5TF. Alternatively, use PayPal but e-mail me your address. ron.marking@btinternet.com

FREE FLIGHT SUPPLIES

MICHAEL J. WOODHOUSE

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

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

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

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

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

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

ORDERS and PAYMENT

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

WESTERN UNION, PAYPAL

AVAILABLE

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

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

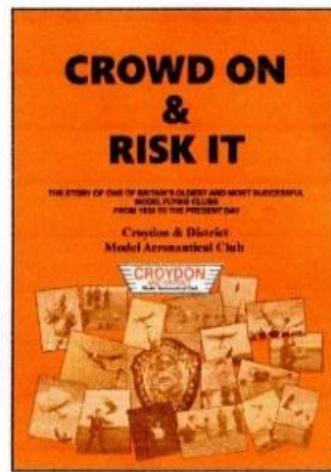
CROWD ON & RISK IT

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

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

Just £8 by PayPal or cheque.

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



DILLY JAP IS BACK - AGAIN

Well, that seventh roll of tissue went pretty fast, 300 yards in a bit under three years. I've just received a new roll; almost inevitably there's a slight price rise but it's still only £15 for a five yard roll a yard wide, or £17 by mail to the UK, folded. I normally sell it in rolls at contests, but if you want yours mailed in a roll let me know and I'll sort out a length of plastic pipe and find a courier price. Doing the sums, there's now well over a mile of Dilly Jap covering models all over the world.

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

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

INDEPENDENT REVIEW OF DILLY JAPANESE TISSUE

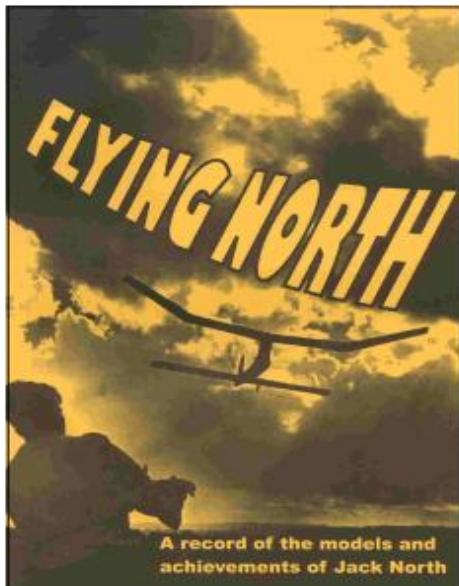
The following appeared on the Hip Pocket Aeronautics Builders' Forum. Nine different tissues were tested, doped and un-doped.

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

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

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

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A record of the models and achievements of Jack North

FLYING NORTH

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

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

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

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

READERS' FEEDBACK

"... no other modeller's life and times can ever have been so comprehensively covered"

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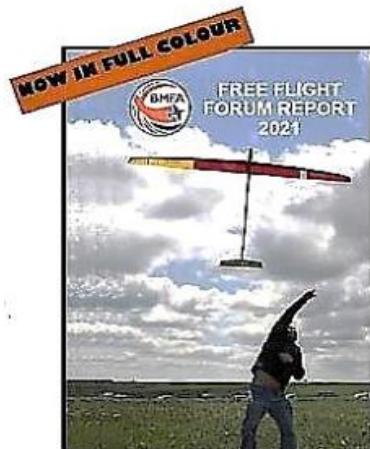
Price £22.00 in the UK, £26 airmail to Europe and £32 elsewhere.
Contact Martin Dilly on +44 (0)208-7775533 or e-mail martindilly20@gmail.com

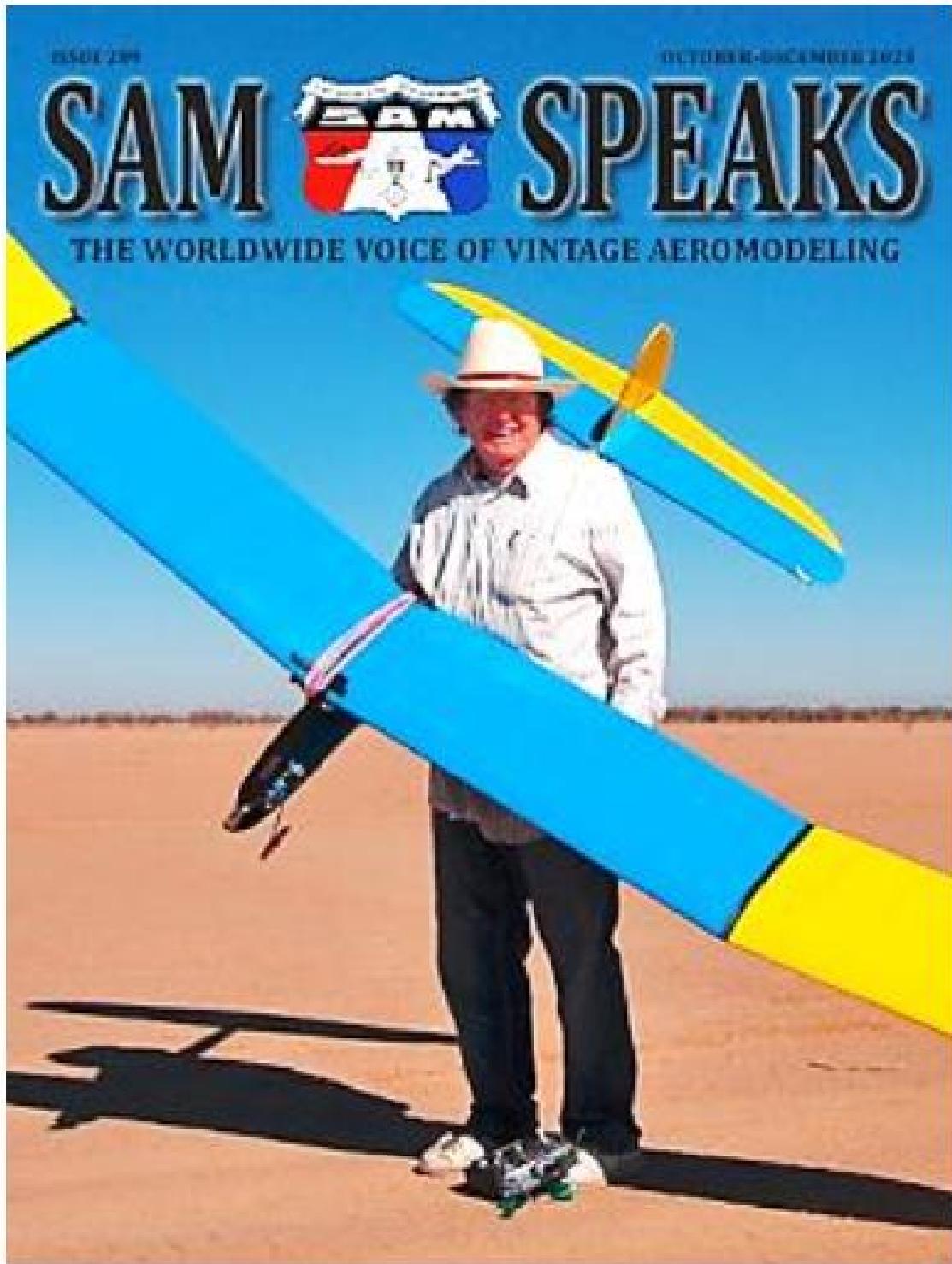
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Copies are available from: Martin Dilly, 20, Links Road, **West Wickham**, Kent BR4 0QW
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P.S.

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