NEW Clarion

SAM 1066 Newsletter

Issue nc082023

August 2023

The Society of Antique Modellers Chapter 1066

Affiliated to BMFA **Club No. 2548**

SAM 1066 Website: www.sam1066.org

Editor:- John Andrews
12 Reynolds Close
Rugby
CV21 4DD

Tel: 01788 562632
Mobile 07929263602
e-mail
johnhandrews@tiscali.co.uk

I Pad users: If you are having trouble opening the New Clarion, hold your finger on it to display a menu, then select "open in new tab". You will find the new tab to the right of the SAM1066 tab.

Contents **Page**

Editorial

I'm sitting here in front of my computer fresh from a wet and windy Saturday excursion to The ModelAir scale event at Old Warden. It never stopped raining and activity was naturally virtually non-existent. I met up with our Membership secretary Martin Pike and son Rory after driving around aimlessly for a while. Martin with friend Alan were in Hangar No3 doing a bit of building and I took a picture them and of one of the exhibits that was not an aeroplane.

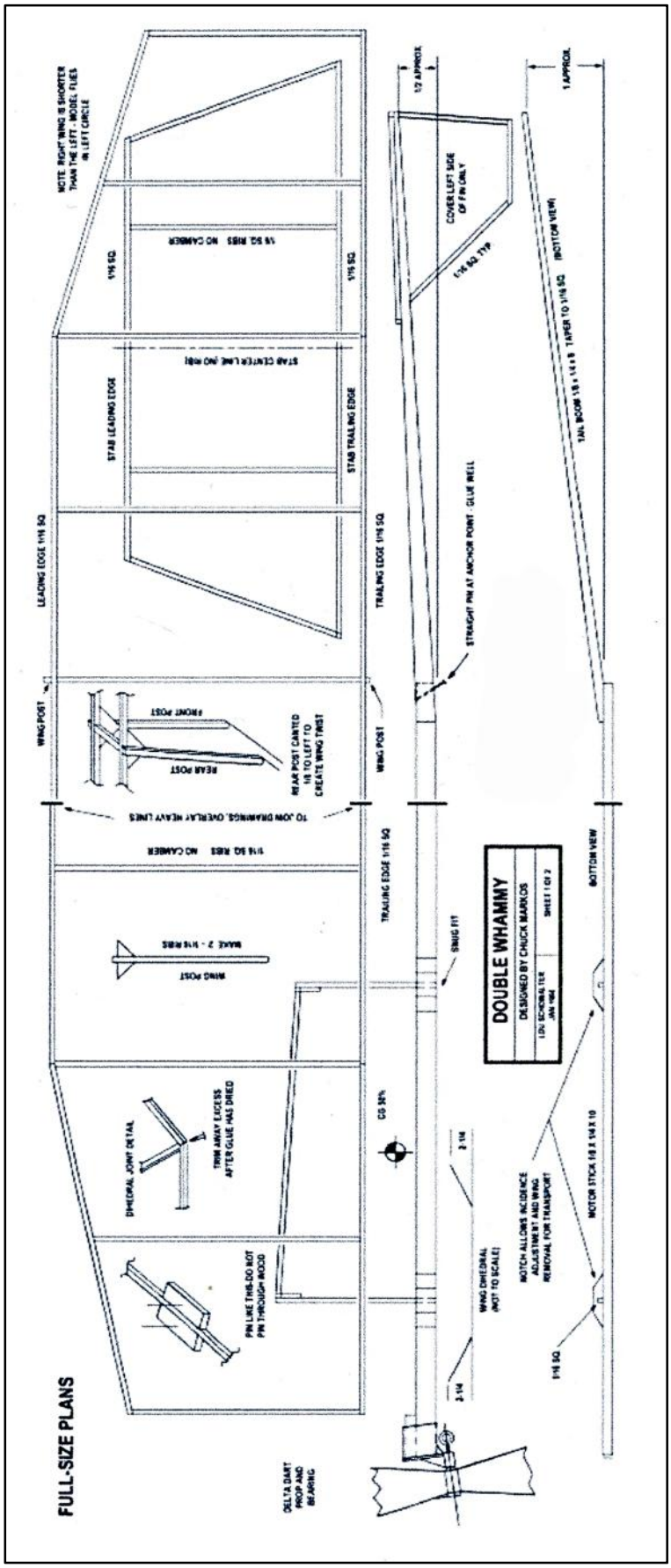
So much for chit-chat, what have we got in this issue?

- Nick Peppiatt kicks us off with his indoor report and his comments on small full size aircraft lead on to epistle No2.
- The Stits Sky Baby, another diddy aircraft courtesy Wikipedia.
- A set of pictures of a vintage event in the Czech Republic is next in line, provided by Martin Hurda our Czech contact.
- Pylonius tells of paper take-off mats, extolls the virtues of aeromodelling for juniors and has a final swipe at the would be cross channel flyers.
- I weigh in next with a reproduction of part 2 of my "Rugby Model Engineering Society-aeronautical section" articles from an issue of the 2001 Hardback Clarion.
- Following on from last issues engine analysis of the Fox 29 X we have the Fox 29R.
- I have picked up my extracts from 'The Zeppelin Story' which I left off in April and press on with the stories therein.
- Peter Woodhouse is the next victim of Peter Hall's coupe flyer's profiles and he is an all-rounder in his aeromodelling roots it appears.
- Heard at the Hangar Doors reports on Ray (gadget) Gibbs the C/L speed flier's world record speed of 138.81 mph at the world championships in Florence. A bit on possible rule changes and a general look at modelling goings on.
- There is another of Ray Malmstrom's little wonders, the 'Mini Master'
- Martin Hurda shows No8 of his models, the framework of Reg Parham's 1939 Wakefield.
- Model Aircraft's News Review tells of the increasing number of model thefts.
- Peter Hall reports, with the competitors help, on the 5th Area coupe results.
- Roy Tiller continues his research into vintage magazines in the archive.
- Roger Newman, our secretary, winds up this issue with a few words and the usual three plans for your next build consideration.

Editor

Indoor isn't for Everyone 67 - Nick Peppiatt

Activities at Trinity: - Double Whammy



The regular monthly Saturday morning meetings in the Trinity Sports Hall in Newbury remain a hive of aeromodelling activity. Two keen indoor duration fliers, Ian Pearce and Rob Funnell, have arranged a competition in October for modified versions of the Chuck Markos designed Double Whammy. The original Double Whammy used a standard plastic propeller and hanger as shown on the drawing, and had a flat wing section.

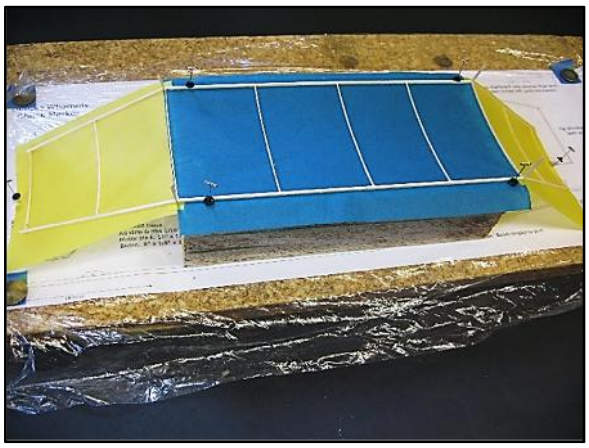
The Mark II version met the Limited Penny Plane rules with a balsa prop. with blades formed on a can, and a curved wing section. Ian and Rob's adaption allows the curved wing section, but the surfaces must be tissue covered, and the blades of the balsa prop are flat plates. Plans and articles for the Double Whammy are available on the National Free Flight Society website www.freeflight.org .

Various Double Whammies have already appeared, and, being tissue covered, very colourful they are too. They fly well within the confines of the hall, providing the ventilation fans are not blowing too strongly!

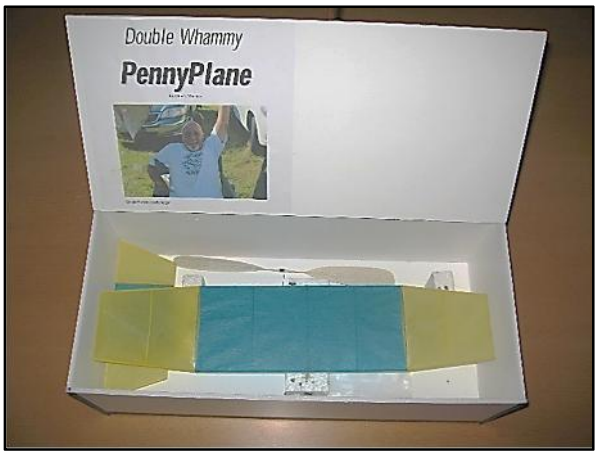
The organisers could not find a suitable supply of nose bearings, so the choice has been left to the builder. I found some Czech Penny Plane bearings in my collection, and so used one of these for my Double Whammy. These have the advantage in that it is relatively easy to remove the propeller to change it, or for storage. The moulded plastic Sleek Streek style bearing, as shown on the drawing, also, probably, has too much down and side thrust built in.

I remember meeting the designer Chuck Markos, a well-known American free flight flyer, very briefly at Butch Hadland's house many years ago. His construction notes have a couple of tips that were new to me. The first was to attach the covering whilst the framework was still on the building board lightly adhered to the plastic film protecting the plan. The second was to support the centre section of the wing on a simple jig to hold the dihedral in position, with it upside down. I made mine from three layers of MDF with a couple of balsa rails, to which the centre section le and te strips were attached using clamping pins. Short pieces of 1/16" sq. were cut with wedge shaped ends to fit the gaps between the spars at the dihedral joints. These were then glued in position and the excess cut off when dry. This method appears to give a good, strong joint. The wing covering was trimmed after the dihedral joints were made.

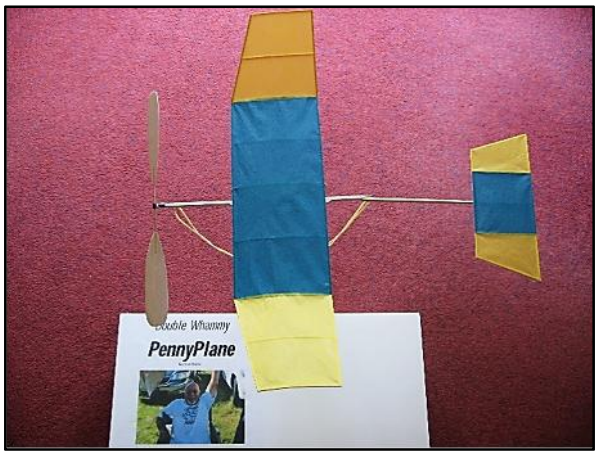
Dihedral jig



Forming the wing dihedral. Note the wedge ended 1/16"sq pieces at the dihedral joints.



Transport/storage box. I found a photo of the designer from a 2019 AMA Free Flight Nats report



Chuck Markos' Double Whammy Penny Plane to Trinity rules

I covered my Double Whammy with lightweight Esaki Jap tissue, attaching it to the frame with a glue stick. To avoid the structure being distorted excessively because of changes in humidity and temperature, the tissue pieces were pre-shrunk on a piece of glass, by attaching them with some drops of water and then spraying with water. Once dry, the tissue was ironed, but it still remains somewhat wrinkly. According to an old Micro-X leaflet I have entitled 'Instructions for Coloring Condenser Paper and Jap Tissue', this is known as "'gator paper".

To get the cg at 50% chord I had to mount the wing further back than shown on the plan. On flight tests, the rudder setting is fine, but the decalage shown on the plan is excessive – keep the wing struts of equal length with the tail boom incidence angle as shown. I mounted the flat propeller blades at 38°, which gives a 20" pitch at 75% radius.

I used a 0.090" Tan Super Sport motor of about twice the length between the prop hook and rear hook for initial test flights. The model weighed 4 g without rubber.

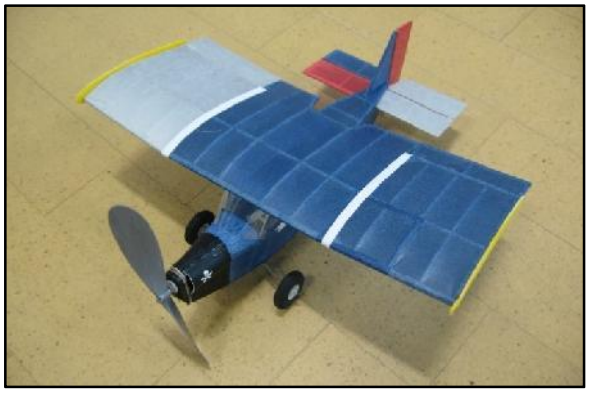
A box is essential for transporting and storing these lightweight models. I made mine from 5mm thick foam board, which is readily available from suppliers such as Hobbycraft.

Activities at Trinity: - Mann RagWing Flyer

Following on from OEE's recent theme of very small full size aircraft, such as Barnaby Wainfan's Facetmobile (NC May 2023) and the Starr Bumble Bee ll (NC July 2023) there is:

The RagWing Flyer a low aspect ratio aircraft based on the Lazy Bee RC model, of nominally 16' wingspan. Apparently, the wing tip panels are readily removable and the designer's plan was to try ones of different sizes. The wing chord is 7ft.

Coincidentally, Peter Smart has produced a ½" to 1' Pistachio version of the Roger Mann design, which he brought along to the Trinity meeting in June.



Peter Smart's Pistachio Scale version

Full size Mann RagWing Flyer

Further information on the full-size can be found at:

Low aspect ratio - Nest of Dragons

where there is also information on the Facetmobile, amongst a number of other low aspect ratio types.

It will be very interesting to see how well Pete can get the RagWing to fly. It looks to me to have considerable potential, but, often, it can be challenging to get these tiny models to go

With regards to tiny full size aircraft, perhaps, to go along with the Starr Bumble Bee, we need to look at the Stits Baby Bird and Sky Baby?

Nick Peppiatt

The Stits Sky Baby - Wickipedia

The **Stits SA-2A Sky Baby** was a homebuilt aircraft designed for the challenge of claiming the title of "The World's Smallest".

Design and development

The Sky Baby was designed by Ray Stits and built with Robert H. Starr as a follow-on to the Stits Junior midget racer.

The aircraft is an enclosed single engine negative staggered cantilevered biplane with conventional landing gear. The fuselage is constructed of welded steel tubing with aircraft fabric covering. The upper wings have flaps, the lower wings have ailerons. Most aircraft use a flat firewall between the engine and pilot's feet, the Skybaby is configured with the pilot sitting with the engine close to the lap, and rudder pedals located under the oil sump toward the front of the cowling. The powerplant was sourced from an ERCO Ercoupe, modified with water injection to produce 112 hp (84 kW).

Stits SA-2A on display at the Steven F. Udvar-Hazy Center Stits Sky Baby loaded with room to spare in the Smithsonian's transport trailer at the Stephen Udvar Hazy Center

Operational history

The aircraft was test flown by Robert H. Starr on 26 May 1952 at Palm Springs, California.

The short coupled aircraft was originally built with tricycle landing gear, which was dropped in favor of the lighter tailwheel arrangement. The aircraft required a 170 lb (77 kg) pilot to remain within the center of gravity and was only flown by pilots Robert H. Starr and Lester Cole that met the criteria.

The landing procedure uses 125 mph (201 km/h) entry patterns, with 80 mph (129 km/h) on final approach, and 55 mph (89 km/h) touchdown speeds. The aircraft performed publicity flights to promote an airshow act. It was retired in October 1952 after 25 hours of flight time.

The aircraft was eventually donated to the National Air and Space Museum for display.

Ray Stits was a mechanic and Second World War fighter pilot, but claimed he was not an engineer. He went on to develop several home-built designs, including the Stits SA-3A Playboy, which would be the basis for the VanGrunsven RV-1 and thousands of Van's Aircraft.

Aircraft on display

The Sky Baby was on display at the EAA Airventure Museum in Oshkosh, Wisconsin on loan from the National Air and Space Museum. In 2014, the Sky Baby was moved to the Steven F. Udvar-Hazy Center of the National Air and Space Museum, and placed on display there.

Specifications (SA-2A)

Data from Sport Aviation

General characteristics

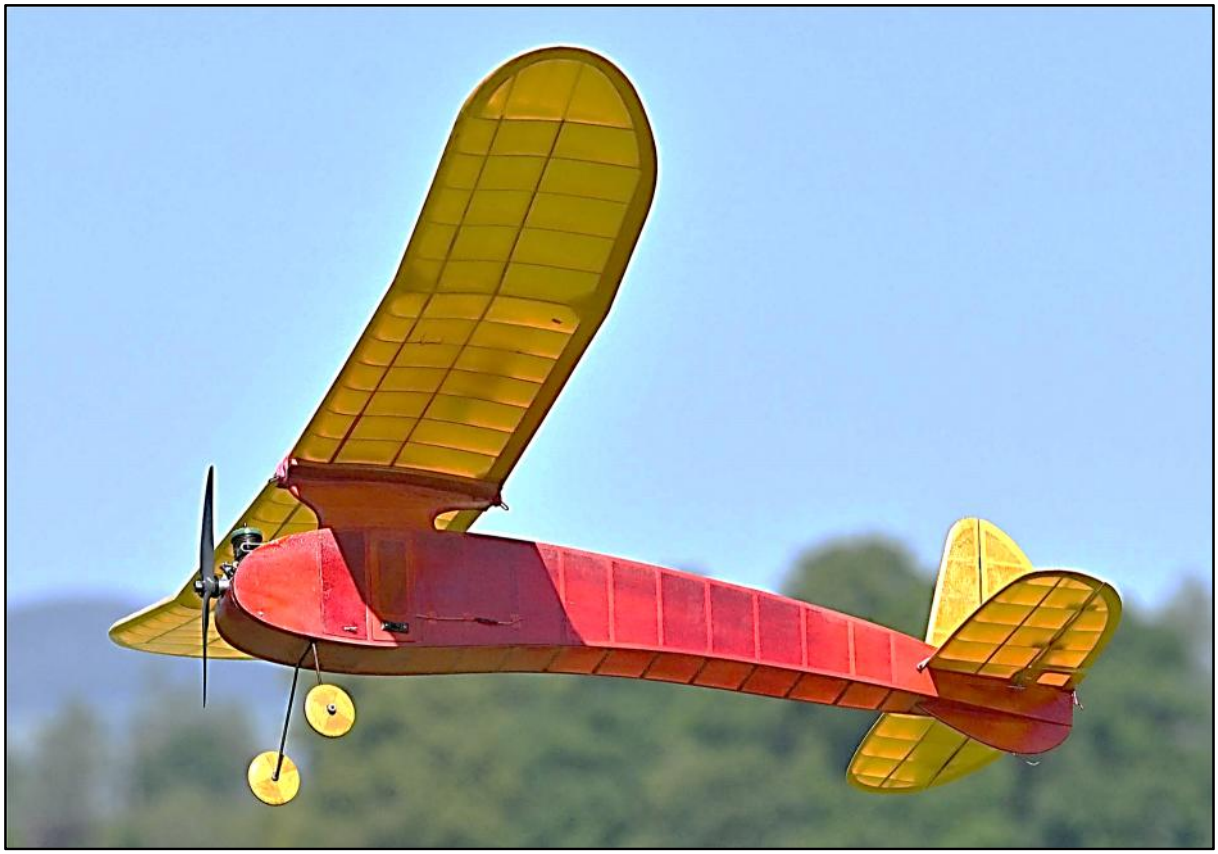
- **Crew:** 1
- **Length:** 9 ft 10 in (3.00 m)
- **Wingspan:** 7 ft 2 in (2.18 m)
- **Height:** 5 ft (1.5 m)
- **Wing area:** 36.5 sq ft (3.39 m^2)
- **Empty weight:** 452 lb (205 kg)
- **Gross weight:** 666 lb (302 kg)
- **Fuel capacity:** 5 U.S. gallons (19 L; 4.2 imp gal)
- **Powerplant:** 1 × Continental C85 four cylinder, four-stroke, aircraft engine with water injection, 112 hp (84 kW)
- **Propellers:** 2-bladed aluminum

Performance

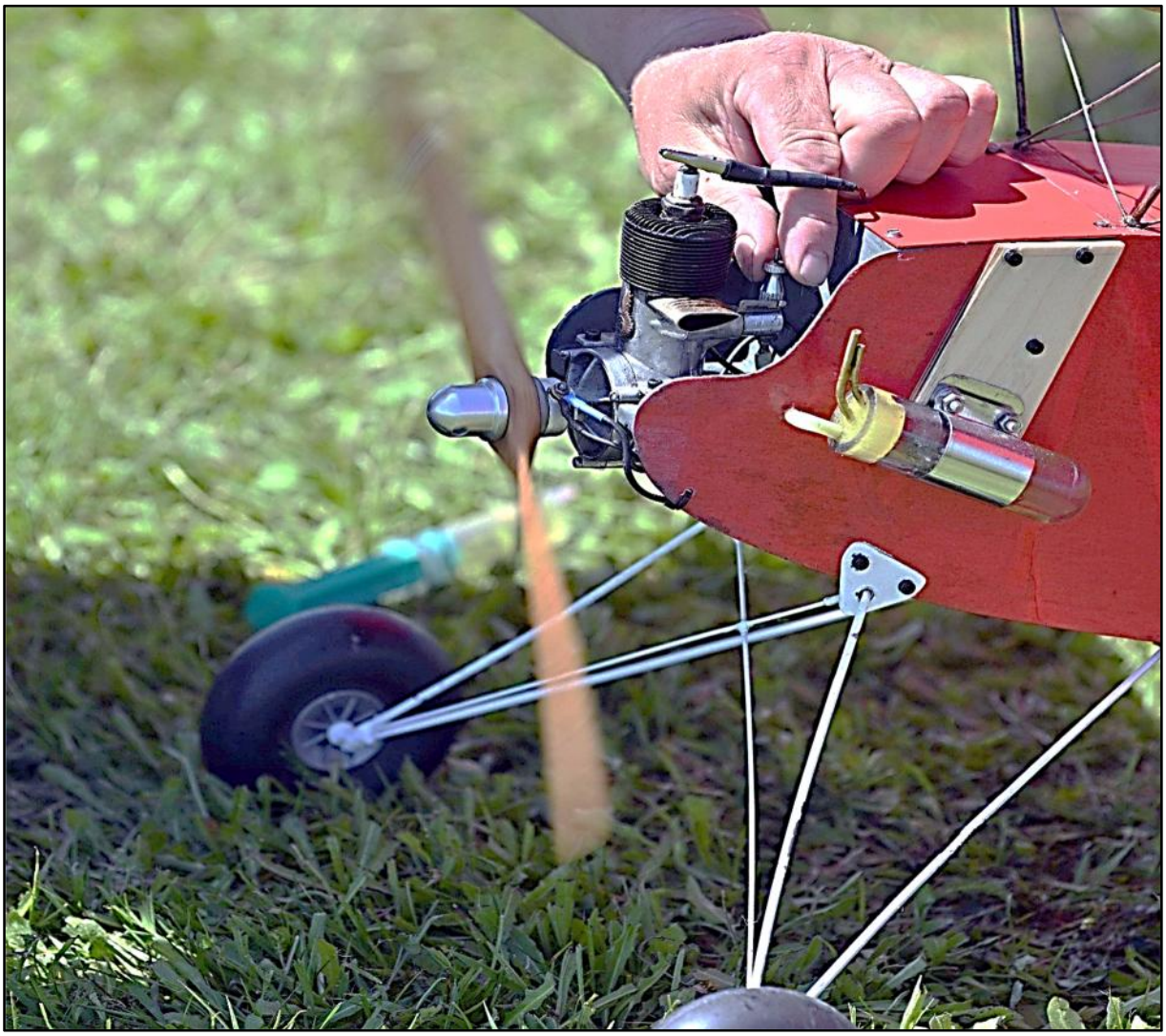
- **Maximum speed:** 190 kn (220 mph, 350 km/h)
- **Cruise speed:** 143 kn (165 mph, 266 km/h)
- **Stall speed:** 52 kn (60 mph, 97 km/h)

Czech Vintage - Martin Hurda

A few pictures from a Czech Republic vintage meeting




BENNY BOXCAR
HENRY STRUCK 1937



Martin Hurda (Czech Republic)

Extract from Model Aircraft August 1954

Topical Twists

Here and (not all) There

Large paper take off mats were a feature of a recent model meet held on that famous London pleasure resort, the Blasted Heath.

Quite a sound idea, really, since no other form of take off board would lie flat enough on the knobbly ground. Trouble came, however, when the famous Chobham hurricane went into furious action (it's only got to see a model !), and the paper mats began to do the magic carpet act.

Unfortunately, their actual durations were not recorded, but they were generally regarded with much envy by the majority of the windswept competitors.

● ● ●

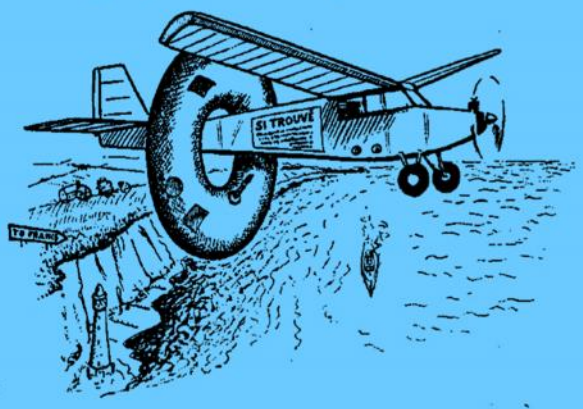
Worldly Cares

Schooldays apart, the happiest days of a modeller's life are his beginner days, when even the corner of the local park seems rather oversize for the week-end pranging sorties. How eagerly he looks forward to his airborne frolics round the cricket pitch as a retreat into sanity from the mad disorder of the topsy-turvy world about him. He finds there's nothing like the odd hour of model heaving to cool the thermals off his fevered brow, or to take a few tensioning turns off his overwound nerves.

Looking back with nostalgic regret upon those happy, far off days, the expert (or ex-beginner, in my case) wonders why the devil he ever got this pleasant, harmless pastime all mixed up in the crazy tangle of international affairs, allowing his own exclusive little model world to go just as haywire as the other one. He, like the Wakefield event, which used to be one of the quieter, rustic pursuits of the English countryside, has been caught up in a frantic maze of international intrigue and formulae.

If now, he wished to sneak off to the local, or rather the local flying field, he can't just grab up the nearest model, and leave all worldly cares behind. No, even that simple expedition is fraught with all manner of international complications. For example, he has to decide whether to take his old rule job, the old new rule job, the old new new rule job, or just the new new new new rule job. After sorting that lot out he is usually far too much of a nervous wreck to go out at all—apart from its being too late anyway.

However maddening the flying field might be, the workshop is infinitely worse. Any vestige of sanity still remaining is quickly frittered away in the delirious task of siting three prongs on the tail assembly of his power job. This demonstrates the traditional cunning of the demented : by standing the model on its tail, a vertical take off is achieved at the expense of that 3 point r.o.g. rule which constitutes the last line of defence of the International " Realist " Movement.



Even a pleasant pipe-dream of a trip to America is not without its lunatic implications. For, from that fabulous land, where every junior has his jeep, every cement squeezer his station wagon, and where anyone found making his way by Shanks's pony is picked up by the cops as a suspicious character, he learns with perplexity that the chief snag to fixing a date for the Wakefield is the difficulty of finding transport for the visiting teams.

This latter news might well send the ex-beginner really berserk. A decimating war dance around the workshop would quickly reduce his formula fleet to a general coefficient of two feet = 0. Then picking up his only remaining model, an unspoilt and friendly little chuck glider, he would possibly make a frantic dash to the local park in an effort to restore his tottering sanity.

But, perhaps, he is already too late . . . " Chuck gliders must conform to a minimum weight . . . "

● ● ●

Freak Show

We learn that the Hyde M.A.C., intends to hold a monster rally. Dr. Jekyll, of course, will be responsible for organisation, and all monsters are required to submit their entries at the earliest possible date.

● ● ●

Multi-channel Project

A long and honoured tradition has been rudely shattered. For years now it has been the customary policy of almost every R/C expert to ballyhoo his intention of doing a miniature, Bleriot-in-reverse on the English Channel. A quite harmless indulgence, really, but one which is regarded by the up and coming radio man as a necessary fulfilment of his expert status. He would, however, be angrily shocked if it were seriously suggested he should ever embark upon such an epic adventure—that would be carrying the spirit of the thing much too far.

Now we learn from the popular press that some determined bod, unknown and unheralded, stole quietly up on the White Cliffs area and heaved a tanked up crate in the general direction of La Belle France. Whereupon he soon found himself in desperate Straits, for report has it that the model was immediately attacked by a large, angry gull, incensed no doubt by this monstrous outrage on expert privilege, (although it would seem that the gull in question had no connection with us gullible types who have been swallowing this cross-channel guff for years.)

Anyway, the model, sad to relate, came to a watery end just seven miles out to sea. At which point, we suppose, the belligerent gull turned to its mate and said, " Must be a silly creature to try to fly all that way without flapping its wings." A remark, which like the waterlogged model, would require some fathoming out.

● ● ●

From a recent article we learn that " birds and bees are not slabsided."

Well, there's nothing like knowing the facts of life.

Pylonius

Clarion Past - John Andrews

Reprint of article I wrote for the old paperback Clarion in 2001

John Andrews and
THE RUGBY MODEL ENGINEERING SOCIETY
AERONAUTICAL SECTION
Part2

As I threatened last month here we are again, I think a paragraph or two about some of the members of the Rugby Club will be in order.

First a few words about possibly our most famous member Howard Boys who was, for some time, the chairman of the club and his pioneering work in radio control is well known,

I first came across Howard on Lawford Aerodrome flying his waggling rudder radio model which was a familiar sight at most early radio comps in the early 50's. The first thing that struck you about Howard was the 'mad professor look', thinning hair blowing in the breeze, baggy khaki shorts and sports jacket.

Then there was the car, an old bunny Austin 7 of the thirty's with home brewed plywood back end painted in a faded maroon, the choke I understand was a piece of wire emerging from the dash with possibly a pencil stuck through it. This vehicle carried Howard far and wide in his modelling activities and also daily to work.

The model that I saw him doing most of his flying with was an Auster like job, power was from a Mills 1.3 mounted inverted in a knock-off folded aluminium front end, the waggling rudder powered (I use the word powered somewhat loosely) by his own designed oscillating magnet actuator situated in a cavity behind the wing, this actuator pulsed the rudder slowly from side to side in response to the mark/space transmitter output giving Howard his proportional rudder control and his distinctive waggling flight path.
The model was certainly not exhibition standard, more Colonel Bowden, well built but totally devoid of colour, white tissue all over with oil stains from considerable use. When Howard went flying, he went flying, tank after tank, reliable as clockwork, he is reputed to have worn out wooden wheels.

The radio system that was used is worthy of comment, a single valve receiver suspended on rubber bands, this being the vogue in those early days, the relay of the Rx driving the actuator right and left on signal and no signal with light spring centering.

The ground based single valve transmitter with ex-army whip aerial was powered by an ex-army rotary converter, run on a 6 volt motor cycle battery which supplied about 100 volts for the Tx HT.
Howard's pulse proportional control signal was achieved by a commutator on a low speed output shaft on the end of the rotary converter. The commutator was split diagonally, one end being copper all round and the other end being insulation all round. The pulse proportional signal being the result of the Tx HT being switched by a sliding contact moving back and forth along the commutator

This radio set up resulted in Howard flying whilst crouching down by his Tx working the slider situated on the top of the box and continually turning to keep the model in view. The net result when viewed from a distance was akin to some Native American war dance routine around a very slender totem pole.

I think I'd better write something about free-flight or David will be tearing his hair out. I did not see much of Howard Boys free-flight in action, just some of his characteristically unusual models at our occasional exhibitions.

One incident comes to mind, we had an indoor meeting one evening in the local scout headquarters and Howard brought one of his flying wings powered by an Amco .87.
We were flying round the pole on quite a short line and the wing was duly hooked up, the motor fired up and round and round she went. Unfortunately the wing had plug-in wing panels and the inner wing parted company from the rest of the model which peeled off smartly into the wall with a formidable smack.
It confirms Howard's design and building skills to report that the model was reassembled secured with selotape and reflown.

Another incident at the same indoor meeting is worth relating, there had been an article in the Aeromodeller on Jetex 50 rtp speed models and myself and buddy Ian Lomas each had built one. Built is a bit of an overstatement as they consisted of a hollow balsa block containing the Jetex motor with a stub wing either side making them about 3" wingspan, the minute tailplane being at the end of a 1/8th. dowel boom.

Being somewhat the leader of the gang it was my lot to go first and my model was hooked up to the line (we had the foresight to use control-line wire). The idea put forward in the article was to fire up the Jetex wait for power build-up then launch the model with a back-hand flick.
I impatiently launch too soon and the model sank to the floor and circulated in a cloud of smoke as the power increased until one bump tipped it over and it took off inverted and did a couple of quick laps before it fizzled out This flight did not signal the event to come.

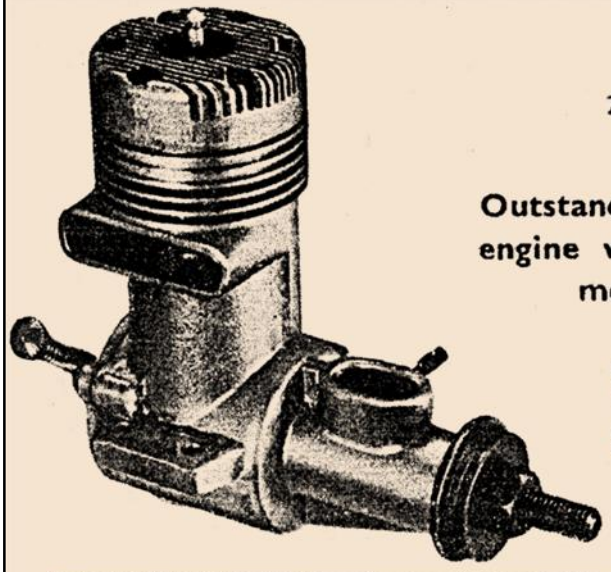
Ian steps up with his effort, hooks up, fires up, waits, then with a deft flick of the wrist the red devil was away.
Now the line was only about 8 or 9 feet long and as the power of the unit built up we observed the model becoming a blurred red line, this line slowly increased in length until the only evidence of the model was a complete unbroken circular red streak.

By this time everyone in the room was cowering down behind any available protection as the pole, which was only held down with a couple of folding chairs, rocked on its base. It seemed an eternity before the motor quit and calm descended.
Thank goodness for the wire line.

I told you last month that I tend to digress, I promise to get to free-flight next time.
In 1952 a power flier and now a best friend by the name of John Bickerstaffe came down from Accrington to work in Rugby so I'll write a little about him.
John has one interestingly dubious claim to fame as he was featured in one of Ray Malstrom's 'Aerobods of Note' in a copy of the Model Aircraft in 1958. I'll try and dig up a copy for next time.

To be continued in Part 3 David willing.

John Andrews



Outstanding plain-bearing, pressure-fed racing engine with a potential performance above most other engines of similar size

FOX 29R

THE 29R is a unique design of racing engine which you will either drool over if you are an out-and-out speed control-line fan, or regard as an extremely irritating and highly unnecessary piece of machinery. This racing Fox is undoubtedly a very powerful engine—with a potential performance probably far and above most other engines of its size.

We say "potential" because in our experience, operating this engine can be a tricky—even frustrating—business. Starting is not a particularly difficult job, only everything has to be just right, and whilst this can be set up quite satisfactorily for bench-running tests, operating the engine in a model could be quite another question. Consistent starting, we found, was a two-man operation—one to flick over the propeller and one looking after the fuel control. This engine is no toy and, whilst not exactly being frightening, is one which you treat with a certain amount of respect. It demands much more in technique than the average pen bladder pressure fed engine. Yet having mastered the starting technique we had no particular troubles—or qualms—about hand-starting on a 7-inch diameter propeller.

The basic difference between the Fox 29R and other engines is this method of fuel induction. The engine is of the crankshaft rotary valve type, but the shaft opening and intake is so enormous that the conventional method of sucking in a spray of fuel-air mixture is no longer effective. Instead, liquid fuel is poured into the intake through a small tube located in the normal jet position, the rate of flow controlled by a needle valve mounted on the back of the crankcase.

To get a satisfactory fuel flow the supply must be pressurised—either by locating the tank well above the engine (about two feet is adequate) so that it flows under gravity; or by using some form of pressurised tank, like a pen bladder.

Fox recommends a mixture with a very high proportion of nitromethane. We found a 50 per cent. nitromethane proportion the maximum miscible with methanol and castor (without the addition of a mixing agent, like ether) and used this for our tests. This mixture appears very hard on glow plugs, so another very necessary technique would appear to be the selection, by practical tests, of a suitable plug for the actual mixture employed.

No detailed tests were undertaken with the Fox because of the somewhat limited appeal of this specialised design but rough measurements of torque and speed over the range 14,000-18,000 r.p.m. indicated at maximum B.H.P. output somewhat in excess of .6 at around 17,500 r.p.m. which figure is probably pessimistic as regards the maximum potential of the design.

Duke Fox himself makes the point that the people who buy this class of engine will want to rework it, polishing the interior surfaces, etc., so he has concen-

FOX 29X *(continued)*

(unusual in American engines). The crankpin is also drilled out .120 in. dia. The main bearing is a bronze sleeve force fitted into the crankcase casting.

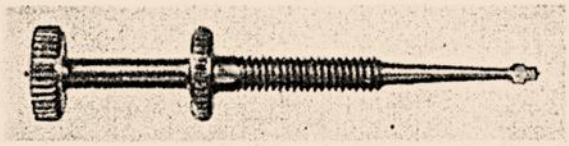
All the running fits are exceptionally good. It is obvious, in fact, that considerable attention has been given to all the parts that really matter. There was also far less evidence of roughness on the other parts than in some other Fox engines examined.

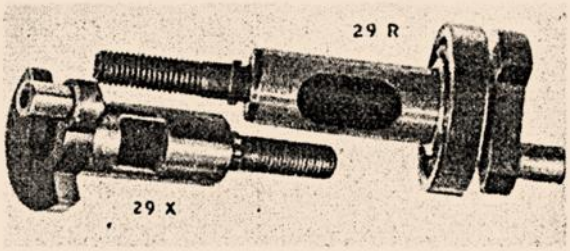
The intake tube is fitted with a sleeve, considerably restricting the diameter, which would appear to indicate that this model is intended for "stunt", "combat", team race (or radio) application. A somewhat enhanced performance could probably be realised for racing work with the sleeve removed, although no tests were made.

Provision is also made for the fitting of a second spraybar assembly for two-speed operation, by drilling through the casting at the appropriate point. The needle valve itself is ingenious in having a "spade" on flat near the end of the taper presumably to bear against the inner diameter of the spraybar and eliminate any possibility of the needle point vibrating and possibly upsetting the fuel mixture. In view of the extreme non-sensitivity of the needle valve as a control, however, this refinement hardly appears necessary—or may possibly be a major reason for the insensitivity.

Summarising we rate the Fox 29X as an easy engine to handle, one without any apparent vices, sturdy and with an above-average performance for a plain bearing engine of this size. From the engineering point of view, too, it is exceptionally well fitted and a credit to the manufacturer's techniques.

Larger than life Fox needle shows the bearing end, also used to atomise fuel. Crankshaft comparison shows port differences between Stunt and Racing engines





trated on the highest standard running fits. Certainly the engine "feels" very nice, with general freeness all round and excellent compression seal. It is one of the few glow motors, for instance, which you can effectively "hydraulic" like a diesel.

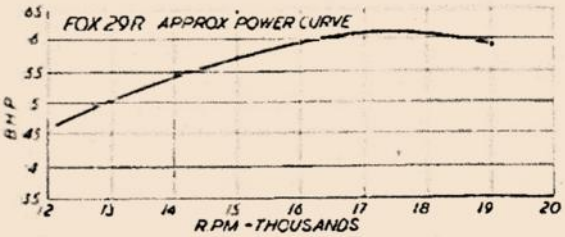
The overall size of the Fox is quite massive, particularly cylinder height. The design layout follows conventional "glow" practice, with transfer and exhaust diametrically opposed, the die-cast crankcase unit incorporating lower cylinder, exhaust and transfer and cooling fins. The cylinder liner is of leaded steel alloy and a plug fit in the casting when cold. The cylinder is heavily de Saxe or offset relative to the crankshaft to relative the piston of side loading. The piston is of cast iron, ground with a "matt" finish for oil retention with the appearance of a scratchy surface, but actually very fine and smooth. It is different in this respect of appearance from the more expected "cross hatch" pattern associated with micro-honing.

After withdrawing the liner, the piston can be removed only by withdrawing the gudgeon pin first, which is done through a hole in the cylinder jacket.

The crankshaft is a huge affair, ½-in. diameter stepping down at the front to a ¼-in. N.F. thread. The crank pin, turned integral with the web, is 25-in. diameter. A tough connecting rod is machined from flat alloy bar.

The crankcase bore (intake) is ·360 in. and the inlet port cut in the wall ⅛ in. long by 5/32 in. wide. The timing of the intake port is quite normal, in fact it closes somewhat earlier than most engines of racing type.

We found the grip provided by the shallow knurling on the prop driver marginal. Even when tightened the very high torque generated on starting tends to accelerate the shaft away from the propeller and the knurling



then grinds through the propeller hub face as soon as any such movement takes place the serrations are filled and grip destroyed. As a consequence the shaft accelerates away from the propeller and unwinds the prop nut.

Summarising, a lot of practical "know-how" has undoubtedly gone into the development of this engine with the achieved object of producing a really "hot" racing engine. As we said at the beginning, if you are a speed fan you will almost certainly fall for it, and get a lot of satisfaction in experimenting with different compression ratios and fuels, and internal polishing.

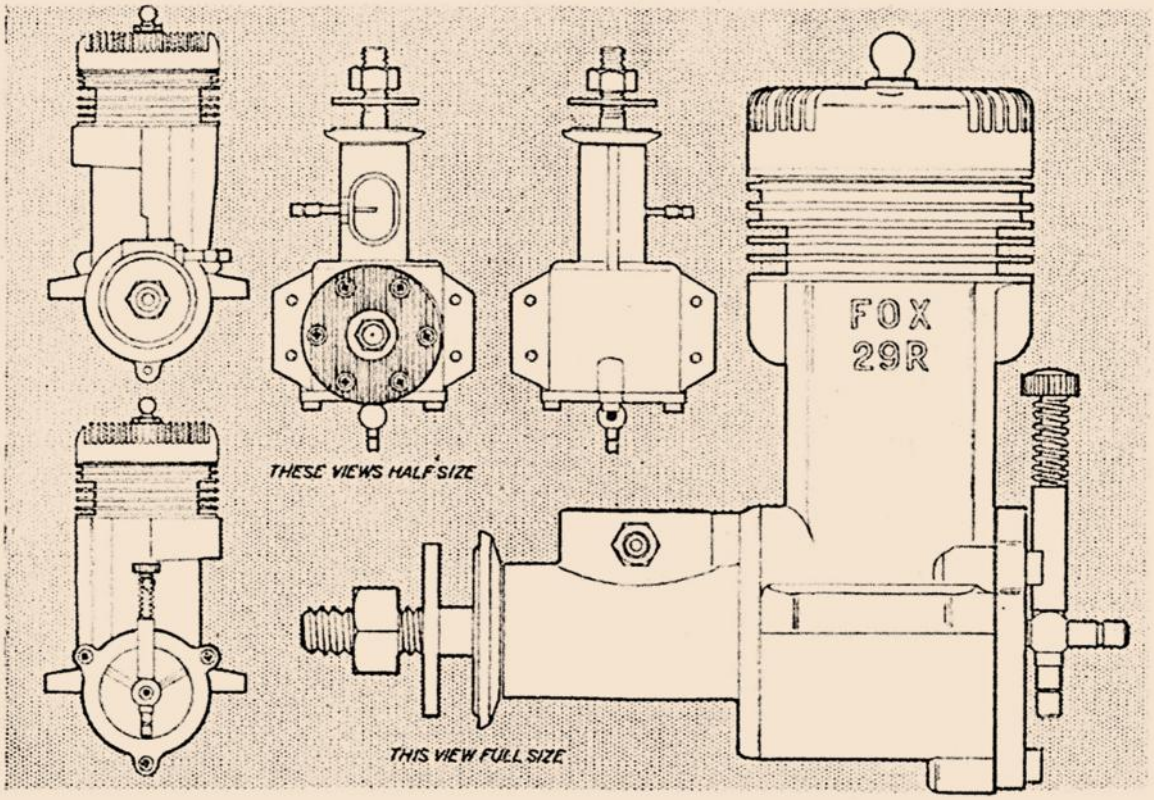
FOX 29R

PROPELLER—R.P.M. FIGURES	
Propeller dia. x pitch	*r.p.m.*
8 x 5 (Stant)	16,500
8 x 4 (Stant)	18,000
8 x 6 (Stant)	14,800
8 x 8 (Stant TR)	14,500
9 x 6 (Stant)	13,700
7 x 6 (Stant)	18,400

Fuel: 50% nitromethane, 25% methanol, 25% castor.

SPECIFICATION

Bore: ·733 in.
Stroke: ·697 in.
Displacement: 4·896 c.c. ·298 cu. in.
Bore/Stroke ratio: 1·06.
Max. B.H.P.: approximate figure 0·61 at 17,500 r.p.m.
Bare weight: 9 ounces.
Power output: approximate figure ·125 B.H.P per c.c.
Power/weight ratio: approximate figure ·068 B.H.P. per ounce.



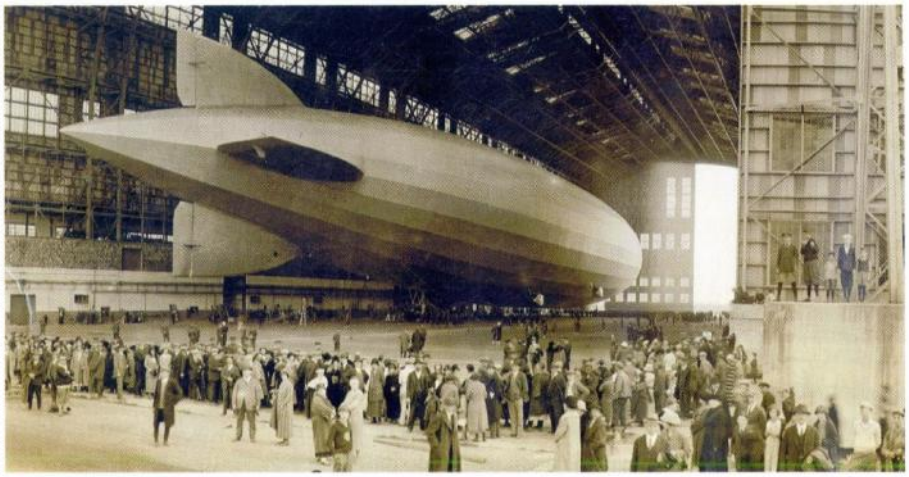
Zeppelins: continued - Editor

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

I'd forgotten the subject after the April issue, but scratching around for content I remembered that I was only about halfway through the book so here we go again.

Hugo Eckener became the driving force behind the Zeppelins during the interwar years.

Under the command of Lieutenant-Commander Ludwig Bockholt, the L59 had already reached the Nile Valley in Egypt when a radio message came from Berlin recalling the airship, as the plight of the German forces had not been as bad as intelligence had originally suggested. Almost four days after it had taken off, the L59 and its weary crew touched down at Yambol once again. Flying non-stop in difficult conditions with huge daily extremes in temperature, they had covered



The LZ126 shortly after arrival at the US Navy's airship base at Lakehurst, New Jersey, in October 1924. It is seen here before the application of its naval markings and new name Los Angeles.

32

The British airship HMA R34 on the first ever east–west crossing of the Atlantic in 1919.

a distance of 4,225 miles (6,800km) with fuel to spare.

Clearly the flight of the L59 had demonstrated that a transatlantic crossing was achievable. Even before the war several unsuccessful attempts had been made to fly the Atlantic with smaller airships, most notably with Walter Wellman's *America* in 1910, which ditched after covering 900 miles (1,448km), but none had been successful. At the end of the hostilities the draconian terms of the armistice imposed

33

➤ *The R34 emerging from the airship shed.*

severe restrictions on Germany's ability to build new airships, and most of the existing Zeppelins were either scuttled in their hangars by their despondent crews or handed over to the various Allied countries as war reparations over the ensuing years. Despite the efforts of Hugo Eckener and others to generate interest in a transatlantic

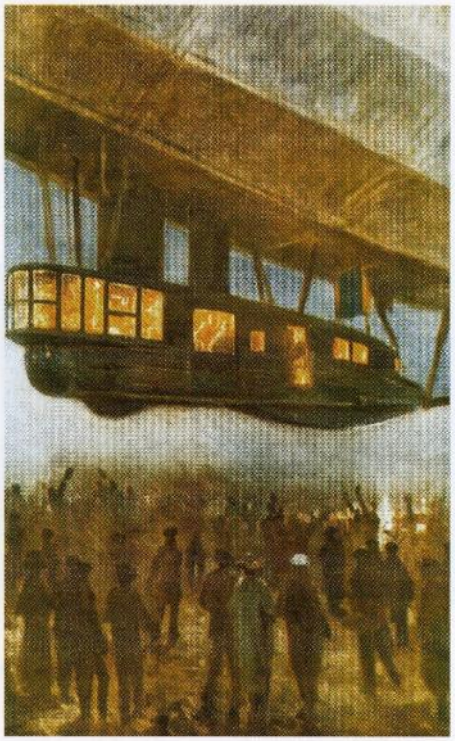
airship service, it began to look as if the Zeppelin Company might be forced out of business altogether.

The British had constructed several rigid-framed airships of their own and were greatly influenced by the design of wartime Zeppelins, which had literally fallen into their hands. The R34 was built by the Beardmore Company at Inchinnan, near Glasgow, and was the second of two R33-class airships modelled on the German L33, which had come down largely intact near Little Wigborough in Essex. Completed too late for its intended maritime patrol duties, the Air Ministry decided instead to send the R34 to the USA and back as a demonstration of the airship's long-distance capabilities.

Major George Herbert Scott was in command of a crew of thirty when the R34 departed from the airship station at East Fortune in the early hours of 2 July 1919. In the darkness the airship set course north-west for the Clyde and the Atlantic Ocean beyond. Accommodation aboard the airship was very basic as it had never been designed with passenger comfort in mind, and between watches the crew took turns to share hammocks slung from the girders along the length of the internal keel. For much of the flight, fog and cloud obscured the view as the R34 ploughed on at the relatively low altitude of 2,000ft (600m) or less, and at a reasonable speed of around 66mph (106km/h), thanks to a favourable tail wind. In many ways this flight was a test of the airship's potential for commercial transatlantic flights and the smoothness of the ride compared very favourably with surface vessels. For anyone prone to seasickness, the airship was the

Did you know?

The first female stewardess on a Zeppelin was Emile Imhof, who joined the crew of the *Hindenburg* in 1937.



The moment of the R34's departure from East Fortune, 2 July 1919, at the start of the transatlantic flight.

way to travel With little to see the greatest excitement came with the discovery of a stowaway William Ballantine had been bumped from the original crew to make way for more important guests of the Air Ministry. Luckily for him he was not discovered until they were already out over the Atlantic or otherwise he would have been dropped off by parachute

On 4 July land was spotted It was the northern coastline of Newfoundland By now the R34 was driving against strong headwinds and didn't reach her land ng site at Mineola Field on Long Island until 9.54 a.m local time on the morning of 6 July The transatlantic crossing had taken just over 108 hours, establishing a new endurance record for airships. Thousands of New Yorkers flocked to the airfield to see this modern marvel and for the crew there

were a few days of rest and the chance of a hot bath before the return journey three days later. Clearly, this successful two-way transatlantic crossing was an emphatic vindication of the airship's long-distance credentials.

The frustration of Hugo Eckener in Germany can only be imagined as he watched his upstart rivals claim the transatlantic crown, but Eckener had greater concerns about the very survival of the Zeppelin Company. The Allies had imposed restrictions on the size of airships he could build, lest they be used for military purposes. Desperate to prevent the break-up of his team of highly-skilled workers, Eckener planned to restart the DELAG operations with two smaller airships. The 796,350cu ft (22,550cu m) LZ120 *Bodensee* and the slightly larger LZ121 *Nordstern* were completed in 1919 and had actually started flights between Friedrichshafen and Berlin when the Inter-Allied Control Commission snatched them in lieu of the wartime Zeppelins which had

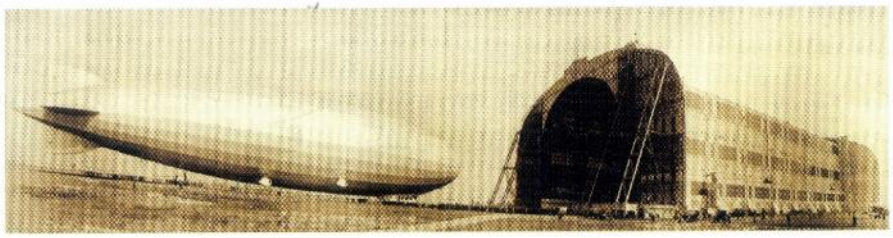
The forward section of the R33's control car, on display at the RAF Museum Hendon, London.

Did you know?

When Virgin's flamboyant boss Richard Branson became involved with Lightships in the 1990s, he decided to go water-skiing towed behind one of the airships.

been deliberately wrecked by their crews. To make matters worse, the American president, Woodrow Wilson, demanded that Zeppelin should build a brand new 2,500,000cu ft (70,750cu m) airship to be handed over to the USA. Fortunately, Eckener saw in this situation the opportunity to build the most advanced airship to date.

Work began on the LZ126 in 1922 and the completed airship made its maiden flight on 27 August 1924. Known to the Germans as the *Amerikaschiff*, or 'America Ship', when she landed at the Naval Air Station at Lakehurst, New Jersey, on 15 October 1924, she became the property of the US Navy and was christened the *Los Angeles*. Not only had Eckener ensured the continuation of the Zeppelin Company by proving beyond doubt that they were still the best in the business, he was also taken aback by the rapturous welcome they had received from the Americans. In more senses than one, a bridge had been built across the Atlantic.



The LZ126 about to enter the hangar at Lakehurst.

28

It gives me and the people of the United States great pleasure that the friendly relations between Germany and America are reaffirmed and that this giant airship has so happily introduced the first direct air connection between the two nations.

President Coolidge, upon the arrival of the LZ126 in the USA, 1924

From the book "The Zeppelin Story" by John Christopher

Editor

Couprofile: Peter Woodhouse - Peter Hall

Couprofile No 14: Peter Woodhouse

Peter, you are riding third in the Southern Coupe League and you came second in the last Coupe de Brum. Tell us something about your free flight experience especially with coupes.

A little bit of background first, I became interested and aware of model aircraft as an 8- to 10-year-old after watching my elder brother Tony building control line and single channel radio control models on the kitchen table.
My first models were simple stick and sheet wing creations, built from scrap balsa and then progressing to the usual Keil Kraft, Frog and Mercury kit models that were popular at the time.

I recall some reasonable flights with a Mercury Mentor rubber model with hand wind turns, a Yellow Bird chuck glider and a R. Cizek designed A1 Glider called Pluto. I built another in 2019 and fly it in Classic A1, it's a dream to fly.
My first coupe was a Derl Morley designed Garter Knight, I still have some parts in the loft, I think at the time I had bought some Pirelli ¼" rubber from a source in Italy. During this period, I would be using a converted hand drill (no counter) and aluminium winding tubes.
Derl was now living in Barnsley and took my long-time friend Rodney Mosley and myself under his wing and transported us in his red A40 to all the various competitions. How all three of us and our equipment fitted in I just don't know. This was all new and fascinating to us and we didn't waste any time in trying to replicate the current flying practices at Wigsley and soon joined the Lincoln club. We would have been about 15 or 16 at the time and recall flying Open Rubber (with tip up rear fuselage for the DT), A2 Glider and 1/2A Power (Dave Hipperson designed Slow Worm, I still have the model which has been recovered several times).
My first contest success was in November 1963 when I won the White Cup flying a Cox Tee Dee 049 powered Tony Young designed 1/2A Dynamo.
For various reasons I had a long sabbatical from aeromodelling and later dabbled in Radio Control doing aerobatics at club level.
Sometime later I attended a flying meeting in the north, possibly Church Fenton and was amazed to discover that free flight still existed. I still had a few models stored away, a few motors and yes, some rubber, but not much use. I joined the Morley club who flew on Wednesday evenings in the summer months at Church Fenton. I was introduced to the likes of John Godden, Dennis Davitt and some of the many Timperley Flyers who used to cross the Pennines to attend these meetings/get together and John Pool flying his tailless and vintage rubber models. John later gifted me three of his 'Never Forget' themed tailless models that were truly remarkable in all aspects.
But as you can see Coupe has not really been my first choice in model flying and it would have been about 2002 that I became interested in giving it a try. Having observed Ian and Dennis Davitt's coupes I decided to build Dennis's Dig 150, in fact I made 3, exactly to plan, no systems, Tomy Timer D/T and Pim Ruyter beacon. All 3 needed ballast to attain minimum weight, all 3 flew off the board, R/R with 10 strands 1/8" rubber or later with 14 strands 3/32".

Tell us about your most successful coupe.

Slightly difficult one, as my Dig 150's, Jump Biz and Etienvre's have all had some success, but as you can see, they are all other people's designs. Allocation of time has always been an issue, so consequently I have tended to watch, observe, and select a model that is or has been successful in other people's hands. I can usually build light, relatively stiff and generally underweight models, except for E36, trim to the best of my ability, try to pick some decent air and keep a record. I do, however, have another coupe that was donated to me from Derl Morley's estate, this is an extremely well-built elegant systems model with rolled balsa fuselage. I have had a few trimming flights at a local field, but my initial thoughts are that the glide is no better than the Dig 150. Therefore, and on reflection I would say it has to be my No1 Dig 150 and with 525 plus turns, I usually manage a motor run of 80 secs. My approach has been more of a powered glide with a longish motor run and being extremely careful when flying in any sort of wind or associated turbulence as it can be quite a challenge with this 'largish model' to complete a successful launch. Sometimes in windy conditions I may use a slightly more powerful motor to improve the climb, but nothing else. On the plus side however, the model only needs a very slight 'whiff of lift' and away she goes, the glide is excellent. The 2002 Ripmax 80g event run by Dave Hipperson would have been my first coupe contest and I managed a 4th place and then a 6th place at the 2003 F1G Aeromodeller Trophy Event dropping 9 seconds.

I won the 308 Trophy at the 2005 Nationals and have had several 2nd placings in subsequent years with this model. The model was substantially re-built/covered in March 2019 gaining too many grams following it being 'Treed' on its last flight at the 1st Area Meeting. During repairs I also reduced the tailplane span and now use the model mainly in windy conditions and use a mix of my other two remaining Dig 150 models.

How do you pick the air ?

This can be a bit of a lottery, but if I am flying rubber and in particular coupe or P30, I rely on a mylar streamer watching for a 'ripple effect' or other encouraging signs, any 'feel/change' in air temperature, any other local indicators, wait a few seconds to confirm and then if all feels well, away she goes, fingers crossed.

Do you have any developments in mind?

I would like to think so, but unfortunately, the likely hood is no. Perhaps try to fly Derl's ex coupe more and understand it's features and systems, it's certainly an elegant and well-constructed model that deserves to be flown.
I have had an inkling to build another pre-1970's coupe such as the Garter or Barron Knight, this can be extremely satisfying, but hardly development.
I have looked at most of your previous Couprofiles and can only admire their creations, ingenuity, design, and enthusiasm.
I do enjoy flying Coupe and hope to continue flying in its various forms and admire Gavin Manion's and others promotional abilities, please let it continue.
If I were to build something else, then perhaps one of Dave Hipperson's 'Pure Fantasy' F1G's, that would be the one, but then I have been meaning to build one of his T34 - 1/2A's for the last 3 years, you never know.

LEFT: Morley's Pete Woodhouse waits to launch this 'square' design - tissue decoration over mylar covering.

Peter Hall/Peter Woodhouse

Heard at the HANGAR DOORS

Big Stuff

Prizewinners at the 1955 All-Britain Rally were guests of British Overseas Airways Corporation on Saturday, September 15th, the day before this year's event at Radlett. They were taken on a conducted tour of the London Airport maintenance base (*above*) and given the opportunity of examining at close hand the internals of a Boeing Stratocruiser and its mighty powerful four-row 28-cylinder Pratt and Whitney piston engines. Passing the several Bristol Britannias, Syd Savage of St. Albans and Guy Winder of De Havilland (Hatfield) could not resist a swing at the massive hollow steel blades of a Proteus Turbo-prop; but they failed to budge it as the photo *at right* shows.

This support of the modelling movement by B.O.A.C. is, we hope, the beginning of a closer association between this country's largest airline and the hobby. Speedbird Trophies have been donated by B.O.A.C. to the All-Britain Rally for annual award in the Team Racing events, and the tour of London Airport is likely to be continued as an annual inducement for all the Radlett winners.

STOP PRESS

As we close for press we learn from a daily newspaper that Ray Gibbs won the World Speed Championship at Florence with a speed of 139·81 m.p.h. Whilst official confirmation is awaited, it does seem fantastic that Gibbs has been able to raise his own World Record figure by no less than 16 k.p.h., but full details will appear in our December issue.

Those Controversial Changes

Echoing on the universal outcry apropos suggested rules changes to F.A.I. model specifications, etc., the S.M.A.E. Council recently debated its own proposals to be submitted to the December meeting of the International Models Commission.

As a result, it will be proposed that the earlier S.M.A.E. recommendation that R.O.G. be abolished shall be re-submitted; that no change shall be made to either Wakefield, Power, or Glider specification; but that engine run for the power event shall be reduced from 15 to 12 seconds. It remains to be seen what recommendations are forthcoming from other member nations, but in any event, the final decisions will be obtained from a postal ballot taken on the discussions arising at the December meeting.

A further S.M.A.E. recommendation will be that no model specification changes will take place at less than four-year intervals, thus ensuring that many top line models are not consigned to oblivion too early in their career.

Castle Comment!

Comment in the Italian magazine *Rassegna di Modellismo* on the airfield situation as related to World Championships is of interest, and is reproduced here for the benefit of readers who do not have access to international publications. We quote:

"We knew that in Hoganas we were going to find bad weather. The sea is near, and rain is not unusual in Sweden. Up to here then no surprises, but what WAS surprising was that a World Championship would be held on an airfield as big as a pocket handkerchief, surrounded by woods and houses. The models, in a wind of 40 k.p.h. soon disappeared in the air dark with rain, or were caught in strong turbulences—or were definitely lost, chased in vain

by motorcyclists in the maze of small streets of the little town.

"To be able to win in these conditions it was necessary to either have a great deal of luck, or many means of retrieving the lost models—so the natives won.

"We Italians are not cherished by the blind Goddess, and not even the best efforts of the team could avoid Fea losing his 5th round flight, having lost a model in the 2nd round, and another in the 4th. He was lying equal leader with the winning Swede Petersson and the American Kothe, and had a great chance, because in the final launch these two only had times of 2 : 39 and 2 : 35.

"No use to complain now. Sweden organised the competition in Hoganas where special facilities from the industrial concerns were available, but what can others say? Maybe it is criminal to risk the best models in the world on a field of this kind, for in Sweden there are certainly better ones. (For instance Norkopping in 1952.) Well, done is done, and it will be repeated next year if nobody will protest to the F.A.I."

In our opinion, little criticism could have been levelled at Hoganas airfield had the wind been in the opposite direction to that obtaining on the day of the contest, and that it is a factor that no organiser can be blamed for. Granted, it was a risk using a field virtually on the coast, for an off-shore wind would have made flying impossible, but we shall be interested to see whether or not the Models Commission make any recommendations in view of the Italian charges.

The Firm Hand

For failing to honour his written undertaking to the S.M.A.E., by virtue of which Mr. George Upson arrived at the Power Championships with only one model to fly, he has been suspended from consideration for International competition for the period ending December 31st, 1957.

A further result of this unfortunate occurrence is that in future selected Team Members will be required to guarantee to the Council at least 14 days before departure for an International Contest that the full complement of main and reserve models are available, and that such models will not be flown in the interim period.

Ellehammer Stamp

Philatelists will be interested in the new issue of a special stamp (*below*) to commemorate the achievements of Jacob Ellehammer as described in our September issue.

Models at Farnborough

As most of our readers know the static exhibition at Farnborough S.B.A.C. Air Display contains a veritable galaxy of models, most of them on the aircraft manufacturers stands as miniature tokens of their wares.

Highlight this year was the miniature flying display on Messrs. Vickers Armstrong's Stand, which featured R.T.P. air-jet driven, scale models powered by compressed air and flying one at a time round a central pole. The compressed air at 100 lb. p.s.i. is delivered from a compressor unit via the central pole and a radius arm.

Control for taxying and flight is effected by a single throttle-type lever. As the compressed air is fed to the models, they move slowly forward under their own power. As taxying speed increases lift is developed and a combination of lift and centrifugal force leads to the take-off. The operator can control the circuit speed by means of the throttle (a top speed of 45 m.p.h. is possible) and landings are made by a gradual reduction of power. A transparent safety screen encircles the flight path. *See photograph below.*

The aircraft models themselves are made of fibre-glass reinforced plastic and are very light.

The whole of the flying unit, control system and the models themselves, were designed and built by the Severn-Lamb, model engineers, of The Fold, Stratford-on-Avon.

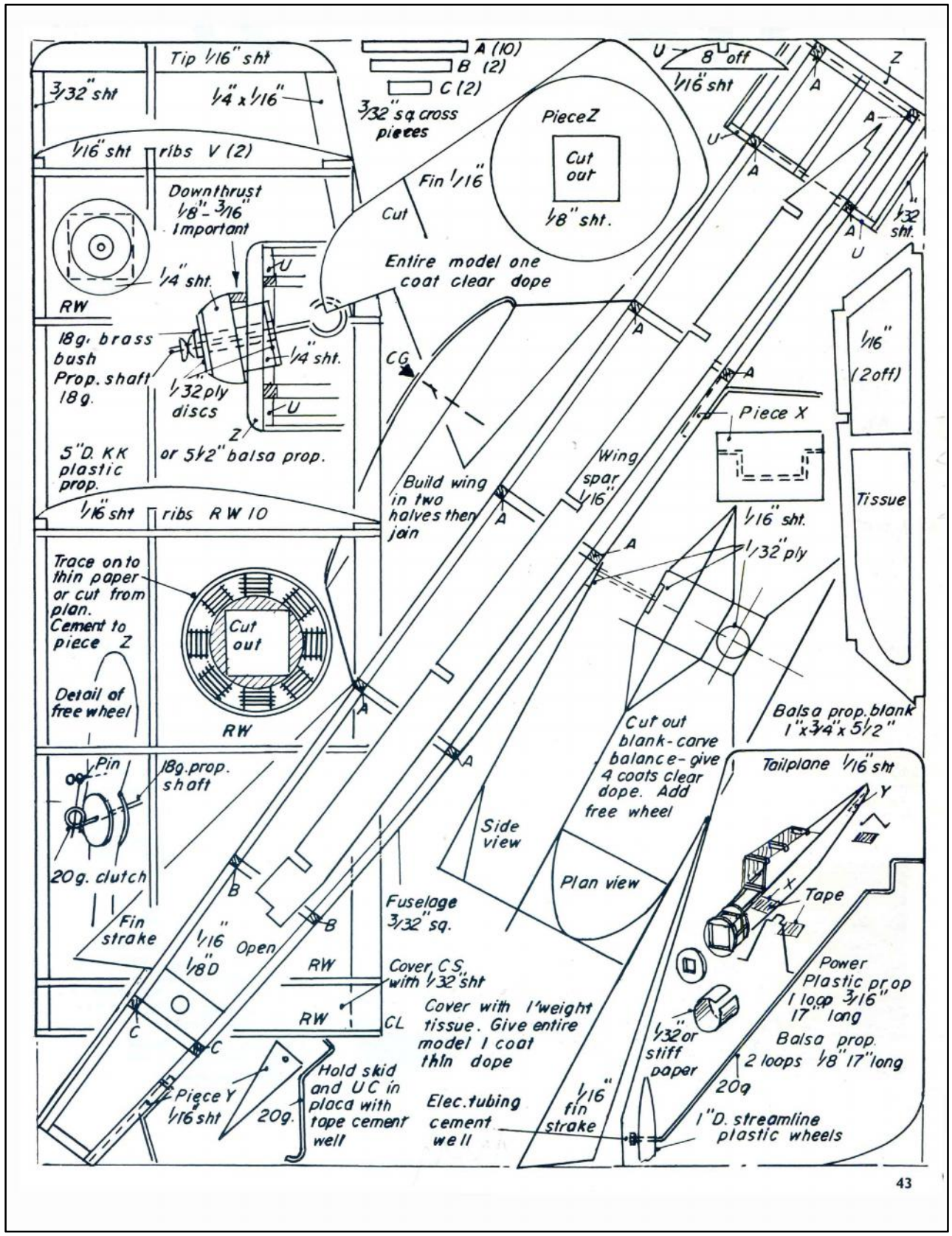
It should be emphasised that the radius-arm serves only to pipe the compressed air to the aircraft. It does not provide any motive power—and indeed, it is the models which rotate the radius-arm rather than vice-versa.

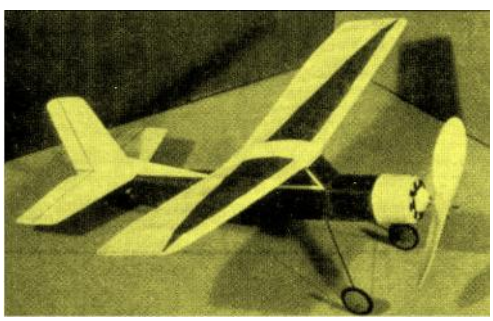
We could not help but reflect also, how this particular phase of exhibition modelling has progressed since the early days at the Aeromodeller Dorland Hall Exhibitions, where Squadron Leader Peter Hunt's air-jet driven Vampires whistled their way around the circuit. These, it will be remembered, were powered by miniatured air turbines driven by small electric motors actually housed in the model, and were a remarkable technical achievement.

Mini Master - Ray Malmstrom

From the book 60 years of IVCMAC courtesy Chris Strachan

This is a rather conventional model when compared with many of Ray's creations but it is a brilliant flyer.
It is also one of his most dense plans with all the parts interlaced in a small space.
I once had the temerity to tease him about this style of plan and received a distinctly dusty reception. He took all aspects of his designing very seriously and I should have known better! It did not take long before I was forgiven. Build it to plan including all that downthrust.
Fit an IGRA or Peck 7" prop cut down to 6" and fitted with a proper freewheel and zero end load arrangement. Use a four strand pre-tensioned motor of about 90 to 100 thou rubber, three times the length between hooks. Fly it to the left with lots of wash-in on the left wing. Wind to 1500 turns and it will do over 60 seconds. With care you can even get it to glide quite respectably.
It is a super little small field flyer and a regular winner of our club duration competitions on the Impington sports field. If you are not a performance fiend you can use a simpler set up with less rubber and you will have a very nice and rather pretty little sport flyer. Definitely one not to be missed.





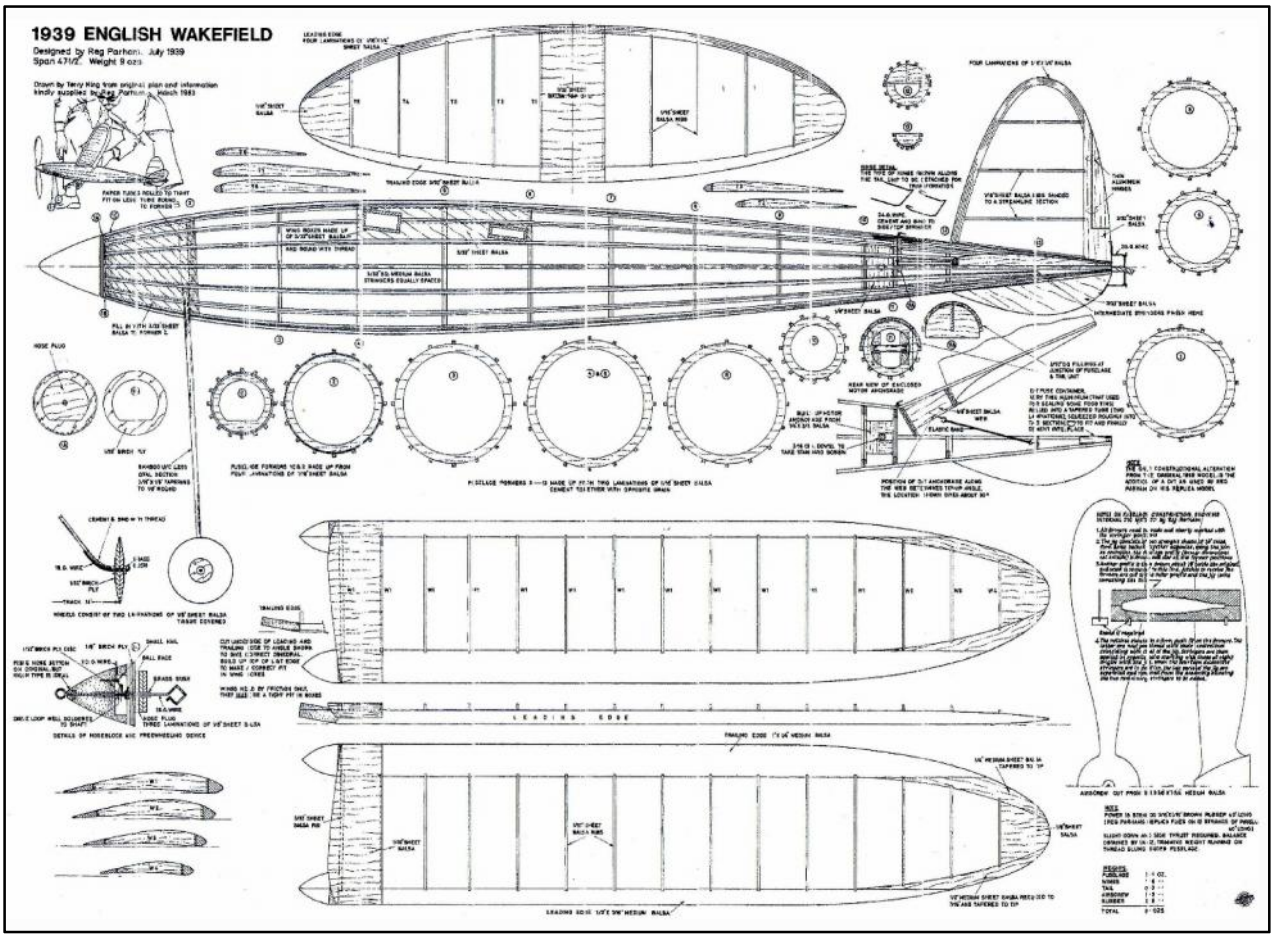
From Ray Malmstrom's book 60 years of IVCMAC

Courtesy Chris Strachan

Ray Malmstrom

My Models No,8 - Martin Hurda (Czech Republic)

Reg Parhams '39 Wakefield



Martin Hurda (Czech Republic)

NEWS Review

Thoughtlessness

It is regrettable to note that considerable lack of consideration of other people's property is frequently shown by some aeromodellers when retrieving their models during contests.

While it is appreciated that an aeromodeller is very concerned with getting his model back to complete his flights, it is important for all model flyers to remember that other people are equally concerned about their own property, and that they have no right to damage that property or trespass on it for the purpose of retrieving their machine.

In a long experience of aeromodelling we have always encountered courtesy and helpfulness when applying to the owner of property for permission to retrieve a model which has landed on his premises, and the model has usually been retrieved with the minimum of damage. Often the owner of the property has, himself, actually assisted in the return of the model.

A correct and courteous approach not only expedites the recovery of machine but creates a friendly atmosphere and general respect for the movement which is to everyone's benefit.

Breaking through hedges, running through standing crops, invading other people's property, and similar misbehaviour, is just bad manners which results in resentment against the movement as a whole and gets it a bad name.

All club officials should impress upon their members the need for care and consideration when traversing property adjoining the flying field, and the need for avoiding annoyance to the owners.

The Anglo-Dutch Contest

The Anglo-Dutch contest for 1948, has been scheduled to take place on August 29th, to coincide with the "Championship of Holland" contest. Benelux aeromodellers will also be attending this event.

The contest is for F.A.I. gliders and the first four contestants in the Thurston Cup Contest will constitute the British team. They are :—R. N. Yeabsley, R. F. L. Gosling (Capt.), R. Teasell and P. F. Wilson.

The score between the two countries is at the moment even, at one all, so the next contest will undoubtedly be keenly contested.

Wakefield News

The latest news received from America is to the effect that the Wakefield Contest will be held on August 26th and 27th in the Akron-Cleveland district.

The actual flying field is not yet decided upon, but we are expecting further news and official invitations from America at any moment now. We will keep our readers informed of developments.

Public Open Spaces

The publicity which has recently been given to the ban imposed on a well-known club against flying control-line models in a public park, again brings into prominence the necessity for adhering to the rules promulgated by the S.M.A.E. for the flying of power-driven models.

These rules have not been formulated with the idea of being officious, as some people seem to think, but to protect modellers against their own possible thoughtlessness or folly.

We are sure that all level-headed aeromodellers abide by the rules for safe flying which have been laid down by the society, nevertheless there are a few whose enthusiasm exceeds their caution, and who fly in an irregular manner or under unsuitable conditions, and it is these who cause trouble for the remainder.

In this direction the unorganised side of the movement is the greatest menace as these persons are not brought into contact with the established rules, or under the control of club discipline. It is up to every club to chase after these "lone hands" and bring them into the fold so that they can be made to realise their errors.

Clubs who suffer adverse publicity in the local Press as a result of promiscuous flying by a non-member should immediately approach the Editor of the paper in question, and point out that their club members were not responsible, and drawing his attention to the S.M.A.E. rules governing the flying of power models and particularly to the clauses referring to the obtaining of permission from the authorities to fly models on public open spaces.

Petty Theft

We still hear of far too many cases of petty theft of engines from models which have been left on the flying field for a few minutes by their owners. This lack of respect for other people's property is, unfortunately, very prevalent at the present time, and is probably due to the effects of the war.

Nevertheless, it shows a mean spirit and needs stamping out ruthlessly. In this connection all aeromodellers can help by keeping a sharp look-out for anyone acting suspiciously, and making quite sure of the *bona-fides* of anyone attempting to sell them an engine.

Anyone found with an appropriated engine should be reported to the police. It is a mistake to take no action.

BMFA 5th. Area - Peter Hall

BMFA Fifth Area
Sixth Round Southern Coupe League, Area Venues July 9th 2023

Out of a population of 68 million only four flew F1G. and the weather wasn't that bad. Perhaps Gavin Manion's huge lead in the Table put some off. The next event is the Southern Gala, 20th August on Salisbury Plain. Michael Marshall and Ivan Taylor are now mounting a challenge.

Michael Marshall *in first place reports -*

For me the Fifth Area event location was Sculthorpe and it was a hot and sunny day with a moderate wind blowing from the South. We were flying from just inside the entrance gate, site of last year's East Anglian Gala. The grass was knee high which made retrieval difficult. I didn't see any cows.

I had performed badly at the North Luffenham Nationals and I believe tinkering before that event had affected the model trim. Afterwards I spent a long time adjusting my models, mainly changes to tail plane elevation. I always carry three models but chose to fly a Peter King Linda, very light with Mylar covering, Tomy timer and Ruyter beacon. Reports after the Nationals that Ivan Taylor was managing 410 turns on his CDH motors spurred a renewed interest in pre-event motor stretching but I was still only able to achieve 320-330 turns. I subsequently read that Ivan was using 12 inch long motors, mine are about nine. Spencer Willis's streamer was giving good air picking indication and I believe that "lift" improved in the later part of the afternoon. After a long period of disappointing performances I was pleased to be getting better results.

Ivan Taylor *in second place comments -*

Gavin and I flew together at Barkston with help from George Foster. We both expected a better score than we got.
The air was unbelievably fickle. In hindsight we should have moved further down towards the Ancaster road for some smoother air and avoid some close encounters with the compound.
I may be tempted to go to Salisbury, I am enjoying coupe flying so much.

Spencer Willis *In third place, tells us -*

When we arrived it was a little breezy as forecast but quickly died down to about 5 or 6 m.p.h. and stayed like it for the rest of the day. The cloud was solid and my first three flights were pretty poor. By then the cloud was breaking up and the lift was easier to spot. I got my fourth flight into lift but unfortunately d/td early at 1.54. I found out that the counterweight in the Tomy timer was loose and came out in my hand. So I decided to do my last flight without a d/t. I put it into lift and luckily it wasn't a fly away and probably did three minutes. I went straight on to do P30 after that so didn't get to see Michael Marshall's flights but when I left he was three flights in and had only dropped about eleven seconds so I thought he'd do well. Andrew Moorehouse was there but chose to do Mini Vintage. I really like the later start time, I appreciate an extra hour in bed!

Gavin Manion *in fourth place confesses*

Well that didn't go to plan. Barkston had just about the best weather on a day that for other venues was wild, wet and windy and I made as bad a mess of a set of flights as I can remember (mind, my memory isn't what it was).
First flight was in virtual flat calm under a clearing sky and just made my only max of the day. From then on, and as the weather got a little bit of breeze and cloud, I couldn't pick lift at all.

Three flights of about one and a half followed where it was clear that there was some good air about but the model was unable to centre into it. For the last flight I changed to a longer running model a bit bigger than the one I'd been flying. The climb out drew compliments from a group of club mates who'd gathered around to watch the fun. "Well that's set... cracking bit of air etc". It prop stalled at about 30s and resolutely faced into wind until the lift was safely past, it landed shortly after prop-fold for a 50s finale.
Sometimes you need days like this, no problems at all with the equipment just rubbish air picking. By the end of the day I'd convinced myself that the upwind trees (that corner of Barkston is quite notorious for turbulence) were confusing my streamer reading, well maybe... Must do better next time.

5th Area Results

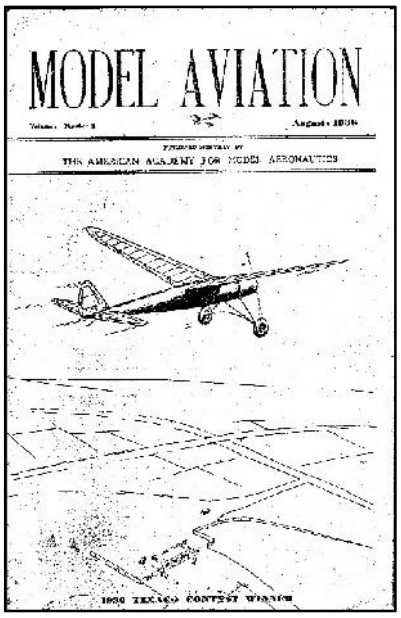
	Entrant	Club	Score
1	M.Marshall	Impington	12
2	I.Taylor	Birmingham	9
3	S.Willis	Croydon	8
4	G.Manion	Birmingham	7

Southern Coupe League standings after round 6

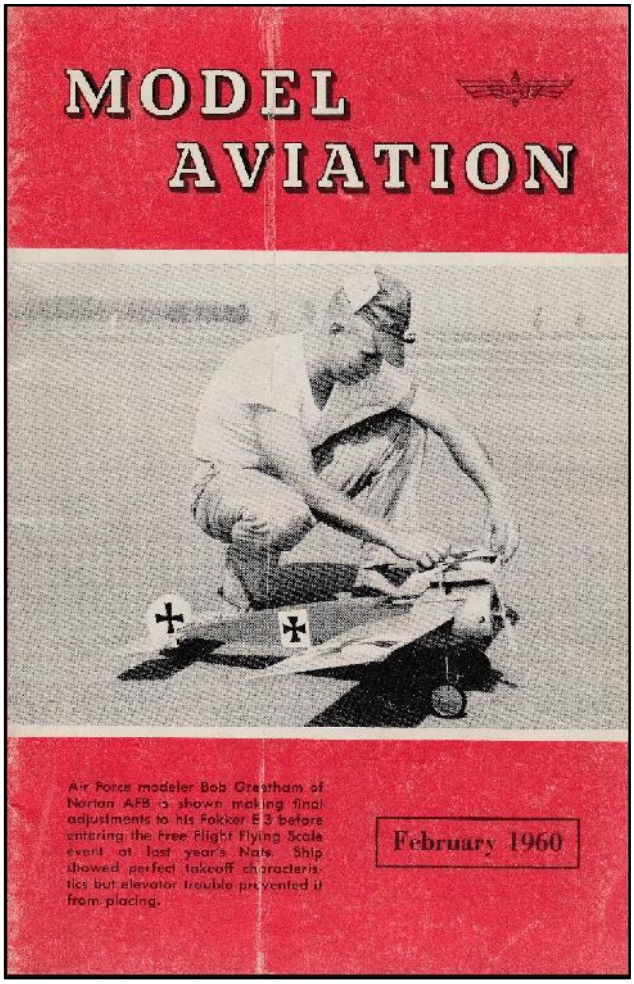
	ENTRANT	CLUB	COUPE DE BRUM	SECOND AREA	CROOKHAM GALA	NATIONALS	FIFTH AREA	SOUTHERN GALA	COUPE EUROPA	TOTAL
1	G. Manion	Birmingham	12	9	12	12	7			52
2	M. Marshall	Impington	6			7	12			25
=	I. Taylor	Birmingham		7		9	9			25
4	P. Woodhouse	Morley	9	8						17
5	S. Willis	Croydon	1	7			8			16
6	A. Brocklehurst	B&W			7	8				15
7	S. Darmon	Birmingham	8	5						13
8	S. Fielding	Morley		12						12
9	R. Fryer	Oxford			9					9
10	J. Paton	Crookham			8					8
11	B. Whitehead	Peterborough	7							7
12	M. Stagg	B&W			6					6
=	B. Dennis	Oxford				6				6
14	R. Elliott	Croydon	5							5
=	B. Hobbs	Oxford			5					5
=	G. Peck	C/M				5				5
17	C. Foster	Morley	4							4
18	C. Redrup	Crookham	3							3
19	R. Vaughn	Crookham	2							2
20	M. Woodhouse	Vikings								0

Peter Hall (report) Roy Vaughn (league Table)

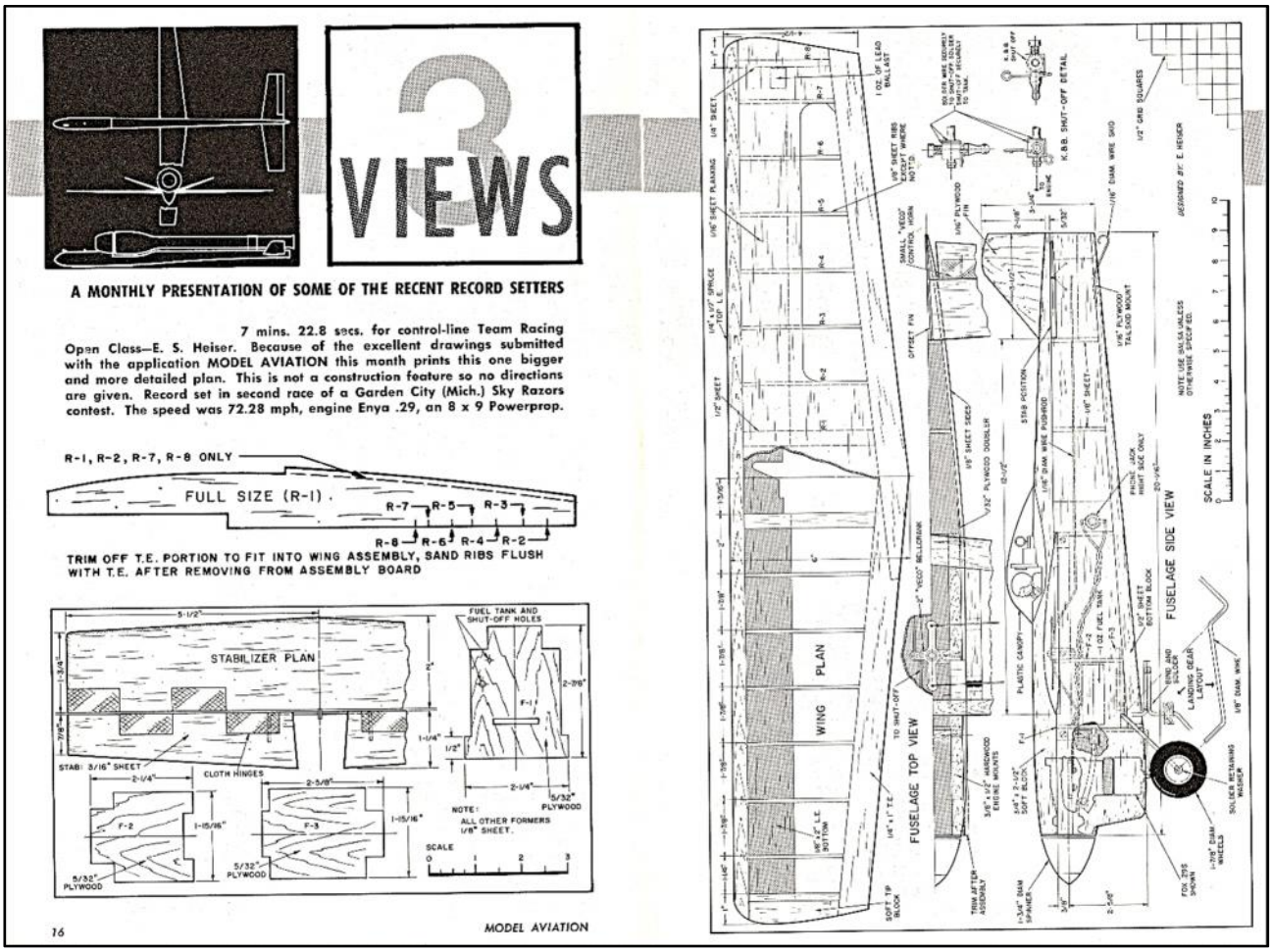
Report No. 150 Our earliest magazines, continued.



Next in the look at U.S.A. magazines we come to ***Model Aviation,*** "published monthly by The American Academy for Model Aeronautics". The first issue of this near A4 size newsletter was dated July 1936. The only item in the library of the early issues of this publication is a photocopy of the front cover of Volume 1, Number 2 dated August 1936, just black and white with a line drawing of the 1936 Texaco Contest Winner, as can be seen alongside. There is a gap of 20 years for our next issue of May 1956, following which we have over half of the issues through to May 1962. The covers mostly feature pictures of full size aircraft but shown here is the January 1957 issue cover with a picture of Dick Perry holding his "Megow Ranger" and the February 1960 issue cover with bands of a single colour and a monochrome picture of Bob Greetham with his "Fokker E3" entry for the free flight flying scale event.



The content of these newsletters is primarily reports of flying meetings and competitions, lists of affiliated clubs etc. with a few general arrangement drawings and just the occasional working drawing as shown on the next page, note the comment "This is not a construction feature" so no building instructions.



3 VIEWS

A MONTHLY PRESENTATION OF SOME OF THE RECENT RECORD SETTERS

7 mins. 22.8 secs. for control-line Team Racing Open Class—E. S. Heiser. Because of the excellent drawings submitted with the application MODEL AVIATION this month prints this one bigger and more detailed plan. This is not a construction feature so no directions are given. Record set in second race of a Garden City (Mich.) Sky Razors contest. The speed was 72.28 mph, engine Enya .29, an 8 x 9 Powerprop.

R-1, R-2, R-7, R-8 ONLY

FULL SIZE (R-1)

R-7 R-5 R-3 R-8 R-6 R-4 R-2

TRIM OFF T.E. PORTION TO FIT INTO WING ASSEMBLY, SAND RIBS FLUSH WITH T.E. AFTER REMOVING FROM ASSEMBLY BOARD

STABILIZER PLAN

FUEL TANK AND SHUT-OFF HOLES

CLOTH HINGES

NOTE: ALL OTHER FORMERS 1/8" SHEET.

SCALE

FUSELAGE TOP VIEW

WING PLAN

FUSELAGE SIDE VIEW

SCALE IN INCHES

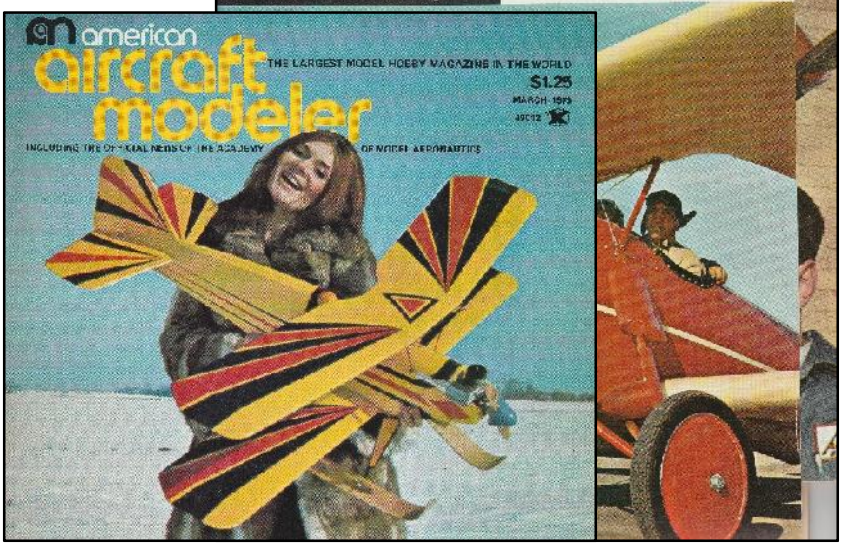
DESIGNED BY E. HEISER

16 MODEL AVIATION

Next in the collection is a May 1964 issue where the page size has increased to near A4 with the content remaining much the same as before, but somewhere along the line "American" has been dropped from the society's name leaving the familiar abbreviation "AMA".

July 1966 brought a major change in that the "AMA" ceased publication of a free standing newsletter, instead coming to an agreement with Potomac Aviation Publications Inc., the new publishers of ***American Modeler***, to incorporate ***Model Aviation*** into their magazine. See alongside for the subtle change to the magazines header. ***Model Aviation*** was allocated eight pages towards the back of the magazine, the content being much as before.

The publisher stated their intent to change from bi-monthly to monthly publication from January 1967 "under a programme calling for a sharpened aeronautical emphasis."

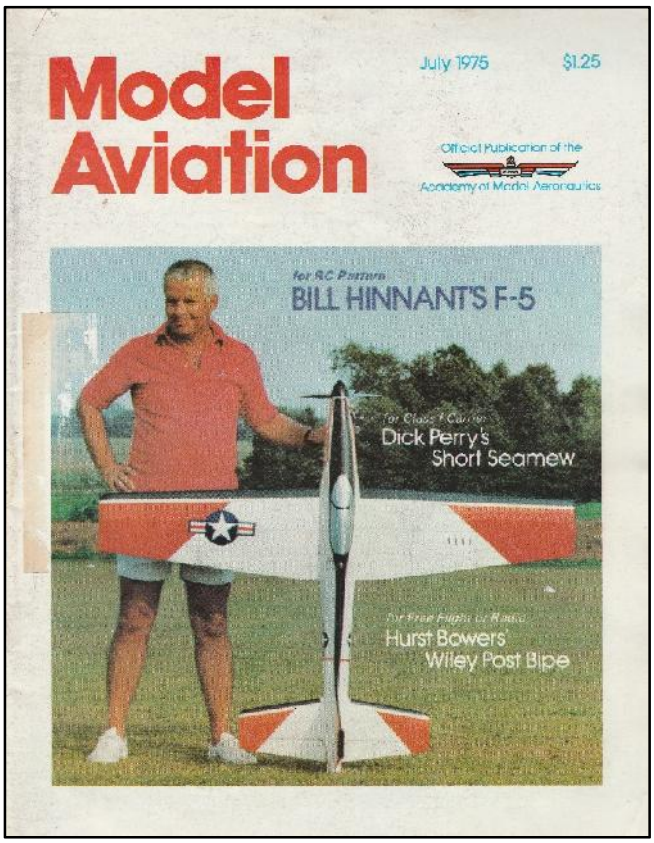


The January 1968 issue brought a name change to ***American Aircraft Mpdeler,*** including the official news of the Academy of Model Aeronautics.

In early 1975 the publisher of American Aircraft Modeler went bankrupt, the last issue of the magazine being that of March 1975. The AMA responded with remarkable alacrity, no doubt emboldened by the fact that since the publication of the last free standing ***Model Aviation*** in June 1966 membership of the society had "increased from about 16,000 to more than 52,000!".

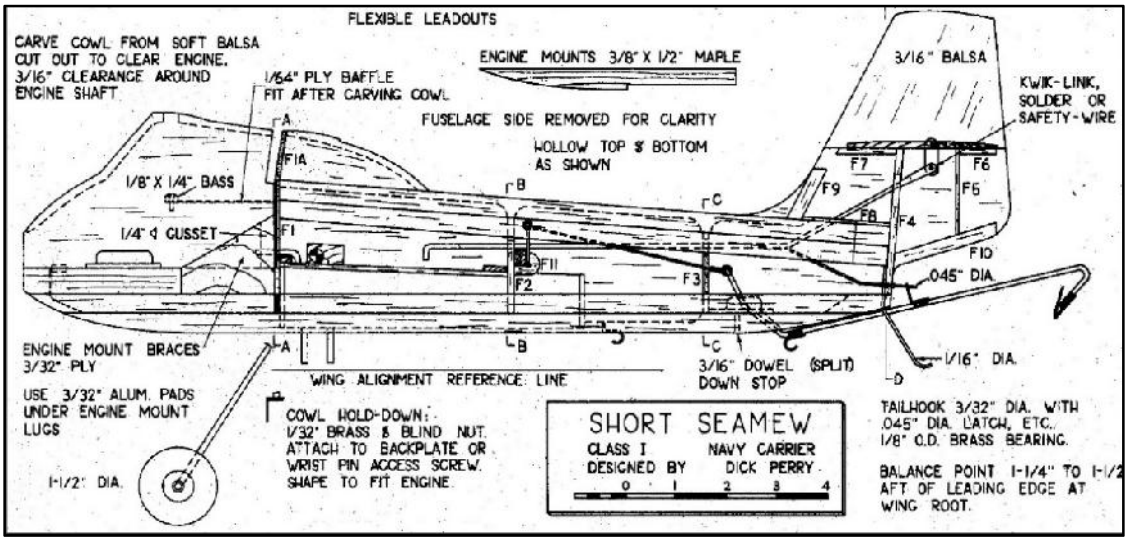
Below an extract "From the Publisher".

> **Here We Are Today.** Wisely, we think, AMA officers saw most members preferring to receive a magazine with well-rounded features at reasonable cost instead of a small newsletter—and authorized the revival of *Model Aviation* with the number of pages (80) that cost studies indicated could be paid for within the existing funds already allocated to *AMA* publications. And while this first issue did not have the benefit of a continuing operation—there was barely more than two months from the word "go" to getting this issue to the printer—in this short time span we have enlisted the aid of very capable contributing editors and sought out top designers for construction articles.



What did they offer? A near A4 size magazine of 80 pages with full colour cover for $1.25, the same price as the Model Airplane News. The Editor was William (Bill) Winter, well known designer with many control line, power and rubber model plans published. This issue included sections on Radio Control, Control Line, Free Flight, the AMA and as many as six plans, one full-size and five reduced with full-size available by post.

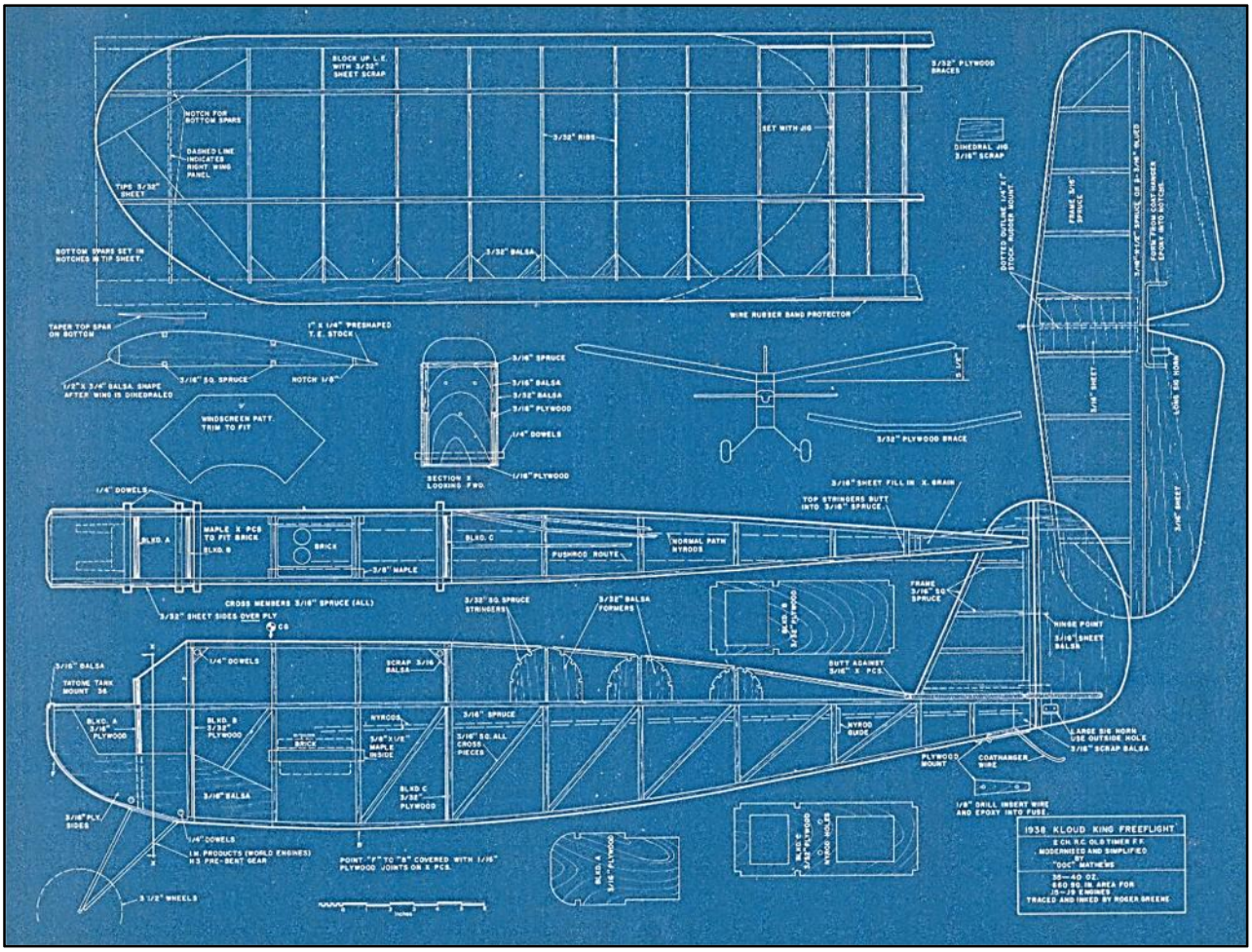
The plans included a "Short Seamew" control line model, for the Navy Carrier event, designed by Richard Perry, a "Wiley Post Model A" for free flight rubber or power R.C. designed by Hurst Bowers, a competition power free flight model named "The French Wench" designed by Dale Mateer, the "Kloud King" 1938 power free flight model designed by Mickey DeAangelis and presented here in a 2 channel R.C. version by Doc Mathews and a full size plan for the "Dart-Too", a version of the "Delta Dart" with profile cabin "a second step in developing the beginning modeler's skills." See the photographs and part plans below.

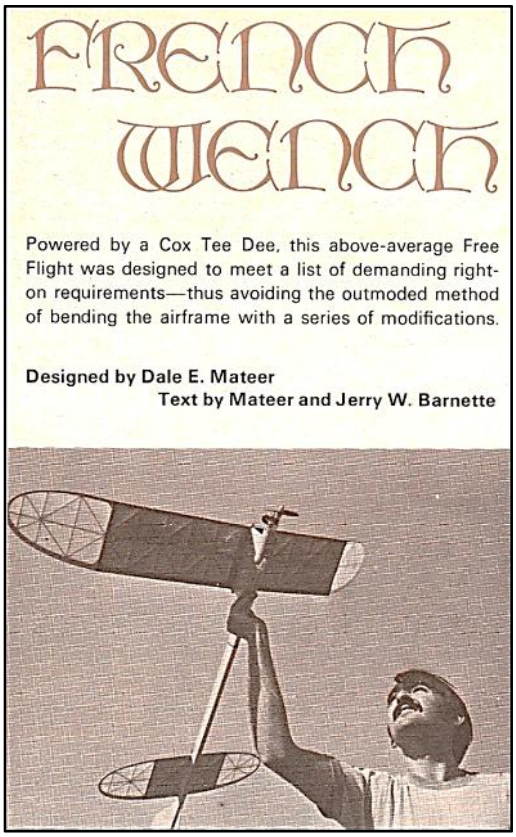


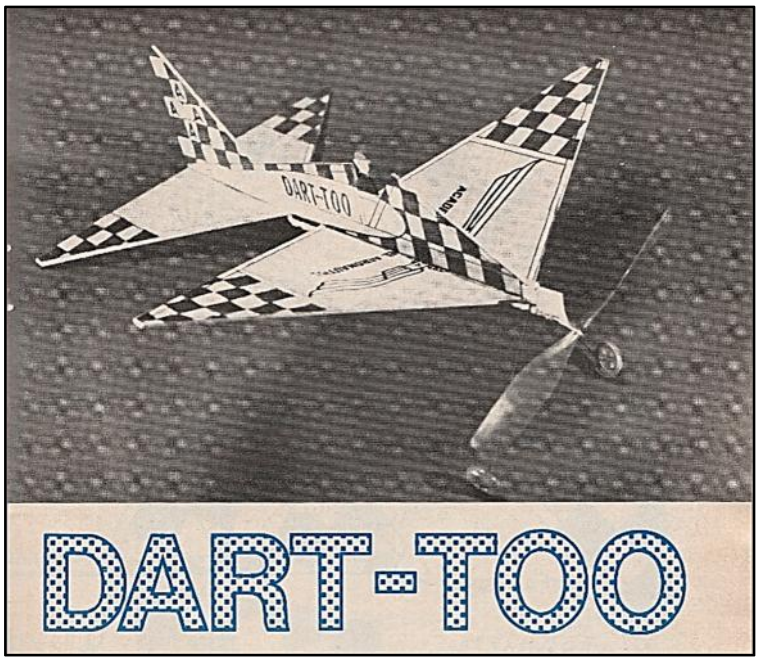
Wiley Post Biplane

Build it two ways—rubber or tail-wagger RC.
The original did well on both systems of power.

Hurst G. Bowers







All plans, as in the magazines, available by email.

Look at the AMA website and you will see that they are still publishing ***Model Aviation***, 87 years of magazines!

FOR DISPOSAL

SAM 35 Speaks 1979 to 2018. In archive boxes as follows;

1979-1986 Early months of issue not easy to identify, 3-4 missing.

1987-1990 Complete

1991-1994 Complete

1995-1998 Complete

1999-2002 Complete

2003-2006 complete

2007-2010 5 missing

2011-2014 Complete

2015-2018 Complete

All free, collect from Bournemouth. Contact me if you are interested in one or more boxes.

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

Roy Tiller

Secretary's Notes for August 2023 - Roger Newman

Secretary's Notes for August 2023

Once again the great British weather has conspired to invoke cancellation of our planned Cagnarata Day on Salisbury Plain. Having watched the forecast for most of the week & conferring with our Chairman & Treasurer, it was agreed that this was the only sensible option with the forecast remaining unsuitable for flying (& retrieving) models under 250 grams. So be it. The same weather pattern also affected Old Warden, with Saturday being particularly bad being both blown out & washed out – all in all not a good weekend for our hobby.

There is still one opportunity remaining for this season, the annual Croydon Coupe Day – set for 8th October. Perhaps October will be more benign.

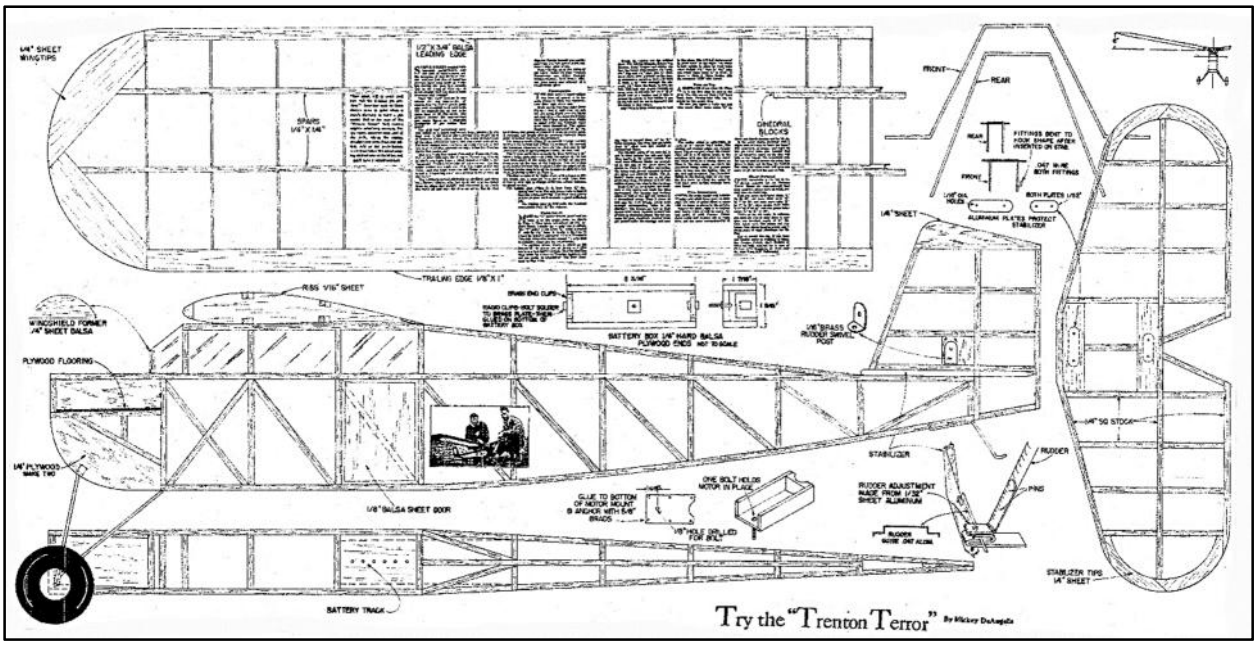
Looking ahead, the indoor meeting season recommences at Totton Leisure Centre on 20th Sept for those who live in the Southampton area – a separate advert appears in this month's NC.

On the indoor front, no doubt readers have seen the "Banggood" website, inevitably from China. It has toys, hobbies & robots category amongst its many categories, which – when I looked, happened to include a small free flight ornithopter, very suitable for indoor flying & priced at just under £5.00 for a kit. A couple have been ordered & delivery is awaited. Strangely I notice that the price seems to vary from week to week? The range & prices of radio control model products offered by this site has to be seen to be believed.

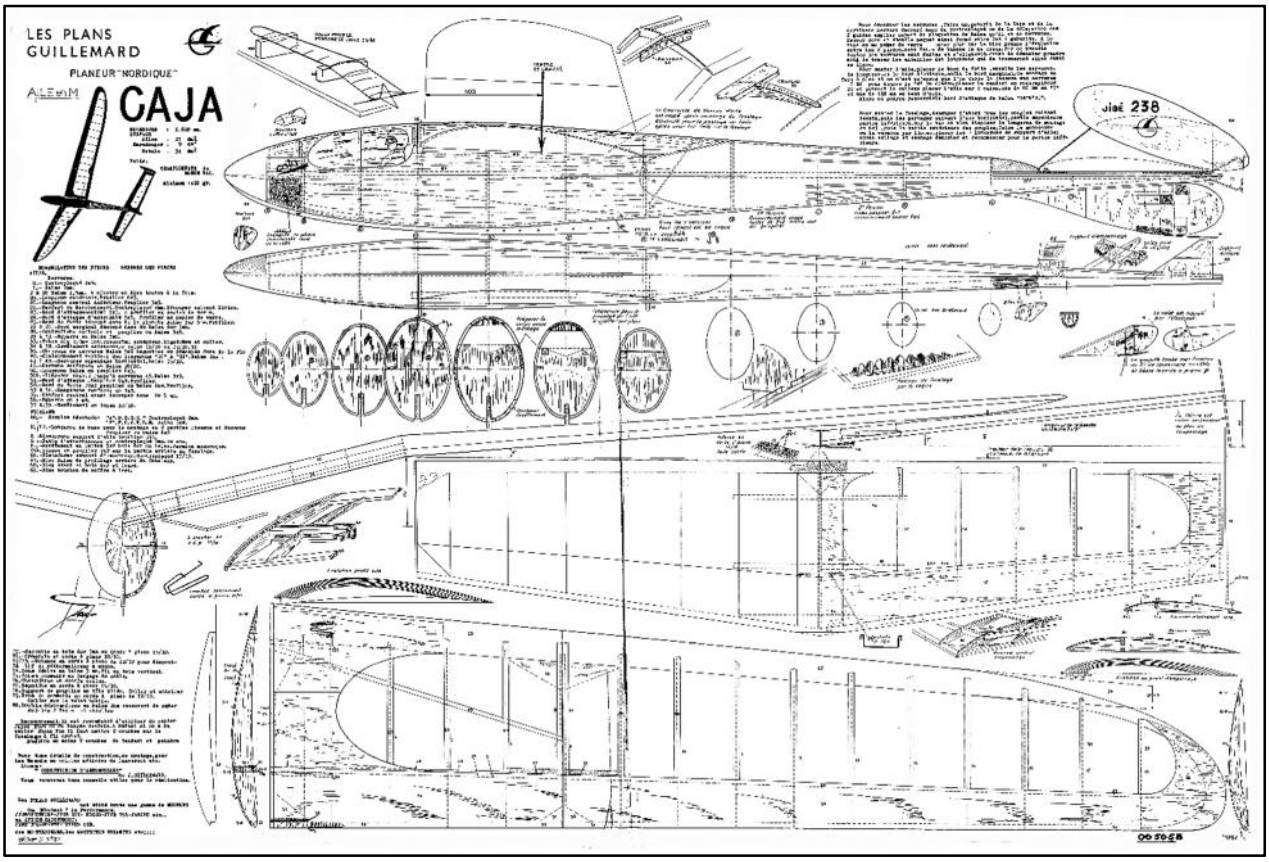
During the month, I managed to get to see a couple of old friends & reminisce a little about times gone by. It is a sad fact of life that so many pf us now are unable – for various reasons, to indulge in our life long hobby of building & flying free flight model aeroplanes. A consequence is that of accumulating a raft of possessions that likely will never be used again – a quick survey of my model room, loft & garage indicates that I have so much in the way of models & materials that are no longer required. The problem then arises of what to do with it all – other than to throw it away. It's not a very satisfactory solution but perhaps the only viable one as I certainly don't want to burden my family with yet another task in the future. One small bright spot was that I gave away a Trenton Terror that hasn't flown for many years but was still in good order. It will be converted to radio assist & hopefully will continue to be flown, albeit with electric power in place of the Chinese ED Hunter that seized up long ago. Maybe a few other of my power models can follow the same path.

Plans for the month

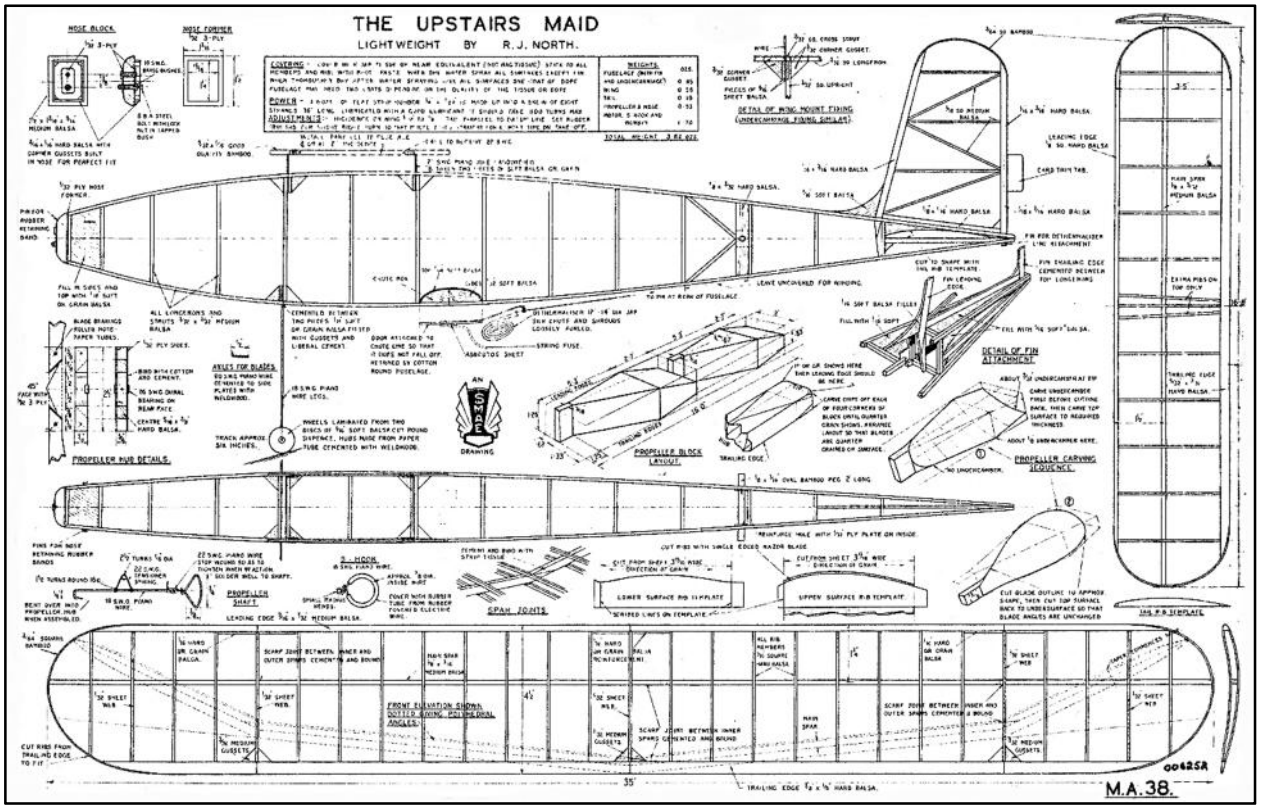
Power: the Trenton Terror – a 6' span very traditional pre-war design from the USA



Glider: Caja – very elegant but complicated French design from the '50s



Rubber: Upstairs Maid – one from the Jack North stable, another early Model Aircraft plan



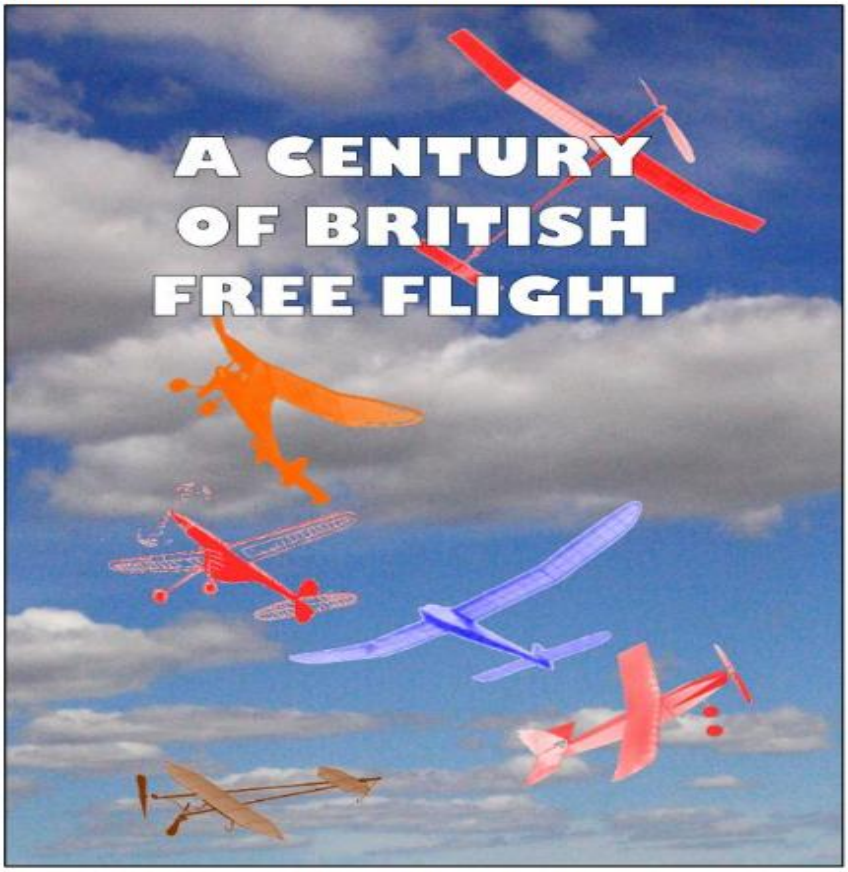
Roger Newman

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

Permits for Salisbury Plain & North Luffenham

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

The costs are:
£20 for Salisbury Plain - £35 for North Luffenham

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

Southern Coupe League

Programme for 2023

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

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

ODIHAM

Southern Area BMFA Freeflight gala.

Sunday August 6 2023.

0.900-1800hrs

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

Freeflight CAGNARATA Competition,

Contact Chris Redrup For details
chrisredrup@yahoo.com.

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

NAME
CONTACT. Details. (. Phone/ e- mail)
BMFA. No
CAR. Make, Model, Colour.
Entrance fee £10.

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

Peter Carter:-
74 Buckland Avenue ,
Basingstoke, Hants, RG226JA
Tel 01256 352922.
E-Mail. P.carter34@btinternet.com

Cocklebarrow Vintage R/C

Dates for 2023

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

stuartdarmonf1a@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.

Flitehook Indoor Free Flight

West Totton Community Centre SO40 8WU

2023 Winter Dates:

20th Sept; 18th Oct; 15th Nov;

12.00 noon - 4.00 pm
BMFA Membership mandatory
£8 per session
Spectators & Juniors are free of charge

Easy access; Cafe; Toilets; Parking
Flitehook Sales Table

Any queries
email rogerknewman@yahoo.com or phone 02392 550809
Supported by Southern Area BMFA

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

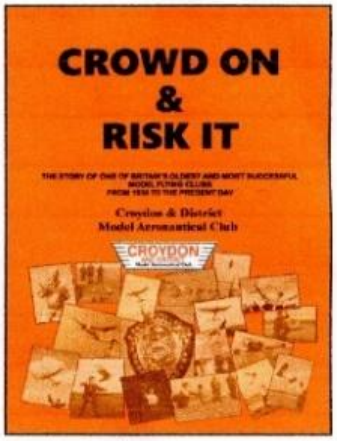
Place your order by telephone, by e-mail, CASH, DIRECT TO FREE FLIGHT SUPPLIES BANK ACCOUNT, CREDIT/DEBIT CARD, MORE!
WESTERN UNION, PAYPAL

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

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

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

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

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

INDEPENDENT REVIEW OF DILLY JAPANESE TISSUE

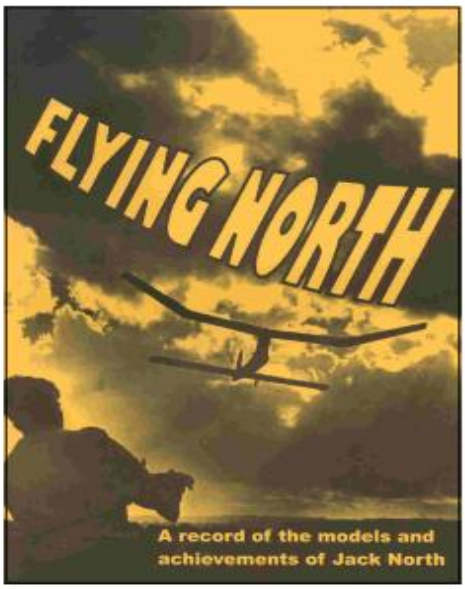
The following appeared on the Hip Pocket Aeronautics Builders' Forum. Nine different tissues were tested, doped and un-doped.

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

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

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

THIRD RE-PRINT JUST ARRIVED



FLYING NORTH
A goldmine for vintage and nostalgia model flyers -

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

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

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

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

READERS' FEEDBACK

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

"I hope it becomes a classic."

"I am glad I bought Flying North. ..... such a huge chunk of nostalgia"

"... am immensely impressed. A splendid effort"

"A fitting memorial to an unforgettable personality. I am sure the book will become an instant classic, treasured by aeromodellers all over the world"

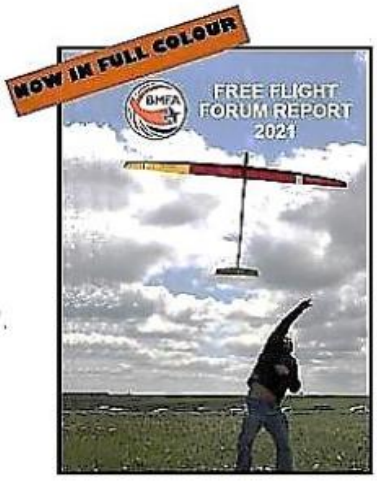
"A very balanced record of Jack's modelling and professional activities"

"The best aeromodelling book since the Zaic Yearbooks"

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

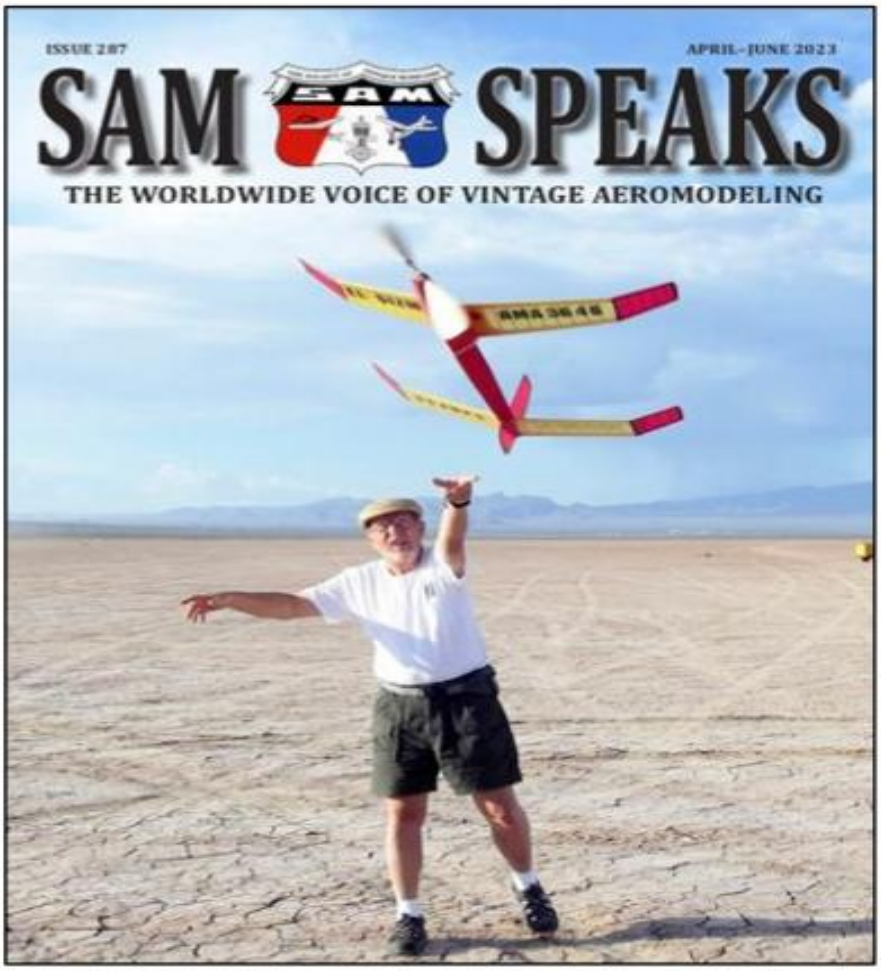
FREE FLIGHT FORUM REPORT 2021

Indoor Duration - A Challenge To Conventional Design • Tony Hebb
Coupe In A Box - Gavin Manion
Building Other People's Mistakes - Stuart Damon
The Models Of Ray Monks - Simon Dixon
Simulated 3d Flight Dynamics - An Approach To Gain Insight For Trimming And Aircraft Development - Peter Martin
Building During Lock-Down - Phil Ball
Tame Your F1b And Related Thoughts – Mike Woodhouse
What Next Tor A Lady Flyer - Sue Johnson
F3 Res • Rc For The Aging Free Flighter – Andy Sephton
From Wichita To Robin Iii – Mike Fantham
Further Thoutghs On Carbon-Skinned Wings Tor F1a - Stuart Darmon
Geo Fencing And Electronic Stability - John Emmett

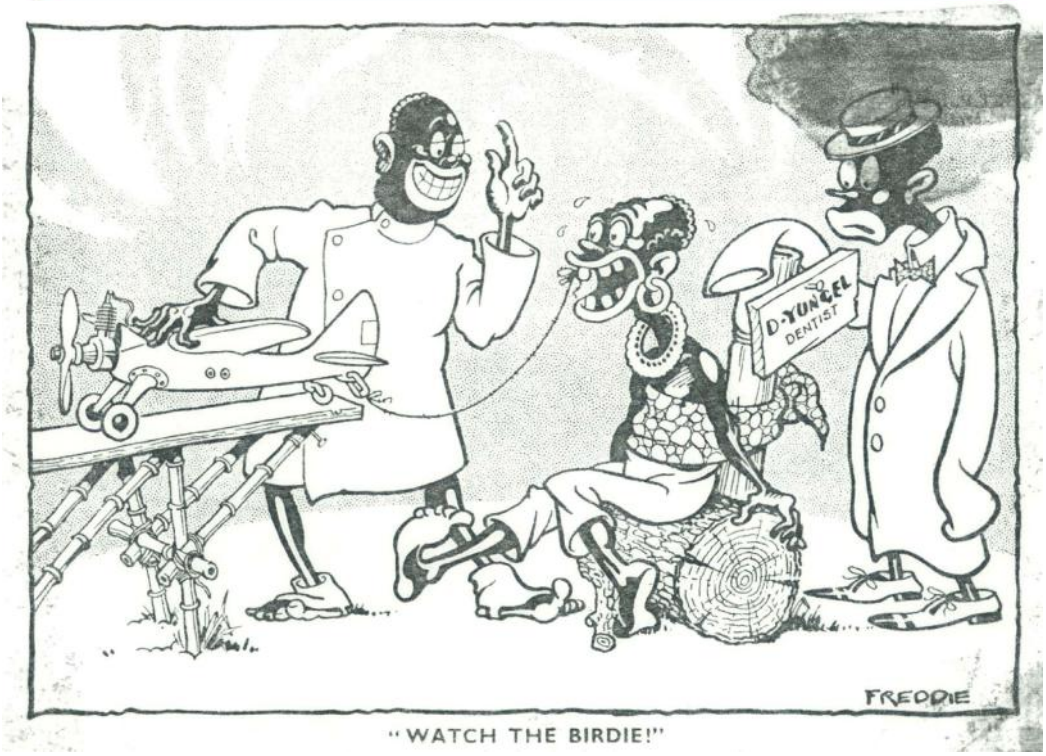


The UK price is £13 including postage; to the rest of Europe its £16 and everywhere else its £20. Forum Report sales help to defray the heavy expenses of those who represent Great Britain at World and European Free Flight Championships, Cheques should be payable to UMFA FF Team Support Fund' in pounds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

Copies are available from: Martin Dilly, 20, Links Road, **WestWickham,** Kent BR4 OQW
Or by phone: +44(0)2087775533 Or e-mail: martindiHy20@gmait.com



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



"WATCH THE BIRDIE!"

Provisional Events Calendar 2023

With competitions for Vintage and/or Classic models

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

February 26th	Sunday	BMFA 1st Area Competitions
March 12th	Sunday	BMFA 2nd Area Competitions
March 26th	Sunday	BMFA 3rd Area Competitions
April 7th	Good Friday	Northern Gala, Barkston
April 10th	Easter Monday	Croydon Wakefield Day + **SAM1066,** Salisbury Plain
April 16th	Sunday	Le Petit Classique de Brum, N Luffenham
April 29th	Saturday	London Gala, Salisbury Plain
April 30th	Sunday	London Gala, Salisbury Plain
May 7th	Sunday	Crookham Gala, Salisbury Plain
May 27th	Saturday	**FF Nationals,** Salisbury Plain
May 28th	Sunday	**FF Nationals,** Salisbury Plain
June 4th	Sunday	**FF Nationals, Mini,** N Luffenham
June18th	Sunday	BMFA 4th Area Competitions
July 9th	Sunday	BMFA 5th Area Competitions
July 23rd	Sunday	**SAM1066** Cagnarata Day, Salisbury Plain
July 29th	Saturday	East Anglian Gala, Sculthorpe
July 30th	Sunday	East Anglian Gala, Sculthorpe
August 6th	Sunday	Southern Area BMFA FF Gala, RAF Odiham
August 20th	Sunday	Southern Gala, Salisbury Plain
September 2nd	Saturday	Stonehenge Cup, Salisbury Plain
September 3rd	Sunday	Equinox Cup, Salisbury Plain
September 17th	Sunday	BMFA 6th Area Competitions
October 1st	Sunday	BMFA 7th Area Competitions
October 8th	Sunday	Croydon Coupe Day + **SAM1066** Salisbury Plain
October 15th	Sunday	BMFA 8th Area Competitions
October 28th	Saturday	Midland Gala, Venue, Barkston
November 5th or 12th	Sunday	Buckminster Gala, BMFA Centre

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

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

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

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

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

Useful Websites

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

control/left click to go to sites

Are You Getting Yours? - Membership Secretary

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

P.S.

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

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

Your editor
John Andrews