

|                                                                                   |                                                                                                    |                           |
|-----------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------|---------------------------|
|  | <h1>NEW Clarion</h1> <h2>SAM 1066 Newsletter</h2> <p>Society of Antique Modellers Chapter 1066</p> | <p>Issue<br/>nc092026</p> |
|                                                                                   |                                                                                                    | <p>September<br/>2026</p> |

**Affiliated to**  
SAM 1066 Website:



**Club No. 2548**  
[www.sam1066.org](http://www.sam1066.org)

|                                                                                   |                                                                           |                                                                                                                                           |
|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------|
|  | <p>Editor:- John Andrews<br/>12 Reynolds Close<br/>Rugby<br/>CV21 4DD</p> | <p>Tel: 01788 562632<br/>Mobile 07929263602<br/>e-mail<br/><a href="mailto:johnhandrews33@outlook.com">johnhandrews33@outlook.com</a></p> |
|                                                                                   |                                                                           |                                                                                                                                           |

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                             | -                             | 3    |
| Indoor Is'nt for Everyone No.102      | Nick Peppiatt                 | 3    |
| Reader Enquiry                        | Chris Boll                    | 6    |
| Topical Twists                        | Pylonius                      | 7    |
| More Boulby Indoor                    | Peter Watt                    | 8    |
| Here and There                        | Model Aircraft September 1954 | 11   |
| Engine Analysis: Tyfoon R250          | Aeromodeller September 1953   | 13   |
| Another Query                         | Adrian Culf (Canada)          | 16   |
| Keil-Kraft Models over Wales          | Martin Pike                   | 16   |
| Cleemac KK Rubber Day                 | Tony Rushby                   | 18   |
| The Spirit of St.Louis                | T'internet                    | 19   |
| The Saga of Sandy McGuire             | Aeromodeller annual 1948      | 21   |
| Radio Control Licences                | Model Aircraft September 1954 | 22   |
| London Gala Pictorial                 | Paula Butler                  | 23   |
| Kibbie Dome (USA)                     | Peter Watt                    | 27   |
| Nordic Build                          | Rolf Christophersen KDOEGD    | 29   |
| Notes from North Wales                | Roger Newman                  | 30   |
| Plans for the month                   | Roger Newman                  | 36   |
| Aeromodeller Departed: Neville Willis | Michael Woodhouse             | 38   |
| Secretary's Notes for September       | Ray Elliott                   | 39   |
| Events and Notices                    | -                             | 40   |
| Provisional Events Calendar           | -                             | 47   |
| SAM 35 Events Calendars               | SAM 35 Speaks                 | 48   |
| Useful Websites                       | -                             | 50   |

## Editorial

September already, time flies when you're having fun. Please don't forget to pen a few words on your exploits for others to read about them. That's what this magazine is all about.

There will be another meeting of the SAM 35/SAM 1066 Amalgamation Committee shortly to finalise the introduction of SAM UK, if any of you have any opinions you would like to express please advise:

Myself: [johnhandrews33@outlook.com](mailto:johnhandrews33@outlook.com) tel.01788 562632  
or Tony: [tonyshepherd50@hotmail.com](mailto:tonyshepherd50@hotmail.com) tel.07811 875207

OK, what have we got this issue?

- ] Nick Peppiatt continues with the construction of his 'Swallow' indoor scale model.
- ] One Chris Boll seeks the identity of a modeller in a picture he has acquired.
- ] 1957. Pylonius has a dig at the uninformed parents of the day, and a flash back to the early days of compressed air models.
- ] Following on from my Baulby indoor article Peter Watt also reminisces.
- ] Here and There 1954 reports on the Wakefield Trophy held in the States and also has a piece on radio control developments, suggesting the imminent need for splitting into two classes.
- ] Engine Analysis from Aeromodeller September 1953 is the Tyfoon R250.
- ] We have an identity query from Canada.
- ] Martin Pike tells us of his KK models flying over his local bog, including pictures of the models.
- ] Cleemac KK Rubber Day.
- ] The aircraft this month is Lindbergh's 'Spirit of St. Louis'. Looks like it would be a good subject for a Peanut Scale model.
- ] A comedy piece from the 1948 Aeromodeller Annual.
- ] Model Aircraft 1954 has a piece on model radio control licences.
- ] Paula Butler presents her pictorial record of the 'London Gala'.
- ] Peter Watt, our Irish member, recalls a visit, in 2017, by a group to an indoor meeting in the 'Kibbie Dome', in Moscow Idaho USA. It appears to be a perfect indoor venue with a 150ft ceiling. He supports his article with a few pictures.
- ] Rolf Christofersen shows a picture of the start of his build of the 'Finnair' Nordic glider. He took a copy of the plan from the magazine and had a copy shop enlarge it by 392%. Shows what can be done with a plan of the month.
- ] Roger Newman is back in harness, he sends in another of his Occasional Notes from North Wales. Main subject, the De Havilland 'DH 88 Comet', a beautiful aircraft. The Shuttleworth Collection at Old Warden have one which I believe sustained significant damage when it nosed over on landing after one flight. He also writes of EVTOL developments.
- ] Roger follows up with several plans for models of the DH 88 aircraft in his plans for the month, including one for a solid model. He did chuck in a plan for the 'Guillotine' glider for good measure.
- ] Sad to report the death of another of our number. Neville Willis (no relation to Spencer) well known modeller of initially the South Essex club and later the Anglia club where he was active in East Anglian modelling organisation.
- ] We wrap up with our secretary's notes for the month.

*Editor*

### The Guillow's Dime Scale Swallow: - Covering and further construction

The instructions on the plan are clear; 'COVER WINGS AND ELEVATOR ON TOP SIDE ONLY - RUDDER ON LEFT SIDE ONLY'. This implies to me that no doping of the surfaces was intended, and, as I'm building this as an indoor flying model, that is not a problem. However, one has to learn to be very tolerant of a wrinkle or two! The Esaki tissue was attached to a frame and pre-shrunk by spraying with water. On removal the sheet was kept between the pages of a large book prior to use. I used glue-stick adhesive to attach the tissue to the framework, and activated this, where necessary, with isopropyl alcohol (IPA) applied with a brush. Tom Hallman has produced a very good video showing these techniques on youtube: - Free Flight Basics #2 - Covering With Japanese Tissue & Inkjet Printing . I did not use the glue-stick directly to the framework, but used a small balsa stick to apply the adhesive.

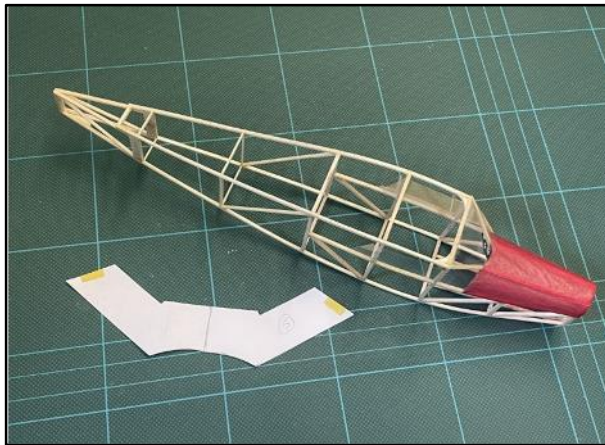


Fig 1 Windscreen attached after covering the nose  
Note masking tape on port side window.

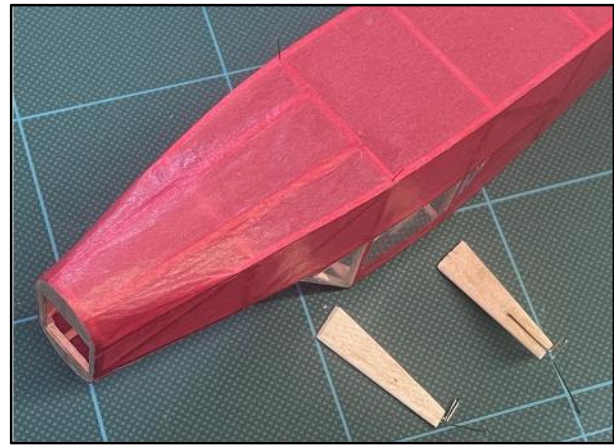


Fig 2 Mounting the undercarriage legs.

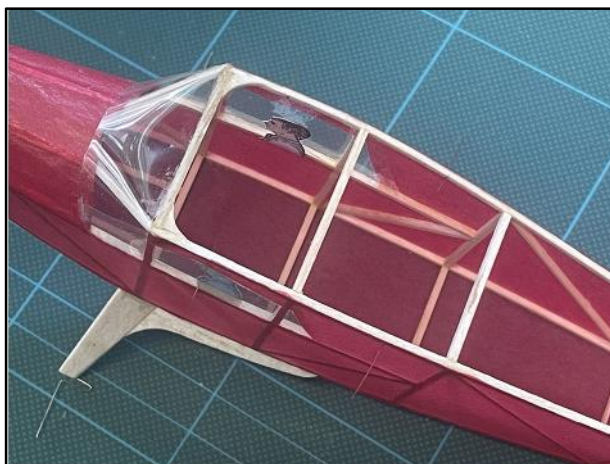


Fig 3 Undercarriage attached. The cabin occupants are Paul Plecan's Profile Pilots.

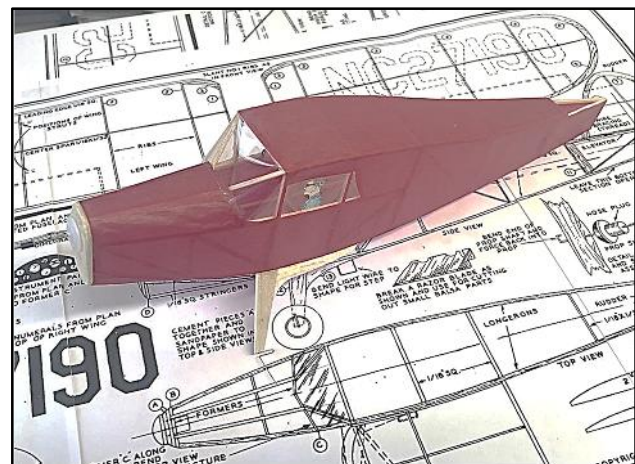


Fig 4. Covered fuselage.

Because of the windscreen, the upper part of the nose was covered first. A paper template for the transparent part was then developed by trial and error, and once a suitable shape was established, the windscreen was cut from a piece of 0.05mm thick transparent material removed from a Tunnocks Tea Cake box. On the side windows, about 2mm overlap was allowed so that the tissue could be attached directly. The windscreen was stuck in place with R/C Modellers Canopy Glue, applied to the side frames and to where the top of the windscreen is attached. A good trick here, which I picked up from Larry Kruse's column in Flying Models

magazine a good few years ago, is not to apply adhesive to the bottom part of the windscreen. Some temporary pieces of low-tack masking were applied to keep the glue-stick adhesive away from the clear window areas (Fig 1). The tissue fuselage side pieces with the window frames cut out were then attached using the glue-stick and IPA method, followed by the bottom covering (Fig 2). I do not like rigid undercarriages, but they are very common in these old dime scale designs. I pegged the main balsa undercarriage legs with a short piece of 0.2mm dia. nylon fishing, before gluing to the fuselage with Ambroid. The wheel axles are from 0.015" dia. wire, with a U shape bent in to give a little flexibility (Fig 2), rather than the pin indicated on the plan. I modified the shape of the fairing, part 13, to be more representative of the full-size, which also gives the leg a little more support.

The full-size aircraft is a side-by-side two-seater, so I also installed two of Paul Plekans Paper Peanut Profile Pilots (Fig 3). These sheets are now available on outerzone. I was concerned about the wing fuselage attachment. Positioning each wing half against the fuselage in turn, I fitted my tiniest drill into a pin vice and carefully drilled through in two places each side to take 0.2mm dia. nylon fishing line pegs. When it came to the final attachment of the wings to the fuselage, these would then be well positioned fore and aft and for incidence, and the only concern would be the dihedral angle. Finally, the top of the fuselage was covered (Fig 4).

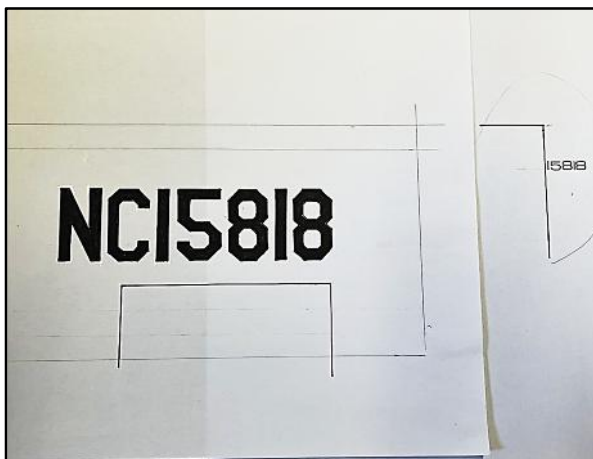


Fig 5. Photocopying patterns for wing registration, aileron, and fin markings.

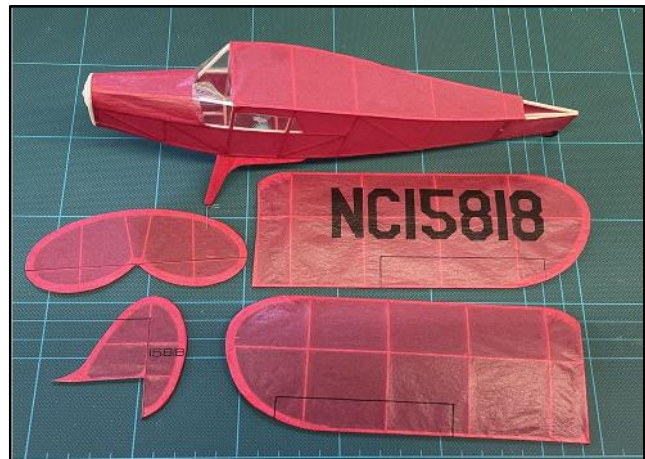


Fig 6. Covered components.

The plan suggests cutting out the registration letters from the plan and cementing them on. I used the photocopying facility of my printer. I drew the registration letters with black permanent Sharpie marker pens, ultra-fine point for the outlines and fine point to fill in, on A4 paper. The aileron outline was also added. A photocopy was made to which a piece of tissue to cover the wing was attached with a line of glue-stick at the edge leading through the printer. The aileron outline on the port wing and fin markings were printed in a similar manner. The one-sided covering of the flying surfaces was straightforward using the glue-stick and IPA technique (Fig 6)

|                                        |       |
|----------------------------------------|-------|
| The covered weights were as follows: - |       |
| Fuselage without nose plug             | 2.59g |
| Wing panels                            | 1.35g |
| Stabiliser                             | 0.36g |
| Fin                                    | 0.19g |

The plan shows a thread wire bracing for the tail surfaces, the thread passing through unsupported tissue. I fitted some 3/16" dia discs of 0.05mm thick clear material on the fin (Fig 7) and stabiliser so that the bracing could be installed through the small central hole. These were attached with glue-stick adhesive

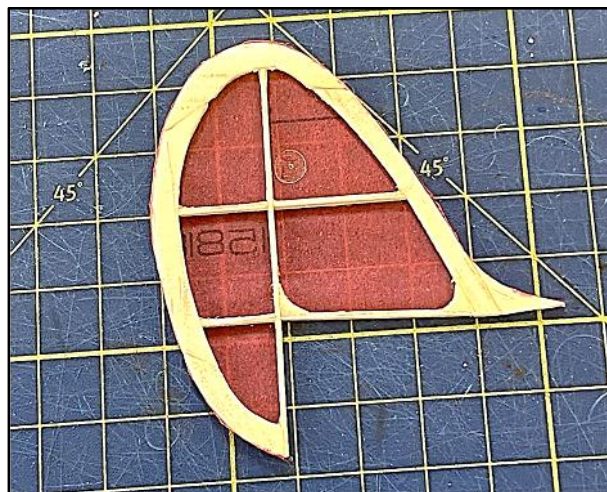


Fig 7. Uncovered right side of fin showing clear plastic disc rigging support.

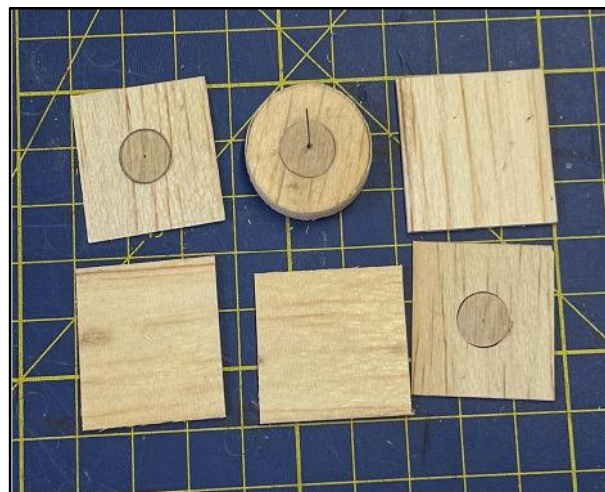


Fig 8. Five laminations for one wheel, and wheel blank for the other.

There is no indication of how the wheels are to be produced on the plan. They are drawn  $3/16$ " thick, so I produced them from five cross laminations of balsa, consisting of three  $0.050$ " thick in the centre and two  $0.016$ " thick on the outside (Fig 8). Smaller discs of  $1/64$ " ply were inserted in the outer laminations, and the wheel assembly glued together. Once dry the circular wheel outline was drawn on with a compass and sawn out. A tire form was then sanded on the outside. The wheels were bushed with PTFE tube.

The shaped wheels were finished with a couple of coats of SAND'n'SEAL and painted. The red hubs were cut from doped airmail paper, coloured with red permanent Sharpie pen. This red is a good match for the Esaki tissue used.

Again, no details of the propeller are given on the plan, but a carved balsa one must be appropriate. I decided to use the blank for Henry Struck's Dayton-Wright RB1 Peanut (see IIFE 61 (NC February 2023), IIFE 66 (NC July 2023) and IIFE 69 (NC October 2023)), as it appears to work well and is of a suitable size at  $5.25$ " dia.

The dimensioned blank form from the RB-1 plan is shown in Fig 9. This was carved as described in IIFE 45 (NC December 2020), from the sawn blank from a  $7 \text{ lb/ft}^3$  block, which is shown in Fig. 10.

The weight of the finished prop with one coat of SAND'n'SEAL is  $0.88\text{g}$ , less than half the weight of a Sleek Streek plastic prop (Fig 11).

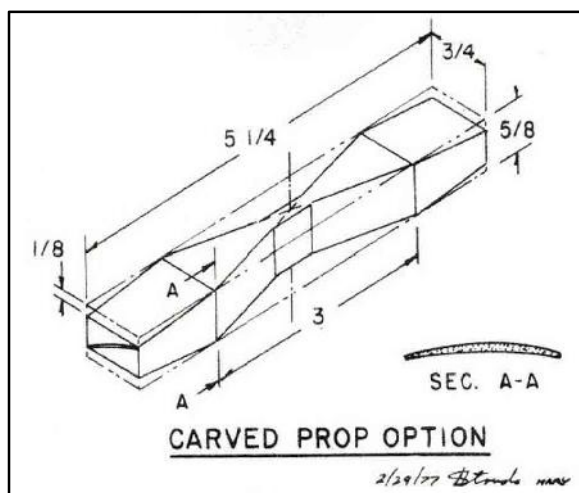


Fig 9. Henry Struck's carved prop blank for the Jetco Dayton-Wright RB-1.



Fig 10. Sawn prop blank the key to successful propeller carving



Fig. 11. Finished Swallow prop in comparison with the Sleek Streek plastic prop.

Next month I'll cover final assembly and some flight trimming.

*Nick Peppiatt*

### Reader Enquiry

Chris Boll

Hi John,  
I recently acquired some very nicely made small rubber models which came indirectly to me from the family of this chap in the photo.

It says on the back Odiham 2/4/96

Does anybody recognise him?

The models are probably intended for indoor flying, peanut sizes, some scale, some not, but some have suffered damage by the previous owner who realised they were not suitable for young children!



Regards

*Chris Boll*

# TOPICAL TWISTS

by PYLONIUS

Extract from Model Aircraft September 1957

## Topical Twists

by PYLONIUS

### Indoor flying

Nine-channel radio flying seems to be all the rage, but I can't say I find tele-modelling all that wonderfully exciting. "Flick them there moths off the screen!" cried Granny. "Moths," says Sonny, disgustedly, "They're model planes."

"That's quite enough of that, Sonny," says Mother, "If Granny says they're moths, they're moths."

Undismayed, Sonny, quite the model expert, proceeds to identify each type of moth as it appears on the screen:

"Radio job—power duration—stunt model—rubber job..."

"Hold on," says Father, "That's making a funny noise for a rubber model—its got an engine in it."

Sonny desperately tries to explain what nitwits the television people are, but the family, shocked at such heresy, pack him off to bed—and just let him try to make out he's a model expert again, that's all.

### This England

Visitors to the Stately Homes of England believe in having their full half crown's worth. After dutifully inspecting the regal four poster where Good Queen Bess was reputed to have enjoyed a quiet snooze before a rally of arms, they demand a rally of models as a consolation. Choked with pride over the glories of old England, they retire to the Stately Lawn to witness a stunt display by a screaming slab of American model. Put through its stately manoeuvres over the corner of a foreign field, it flew square circles, sat up and begged, and did everything but talk—and even at that the wires had a decided Yankee twang.



To add further splendour to the historic English scene, the traditional blurb of another American engine rises above the tinkle of afternoon tea. Tiaras are wedged firmly over stately earholes as a monster radio job swoops up to perform a series of stately loops over the stately home. "Super-doooper!" gasp the proud

descendants of Shakespeare. Solemnly they watch the model disappear over the soaring turrets as the enchanted music of a skiffle group floats on the summery English air.

### Fly-past

After reading last month's Vintage issue it seems that silly old me has got the wrong idea about this model flying business. Being a bit vintage minded myself, I still picture it in antiquated terms of the young-in-heart and the short-in-pocket throwing weird flying machines into the air, and actively pursuing their pastime, as it were. Now I can see that the modern approach is more leisurely, consisting of nothing more than a gentle potter among museum relics for the inactive study of weird, non-flying machines.

Possibly I'm just old-fashioned, not quite so old-fashioned as the weird non-flying machines, but old enough in my one tooth to think of a model plane as a Wakefield or A/2 glider. However, things seem to have moved on (or is it back?) since my vintage days, and I can now understand the astonishment of the local natives as I make my solitary appearance on the flying field, clutching an archaic concoction of balsa and tissue. While I've been living in the flying past

the hobby has evolved through the static era of the 3s. 6d. balsa kit, to the positively immobile state of the 2s. ready-built plastic model. The latter, of course, being solely for the benefit of those athletic enough to wield a paint brush. Others, with less vigorous inclinations, are content to meditate upon the colour of von Richthofen's socks, or to ponder upon the technique of hand launching a bomb out of a cockpit.

If I'm to keep up with the model flying hobby I need to revise a few of my quaint old notions, and find out something about these stringy looking biplanes which are cluttering up the model books and museums. Unfortunately, the only museums known to this old fossil are full of old fossils, with not a stringy biplane in sight. All I can do is to build a showcase for my defunct Wakefields and hope that, in future, someone might remember those funny flying models and run a vintage edition in their honour.

### Success story

Nearly all important people in the world of aviation seem to have begun their illustrious careers with model planes and finished up in full-size aircraft—scaled up to success, as you might say. Looking patronisingly down upon us lowly hobby friends, they recall as how how they, too, as boys, played with models, and how it helped to foster ambition in the real thing.

As one of the boys for ever, I can always console myself with the thought that had I given up fiddling with toy planes I, too, might have become a captain of industry. Meanwhile I can, perhaps, ask one of the mighty captains to forget about that already obsolescent design which might go into production in 1980 if the order isn't cancelled, and come over to the flying field to find out what a thundering good time he's missing.



### Ye Olde Village Pump

In keeping with the historic mood, we leave the museum boys to their First World War crates as we, of the Old Brigade, gather respectfully around the remnants of a real vintage job: a 1911 compressed air model.

What fun they must have had on the village green in those far off Edwardian days. You can imagine the excitement of



the bewhiskered enthusiasts as the model triumphantly lands after doing 20 sec. on only half pumps. Discussion in the cowedhead would reach fever point; would the magic half-minute mark be reached on full, 400 pumps? Calling all hands to the pumps they sally forth for an attack on the British Record. The rest is history.

But what has happened to the compressed air model? The idea of a model with a self-contained updraught

appeals to me. It might not appeal so much to the F.A.I., who would be burdened with a new class of model—compression/non-ignition. A set of complicated rules, by which to ruin the model's capacity for flight, would probably be on the following lines:

"Cylinder(s) should not exceed a volumetric capacity of 2.5 c.c.'s. The atmospheric pressure will be limited to an equivalent of 50 grammes of rubber. Standard bicycle pumps only will be allowed, and only normal, breathing-type air permitted. In the event of a cylinder burst, a reserve pumper can be used."

SKETCHES BY \_\_\_\_\_ ALI

295

*Ireland's Peter Watt, in response to my Indoor pictorial in the last issue, sent this email.*

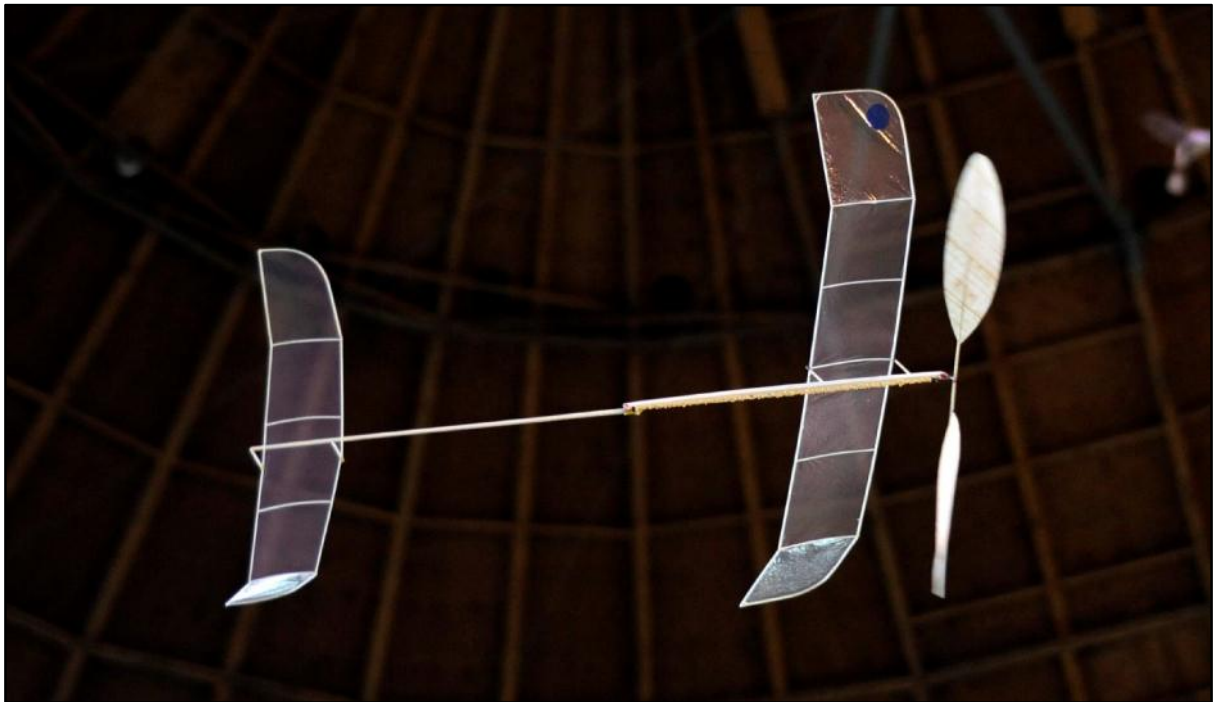
Hello John

Was reading the latest issue of the Clarion. It was great to see the photos from Boulby.

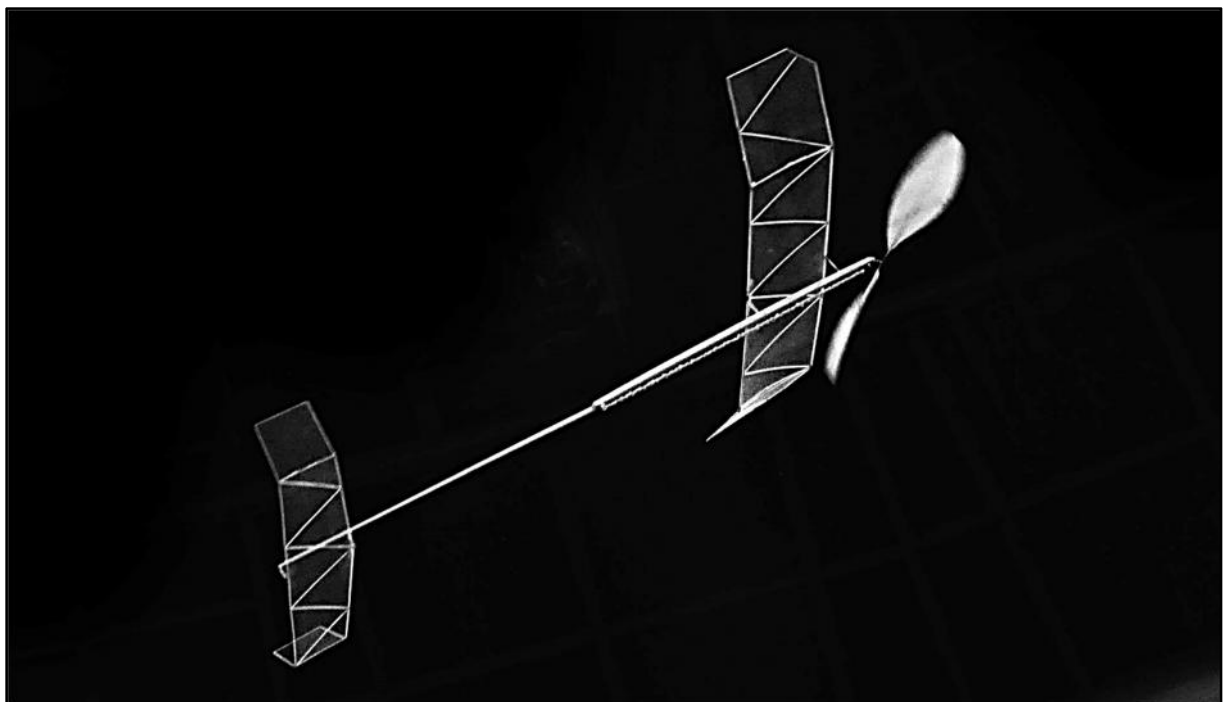
Here are a few others from the 2012 Nationals. I think Mark Benns took them but I've Photoshopped them. The titles should be self explanatory.

Do you remember the first competitions were cold inside and then in the final year we got the warm weather we wanted but inside the air was so turbulent . Beware what you wish for!

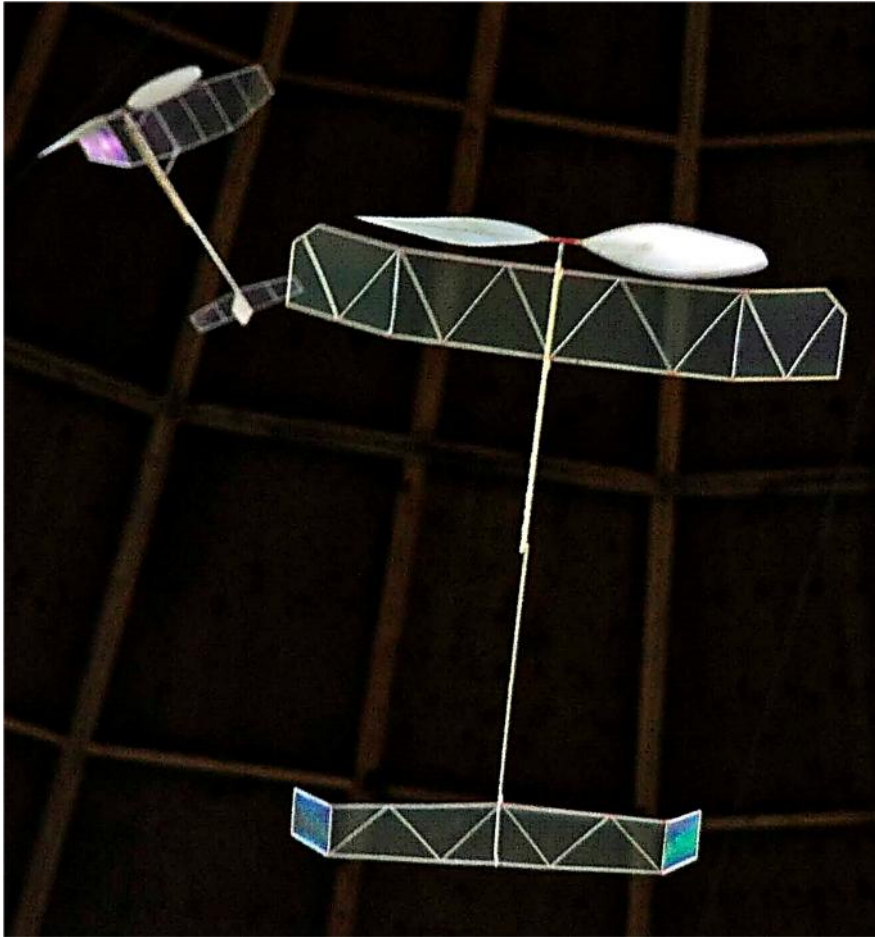
Good to hear you are still able to work on the magazine.



Bob Bailey's EZB



My EZB

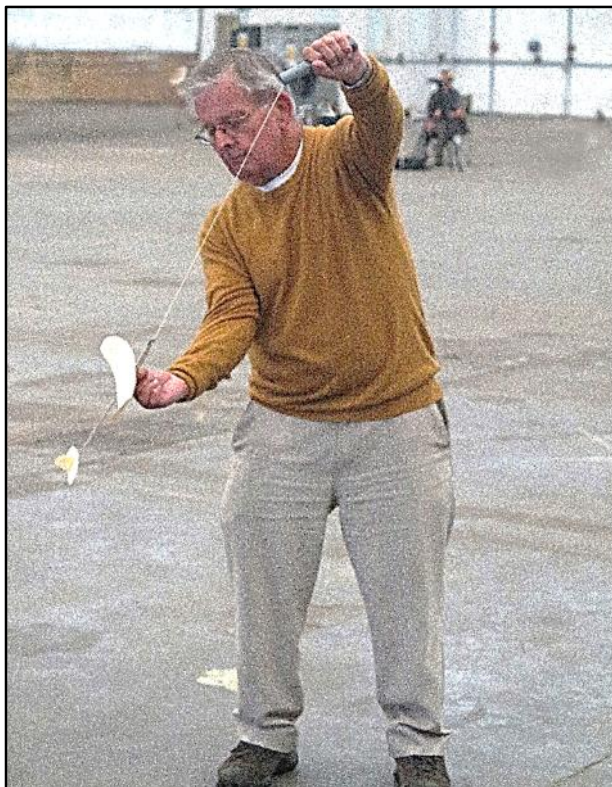


Peter's EZB with a Gyminnie Cricket in the background



Peter Watt releases his EZB

I've also got some interesting pics from the 2016 indoors at the Brabazon hangar you will not have seen.



Bob Bailey and A.N. Other launching their catapult gliders. Makes you wince if nearby.



The beauty of indoor meetings,  
John Andrews, Ken & Noreen Bates relax with a bottle of pop, a bag of crisps and a Fancy cake.

*Peter Watt*



### The Wakefield

Once again the International Wakefield Cup moves on, in its journey around the world. As readers will know, the contest took place, in company with the International Power Championships, near New York, in the United States, and the winner was A. King—of Australia.

The principal results of the two contests are as follows:—

#### Wakefield

|     |            |           |     |
|-----|------------|-----------|-----|
| 1st | A. King    | Australia | 900 |
| 2nd | C. Jackson | G.B.      | 866 |
| 3rd | A. K. Kim  |           |     |
|     | Joon       | Australia | 863 |

#### Team Positions

|     |        |      |
|-----|--------|------|
| 1st | U.S.A. | 2404 |
| 2nd | G.B.   | 2334 |
| 3rd | Canada | 2322 |

#### Power

|     |               |             |     |
|-----|---------------|-------------|-----|
| 1st | C. Wheelley   | U.S.A.      | 844 |
| 2nd | S. Lanfranchi | Switzerland | 831 |
| 3rd | D. Kneeland   | U.S.A.      | 783 |

#### Team Positions

|     |           |      |
|-----|-----------|------|
| 1st | U.S.A.    | 2204 |
| 2nd | Argentina | 1826 |
| 3rd | Canada    | 1712 |

We offer our congratulations to Mr. Jackson, of Ashton M.A.C., and to Silvio Lanfranchi, of Bradford M.A.C., for their fine performances; our only regret is that Silvio, although he topped our Power Trials, is in fact a Swiss subject and was therefore unable to represent Great Britain!

Dave Kneeland, third in Power

this year, was of course the winner at Cranfield last year and Carl Wheelley was also in the U.S. team then.

In the individual placings of both contests it was a fine performance by the Commonwealth, and the Australian venue next year will further the great ideal of a truly World Championship.

### Model Aeronautical Conference

The Low Speed Aerodynamic Research Association is considering the possibility of holding a conference in London, during September. This would take place on a Saturday and have a morning session devoted to model aircraft and an afternoon session, during which the application of models to full-size aircraft design, etc., would be dealt with. The papers on the above subjects are to be quite short and the half-hour lectures would be followed by 15 min. open discus-

sion, plus allowing for the papers to be dealt with at each session.

This new I.S.A.R.A. project seems to us to be a most excellent one and we trust that adequate support will be forthcoming to make it possible for the Association to go ahead with its plans.

Mr. T. Dorricott, of 84, Marston Gardens, Luton, Beds, will be pleased to hear from anyone interested in the proposed conference.

### Cancellation

The Bristol and West M.A.C. has asked us to bring to the notice of readers that the West of England Championships that were to be held at Lulsgate on September 5th, have unfortunately had to be cancelled. Too bad—better luck next time!

While on the subject of meetings, the organisers of the second All Britain Rally have announced some new attractions for September 26th at Radlett, Herts. The St. Albans M.A.C., who are running this popular event, are offering £1 is. to anyone who officially breaks any British record at the Rally. In addition, Westway Models Ltd., are presenting a magnificent trophy for the combat event. This is a gold-plated model of the Supermarine *Swift* on a streamlined plinth—a prize well worth winning!

The P.A.A. Clipper Cargo event is a new one for this year's Rally and, in fact, anywhere in this country. A large entry is expected and a P.A.A. handbook and further details of this and any other events can be obtained from the S.M.A.E. P.R.O., Ken Brookes.

*Don't miss it!*

**The Model Engineer  
EXHIBITION**  
**August 18th – 28th**

**New Horticultural Hall  
Westminster**

SEPTEMBER 1954

MODEL AIRCRAFT

**R/C, A and B ?**

Recent developments in radio equipment for model aircraft having from 3 to 6 tuned reeds and providing as many individual controls, have revolutionised the technique and scope of flying radio controlled models, and it is quite clear that the time has approached when radio controlled models will have to be split into at least two classes for competition purposes; single control models and multi-control models.

It is only necessary to witness the performance of a good multi-controlled model in the hands of one of the leading exponents of this class, to realise the total unfairness of expecting single channel models to be able to compete against them on level terms.

The alternative which presents itself, is to handicap the multi-controllers in some way either by up-grading the marks of the single control models by a suitable formula or by providing them with bonus marks to offset the natural handicap.

It is obvious that if something is not done in this direction shortly, the more simple model (and the more popular one) will be discouraged and this is bad for the movement.

**International****Team Racing**

The introduction of team racing to the International Calendar of the F.A.I. is imminent, and it will present some tricky problems for the Model Commission to solve.

The present F.A.I. rules permit only 4 persons per national team, and they score as individuals. However with team racing a team is required to operate each model, and there is no individual score. What is to happen, then? Are there to be just four persons in each national team, each with his own model, changing around pilots and mechanics, or will there be four complete units of, say, three men to one model, resulting in a national team of no less than 12 men? Or at the other end of the scale must there be just four men to operate one model, i.e.

pilot, two mechanics and a reserve/manager? A further complication arises if both A and B classes are recognised. Our imagination boggles at the permutations that would be involved if the first system with two classes were used.

However, no doubt the Model Commission will resolve the confusion; certainly we welcome the granting of international status to this intriguing branch of the sport.

**A New Twist**

The Austrian team in the World Glider Contest in Denmark turned up with machines employing a new idea for dealing with the stall problem.

Their high aspect ratio wings were purposely constructed to flutter when the model reached the point of stall, the effect being to level out the machine quickly. Whilst this scheme may work in practice, and there was some evidence in Denmark that it was functioning, the scheme has a very serious drawback in that a wing has to be designed to suit each weather condition. Obviously the point at which flutter takes place will vary with different wing conditions and to make the scheme practicable, each model will have to have a set of six wings to cover the conditions prevailing.

It was obvious that the Austrian modellers had not expected the

severe conditions which were encountered in Denmark and the flexural rigidity of their wings were insufficient to cope with the conditions they encountered. This was one of the main reasons for their unexpectedly poor showing in the contest.

Another interesting incident at that contest was supplied by a pair of swallows who had built a nest *inside* the administration building on the aerodrome, which was used for processing, storage, repairs, etc.

These intrepid birds had constructed their nest on a ledge at the end of two corridors which were at right angles to each other. This was remarkable enough in itself but what was still more remarkable was the fact that the influx of the hundred or so competitors and officials did not seem to disturb them in any way. When the competitors arrived in the building at 4 a.m. on the day of the contest, both birds were asleep by the nest and did not wake until their usual time.

**Late News**

As we go to press we have heard the good news that the contest for the West Hants Radio-controlled Glider Trophy, which was unfortunately postponed on July 4, will now be held at Larkhill on October 3. This is to be held in conjunction with the Southern Area glider and power eliminators and should be a most interesting event.



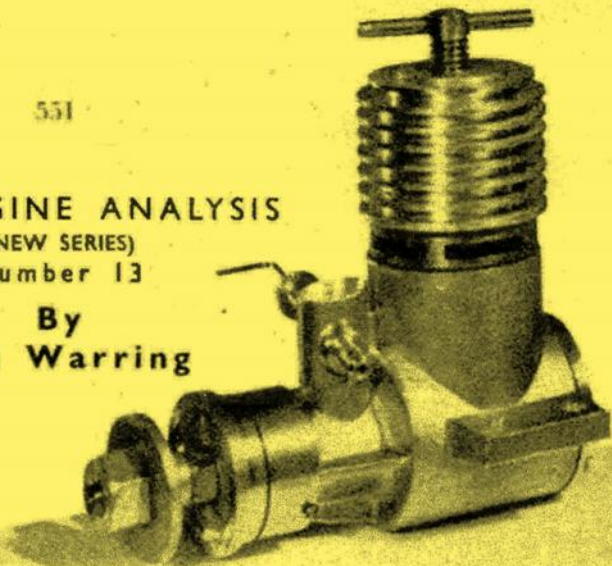
The World Control-line Championships are being held this year indoors in this huge hall at The Hague, Holland.

September, 1953

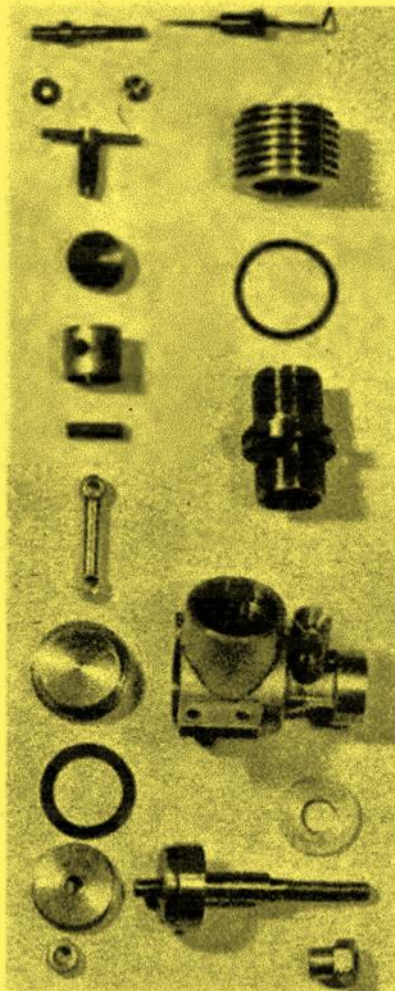
551

## ENGINE ANALYSIS (NEW SERIES) Number 13

By  
**Ron Warring**



# TYPHOON R250



Though an exceptionally powerful motor, all port sizes are of moderate proportions. Front ballrace is pressed in place, inner race a tight fit on the shaft making it a perfect free-running crankshaft unit.

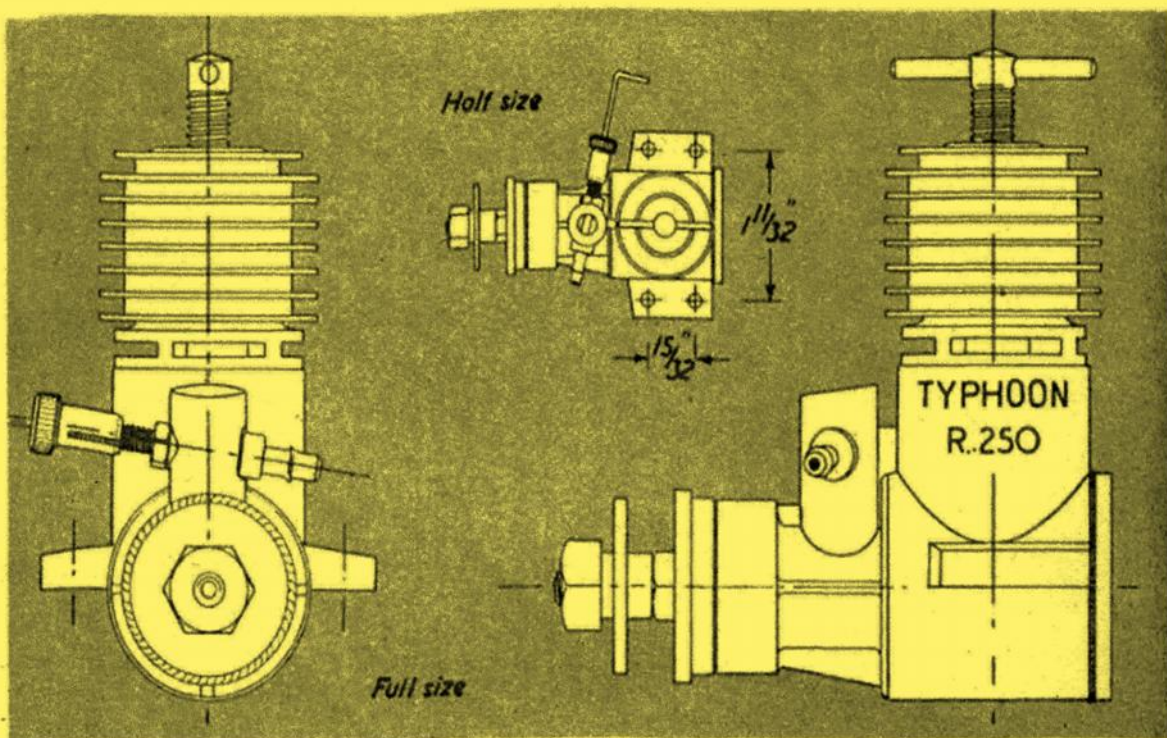
run in. The report mentions that the engine was run at 5,000 to 7,000 r.p.m. At high revs. the engine gets much hotter and as the aluminium piston expands more than the lining, the engine will seize. The best method of getting the motor run in for high speed is gradually increasing the revs, whilst injecting small amounts of oil in the choke. This method has been proved by extensive experience. Glowplug engines can only give their maximum power at high revs., therefore are very sensitive to friction of moving parts, which is not so much the case with diesel engines."

If you want the complete picture, re-read the original report. One of the main reasons for including the above quotation is the mention of applying lubrication through the intake tube during running in. In the days of spark ignition engines which were frequently set up very tight and left to "wear themselves to a fit", such "running lubrication" during the break-in period was common practice. Just about the best lubricant for the job was castor oil. A drop of castor in the intake tube as soon as the engine showed signs of slowing up was usually worth an extra few hundred revs. in a matter of a second or so.

It would also appear particularly pertinent to remark the low brake horse power realised is not confined to their particular product. With virtually no exception, the *New Series* of tests has consistently given lower figures than previous test figures would appear to indicate as probable, or which would even compare with contemporary test figures from other sources. One outstanding feature has been the consistency of these lower figures and the subject of testing techniques in general has been investigated in some detail over the past few months. We hope, shortly, to be able to make an announcement of unusual importance on this score. In the meantime, may we get back to the "Typhoon" R.250?

If we can use an Americanism to describe a Dutch engine, the new Typhoon R.250 diesel produced by *Miniatuur-motorenfabriek Typhoon* of Amsterdam is a "honey"—one of the most powerful motors in its class and a delight to operate. It will be remembered that we reported on the *Typhoon IV* by the same manufacturers in the March, 1953 issue, whilst a report on the plain bearing *Typhoon 2-47* appeared in *THE AEROMODELLER*, April, 1952. The new R.250 appears essentially the same as the original engine of the same displacement with the crankcase unit now re-designed and incorporating two ball races. It is, as the manufacturers call it, a true racing engine.

In all fairness to Messrs. *Miniatuur-motorenfabriek Typhoon* we quote from a letter received from them commenting on the *Typhoon IV* report, largely on the matter that the brake horse power realised on test was not as high as they had anticipated. "The reason of this low result probably is that we sent the engine new and not



What the maker's claim for the R.250 diesel in the manner of brake horse power we do not know. Our own test produced a maximum of 0.29 b.h.p. at a round 13,500 r.p.m. with a well rounded peak—directly comparable with any 2-3 c.c. design so far tested, and therefore a motor which must receive serious consideration in the International contest sphere. Quite apart from excellent power performance, however, flexibility as regards control, easy starting characteristics and general non-critical handling make the R.250 a most likeable engine.

Consistent with our standard practice, initial running-in was done with a large 11 in. x 6 in. propeller until the revs. worked up from about 6,500 to 7,000. This provides an initial "bedding down" of the moving parts, after which higher speed running with smaller propellers can safely be attempted. Changing over to a smaller propeller we chose one with an oversize hole through the hub which, as events subsequently proved, we did not lock on truly central. Vibration was considerable, so much that the nuts ran off the hold-down bolts just as fast as you could have unscrewed them by hand. We tried a quick shut-down (supposedly!) by opening the compression *two* whole turns and still the engine kept on running, so we simply had to hold the now almost free engine down with one hand and close the needle valve right down with the other to starve the engine to a stop! For this operation we blessed the designers for angling the needle valve assembly both backwards and upwards for easy handling. A very good point, indeed, which more engines might copy, even if it is a little more difficult to manufacture.

Impressed with the non-response to compression control we repeated tests (this time with a balanced

propeller!) and confirmed that you could, indeed, with an engine speed of around 8,000 r.p.m. slacken off compression more than two turns without stopping the engine. The needle valve was similarly non-sensitive so that you could, quite comfortably, leave *both* controls well alone, set for best running position, and simply start by choking and flicking. Starting rich, the R.250 soon settles down into absolutely consistent running at virtually any speed between about 6 and 14,000 r.p.m., depending on the load. An occasional miss as speed was increased by using smaller propellers was soon cured by increasing the compression slightly so that, at 12,000 r.p.m. and above, optimum compression was some two thirds of a turn greater than for slow running.

The final running-in was done with an 8 in. x 4 in. propeller which it turned comfortably at just under 12,000 r.p.m. It batted this around indefinitely at that speed for just as long as any fuel remained in the large test tank with never a miss or a protest or variation in r.p.m., except for a total gain of just over 100 r.p.m. after prolonged running.

Hand starting was approached with a little diffidence with even smaller propellers, having got to appreciate the racing characteristics of the engine. Of the alternative starting techniques possible—priming through the exhaust, choking with a finger over the intake, priming through the intake, etc., finger choking seemed to work as well as any. Enough fuel was sucked in to make the engine feel "squishy" after which flicking the prop. over sharply usually produced almost instantaneous response with an initial burst of rough running, quickly settling down and screaming up to maximum revs., which were then held steadily.

The first backfire, incidentally, produced something of a crisis. The propeller backplate screws onto the threaded front end of the crankshaft and is locked in place with a nut. The propeller nut, incorporating a spigot making it rather like an overgrown plain bush, is drilled through and tapped, also to screw on the crankshaft. Prop. nut assembly, the backplate and its locking nut came spinning loose and efforts to screw the backplate back on and lock it with its proper nut met with little success. Every time the propeller nut was tightened up the backplate seemed to unscrew just that bit sufficient to loosen the propeller. Finally we dispensed with the backplate locking nut, turned the prop. nut the other way round with spigot projecting forwards and found it much better that way. The variations that could be worked with the prop. nut, backplate locking nut and prop. washer were numerous and sufficient to accommodate any thickness of propeller from 2 to 14 inch pitch—not that we think the makers intended it to be used any other way than as shown on the drawing.

It would be difficult to fault the R.250 on any major point. Probably its worst feature is that the top of the cylinder gets very hot after a short period of high speed running and adjustment of the compression at this stage is a rather painful process. Normally, however, what adjustment might be called for, if any, would be completed before the engine had warmed up.

It is not a particularly light engine, but in view of its excellent power output it has a very favourable power : weight ratio. What penalty may have

been paid for in weight is more than counter-balanced by the extremely rugged construction. In particular the sensibly thick mounting lugs call for favourable comment, as well as the short length, reducing the vulnerability of the crankcase in a crash landing. Not that the R.250 crankcase is particularly vulnerable. Like the rest of the engine it is extremely sturdy.

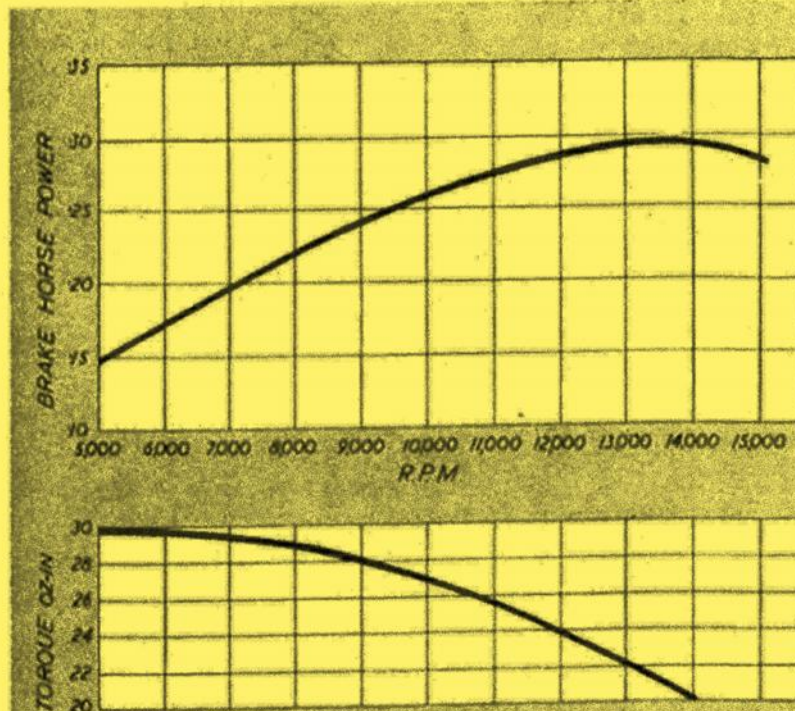
It is favourable comment, too, to say that this essentially racing engine, which appears particularly suited to free flight duration or control line speed, should also make a good "sports" engine on account of its easy handling characteristics and consistent running at low, as well as high, speeds. A 12 in.  $\times$  4 in., 11 in.  $\times$  4 in. or 5 in., or a 10 in.  $\times$  5 in. or 6 in. propeller would appear excellent for sports flying. For free flight duration a 4 in. pitch with 8 in., 9 in. or 10 in. diameter, according to the speed required, would be a good choice. An 8 in. to 10 in. pitch propeller would appear about the best for control line speed.

### Propeller Test Data\*

Fuel: Mercury No. 8  
 Note: For the benefit of overseas readers, Mercury No. 8 fuel equivalent formula is:—  
 PARAFFIN 40%  
 CASTOR OIL 33%  
 ETHER 32.5%  
 AMYL NITRATE 2.5%

| Propeller<br>Dia. Pitch | R.P.M. |
|-------------------------|--------|
| 11 $\times$ 6           | 6,000  |
| 11 $\times$ 6           | 7,400  |
| 10 $\times$ 4           | 8,700  |
| 9 $\times$ 4            | 7,900  |
| 9 $\times$ 5            | 8,750  |
| 9 $\times$ 6            | 10,000 |
| 8 $\times$ 6            | 9,200  |
| 8 $\times$ 8            | 10,750 |
| 8 $\times$ 8            | 11,900 |
| 8 $\times$ 3            | 12,750 |

\*Constant geometric pitch wooden propellers



### TYPHOON-DIESEL R.250

#### Specification

Displacement: 2.47 c.c. (15 cu. in.)  
 Bore: 15 mm. (.590 in.)  
 Stroke: 14 mm. (.551 in.)  
 Bore: Stroke Ratio: 1.07.  
 Bare weight: 4½ ounces.  
 Mounting Beam

#### Material Specification

Crankcase: Pressure Diecast Duralumin/light alloy.  
 Crankcase bearings: two ball bearings.  
 Cylinder: Nickel-chrome steel.  
 Cylinder casing: Duralumin.  
 Piston: Plain.  
 Connecting rod: turned duralumin.  
 Crankshaft: Nickel-chrome steel.

#### Manufacturers:

Miniatur-Motorenfabriek Typhoon, Keizergracht, 372, Amsterdam, Holland.

Retail price (Holland): 47.45 guilders, (approx. £5 equiv.).

**Another Query**

-

Adrian Culf (Canada)

I am trying to hunt down one of Vic Dubery's designs. It was named 'SAMFLY' with the eventful background story in his obituary in SAM 35 Speaks (Aug. '88, p.2) and also as a promised publication in his Aeromodeller appreciation (Sept. '88) but I cannot find the model as a published plan. I don't think the plan was published.

The appreciation in Aeromodeller mentioned that SAMFLY was peanut scale sized (13") so I'm guessing a semi-scale, rubber-powered model. Just maybe, someone has a copy of Vic's plan? Since Vic was the SAM 35 Chairman in the early days (until 1986), perhaps there is a copy available?

Adrian Culf, Ottawa, Canada. [adrianculf@gmail.com](mailto:adrianculf@gmail.com)

*Adrian Culf*

**Keil-Kraft Models over Wales**

-

Martin Pike

**Keil-Kraft over Wales**

Monday 10th August 2026

I did not get to the Cleemac Event at Buckminster, but I thought I would take the opportunity to fly my KK models over my local 'May Welsh' bog anyway.

I had a Competitor, an Ajax and a Gypsy. The Competitor was built by John Wingate and has recently been re-covered, the Ajax was acquired years ago and has been re-covered and patched a few times and the wing replaced. It has always been a reliable, if not outstanding flyer. The Gypsy fuselage has blue Litespan covering, with a wing given to me by John Andrews. It is a consistently excellent flyer.

The Competitor had an excellent first flight, weather-cocking and with a protracted glide. Later flights had greater height but a poorer glide.

The Ajax climbed like an angel, then stalled its way to an early landing.

For reasons not yet clear, the Gypsy's d/t refused to work, despite changing the battery and receiver. This led to a rather nail-biting flight that appeared to hover over the only house and trees in the area, but finally came to rest in the field over the minor road. Ascent and glide were excellent as usual. I wish my Yankee IV were even half as good.

All in all a great set of flights in good weather and lovely surroundings.





**Cleemac KK Rubber Day  
Buckminster Monday 10<sup>th</sup>.May**

We had great weather and a pretty good turnout, 25 cars, and all fliers seemed to enjoy flying in almost ideal conditions.

**Results**

**Ajax**

10 entries

- 1<sup>st</sup>. P Woodhouse - 192 secs  
2<sup>nd</sup>. Andy Sephton  
3<sup>rd</sup>. Gordon Warburton

**Ace**

5 entries

- 1<sup>st</sup>. Bert Whitehead - 332 secs  
2<sup>nd</sup>. Dave Taylor  
3<sup>rd</sup>. Steve Fielding

**Scale KK Kits**

- 1<sup>st</sup>. Andy Sephton - KK Seamew

**Elf**

3 entries

- 1<sup>st</sup>. Gary Law - 162 secs  
2<sup>nd</sup>. Ken bates  
3<sup>rd</sup>. Andy Sephton

**Achilles**

3 entries

- 1<sup>st</sup>. Andy Sephton - 209 secs  
2<sup>nd</sup>. Pete Woodhouse  
3<sup>rd</sup>. Bert Whitehead

**Mass launch**

7 entries

- 1<sup>st</sup>. Pete Woodhouse - Ajax

*Tony Rushby*



The Ryan Airlines N-X-21 1

"Our messenger of peace and goodwill has broken down another barrier of time and space." So spoke President Calvin Coolidge about Charles A. Lindbergh's extraordinary solo transatlantic flight in 1927. Not until the Apollo 11 moon landing in 1969 was the entire world again as enthusiastic about an aviation event as it was when Lindbergh landed his little Ryan monoplane in Paris.

In 1922, after a year and a half at the University of Wisconsin, Lindbergh left to study aeronautics with the Nebraska Aircraft Corporation. He was a "barnstormer" until 1924, when he enrolled as a flying cadet in the Army Air Service. He won his reserve commission and began serving as a civilian airmail pilot, flying the route between St. Louis and Chicago.

Early in 1927 he obtained the backing of several St. Louis men to compete for the \$25,000 prize offered by Raymond Orteig in 1919 for the first nonstop flight between New York City and Paris. In February of that year Lindbergh placed an order with Ryan Airlines in San Diego for an aircraft with specifications necessary to make the flight.

Development began based on a standard Ryan M-2, with Donald A. Hall as principal designer. Certain modifications to the basic high-wing, strut-braced monoplane design had to be made because of the nature of the flight. The wingspan was increased by 10 feet and the structural members of the fuselage and wing cellule were redesigned to accommodate the greater fuel load. Plywood was fitted along the leading edge of the wings. The fuselage design followed that of a standard M-2 except that it was lengthened 2 feet. The cockpit was moved further to the rear for safety and the engine was moved forward for balance, thus permitting the fuel tank to be installed at the center of gravity. The pilot could see forward only by means of a periscope or by turning the aircraft to look out of a side window. A Wright Whirlwind J-5C engine supplied the power.

Late in April 1927 the work on the aircraft was completed. It was painted silver and carried registration number N-X-21 1, which, with all other lettering on the plane, was painted in black. Lindbergh made several test flights, and then flew the aircraft from San Diego to New York on May 10—12, making only one stop, at St. Louis. His flight time of 21 hours, 40 minutes set a new transcontinental record. After waiting several days in New York for favorable weather, Lindbergh took off for Paris alone, on the morning of May 20, 1927. Thirty-three hours, 30 minutes, and 3,610 miles later he landed safely at Le Bourget Field, near Paris, where he was greeted by a wildly enthusiastic crowd of 100,000.

Lindbergh and the Spirit of St. Louis returned to the United States aboard the U.S.S. Memphis on June 11. He received tumultuous welcomes in Washington, D.C. and New York City. From July 20 until October 23 of that year he took the famous plane on a tour of the United States. Then, on December 13, he and the Spirit of St. Louis flew nonstop from Washington to Mexico City; through Central America, Colombia, Venezuela, Puerto Rico; and nonstop from Havana to St. Louis. Beginning in Mexico City, flags of the countries he visited were painted on both sides of the cowling. On April 30, 1928, the Spirit of St. Louis made its final flight—from St. Louis to Washington, D.C. where Lindbergh presented the aircraft to the Smithsonian Institution.

### Physical Description

Silver colored doped fabric covered high wing single radial engine monoplane. The "Spirit of St. Louis" was designed by Donald Hall under the direct supervision of Charles Lindbergh. It is a highly modified version of a conventional Ryan M-2 strut-braced monoplane, powered by a reliable 223hp Wright J-5C engine. Because the fuel tanks were located ahead of the cockpit for safety in case of an accident, Lindbergh could not see directly ahead, except by using a periscope on the left side or by turning the airplane and looking out a side window. The two tubes beneath the fuselage are flare dispensers that were installed for Lindbergh's flights to Latin America and the Caribbean.

### Dimensions

Overall: 9 ft. 10 in. × 27 ft. 8 in. × 46 ft., 5135lb. (299.7 × 843.3 × 1402.1cm, 2329.2kg)

Other (Takeoff Weight): 5135lb. (2329.2kg)

### Materials

Linen, cotton, cellulose nitrate and aluminum powder, aluminum, paint, rubber, wood, ferrous metal, glass, Ra-226

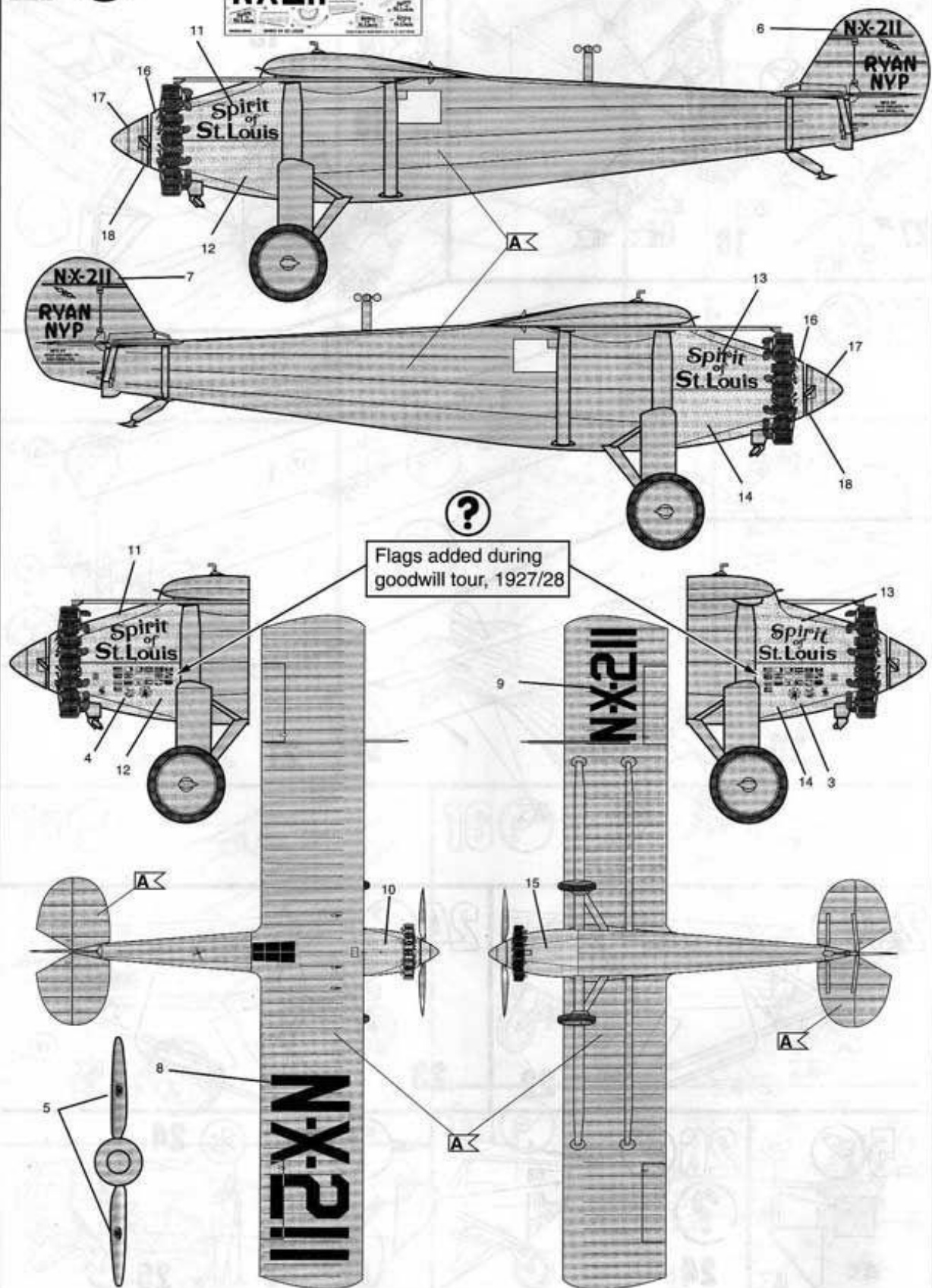


04524

27



CHARLES LINDBERGH'S SPIRIT OF ST. LOUIS  
MAY 20, 1927



PAGE 8



## The Saga of Sandy McGuire

9

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

10

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

11

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

12

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

13

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

14

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

15

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

16

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

1

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

2

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

3

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

4

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

5

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

6

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

7

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

8

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



## ★ Radio Control Licences

R. H. Lindsey, Secretary of the International Radio-Controlled Models Society, gives below in simple language an explanation of the situation.

As from June 1st, 1954, a licence from the G.P.O. will be required by anyone using radio for the purpose of controlling models. In view of the short notice that has been given, the G.P.O. have agreed that until the end of August they will not take action against anyone simply because he has not yet obtained a licence, and they will also allow existing apparatus to be used (provided it complies with the present requirements) until January 1st, 1955, even though it does not comply with the new regulations.

The new licence will cost £1 for 5 years, and to obtain it, you should write to "The Radio and Accommodation Department, General Post Office, London, E.C.1," stating your name, address, the place where you normally operate and enclosing the fee of £1. Full details of the scheme can also be obtained from the same address.

The licence will permit you to use radio for the purpose of controlling model vehicles, vessels and aircraft (or other types of models if special permission is obtained from the G.P.O.) within a radius of 5 miles of the place specified in the licence. If you wish to operate outside this 5-mile radius, you must write to the telephone manager of the area where you propose to operate, telling him where, and between what dates, you propose to work. If you operate regularly at a place, you can give him a standing notification, which will remain in force until you cancel it, which you should do if you stop using that place (otherwise the G.P.O. will be snowed under with defunct notifications, and will have to make the regulations more stringent). Telephone managers will not normally acknowledge notifications unless there are special circumstances. Notifications should state whether 27 Mc/s or 465 Mc/s is to be used, as there are one or two parts of the country where permission may have to be withheld for one band or the other, on account of other services that may be using that frequency locally. The addresses of telephone managers can be obtained at local post offices.

Note that you are allowed to specify only one operating place in the licence itself (and this should normally cover your home address), so the first thing to do on receiving your licence is to tell the appropriate telephone managers (NOT the G.P.O. Head-

quarters) of all your usual ponds and flying grounds.

If you attend a contest, there is no need to tell the telephone manager for the area where the contest is held, as the contest organisers will already have done this for you (but you must check up from the leaflets, etc., issued in connection with the contest to make quite sure that this has been done). A similar arrangement applies to regular meetings (indoors and outdoors) of societies (such as the Groups of the I.R.C.M.S.) at which R/C equipment is demonstrated.

The frequency bands are the same as before (26.96 Mc/s to 27.28 Mc/s, and 464 Mc/s to 465 Mc/s). The permitted classes of emission are A1, A2, F1 and F2. ("A" means amplitude modulation; "F" means frequency modulation; "1" means keyed carrier; and 2 means modulated carrier, not including speech.) All known systems of model control come under one of these four headings, so they need cause no further worry.

Instead of being limited to 5 W input power as hitherto, we will now be limited on output power. The maximum effective radiated power (E.R.P.) will now be limited to 1.5 W on 27 Mc/s and 0.5 W on 465 Mc/s. Now, for a quarter wave vertical aerial (which 99 per cent. of people on 27 Mc/s use), the power gain is  $\frac{1}{4}$ , so that the E.R.P. is the mean radio frequency power (R.F.P.) which is the power that actually goes into the aerial. With modulated transmitters, the power must be averaged out over the modulation cycle (hence the word "mean"), but this is automatically taken care of in the method of measurement described below. A more important point to watch with modulated Tx's that emit carrier in between the periods of modulation is to see whether the mean R.F.P. is greater with the modulation on, or with it off, as it is obviously the greater of these which is going to be the limiting factor. For example, with the E.D. Mk II and Mk IV Tx's, the mean R.F.P. is greater when the modulation is off than when it is on.

Now what do you have to do about all this rigmarole? The answer, so far as your present transmitter (5 W input) is concerned, is nothing. Provided, that is, that it uses one of the conventional circuits with the aerial coupled direct to the oscillator (since

these circuits are not efficient enough to give 3 W out). All the commercial Tx's meet the new power limitation easily. If, for any reason, you want to measure your actual output power, then here is how it is done.

Put an R.F. ammeter (thermo-couple type), of either 350 mA or 0.5 A full scale deflection in series with the aerial (i.e., the aerial is connected to one terminal and the aerial socket to the other). N.B.—The meter must be very close to the bottom of the aerial, and the connecting wires, if any, must be very short. Now earth the Tx as well as you possibly can. The very best earth is obtained by putting the Tx in the middle of a large sheet of wire-netting spread out on the ground, and connecting the Tx case to that. Another method, much simpler and just about as good, is to place the metal bottom of the Tx case flat on the ground (preferably wet grass)—no rubber feet—so as to obtain a large area of contact. (A layer of paint on the bottom will not matter as the capacity to ground will suffice.) A metal peg stuck in the ground is quite useless. The purpose of this is to make sure that the Tx is giving as much power out as it possibly can, and you can then be sure that in the field it will always give the same or less. One then reads the aerial current (in amps), squares it, multiplies by 36 to obtain the E.R.P., and "Bob's your uncle." Thus, if the aerial current is less than 200 mA, you are all right.

NOTE.—The above procedure applies to a quarter wave vertical aerial (8 ft. 6 in. on 27 Mc/s). For other types, there will be another figure instead of 36 (but 36 will always give an answer on the safe side for aerials shorter than  $\frac{1}{4}$  wavelength).

Now, if you are using a directional aerial, the E.R.P. is not the same as the mean R.F.P., but is the mean R.F.P. multiplied by the power gain of the aerial (which can be estimated by theoretical means). The net result of this is that if you used a directional aerial to get greater signal strength in a given direction, then you would have to reduce the mean R.F.P. by the power gain, and in fact your signal strength would then be back just where it started, so there is no advantage (except that transmitter power is saved). This is, of course, why the G.P.O. are now using an E.R.P. limitation instead of an input one, as it is the amount of the actual signal strength that determines the extent of interference to other services.

The licence says that all licensees must have access to frequency measuring equipment, and that the Tx frequency must be checked each time it is used. Now the G.P.O. say they will not enforce this until the end of August (or possibly even later), and by that time, negotiations at present in hand may have secured some modification of this clause, especially with regard to commercial transmitters.

A collection of snapshots I took at the London Gala on Salisbury Plain, May 23<sup>rd</sup> / 24<sup>th</sup>.



The Flight-Line



Dave Cox, preps and chucks



Unidentified pair and General view



Chris Redrup preps and prepares to launch



Unidentified gaggle of reprobates



A couple more in earnest conversation



Bob Garner



A Jack



Windsock View



Pete Watson &amp; Simon Dixon



Paul Chapman &amp; Ken Faux.



Wayne Butler



Simon Dixon, A N Other and Pete Watson



Bob Garner Preps and prepares to launch, with Steve Philpot on the watch



Chris Parry



A N Other

*Laura Butler*

### Kibbie Dome 2017

Four of us travelled to the Kibbie Dome for five days of unrestricted indoor duration flying in what is possibly the best site in the world with its 150 ft. ceiling .



The Dome

We flew London to Seattle and after a day to recover set off for the drive to the dome in Moscow Idaho. The drive was interesting as we passed through pine forest, mountains and into the high desert. Overall about 300 miles in our hired SUV.

The heat outside was extreme but throughout the 5 days the temperature in the dome was a constant 25 deg C with little drift until up near the roof.

We were joined in the dome by Roy Selwood who had travelled independently.

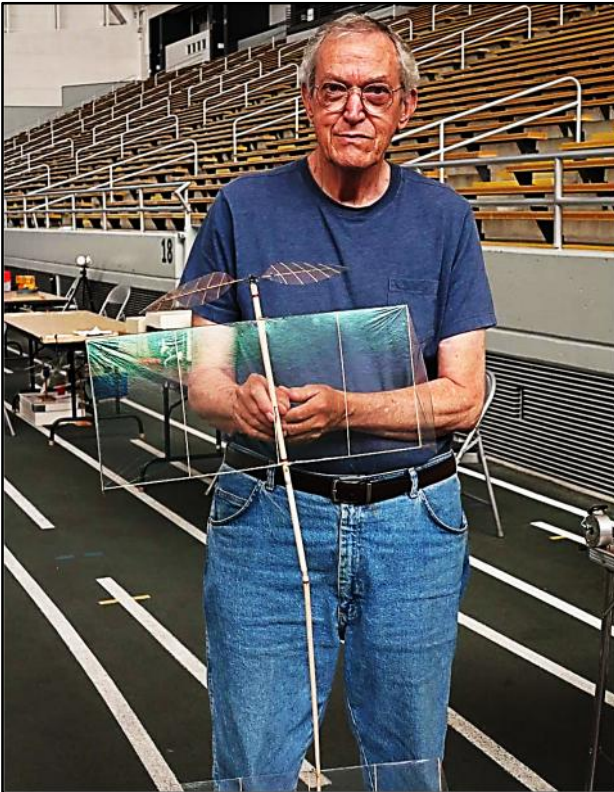
At one end of the dome the US F1D trials were taking place and the rest of us in the other half. Over the period of the flying the space being so vast there was little chance of intrusion.

Some great flights were made over the period. I had a battle with American flier Bill Gowan with his carbon LPP. In the end I lost out by 5 secs. Bob however beat him in F1M flying a more conventional design and won F1L.

Tony Hebb put in some good flights in F1L, F1D and 35cm. Roy spent most of his time flying 35cm. and Ministick and Maurice flying F1L.

Altogether a great time and heading back towards Seattle we spent a few days enjoying the spectacular scenery before flying home.

## Kibbie Pictorial



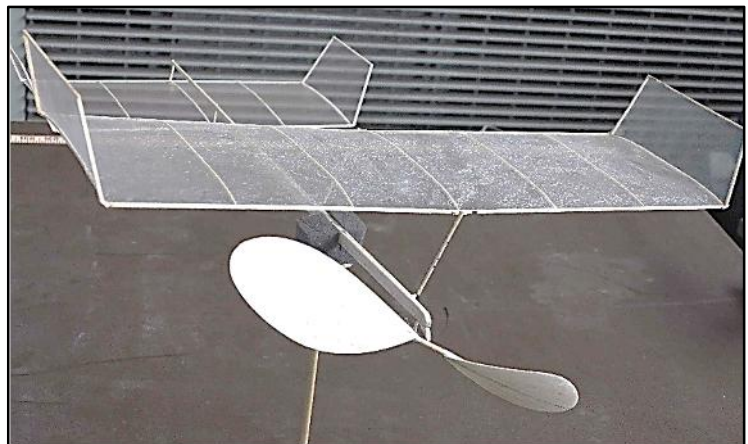
Bill Gowan carbon F1M



Bob Bailey timing



Maurice winding



My LPP



Roy Selwood



Tony Hebb



Team GB

*Peter Watt*

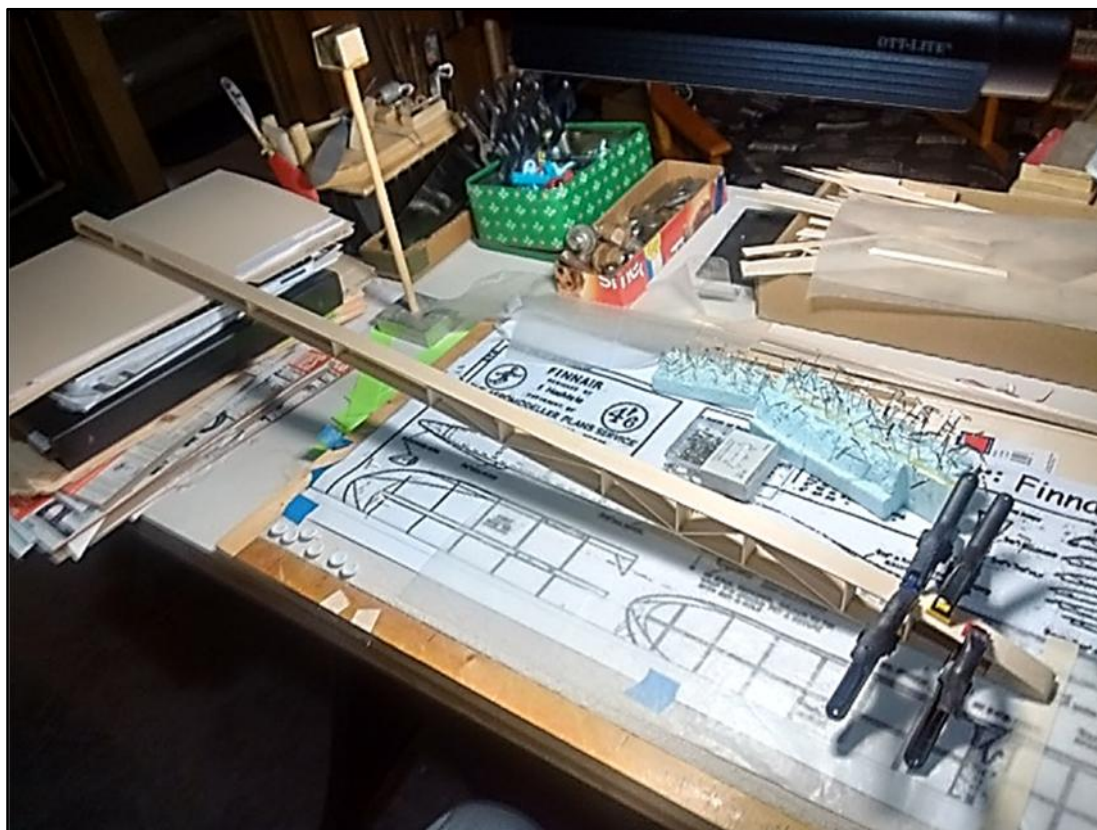
**Nordic Build**

-

Rolf Christophersen KDOEGD

Hello John,

Thanks for the newsletter. I made a copy of the Finnair Nordic glider plan and took the copy to the printer. He made me a 392% copy. I started on the fuselage. Here is photo of the fuselage in progress:



Basswood and carpenter's glue cut 50/50 with water.

Thanks for all you do, Rolf

*Rolf Christophersen*

## Occasional Notes from North Wales Sept 2026

No notes last month, life just got in the way & time ran out. However, back with more now.

First on the agenda is a light treading of water(?) into scale modelling. The trigger being a very recent video clip concerning the De Havilland DH 88 Comet restored & operated by the Shuttleworth Trust, which looks to have met with an unfortunate mishap at the end of a demonstration flight at Old Warden in June earlier this year " ***It was reported the aircraft nosed over and inverted while landing on the grass runway. The aircraft sustained substantial damage , including a sheared-off tail and structural damage to the rear fuselage. The Shuttleworth Trust stated that any further updates on the aircraft's repairability would be issued in due course.***" Mercifully the pilot was deemed OK. A video shows just what happened on landing.



I guess a lot more hard work to get it back into flying order? Maybe never? Hopefully yes, as it is an iconic aeroplane. Anyway, it set the mind going! I recalled that we have a plan in our library, one of many in the library by Harold J Towner. This particular version of the Comet was designed for two Cox TD 049s as a free flight model (!) & is shown later as one of the plans for the month. I wonder if anyone has ever built & flown this particular model?. As an aside, the plans drawn by Harold Towner were works of art by a master draughtsman. The collection of his Indian ink originals came to SAM1066 through a contact made with me by his daughter quite a few years ago, who wished them to be preserved, together with a model of a Maachi M33, a not very successful 1925 Schneider Trophy contender from Italy. After digitisation the physical plans & the Maachi were all given to Solent Sky Museum in Southampton as they were holding an anniversary exhibition of the Schneider Trophy race, which was won outright for the UK by a Supermarine S6B in 1931. I hope the Museum still has the plans? Solent Sky have an S6 from 1929 on permanent display & the Science Museum has the S6B 1931 race winner.

A quick dig into H J Towner produced the following from a clip posted in 2004 on the Scale Modelling website:

*"Harold Towner was one of the leading lights in scale models during the 1930's when one considers the lack of variety in commercial items available in the UK during the golden years, modellers like HJT managed very well indeed, unlike the States where scale kits abounded the days of building from plans were very much the norm here, thankfully this helped swell the range of excellent drawings produced by such experts as Harold Towner, a friendly exchange of formulae often prevailed within the pages of the Aeromodeller magazine at that time, this in turn met with friendly competition to produce 'the best' flying scale model.*

*Writer of books on the subject and also a designer for the Astral company during the forties, Towner designed a Short Stirling, Vickers Viking, Fairey Barracuda and a Vickers Wellington all intended for rubber power, the twist was the kits were made from a material called balsa substitute, which was in fact obeche, I have one of these treasured kits unbuilt in my collection for a Lockheed Hudson bomber, you got a tool for cutting the wood in the kit, no more than a small saw that would fit into a file handle, it is doubtful if the models could be made to fly from this heavy wood supplied but wartime production precluded the use of balsa at that time in kits, and by the way only members of the armed forces, Royal observer corps, ATC etc. were eligible to purchase kits, these must have been difficult times for the model builder.*

*HJT went on to build more fine models post war including a control line Avro Lancaster and a Dragon Rapide for the same medium, plans were published in the good old and much lamented Aeromodeller magazine".*

The person who wrote this short note also said *"When he passed away some years back I wanted to know what happened to his models ? further enquiries led me to the R.A.F Museum store at Cardington, the then curator Ray Funnell kindly allowed me to visit and see the models first hand, although they were difficult to photograph being stored in hermetically sealed bags they had been purchased by the R.A.F Museum for possible future display".* Looking then at the RAF Museum website, it seems that they have a vast amount of exhibits squirrelled away in store at Stafford - *"The RAF Museum is the guardian of a national collection that spans over a century of RAF history, capturing every aspect of RAF life. Yet, today, less than 1% of this inspiring heritage is accessible to the public. Currently stored in aging hangars at MOD Stafford, these unique objects deserve a home where they can be cared for and shared with the nation.*

*The new Collections Hub at our Midlands site will unlock the doors to this incredible collection for the very first time, offering public access to objects of regional, national, and international significance. Our mission is to relocate over 50,000 objects from storage to this purpose-built facility, bringing to life the remarkable stories of the RAF."*

This new Collections Hub is scheduled to open at RAF Cosford in 2027, if it does, then for sure I will be making a visit there! I have also made an enquiry of the RAF Museum to see if they still have these models & if so, whether there are any plans to display any of them.

For completeness here are the aforementioned S6B & Maachi M33. No M33 appears to have survived but its later offspring - the M39, was a formidable Schneider Trophy contender The latter resides in the Italian Air Force Museum at Vigna de Valle, on Lake Bracciano in central Italy.



Supermarine S6B in flight



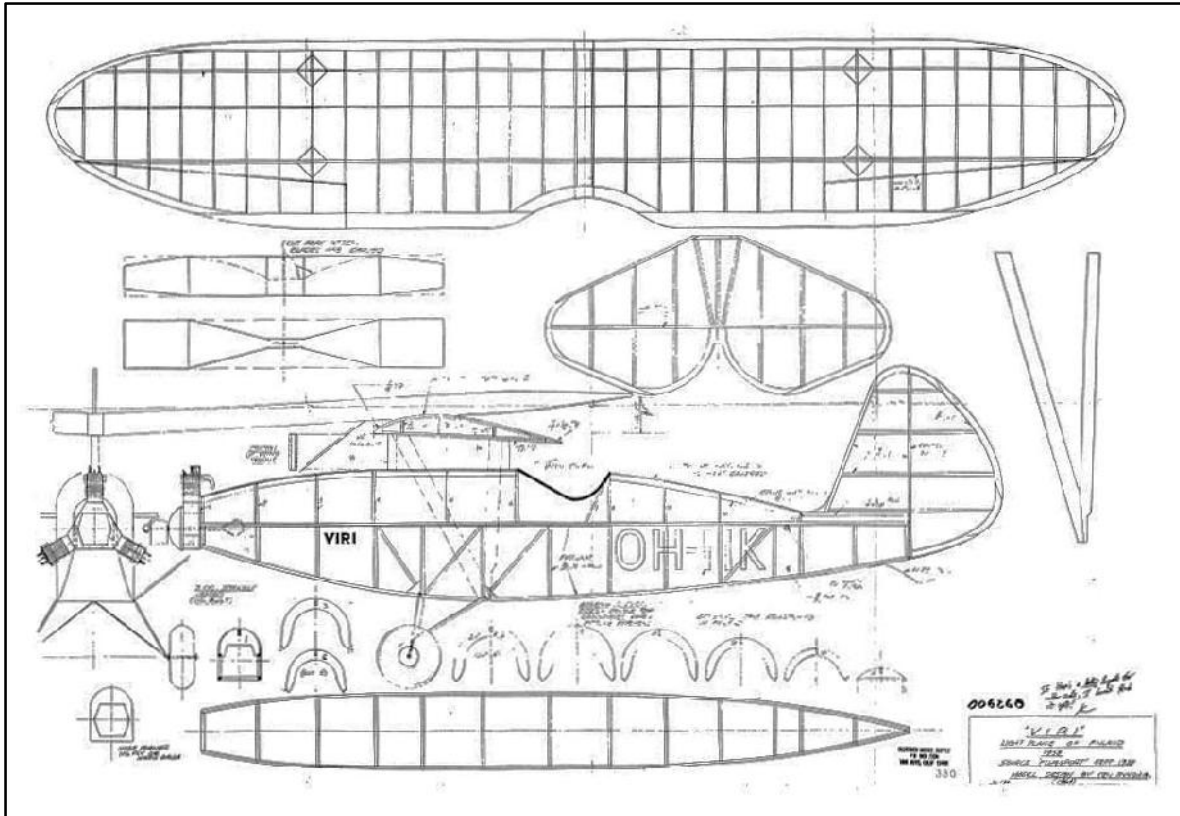
Maachi M33 Kyosho model



Maachi M39 at Valle Vigna Museum

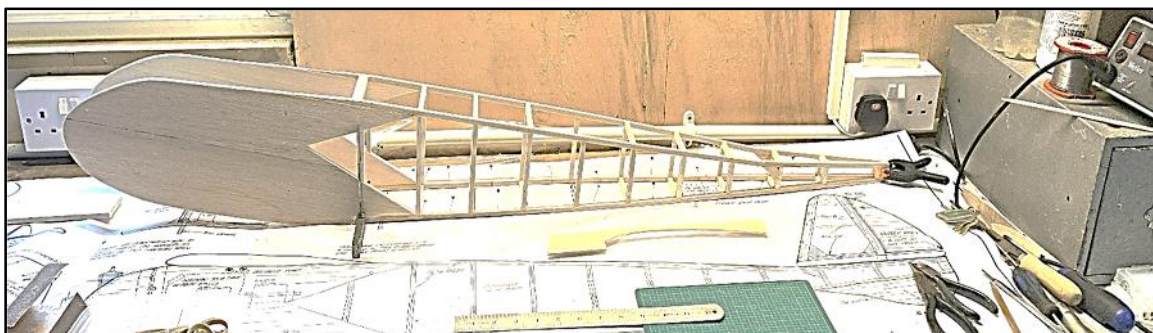
Free flight scale modelling is / was one of the "minority" limbs of our hobby, but now very much supported in the ranks of indoor flying - viz the excellent regular articles in the NC by Nick Peppiatt, which is good to see.

In years past, there was an annual Jumbo Rubber comp at Middle Wallop that attracted a reasonable entry & was a favourite of Bournemouth Club members. John Taylor flew a large (54" span?) Viri with great success. But now - Jumbo Rubber very seldom seem - if ever?



Viri

Elsewhere progress on the domestic front continues, albeit at a very slow & modest rate. The workshop in the garden has undergone a mini restoration program & is in pretty reasonable working order at last. The sorta Simplex 60 fuselage is about 80% complete & at the stage where I have to work out where all these strange bits connect together & can be located in sensibly accessible places. Current thinking is to build a bench test rig that can be then be migrated into the fuselage with minimum pain. The Spectrum DX6i transmitter remains a complete mystery! A Simplex 40 is built and awaiting covering prior to fitting the requisite Mills 75, which has been happily bench run. Also complete is a Smeed designed Ballerina, apart from having an engine. The original Merlin, having not run for many years, refuses to cooperate & will not fire, so a nice new Redfin 0.5 has been acquired & will be fitted. Both of the latter have RDT fitted for the preservation of old legs. Whether any of these see the light of air this year remains to be seen, as it seems to take very much longer to do things nowadays. One can only try!



Sorta Simplex fuselage in build – note the nose has grown!

In the big wide world EVTOL progress continues at a very modest rate, with nothing yet certified for commercial operation other than in China & dates for entry to service going steadily backwards. Hardly surprising despite all the early hype. When it does happen, it looks to be from existing airports / heliports on constrained & limited trials basis based on ego rather than practicality, offering a small number of people air taxi rides in place of road congestion, but doing nothing to ease the latter problem. Some (American) Companies are seeking new markets in Defence where money grows on trees and / or Government Defence Organisations appear to have vastly more money than sense.

NASA has recently published a thought provoking & interesting report entitled *"Urban Air Mobility Noise: 2025 Update on Current Practice, Gaps, and Recommendations"*. It states *"Advanced air mobility (AAM) is an aviation concept that involves leveraging emerging technologies, business models, and other capabilities to bring aviation into the regular life experiences of the general public. There is no universally agreed-upon definition of AAM, but it has been described by NASA as "safe, sustainable, affordable, and accessible aviation for transformational local and intraregional missions."* Urban air mobility (UAM) is the sector of AAM that focuses on short-range, "local" missions around metropolitan areas, which have an urban area at their core. UAM is generally envisioned to leverage heliports or novel vertiports located throughout metropolitan areas as airspace access points to provide rapid transportation capabilities, even in locations with extreme road congestion. Along with the many anticipated benefits of UAM, there will be potential noise issues that must be addressed", which the report attempts to do but without answers formed on the basis of operational facts for obvious reasons. The report can be accessed via [https://ntrs.nasa.gov/api/citations/20250011527/downloads/NASA-TP-20250011527\\_v1.pdf](https://ntrs.nasa.gov/api/citations/20250011527/downloads/NASA-TP-20250011527_v1.pdf) - rather dry in sections but well worth a read if interested in the subject matter.

Meantime, venture capital is now being directed towards "proper" electric and/or hybrid electric/powered conventional shaped aeroplanes. There have been quite a few electric powered aircraft prototypes since the turn of the millennium but battery power has greatly limited capability, so the majority have been small (ish). However, the advent of hybridisation coupled to more recent advances in battery & power train technology seems to have heralded a rebirth of interest. One old stager revitalised is a float plane version of the De Havilland Beaver with a lightweight electric motor, lightweight advanced power electronics and a proprietary battery system. Harbour Air has apparently put the eBeaver through extensive & successful flight testing.



Electric Beaver

It seems in the short term (say 5 years) low capacity passenger electric regional aircraft may achieve certification for very short routes as an economic proposition. Initial operations look to target specific markets where range limitations don't constrain viability - island hopping, connecting nearby cities, or high-frequency shuttle routes. In this context Heart Aerospace are another Company pushing boundaries. Formed in 2019 & based in California, they are developing a short range hybrid electrical craft targeted at regional services, with a passenger capacity of 30 & a hybrid range of around 500 miles, a planned certification for 2031 & a targeted reduction of operating costs of up to 40%. A prototype (X1) has already taken to the air. Certainly looks a much more viable proposition than eVTOL craft.



Heart

Aerospace ES-30 graphic

In yet another iteration of the past being reinvented, a Florida company - Catalina Aircraft - has announced it plans to build a turboprop amphibious flying boat using the "same design principles" as the original lumbering twin. A news release says the company plans to build two models, a civilian aircraft with an all-up weight of 30,000 pounds and room for 34 passengers and 12,000 pounds of cargo. A more powerful military version will weigh in at 40,000 pounds. They hope to be flying in 2029. Maybe?

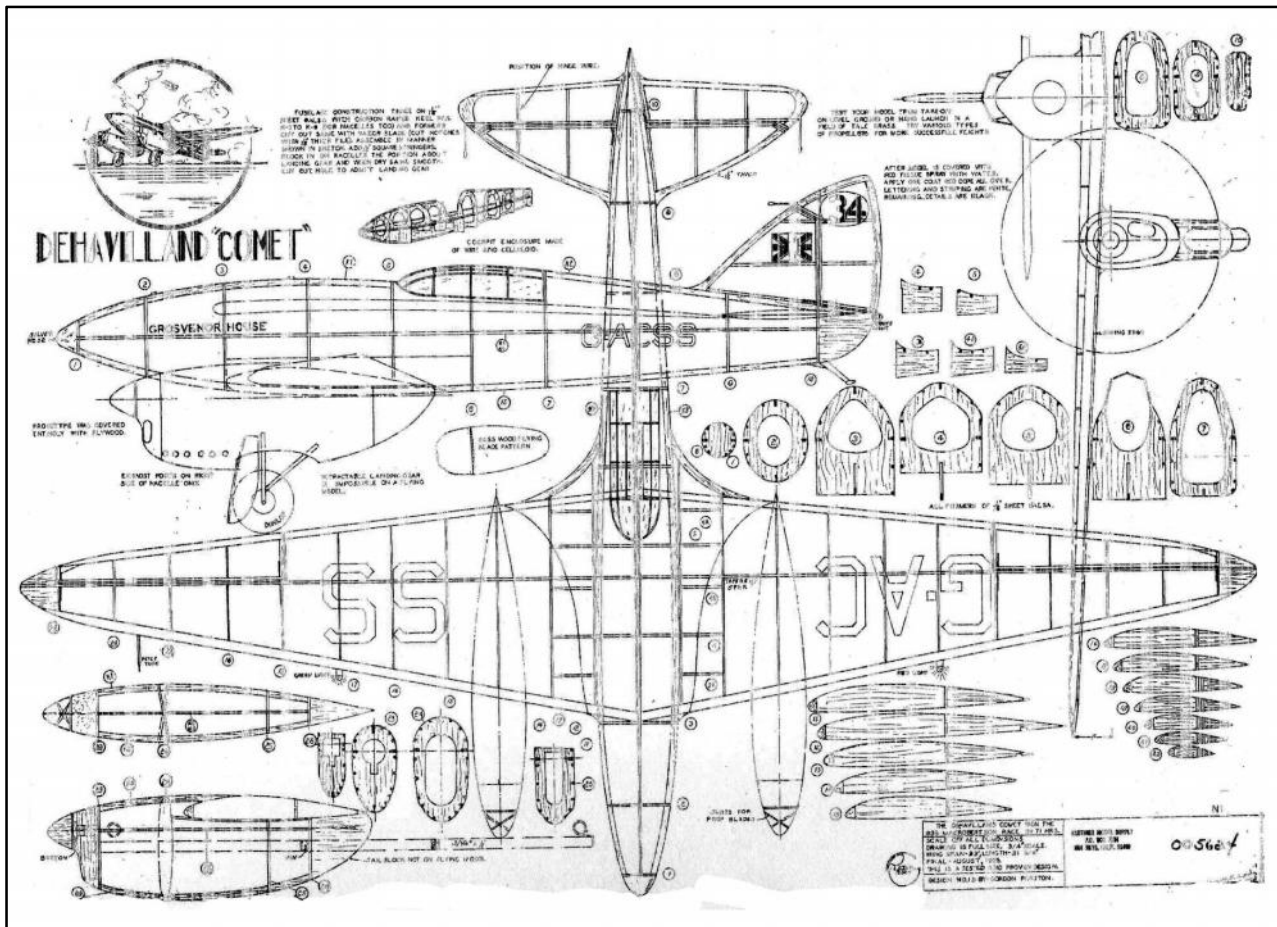


The inevitable artists impression of a new Catalina.

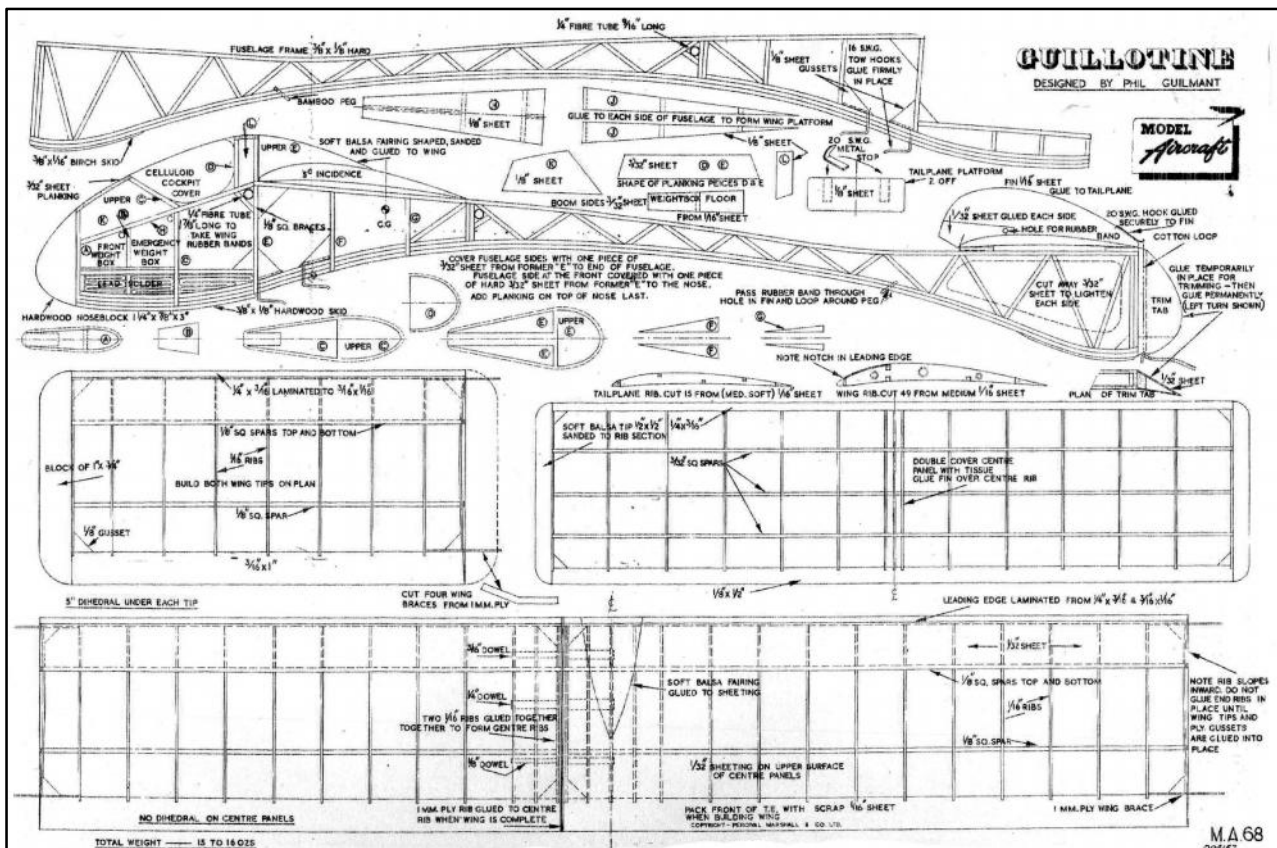
*Roger Newman*

[illegible]

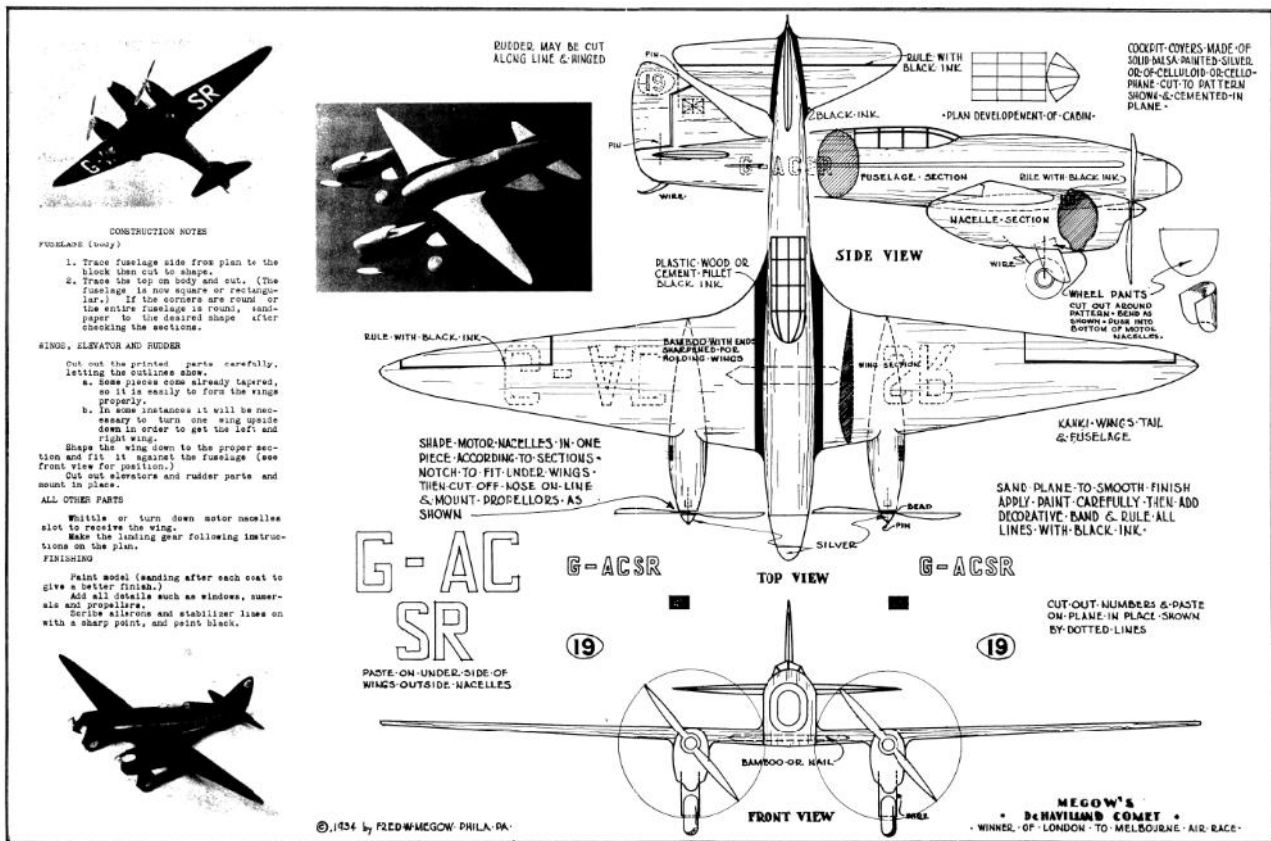
**Rubber: DH 88 Comet -**  
not sure about the flying capability of this one, in spite of what the plan says!



**Glider: Guillotine - 60" span, an interesting early Model Aircraft plan**  
from March 1950 by Phil Guilmont



& for bonus - a solid model by Megow of the DH 88!



*Roger Newman*

**Aeromodeller Departed: Neville Willis**

- Michael Woodhouse



Neville died on July 30th at the age of 92.

Nev started into free flight in the 1950s and became a member of the South Essex Club, where he flew in all the free-flight competition classes. Later, after joining the Anglia Club, he was selected for the Great Britain A/2 team for the 1956 World Championships.

Nev was also actively involved in managing free flight in East Anglia and played an important role in the formation of the Vikings Free Flight Group. In his later years, he continued as a member of the Vikings group,

although he restricted his flying to sport radio control.

His legacy to free flight includes several models he designed for Keil Kraft. The most celebrated being the iconic, generation-defining Caprice lightweight glider, designed in 1959. The Caprice is still flown successfully today in classic glider contests.

Neville will be remembered for his contribution to free-flight modelling, both as a competitor and as a designer, and for his involvement in supporting and developing the sport in East Anglia. His influence continues through the many model flyers who still enjoy his designs today.

[michaelwoodhouse1942@gmail.com](mailto:michaelwoodhouse1942@gmail.com)

*Michael Woodhouse*

Two developments concerning long-running free flight magazines are highlighted this month: the forthcoming closure of *Free Flight News* and the online availability of back issues of *Vol Libre*.

### Free Flight News:

*Free Flight News* will cease publication at the end of 2026 after 57 years. Publisher and editor Ian Kaynes cites the decline in technical content, including articles and plans, as the principal reason for the decision; the magazine's remaining core material, such as contest calendars and results, is now readily available elsewhere.

Much of this decline in technical content may reflect the fact that many models, particularly those in FAI classes, can now be purchased ready to fly. This is not necessarily a criticism, but it has reduced the number of plans submitted for self-built or partly built models, which Ian would have been pleased to publish.

Known since its launch as *FFn*, the magazine was founded in June 1969 by Ian Kaynes, John Mabey, Martin Dilly and John Lorimer. Although others have come and gone, Ian has remained its one constant and, in recent years, its sole editor.

The contents page of the first issue is reproduced below..

| DATE.                                                                                                   | June 1969 | NUMBER.     | One |
|---------------------------------------------------------------------------------------------------------|-----------|-------------|-----|
| <h1>FREE FLIGHT NEWS.</h1>                                                                              |           |             |     |
| <b>CONTENTS.</b>                                                                                        |           |             |     |
| Editorial.                                                                                              |           | Page No. 1. |     |
| Woking Easter Gala.                                                                                     |           | Page No. 2. |     |
| Development of 1965 A/2 Glider Design.                                                                  |           |             |     |
| By Jim Baguley.                                                                                         |           | Page No. 3. |     |
| Notice Board.                                                                                           |           | Page No. 6. |     |
| Pollux - A Wakefield by Hans Martin.                                                                    |           | Page No. 7. |     |
| General Regulations for the 1969                                                                        |           |             |     |
| World Free Flight Championships.                                                                        |           | Page No. 7. |     |
| Results of 2nd Area Centralised                                                                         |           |             |     |
| S.M.A.E. Events.                                                                                        |           | Page No.10. |     |
| ½A. Power Model XIX by John Boxall.                                                                     |           | Page No.10. |     |
| S.M.A.E. Southern Gala.                                                                                 |           | Page No.12. |     |
| Croydon F.A.I. Gala.                                                                                    |           | Page No.13. |     |
| Subscription Application Form.                                                                          |           | Page No.14. |     |
| The drawing of Hans Martin's Wakefield was originally published in the Czechoslovak magazine "Modelar". |           |             |     |

The magazine soon established a significant subscriber base, including many readers overseas, and became essential reading for the competition free flight fraternity. Ian deserves congratulations and thanks for his commitment over the past 57 years.

For more information about the magazine and the availability of electronic back issues, visit [freeflightnews.org.uk](http://freeflightnews.org.uk).

### Vol Libre

In related news, electronic back issues of *Vol Libre*, another free flight magazine that ceased publication several years ago, are now available through the [Peanut Scale archive](#).

Although the magazine mainly covered outdoor free flight duration, some issues also include plans for other classes, such as indoor scale.

*Ray Elliott*

## Events & Notices

### **Crookham Gala, Croydon Coupe Europa and SAM1066 event** **19<sup>th</sup>. or 20<sup>th</sup>. September**

As a result of the unusual weather this year and the resultant abbreviated contest calendar, the Crookham, Croydon and SAM 1066 clubs have decided to run a combined contest on either the:

**19<sup>th</sup> or 20<sup>th</sup> of September.** (Decision based on weather forecast)

In the event of there being unsuitable weather on either of those dates, it will be moved to either the 26<sup>th</sup> or 27<sup>th</sup> of September.

The combining of events means that fliers will be competing in all three competitions simultaneously where classes coincide, and thus will be competing for each of the clubs' prizes.

**The event will take place on Area 8, Salisbury Plain.**

These are the classes to be flown at the event.

#### Crookham Gala Classes

|                               |                                    |
|-------------------------------|------------------------------------|
| COMBINED MAXI - 3 rounds      | COMBINED MINI - 3 rounds           |
| Classic Power – 10s motor run | 1/2A – 8s motor run                |
| Vintage Power – 15s motor run | E36 – 8s motor run                 |
| SLOP                          | Modern and Vintage Coupe           |
| Classic/Vintage Rubber        | Mini Vintage Rubber/Glider         |
| Classic/Vintage Glider        | F1H   Classic A1   P30             |
|                               | E30   Co2                          |
|                               | E20 - 3 rounds – max 90 sec        |
|                               | (Motor run, 15sec   (fly off 8sec) |

#### Coupe Europa Classes- 3 rounds

Modern and Vintage Coupe

#### SAM 1066 Classes – 3 rounds

Classic/Vintage Glider

Classic/Vintage Power

Mini Vintage Rubber/Glider

**Contest Starts 10.00   Ends 17.00 Entry Fee £10**



## 2026 SAM Champs Free Flight Schedule, Tangent, OR

### Sanction #20308 Class AAA

September 10 8:00 am - 4:00 pm—September 13 8:00 - 3:00 pm

Championship Events Awards will be given out Saturday Night at Dinner

Dinner at Grell Farm on Saturday Night @6:00 pm



### Championship Events—can start and finish any day Thursday—Saturday

A Pylon, B Pylon, C Pylon, A Fuselage, B Fuselage, C Fuselage, 20 Second Antique  
Large Rubber Stick, Small Rubber Stick, Large Rubber Fuselage, Small Rubber Fuselage,  
4 Ounce Wakefield, 8 Ounce Wakefield, Commercial Rubber

### Remaining Events flown start any day/ finish any day Thursday thru Sunday

.020 OT Replica, OT HLG, OT Towline Glider, OT Cat Glider

### AMA, NFFS, and National Cup Events

Start any day/finish any day Thursday-Sunday

1/4A Nostalgia, 1/2A Nostalgia, A Nostalgia, BC Nostalgia, Early Nostalgia, Dakota, O&R .23 Event, One Design, Golden Age,  
AMA 1/2A Gas (J+SO), AMA A GAS, AMA BCD Gas, AMA Super D

Wock, Andrade, Coupe/A1, P-30 Rubber (J+SO), Mulvihill, Nostalgia Rubber Combo, Moffet

E-20, E-36 (J+SO), HLG (J+SO), Catapult Glider (J+SO), Vintage Wakefield/Classic Towline (J+SO)

Low Doc Scale & Fun Scale Sunday AM, Small Sport Rubber, FAI Combo

Scheduled Events; Twin Pusher, Sunday 9:00 AM, Vintage FAI Power (Friday), Pro P30 (Saturday) rounds start @8:30

Entry Fee \$30 covers all events, register on field. Round events \$10 each

Sponsored by Willamette Modelers Club # 536

For more information contact: Glenn Grell 31748 Driver Rd Tangent, Or, 541-979-9648, wmc@peak.org



## COCKLEBARROW VINTAGE RALLY 2026

Sunday 19<sup>th</sup> July - Sunday 16<sup>th</sup> August  
Sunday 20<sup>th</sup> September  
2026

RC all types to 1975

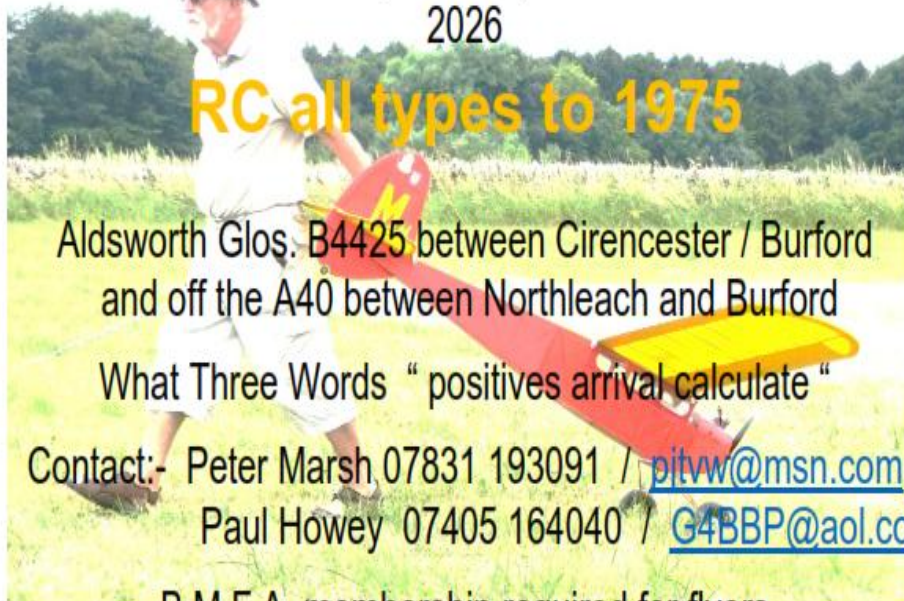
Aldsworth Glos. B4425 between Cirencester / Burford  
and off the A40 between Northleach and Burford

What Three Words " positives arrival calculate "

Contact:- Peter Marsh 07831 193091 / [pitvw@msn.com](mailto:pitvw@msn.com)

Paul Howey 07405 164040 / [G4BBP@aol.com](mailto:G4BBP@aol.com)

B.M.F.A. membership required for flyers



### 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:

£30 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

### Options for Flying on Salisbury Plain, Area 8

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

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



### TWIFF

#### (Totton West Indoor Free Flyers)

(Free flight only)

Electric and rubber all styles **Sundays**, from 12:00-15:00

Admission for flyers £15.00 Free for spectators and helpers

**2026**

**17<sup>th</sup>.May - 14<sup>th</sup>.June**

**20<sup>th</sup>.September - 18<sup>th</sup>.October**

**15<sup>th</sup>.November - 13<sup>th</sup>.December**

The West Totton Centre is a good-sized hall, three badminton courts with no obstruction on the wall or ceiling. There is plenty of parking, although there are a lot of people coming and going at Vaccination times.

There is a Tesco Local nearby for coffee and snacks.

Location :- Hazel Farm Road, Totton,  
Hampshire, SO40 8WU



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

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

Contact Ken Brown 02380578866 or 07913814492 [brown53hh@gmail.com](mailto:brown53hh@gmail.com)

## DILLY JAP IS BACK -AGAIN

The ninth roll of tissue went pretty fast, 300 yards in a bit over two years. I've just received a new roll; almost inevitably there's a slight price rise but it's still only £17 for a five yard roll a yard wide, or £19 by mail to the UK, folded. E-mail for overseas mail costs. I normally sell it in rolls at contests, but if you want yours mailed in a roll let me know and I'll sort out a length of plastic pipe and find a courier price. Doing the sums, there's now well over 3 kilometres of Dilly Jap covering models all over the world.

To re-cap on the details, it's 12 gm/M<sup>2</sup> and has a strong unidirectional grain. It's white and low absorbency, so remains very light when doped. For those of you old enough to remember, it's identical to the Harry York tissue sold at his South London model shop in the 1950s.

I'm on 0208-7775533 or e-mail: [martindilly20@gmail.com](mailto:martindilly20@gmail.com)

### INDEPENDENT REVIEW OF DILLY JAPANESE TISSUE

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

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

| Test# | Tissue Type          | gm/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!"

## A CENTURY OF BRITISH FREE FLIGHT

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

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

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



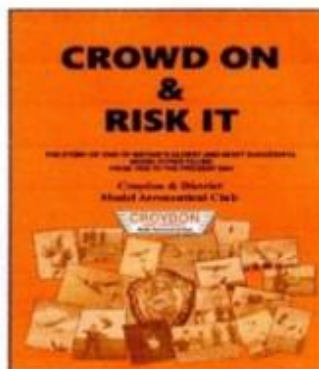
Copies are available from:

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

## CROWD ON & RISK IT

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

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



Just £10 by PayPal or cheque

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

## FREE FLIGHT 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](mailto: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!

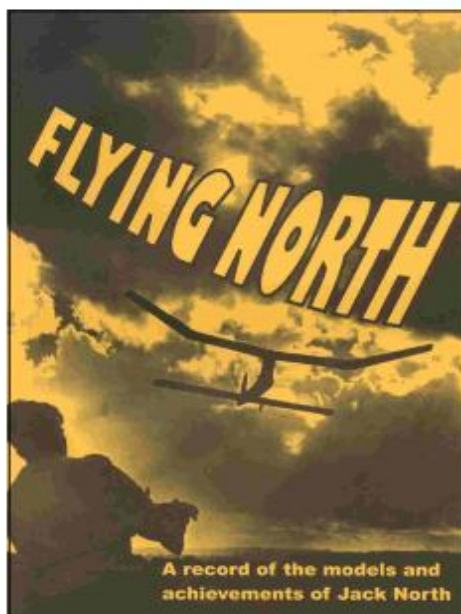
WESTERN UNION, PAYPAL

### 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.

### 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](mailto:martindilly20@gmail.com)

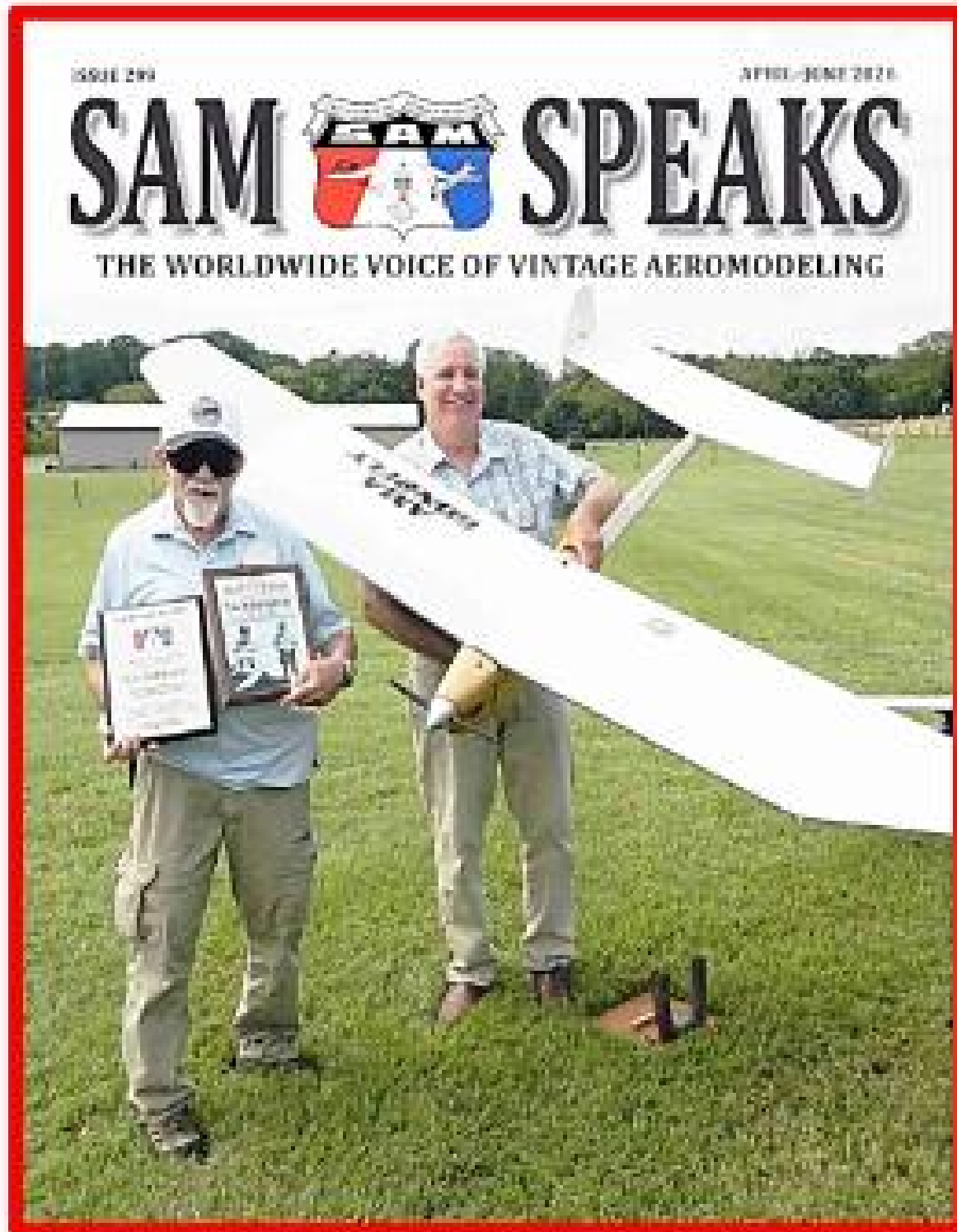
### FREE FLIGHT FORUM REPORT 2021

Indoor Duration - A Challenge To Conventional Design • Tony Hebb  
Coupe In A Box - Gavin Marion  
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 For A Lady Flyer - Sue Johnson  
F3 Res • Rc For The Aging Free Flyer - Andy Sephton  
From Wichita To Robin Iii - Mike Fantham  
Further Thoughts On Carbon-Skinned Wings For F1a - Stuart Damon  
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, **West Wickham**, Kent BR4 0QW  
Or by phone: +44(0)2087775533 Or e-mail: [martindilly20@gmail.com](mailto:martindilly20@gmail.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!

## Provisional Events Calendar 2026

With competitions for Vintage and/or Classic models  
All competitions are provisional. **Check websites before attending**

|                                          |                   |                                             |
|------------------------------------------|-------------------|---------------------------------------------|
| March 1 <sup>st</sup> .                  | Sunday            | BMFA 1st Area                               |
| March 22 <sup>nd</sup> .                 | Sunday            | BMFA 2 <sup>nd</sup> Area                   |
| April 3 <sup>rd</sup> .                  | Good Friday       | Northern Gala, Luffenham                    |
| April 6 <sup>th</sup>                    | Easter Monday     | Croydon & <b>SAM1066</b> , Salisbury Plain  |
| April 26 <sup>th</sup>                   | Sunday            | BMFA 3 <sup>rd</sup> Area                   |
| May 16 <sup>th</sup>                     | Saturday          | Oxford Duration, Port Meadow                |
| May 23 <sup>rd</sup> to 25 <sup>th</sup> | Saturday - Monday | May Welsh Bangor (see add)                  |
| May 23 <sup>rd</sup> .                   | Saturday          | London Gala, Salisbury Plain                |
| or May 24 <sup>th</sup>                  | Sunday            |                                             |
| June 7 <sup>th</sup> .                   | Sunday            | BMFA 4 <sup>th</sup> Area                   |
| June 28 <sup>th</sup> .                  | Sunday            | BMFA 5 <sup>th</sup> Area                   |
| July 11 <sup>th</sup>                    | Saturday          | Crookham Gala, Salisbury                    |
| or July 12 <sup>th</sup>                 | Sunday            |                                             |
| July 26 <sup>th</sup>                    | Sunday            | BMFA 6 <sup>th</sup> Area                   |
| August 2 <sup>nd</sup>                   | Sunday            | Southern Rally, Salisbury                   |
| August 10 <sup>th</sup>                  | Monday            | Cleemac KK Event, Buckminster               |
| August 16 <sup>th</sup>                  | Sunday            | BMFA 7 <sup>th</sup> Area                   |
| August 29 <sup>th</sup> .                | Saturday          | <b>FF Nationals</b> , Sculthorpe            |
| August 30 <sup>th</sup>                  | Sunday            | <b>FF Nationals</b> , Sculthorpe            |
| August 31 <sup>st</sup> .                | Monday            | <b>FF Nationals</b> , Sculthorpe            |
| September 12 <sup>th</sup>               | Saturday          | Stonehenge Cup, Sculthorpe                  |
| September 13 <sup>th</sup>               | Sunday            | Equinox cup, Sculthorpe                     |
| September 19 <sup>th</sup>               | Saturday          | Crookham Gala                               |
| or September 20 <sup>th</sup> .          | Sunday            |                                             |
| September 20 <sup>th</sup>               | Sunday            | East Anglian Gala, Sculthorpe               |
| October 4 <sup>th</sup>                  | Sunday            | BMFA 8 <sup>th</sup> Area                   |
| October 10 <sup>th</sup>                 | Saturday          | Croydon & <b>SAM10666</b> , Salisbury Plain |
| or October 11 <sup>th</sup>              |                   |                                             |
| October 24 <sup>th</sup>                 | Saturday          | Midland Gala, Luffenham                     |
| October 31 <sup>st</sup>                 | Saturday          | Buckminster Gala, Buckminster               |
| or November 1 <sup>st</sup>              | Sunday            |                                             |
| or November 7 <sup>th</sup>              | Saturday          | Buckminster Gala, Buckminster               |
| or November 8 <sup>th</sup>              | Sunday            |                                             |

**Please check before travelling to any of these events.**

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

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

[www.SAM1066.org](http://www.SAM1066.org)

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

[www.freeflightuk.org](http://www.freeflightuk.org) or [www.BMFA.org](http://www.BMFA.org)

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

[www.SAM35.org](http://www.SAM35.org)

Events are open to all BMFA Members  
Buckminster events require payment of Centre flying fees

## What's on in 2026

- 3 May Bangor Indoor Flying from 17:00 to 20:00 predominantly free flight models. Radio models have to be slow-flyers to fly safely in the 25x22x10m hall. Brailsford Centre, Bangor, Gwynedd, LL57 2EH. Coffee machine onsite. Entry £20  
Contact Martin Pike: martin.pike.xray@btinternet.com 07831 141418
- 4-5 May Sam35 Power Strugglers Buckminster contact Andy Brough 07472079777 acbrough@hotmail.com
- 17 May PSS Fly-in at the Hole of Horcum, North Yorkshire, YO18 7NR A fun day for all R/C model PSS gliders BMFA membership required. £5 for non members Location What3Words – snowmen.ordinary.caps  
Lat – 54.332235 Lon – -0.690234 Walk to slope by 10:00am Michael Kitchen, 01347 810685 Due to local MOD restrictions, please contact beforehand for details
- 23-25 May The May Welsh Scale/Fun-fly event. Indoor and Outdoor flying. Outdoor sites and a large sports hall (25x22x10m Bangor, North Wales. Early applications welcome. Contact Martin Pike: martin.pike.xray@btinternet.com
- 30-31 May Modelair Mayfly at Buckminster. CL Champ, Phantom, Stunt racing (both classes) and Voetsak Tribute on the Saturday and Elite Tribute on the Sunday Contact Brian Lever: blever@btinternet.com. On both days FF early morning until 10.30am, then RC from 10.30 to 16.30, then FF from 16.30 into the evening. Contact James Gordon for details jamesrg@hotmail.com
- 1-2 June Sam35 Power Strugglers Buckminster. Modern Vintage Models demo. contact Andy Brough 07472079777 acbrough@hotmail.com
- 12-14 June Sam35 Retro Fest Buckminster Swap meet on Sunday (Monday available to Sam35 members) Contact Doug Hunt 07899938556 dfhsam35@gmail.com
- 13 Jun Stunt Racing (both classes), KK Phantom 75 & KK Champ Racing run by PMFC with the Sam35 run Voetsak Tribute racing at Sam35 Retro Fest Bucky. Brian Lever blever@btinternet.com
- 14 Jun FF 36" HI-START, RUBBER RATIO, SMALL FF and CAT/HLG run by PMFC at Sam35 Retro Fest  
Contact Chris Grant 01162510716 freeflight@peterboroughmfc.org
- 14 Jun Elite Voetsak Tribute racing class run by PMFC at the Sam35 Retro Fest Bucky. Brian Lever: blever@btinternet.com
- 14 June Mick Taylor Shield CL Aerobatics at the Sam35 Retro Fest Buckminster Event 2 of 3 contact Chris Maggs: maggs2@gmail.com Mobile 07824828599
- 15 June Sam35 Power Strugglers Buckminster post retro fest. contact Andy Brough 07472079777 acbrough@hotmail.com
- 19 July Cocklebarrow Vintage RC Rally .Aldsworth Glos. B4425 between Cirencester / Burford and off the A40 between Northleach and Burford What Three Words " positives arrival calculate " Contact- Peter Marsh 07831 193091 pjtw@msn.com or Paul Howey 07405 164040 G4BBP@aol.com
- 27-28 July Sam35 Power Strugglers Buckminster Kiel Kraft Theme. contact Andy Brough: 07472079777 acbrough@hotmail.com
- 16 Aug Cocklebarrow Vintage RC Rally .Aldsworth Glos. B4425 between Cirencester / Burford and off the A40 between Northleach and Burford What Three Words " positives arrival calculate " Contact- Peter Marsh 07831 193091 pjtw@msn.com or Paul Howey 07405 164040 G4BBP@aol.com
- 17-18 Aug Sam35 Power Strugglers Buckminster. Vic Smeed Theme. contact Andy Brough 07472079777 acbrough@hotmail.com
- 30 Aug The Bowden Trophy Event will once again be run at this years FF Nats at Sculthorpe in conjunction with the Stan Horne Shield by the Peterborough MFC. Contact Andy Green 07853 557085 chairman@peterboroughmfc.org
- 7-8 Sept Sam35 Power Strugglers Buckminster. contact Andy Brough 07472079777 acbrough@hotmail.com
- 19 Sept Peterborough 'Flying Aces', Ferry Meadows, Nene Park, Peterborough PE2 5UU. Silent FF scale (incl Maesfield, Open and FF3), duration, electric, hi-start glider (incl Scale), Guillows Models 100th anniversary event etc. with Special Junior Competition. <https://www.peterboroughmfc.org>  
Contact Andy Green: 07853 557085 chairman@peterboroughmfc.org

Please email details of your event and  
your contact details for inclusion in  
"Whats On" to Andy Green at  
[sam35events@gmail.com](mailto:sam35events@gmail.com)





In this edition Andy Brough updates us on the 2026 programme of SAM35 events at Buckminster, including the Bucky Power Struggler meetings. There are to be a number of themed BPS meetings, including one for David Boddington designs. Looking forward to that, Andrew Boddington has penned an excellent piece remembering his dad's Galloping Ghost sports aerobatic models. Finally, I give an update on the RC competition programme for the year.

### The SAM35 Buckminster events 2026

|           |          |                                               |
|-----------|----------|-----------------------------------------------|
| April     | 11&12    | Spring Gala and Swapmeet                      |
|           | 13&14    | Power Strugglers                              |
| May       | 4&5      | Power Strugglers - Boddo theme on Monday only |
| June      | 1&2      | Power Strugglers - Modern Vintage Models demo |
|           | 12,13&14 | RetroFest and Swapmeet                        |
|           | 15       | Power Strugglers                              |
| July      | 27&28    | Power Strugglers - Keil Kraft theme           |
| August    | 17&18    | Power Strugglers - Vic Smeed theme            |
| September | 7&8      | Power Strugglers                              |
|           | 28&29    | Power Strugglers - APS plans theme            |
| October   | 10&11    | Autumn Gala and Swapmeet                      |
|           | 12&13    | Power Strugglers                              |

Note that the June 1&2 BPS meeting directly follows the May 30/31 Modelair Mayfly event.

There is going to be a lot of SAM35 flying at Bucky in 2026, with 24 listed flying days and even more evenings.

Last year we had a successful DB Tyro themed Power Strugglers meeting thanks to Andrew Boddington. We intend to repeat this but with a wider remit to include all Boddo designs. Also, I had it in mind to have a KK designs theme, for which I have a Trophy engraved by Eddie himself. Another theme that came to mind is Vic Smeed designs. This could also include the actual models that Vic himself made, which are in the care of some of us. Charlie Jefferies and I have distributed a number of them. They can be gathered together for a group fly and photo session to honour him. A suitable trophy can be made, I'm sure. Andy Sephton has suggested an APS plans theme, which gives great scope from Model Aircraft, Aeromodeller and RCM&E magazines. Lastly, at the recent LMA

### Useful Websites

|                                    |   |                                                                                |
|------------------------------------|---|--------------------------------------------------------------------------------|
| SAM 1066                           | - | <a href="http://www.sam1066.org">www.sam1066.org</a>                           |
| Mike Woodhouse                     | - | <a href="http://www.freeflightsupplies.co.uk">www.freeflightsupplies.co.uk</a> |
| BMFA                               | - | <a href="http://www.bmfa.org">www.bmfa.org</a>                                 |
| SAM 35                             | - | <a href="http://www.sam35.org">www.sam35.org</a>                               |
| National Free Flight society (USA) | - | <a href="http://www.freeflight.org">www.freeflight.org</a>                     |
| Ray Alban                          | - | <a href="http://www.vintagemodelairplane.com">www.vintagemodelairplane.com</a> |
| Belair Kit's                       | - | <a href="http://www.belairkit's.com">www.belairkit's.com</a>                   |
| Wessex Aeromodellers               | - | <a href="http://www.wessexaml.co.uk">www.wessexaml.co.uk</a>                   |
| US SAM website                     | - | <a href="http://www.antiquemodeler.org">www.antiquemodeler.org</a>             |
| Peterborough MFC                   | - | <a href="http://www.peterboroughmfc.org">www.peterboroughmfc.org</a>           |
| Outerzone -free plans              | - | <a href="http://www.outerzone.co.uk">www.outerzone.co.uk</a>                   |
| Model Flying New Zealand           | - | <a href="http://www.modelflyingnz.org">www.modelflyingnz.org</a>               |
| Raynes Park MAC                    | - | <a href="http://www.raynesparkmac.c1.biz">www.raynesparkmac.c1.biz</a>         |
| Sweden, PatrikGertsson             | - | <a href="http://www.modellvänner.se">www.modellvänner.se</a>                   |
| Magazine downloads                 | - | <a href="http://www.rclibrary.co.uk">www.rclibrary.co.uk</a>                   |
| South Bristol MAC                  | - | <a href="http://www.southbristolmac.co.uk">www.southbristolmac.co.uk</a>       |
| Vintage Model Co.                  | - | <a href="http://www.vintagemodelcompany.com">www.vintagemodelcompany.com</a>   |

control/left click to go to sites

### Are You Getting Yours?

- Membership secretary

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

P.S.

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

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

Your editor

*John Andrews*