NEWClarion

SAM 1066 Newsletter

Society of Antique Modellers Chapter 1066

Issue nc022026

February 2026

Affiliated to SAM 1066 Website:

Club No. 2548

www.sam1066.org

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

Tel: 01788 562632
Mobile 07929263602
e-mail
johnhandrews33@outlook.com

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

Editorial

Here we are again, another really bumper issue. My plea for articles stirred a few of you to write, I thank you all. Allied to the extra articles there are a couple of indoor competition results tables which take up quite a few pages hence the size of the February New Clarion. Once again well over my 50 page target.

What have we got?

- We kick-off this issue with Nick Peppiatt's report on the 'Trinity Indoor Meeting' where the KK Elf was the competition choice for the evening. There were 22 entrants, a minor miracle, significant to note Nick was absent from the results table,
- Aeromodeller 'Heard at the Hangar Doors' Feb.1956 had more detail of Gadget Gibbs C/L speed record and its subsequent failure to be ratified as a Czech modeller had also submitted a claim. Gadget's flight still stands as a British record. Lord Brabazon is reported to support model aircraft in low speed flight research.
- More from myself from the Clarion of 2004.
- Roger Newman, from North Wales, has a look at the E20 proposed rule changes and poses a few questions. He also found a few vintage aircraft adds which caused him to suggest an E36 vintage class could be floated. The law and drone regulations also featured in his epistle for Feb.
- A vintage pic of our deceased founder chairman was found by Tony Shepherd, John was an expert Power flier, representing Ireland at several world championships.
- Just for interest, results from 2025 Indoor Nationals.
- Pylonius in 1957 MA has a dig at scale models then on model recovery from a variety of aspects.
- I've been surfing the internet for a few titbits on advertising airships. There seems to be a wider use than I anticipated.
- Roy Vaughn, responding to my plea for articles, has penned an article on one of his historic model recoveries.
- Here and There in the 1951 Model Aircraft reports on the possibility of changing the Wakefield model to engine power. It also highlights the modelling support for the Festival of Britain.
- Tony shepherd reports on his last fling in 2025.
- I have pinched a couple of bits from 'The Vintage Model Co's newsletter. One a very nice 'Cessna Bird Dog' build by one Peter Leach and an outing into the snow with his Gypsy by our own Martin Pike.
- Gavin Manion reports on the 2025 Southern Coupe league with results and outlines his programme for 2026 league.
- Paul Lovejoy weighs in with a discourse on the use of his repaired CO2 motors outlined in his last offering. Retro fits to existing models and proposed new builds.
- Martin Pike reports in detail of his excursion to the Indoor Meeting in the Netherlands together with full results.
- Luke Pritchard reports, it's not all fun and games on Salisbury Plain.
- Our secretary's minutes of the 2025 AGM followed with his Notes for Jan.2026.
- We have the usual Rogers three plans for the month.
- Last but my no means least we list future events and the 2026 competition programme as it stands at the moment.

Editor

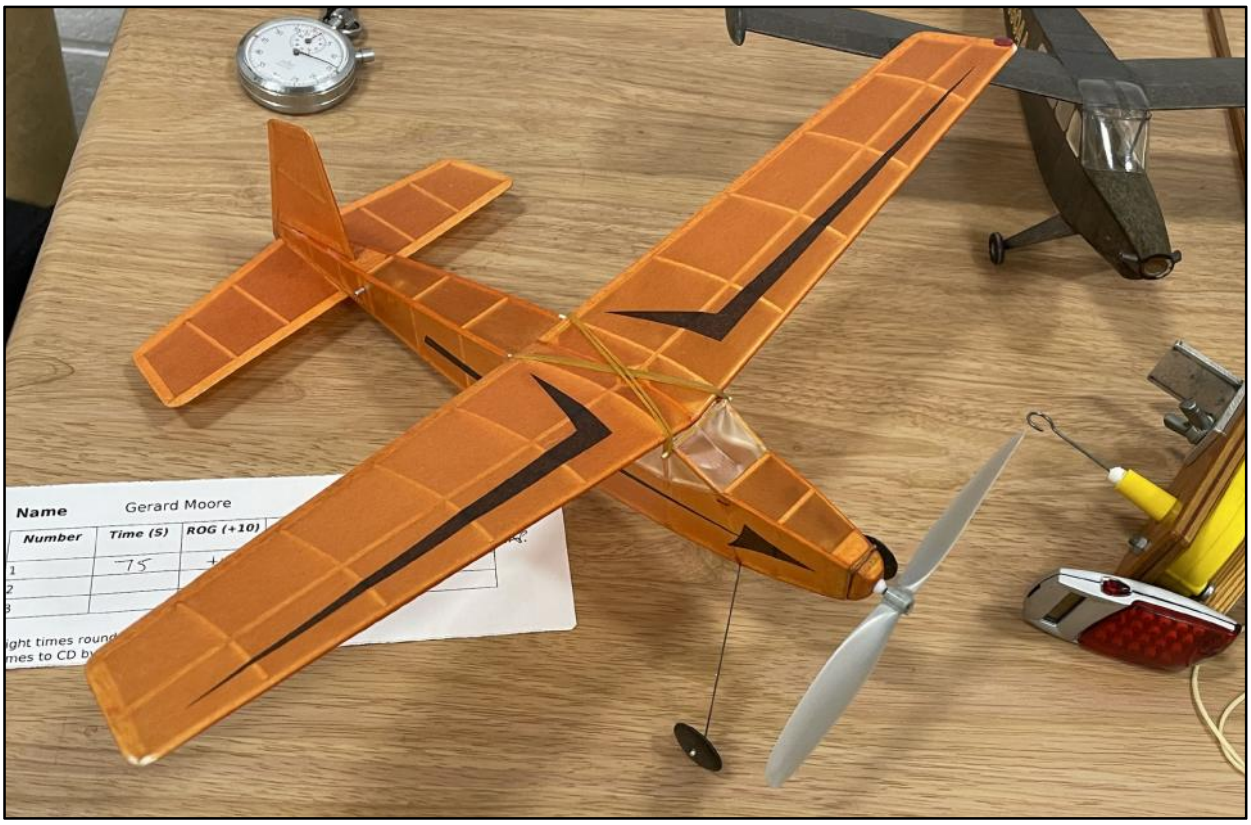
Indoor isn't for Everyone 95 - Nick Peppiatt

Trinity Indoor Meeting, 13th December 2025

This was time for the annual KeilKraft Elf competition, which attracted a remarkable twenty two entries, of which seventeen recorded times. It must be rare for a free-flight competition these days to have this number of participants. A three flight total was required, with a 10sec bonus for ROG and 5sec for a clean wheeled landing.

Trinity Elf Flyers December 2025

Back row, standing, from left: Colin Sharman, John Winfield, Bob Lee, Richard Preston, Dave Monk, Peter Brown, Ray Goodenough, Tony Calvert, Steve Edwards, Harry Brown, Lurk.
Front row, kneeling, from left: Dave King, Alan Trinder, Mick Langford, Paul Masterman, Gerard Moore, Mike Stuart, Steve Haines, Chris Brainwood.
Conspicuous by their absence from the line-up: Colin Hutchinson and John Whatmore.



Gerard Moore's fine flying KK Elf

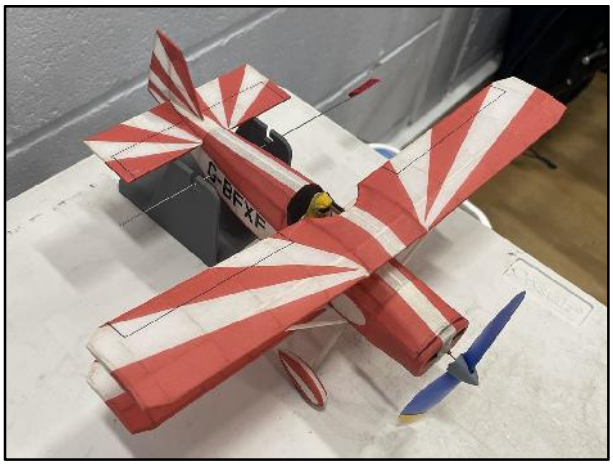
I had the pleasure of timekeeping Gerard Moore's very well trimmed machine above. This weighs 9.3g (I suspect far lighter than would be achieved using original KK kit wood!) and is powered by a loop of 0.073" rubber. He was cranking in some 2,000 turns, and achieved flights of 75secs, 67secs and 71secs before the bonuses were applied. In the second flight the model struck a ceiling girder, but it recovered well and continued circling in the confines of the hall for a good landing.

KeilKraft Elf competition results, December 2025						
Name	**Total (including bonuses) (s)**	**Position**		**Name**	**Total (including bonuses)**	**Position**
Gerard Moore	258	1		Bob Lee	135	10
Steve Haines	217	2		Harry Brown	118	11
John Whatmore	198	3		Mick Langford	117	12
Tony Calvert	189	4		Colin Hutchinson	116	13
Mike Stuart	176	5		Paul Masterman	97	14
Chris Brainwood	166	6		Dave Monk	86	15
Peter Brown	165	7		Colin Sharman	60	16
Alan Trinder	142	8		Richard Preston	53	17
Lurk	137	9				

Elf flying was, of course, not the only action taking place. The following photos give an indication of some of the other happenings

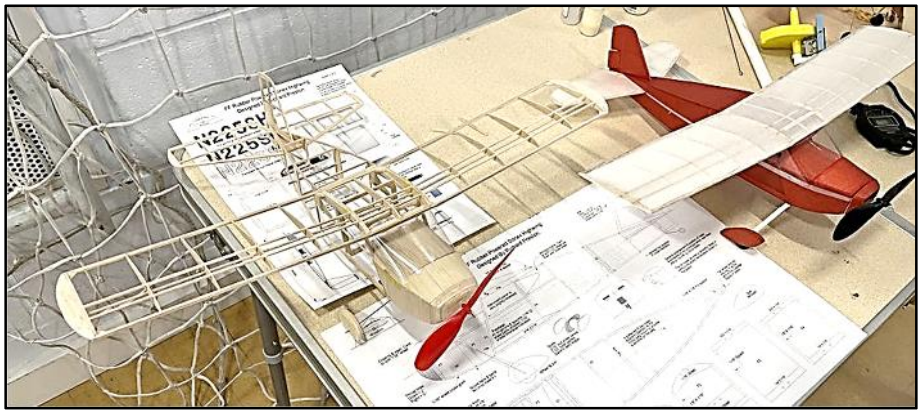
John Foster winding his Zephyr canard designed by Randy Wrisley (Model Builder, March 1979) Made from a kit found in the late John Hook's stock.

Peter Smart failed to avoid some netting whilst flying his RC Twin Otter (see IIFE 92, NC November 2025). This is the result of the retrieval!

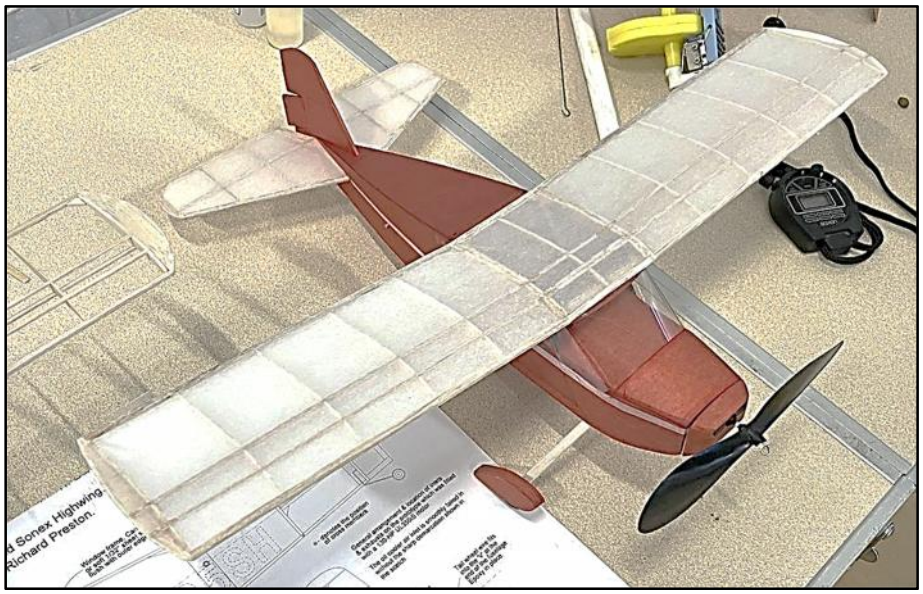


Peter Brown's very neat
Andreason BA-4B from the Peck kit plan.
A Walt Mooney design.

Mike Stuart's beautifully finished
Pistachio Folkerts
SK-3 'Pride of Lemont'.



Richard Preston (covered model) and John Whatmore (bare bones)
are developing a rubber powered model plan of the new
Sonex Highwing home built design for publication.



SEBMFA (Crawley Indoor) Free Flight Indoor Meeting 2026

Don't forget that this annual meeting is taking place at the Triangle Centre, Burgess Hill on Sunday 22nd February from 10am to 5:45pm. For further details please go to https://crawley.bmfa.org .

Nick Peppiatt

Heard at the HANGAR DOORS

"Gadget" Gibbs and Fred Carter at the pylon, inset is the "Nipper" powered record breaker

Record Round-up

We recently had the pleasure of witnessing probably the most correctly conducted speed record attempt in this country, when Ray (Gadget) Gibbs of the East London Speed club set up a speed of 123·5 m.p.h. (198·8 k/hr.) in the 2·5 c.c. class at Heston Airport on the 4th December.

Unfortunately, hopes of submitting this as an International Record were dashed when an F.A.I. Circular received the day following gave the Class I record to J. Koci of Czechoslovakia for a flight of 203·5 k/hr., made on the 11th September, 1955. For international recognition, claims must exceed the existing record by at least 5 k/hr., so it is only possible to credit Gibbs with the British record. Discussion at the S.M.A.E. Council level elicited the fact that for *record* purposes only, there is no limitation on line thickness etc., so future attempts on International Records will have certain handicaps eliminated.

We have considerable doubts on the advisability of such freedom, for it has apparently been overlooked that under such "free" conditions the vital factor of safety is discounted, and for our part we deplore any International regulation that does not take this important factor into account. However, if overseas fliers may set up records in this manner, the British modeller must operate under the same freedom, so it appears that we are in for a spate of "anything goes".

On the 18th December, Gadget had a further go at the record, this time using thin lines, and pushed the speed up to 129·3 m.p.h., equivalant to 208 k/hr. It is anticipated that a claim will be lodged with the F.A.I. for recognition, for the F.A.I. rules state that a speed shall be recorded as the next whole kilometer *below* that achieved, and therefore (technically) Koci's record should have been ratified as 203 and not 203·5 k/hr.

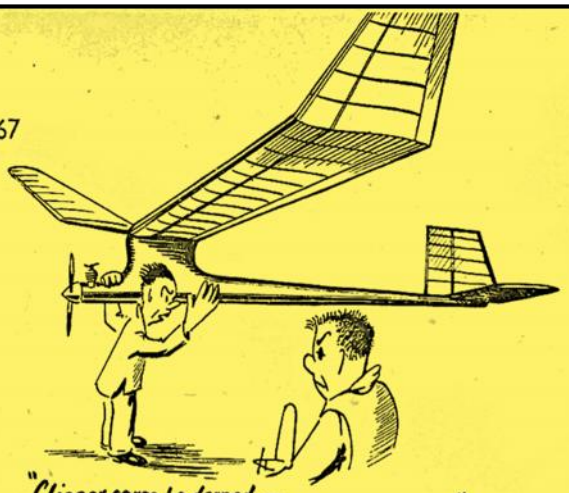
Supersonic Modeller

When we visited the R.A.F. Model Flying Championships at Horsham St. Faith last summer, main topic of conversation in the mess was the absent Fighter Command power flier who was "in dock" following a high speed bale out. As it turned out this rather understated the case as F/O H. Molland of Wattisham flying a Hunter in a high speed dive over the East Anglian Coast, did in fact bale out at a speed of between 710 m.p.h. and 765 m.p.h. when the controls failed. In doing so he sustained a broken arm, two black eyes, and a fractured pelvis. His crash helmet, gloves, wrist watch, and one shoe were all blown off during ejection, and although in baling out he became the second man to do so above the speed of sound we imagine he would have preferred to have kept off this particular honours list.

We talked to F/O Molland who is still convalescing, and it seems he is an aeromodeller of some seven years standing, flying gliders, sport, power models, and scale models. The latter class of model is his particular interest and we bet that right now he finds them a nice quiet peaceful change after Hunters!

"No. 1" Reminisces

In a fascinating speech at the 1955 S.M.A.E. Annual Dinner and Dance where he was the guest of honour, Lord Brabazon of Tara suggested that aeromodellers could do much useful and practical work at the lower end of the air speed range. He pointed out that little research had been done in this direction and that knowledge of really low speed flight, particularly with full scale machines, was scant indeed, and that models were ideal for this type of investigation. Reminiscing, Britain's pioneer aviator acknowledged the invaluable work the S.M.A.E. had performed during the 46 years it had been in existence, and stated that it was now an accepted part of the aviation world. He emphasised that since the very beginnings of aviation the model had preceded the full size aircraft and quoted with surprising accuracy details of Langley's famous flying machine of 1896, which took the air seven years before the Wright brothers. Continuing the theme of low speed flight, he recounted how in 1909 he covered a distance of 18 miles in a Short-built Wright Biplane at an



average speed of 32 m.p.h. with a wing loading of less than 16 ounces per square foot, which is about the same as the average radio control model of the present day, and as Lord Brabazon remarked, contrasts greatly with current full size loadings of 100 pounds per square foot and upwards.

On the subject of his own aeromodelling career Lord Brabazon mentioned how he and "Charlie" Rolls inveigled themselves into the Albert Hall through "connections" on the maintenance staff, and how they tested model gliders in the spacious surroundings of this famous building. We wonder how many readers remember pre-war Indoor Meetings in the Albert Hall where Bob Copland set up his famous record of 18 minutes 52 seconds, which stood right up until August, 1954.

Henry Nicholls replied at length on behalf of the Society and emphasised how much the aeromodellers of this country appreciated the real interest Lord Brabazon showed, and went on to say what a pity it was that the full size aviation industry did not share the same enthusiasm. Drawing attention to the serious shortage of technicians within the industry at the present time Henry pointed out that they neglected a very lucrative field of labour recruitment by not supporting the aeromodelling movement.

After the speeches, Lord Brabazon presented some 42 trophies to national contest winners, and although this is a formidable task we do deprecate the bad mannered few who left in the direction of the bar whilst the prizegiving was in progress. Possibly some better solution to this somewhat lengthy process can be found for future S.M.A.E. Dinners, but on an occasion such as this there is no excuse for plain bad manners.

Dancing and general festivity continued until midnight and general opinion has it that this S.M.A.E. Annual Dinner and Dance was one of the most successful yet held.

Loading the power

The storm of comment on doubling the power loading factor in International contests, amounting to 14·12 ounces per c.c. engine capacity, has promoted considerable speculation as to the type of model likely to make the most of the heavyweight ruling to be applied in 1957. One point which comes to mind immediately is that by altering the power loading, without adjustment of the wing loading, modellers will be able to retain the same weight per square foot at the expense of adding more area. Thus the F.A.I. defeats its original purpose in calling for 2·5 c.c. as the maximum capacity for a *convenient* size of model. But will modellers jump to a 900 sq. ins. wing for this capacity? We doubt it. Few finalists work to marginal figures, and most of the successful models are loaded to 4½ oz./sq. ft. On that basis alone, we can visualise the current 400 sq. in. wing growing to 700 sq. in. for 2·5 c.c. How will it fly? We have previous examples which approach the proposed rule change, in the 2·5 c.c. International PAAload class, the winner of which (at the U.S. Nationals in 1955) had a wing area of only 530 sq. in. for a total weight of 35 ounces. His 5-flight total was 13:18, or 1 minute 42 secs. below the absolute maximum score showing that although the weather might have been favourable, the higher-than-average wing loading had only a moderate effect, when spread over five flights.

If 2·5 c.c. engines can take care of 35 ounces, how does the extra power loading affect other capacities? The 1·5 c.c. engines have, in the past, stood a fighting chance of a win and three of the four British power teams selected to date have included a 1·5 c.c. representative. But now that this capacity has to carry 21 ounces, opinion may change.

For the small engines, we can discount 1 c.c., for the weight of 14·12 ounces minimum is higher than that of the average sport model for this size. The ·8 c.c. and "point-fives" *could* offer a different story. These are the capacities least affected by the change, for the wing loading has always been against them for F.A.I. use in the past, and now that they are obliged to be heavier, it is possible to build a model down to both minimum loading factors, and still have a presentable size of design.

The popularity of the "Half-A" (·8 c.c.) free-flight contest in the U.S.A. indicates the possibilities of these almost "Wakefield" size power models, but we should not lose sight of the fact that the American approach is to employ a surface loading of only 2 ounces per sq. ft. On the other hand the ·8 c.c. glow engines seem to have but little difficulty in lifting a total of 50 ounces in Clipper Cargo, so a mere 11 oz. should be nothing for a fast Merlin or Piccolo to handle,—in theory!

For a time there will be diverse opinion as to which is the better avenue to explore; either a larger 2·5 c.c. model with the most powerful diesel obtainable, or a minimum wing loading ·5 or ·8 c.c. design. Both are relatively unknown factors, and until example designs have been built and fully tested, we would hesitate to commit ourselves, except to say how much better it would have been to let the modellers have their say before such drastic changes are made.

The following table indicates approximate weights and sizes to provide a minimum area loading and minimum power loading. Figures in brackets show the current vogue for 1·5 and 2·5 c.c.

Capacity	Weight	Wing Area	Tailplane Area
.5 c.c.	8 ounces	206 sq. in.	84 sq. in.
.8 c.c.	11 ounces	288 sq. in,	108 sq. in.
1.0 c.c.	14 ounces	350 sq. in.	150 sq. in.
1.5 c.c.	(10½) 21 ounces	(275) 550 sq. in.	(110) 220 sq. in.
2.5 c.c.	(17½) 35 ounces	(400) 900 sq. in.	(160) 360 sq. in.

Clarion Past - 2004 - John Andrews

John Andrews – Tomboy Postal – Wallop

I went to Barkston on Sunday March 28th, the Midland Area venue for the BMFA Second Area event, taking with me my old flying buddy Ian Lomas. This was the first free-flight meeting Ian had been to for about 40 years. The weather forecast was quite good, but Barkston always seems to disagree with the forecasters whenever I go there. This meeting was no exception, a steady breeze keeping your hands in your pockets and all the clothes you had with you on your back. The event was for Open Glider, F1B and F1J/1/2A power models. Having none of these types, it was an open rubber trimming day for me, but I did take along my Tomboy intending to register a flight for the postal event.

I had a few flights with my new 36/4 I mentioned last month and packed off the stall that ruined my attempts in the Gammage. I also had a few check flights with my old 36/3 and a little upthrust gave me a better cruise climb. Everything was going well, then I put my bigger open job O-2 together, that's when things started to fall apart.

O-2 is one of those models that has always been in the wars, it is no stranger to hanger rash and is covered in tissue of all shades of fade. At the first area do, I had got it out to make my third flight in the Gammage, just by way of a trimming exercise and I was using my lightweight trimming stooge comprising a cheap camera tripod and single restraining chord. The wind blew the stooge over with the model on it and, where had I parked my bike? Right alongside, two piece wing yet again and a few holes here and there.

Back to trimming, I wound quite a few turns onto O-2 as I was not expecting any great changes, even though the repair had been substantial. With hindsight the wash-in on the R/H wing must have been significantly less than originally as, on launch, O-2 did not climb away. It went up from the launch but then flew flat round the corner downwind and pancaked down on the runway, shedding the prop blades as it slithered along with the rubber motor rattling away in the fuselage as the turns spun off. On the plus side it gave me the opportunity to demonstrate the powers of Cyno to Ian as I stuck the bits of the prop blades together again in no time flat. A few cement tissue repairs later and O-2 was launched again with some packing under the T/E of the tailplane. John Boy had blown it again, the model went a little higher and a little further, with a pancake landing on the grass this time. No damage, more packing and a few flights later O-2 was back on song.

It was mid-afternoon when my demonstration to Ian, of my current prowess at rubber model flying concluded. He must have thought 40 years or so doesn't change much.

The wind seemed to have eased a little, so I prepared the Tomboy for a flight to get something on record in the Postal event. After a quick check flight, I fired up the Mills 75 and, with the D/T set at about three minutes, Tomboy was up and away. We both watched through binoculars and after about three and a half minutes or so Tomboy passed behind some bushes on the edge of the field and was clocked off. Job done, on my bike.

Author and damaged Tomboy from Barkston Postal Flight

I puffed my way across the airfield to the far side and located the bush/tree the model had passed behind, it was on the other side of the main road. Behind was an industrial estate and there was no sign of the model in the small, grassed area immediately over the hedge, so I walked up the road to the entrance and went inside. There was a wide shrub plantation between the road and the first warehouse and I trolled up and down that, but still no Tomboy. I was puzzled, I knew the model had flown in front of the building but apart from the plantation, the ground was plain grass. I moved to the end of the building to go around the back, in case I was mistaken, but when I was level with the side of the building I spotted the Tomboy in a stone filled drainage ditch along the front of the building. The model must have flown into the side of the warehouse and slid down into the ditch. The wing was in two pieces and the tailplane damaged, but not too bad overall.

We've just acquired a new computer especially for internet use and one of my first efforts at e-mail was attempting to send my Tomboy time to Nick Farley. The wife got onto the 1066 web site and we set about trying to enter my flight details on the entry form contained therein. We messed about for ages trying to extract the form into some other programme, so that we could write on it. Finally, when we thought we had done it, we e-mailed Nick. Next day Nick replies, thanks for the e-mail, sorry couldn't open the attachment. I seem to be as bad at computing as I am at flying. I gave up on the form and just e-mailed the flight time and details for record.

Tomboy repairs were soon underway to make ready for Wallop.

My next outing was to Wallop on the Saturday April 11th, I did not go down on the Friday as I had no gliders and to travel down over 100 miles from Rugby for three days on the trot is a bit wearing. I managed to set up near Peter Tomlinson, so I did not have far to go for a timekeeper. My only model for competition was my ageing Hep-cat, so I entered Mini-vintage, picked out a motor, nailed the aircraft together, buttonholed Peter for timing and wound for my fist comp flight. Usual story, indifferent climb, poor cruise, down well short of requirements, I just can't pick good air. I made a second flight and it looked much better but D/T'd early and investigation revealed the Tomy timer gearing was slipping. I mount the Tomy inside the fuselage with a couple of bars to keep the rubber away from it but this is the second failure in the Hep-cat, so an alternative mounting is required. On my new 36/4 the timer is mounted externally under the cabane as the fuselage is quite small in cross section, so I think this is the way for the Hep-cat. For the record, I did make a third flight with the Tomy wound as far as it would go but the flight still terminated with an early D/T.

I then switched to wandering spectator mode and first off a chat to George Fuller setting up his latest experimental power job. The model is unconventional, no pylon, 50% CG and long fuselage. I'm afraid I saw him stick it in later in the day, but I don't think that will be the end if it.

Next port of call was Dave Greaves and Andy Crisp playing with Wakefields if memory serves me correctly. Andy buttonholed me about my desire to put a Frog 249 in a Mallard, he convinced me that it would be too heavy for the CG position and probably too powerful for the construction. I have given the matter some thought and will bow to his experience and fit the Frog 149 that Ian gave me. It should be easily possible to convert the 149 to radial mount and would require no deviation from the standard Mallard plan. I could really do with an Elfin 1.8, that would be ideal.

George Fuller with experimental .19 powered model

Later in the day I decided on another Tomboy attempt and with Peter Tomlinson on the clock and a full fuel tank, the Tomboy was released to climb really high in the sky and after 7 minutes 16 seconds it was clocked off well out in the sticks. It came down fairly quickly in the end so it may have D/T'd as the Timer was set for about 7 minutes. I was off on my bike again to the edge of the field, then on foot across the road and about three fields out I got to the stand of trees I thought were the ones we had seen from the airfield. No Tomboy but several lovely deer scampering about.

Dave Greaves

Andy Crisp

Eventually I had to give up the search, as I had still got to pack up my kit back at base, to clear the airfield by 6 o'clock. It was already too late for me to get back on time. On the way back I came across David Beales looking for his 10 minute fly-off model. David had his compass binoculars and after a chat with him, I realised I had got well off line in my search by skirting fields to the left and losing sight of the airfield.

Back to the road, pick up the bike, struggle back across the airfield and eventually back to base, knackered. Thankfully I found David Baker had waited for my return and collected up my flight box, so I was soon packed up and on my way home but with heavy heart having put up a good Tomboy flight without recovery.

I was back again the next day, Sunday 12th April and, as I set up camp adjacent to Control, to my utter delight I saw my Tomboy in the back of the tent. David Beales had recovered my model the evening before and incidentally someone elses model but, sods law, not his own fly-off job. When I later e-mailed my time to Nick Farley he, by return, informed me that he was aware that I had had a good flight as he and Carol were out there in the sticks that same evening searching and had met David Beales with my Tomboy in his grasp. A really good start to the day for me.

The wind on the Sunday was in an awful direction for Wallop, straight down the peri-track by the camp site and was switching about through 30 degrees or so all the time. I was intending to fly my Gipsy in 8 oz Wakefield so I put out the stooge and had a quick test flight. The Gipsy looked OK and as I was returning to base I saw other models drifting off the airfield in another direction altogether. I decided to wait and let the drift stabilise.

I had a quiet walk down the flight line and came across Tony Overton pictured below. He had a picnic bench and table equipped with vice and a full tool kit and was busy fettling away at an engine. I could not resist taking the photo. During the course of conversation, it transpired that, on packing the car to come to the meeting, he realised he had not done some work on the engine, so he did no more than throw his workbench into the car and was setting about rework on the field.

Tony's Wallop Workshop. If you want to do the job properly, you need all the kit.

I mentioned that I wrote in the CLARION and he said he recognised me (I do have my name in big letters on my hat) and, that he reads my articles. I always wonder what people think of my efforts and, when queried, he remarked "You write it like it is". I found this observation quite rewarding.

After a short while, the Power Control people decided to move right around the field to the opposite side by the spinney and it was rumoured that Rubber Control would follow. I was intending to fly my STOMPER in power so I up anchored and moved round with the power people to the opposite side. The wind direction was no better over that side in reality, but at least the models were going off the airfield into open friendly territory.

I had a quick test flight with the GIPSY to check the drift direction and the wind shifted as I launched. I was lucky not to wreck it, as I let it go left of the wind and the model reared up into a monumental stall but just pulled out flat at the bottom.

Whilst I waited for the arrival of Rubber Control, I visited John Hook's stall to acquire a few more Tomy mechanisms. I was parked next to Spencer Willis and having overheard my remarks about needing more timers, he appeared at my elbow with a carrier bag full of made-up timers. Spencer was knocking these out at £4 each and I finished up buying a couple for myself and later on, pointed another modeller at him. Spencer's timers are a good buy and I'm in the throws of fitting one into a makeshift glider I'm slapping together to use up another spare wing and tail.

After a while, word came round that Rubber Control was staying back at the campsite so I packed away the rubber kit and assembled the STOMPER. First off, the D/T timer was seized up and it took quite a while to take it out of the airplane, run some diesel fuel through it, and free it up. Then check flights revealed muck galore in the fuel line and I could not get two engine runs alike. By the time I finished fiddling about, I did not have time to get three power flights in anyway. That was me finished, no comp flights at all. I packed up, went back to the other side of the field and, after watching Pete Ashmore make a Tomboy flight, I headed home.

Pete Ashmore and his Tomboy

Since then I have had the tank off the STOMPER and the grot that I got out was unbelievable, it was as though the inside was rusting away.

Notes from North Wales - Roger Newman

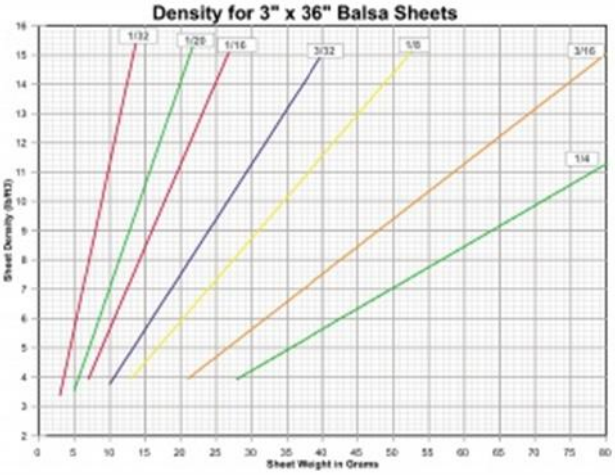
Occasional Notes from North Wales February 2026

Another bumper issue of our mag last month. It was interesting to read Ray's comments regard E20 & proposed rule changes, particularly after looking at the two graphs from Frank Perkins. Old age brings both opportunities & problems! In the case of E20 these could be performance v eye sight? A few tongue in cheek comments follow!

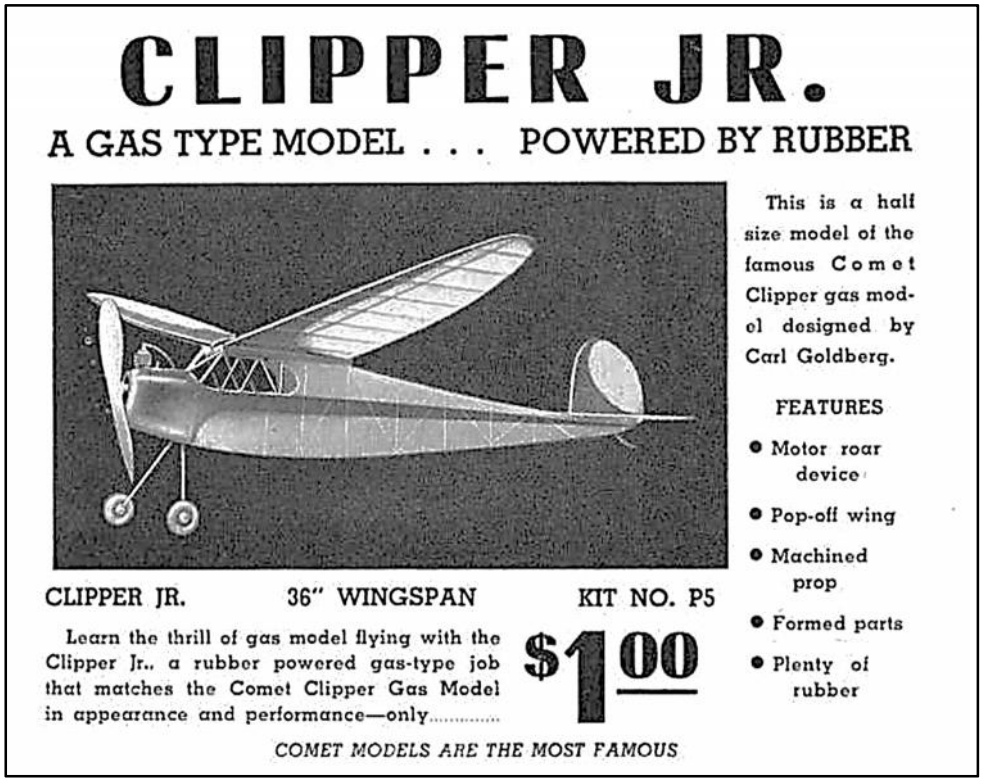
Consider the proposed reduction of a max to 90 secs - looking at the performance graphs, the notional average rate of climb looks to be about 15 ft / sec. This would indicate an approx altitude of about 225ft for the new given motor run of 15 secs. At the stated sink speed of 1.8 ft /sec, this approximates to a flight time of about 125 secs. No problem with this but I recall doing a chart of "how far will I walk" or distance v wind speed in the days of Middle Wallop. Found it & thinking about the great British weather in summer – maybe 7mph on a very good day, this would have resulted in around a 400yd walk for retrieval, maybe less for a tightly trimmed circular flight. Again no problem except – would us old timers be able to see where the model landed particularly if the terrain was a bit iffy? After all, E20 is a bit on the small side. Or would we have to fit yet more technology by way of a tracker bug? Anyone got any comments – rude or otherwise? I say that with hand on heart having spent quite a few hours at Beaulieu one summers day looking unsuccessfully for a chuck glider of some 16" span that had a rather less flight time, but still managed to vanish.

One thing leads to another. In this case a further punt round the web focussed on E20 found yet another interesting site namely,
"The Paul & Ralph Bradley Model Airplane Hangout" (web ref is www.parmodels.com) .
To quote from their "About" intro: *This site is intended to serve as a forum for the exchange of ideas with people who share an interest in model aircraft. Paul and Ralph are brothers who have shared a life-long interest in model aviation. We live and fly our models in the Muncie, Indiana (near the AMA National Flying Site) and Independence, Kentucky (just south of Cincinnati, Ohio) areas.*
This site offers some photos of our models along with some general reference material and downloadable plans.
The photos are grouped into general categories associated with flying model aircraft. To view the photos, just select the category of interest. Thumbnail's of each photo are contained in the individual category folders. To see a larger version of any one photo, just click on the picture of interest.
As is the case with most web pages of this type, they are often revised so if you find anything of interest, stop by from time to time.

Well worth a visit to this website, here is just one of their snippets of info – could easily be dated back to the days of Aeromodeller monographs!

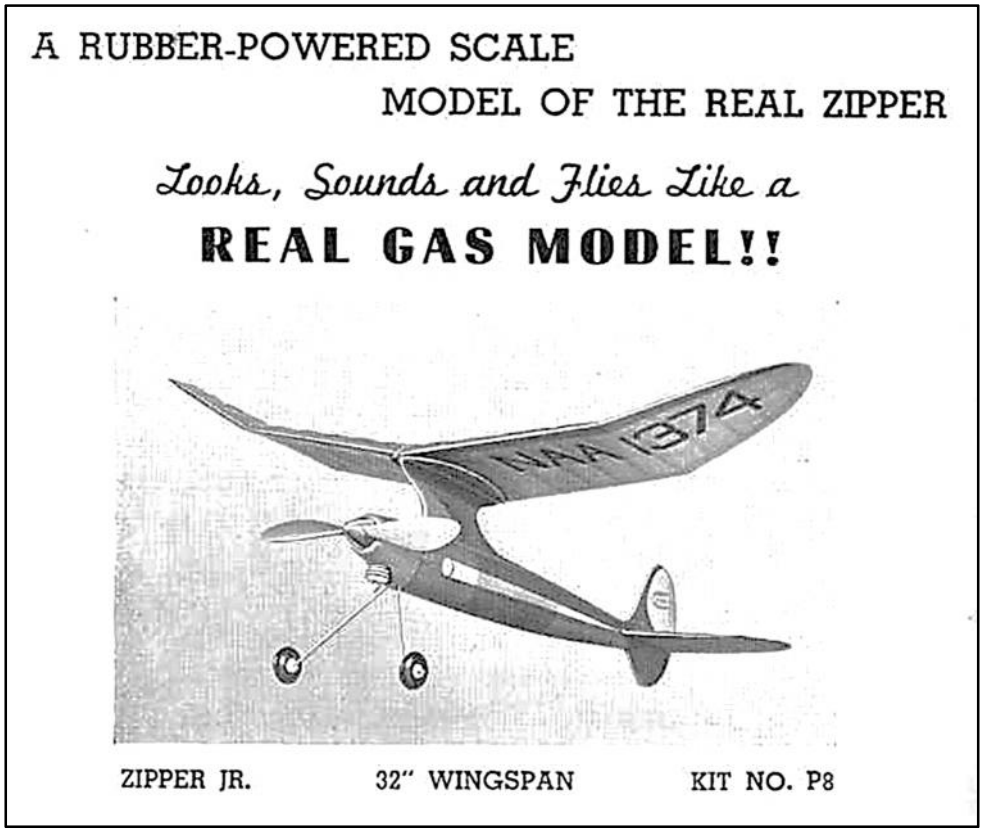


Another section of the same site has several Comet catalogues for download. The 1941 edition was duly acquired. Within it, there was an ad for the Comet Clipper Junior, a scaled down version of the original Comet Clipper, as a rubber powered 36" pseudo power model.



However, why not make an electric version. Even more way out , why not an E36 vintage electric class? It reminded me that lurking downstairs in the cellar somewhere is my really old electric powered Lanzo Baby Burd, which was a fine flier on half power setting – never had the courage to wind up to the full power setting, timer operated motor ramp up/down, run & flight duration for DT.

Same context, same catalogue there is a rubber powered Zipper Jr – another conversion candidate.

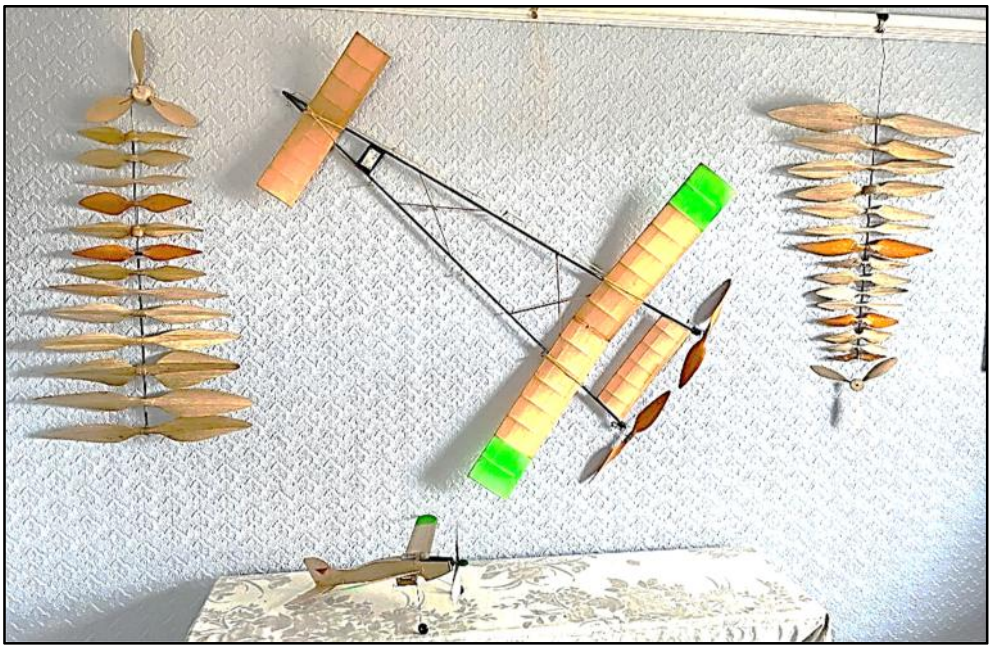


BMK do a variety of suitable E36 (& E20) modern electronic bits. (www.bmks.co.uk)

What else? Well, the CAA issued a press release in late Dec, subsequently picked up & published on the BBC News website, regarding the latest new rule change that affects model fliers.

From 1 January, those intending to fly drones or model aircraft weighing 100g or more outside must complete a Civil Aviation Authority (CCA) online theory test to get a Flyer ID - something previously only needed for heavier (250g) drones.
CAA spokesperson Jonathan Nicholson said with drones becoming a "common Christmas present" it was important people knew how to comply with the law. "With the new drone rules coming into force this week, all drone users must register, get a Flyer ID and follow the regulations," he said.
"We want people to enjoy their drones but it's vital that they have checked the new rules and know how and where to operate their drone safely before they fly."
The CAA's requirements are based on the weight or class of drones and model aircraft.
Where previously a Flyer ID was only required for devices weighing 250g or more, it will soon be required to fly a drone weighing 100g or more outdoors.
In addition to completing a theory test to obtain a five year Flyer ID licence, those who own a drone weighing 100g or more with a camera must also register with the CAA to get an Operator ID.
It says flying a drone or ***model aircraft*** *without necessary IDs is against the law, and punishable by fines or, in severe cases, with prison sentences.*
Its requirements also apply to children, but vary for different age groups.
Children under the age of 13 must obtain a Flyer ID and have a parent or guardian present when completing the free flyer theory test to get one.
Meanwhile those aged 12 or younger must be supervised by someone over 16 to fly drones, with parents also required to obtain an Operator ID.
From ***1 January 2026****, any drone or model aircraft between* ***100 g and 250 g with a camera*** *requires* ***both*** *IDs. The regulator believes up to half a million people in the UK may be impacted by its new requirements.* So maybe the CAA views this "policy" as a source of revenue above anything else?

The same spokesperson also wittered on about the introduction & use of RFID for drones & **all model aircraft** in the not too distant future, politely rebutted by the BMFA under the current umbrella of Article 16 (my underlining). Whether the CAA will heed this rebuttal or not remains to be seen, as clearly there is total disengagement between brain & mouth by said spokesperson when generating a press release regarding "all" model aircraft! For example – indoor rubber powered models, chuck gliders, control line models forgetting about outdoor free flight etc.
In the meantime, over the pond the Department of Homeland Security announced a new Office focused on the procurement and deployment of unmanned aircraft systems and counter-drone technologies, as the agency moves to finalise a $115 million investment aimed at securing major national events. According to DHS, the Program Executive Office for Unmanned Aircraft Systems and Counter-Unmanned Aircraft Systems will oversee efforts to address drone-related threats ahead of the 2026 FIFA World Cup and celebrations marking the 250th anniversary of American independence. DHS said the investment is intended to support security operations against malicious drone operations. Additional steps cited by the department include a request for proposals tied to a $1.5 billion counter-drone contract vehicle and recent grant funding administered by the Federal Emergency Management Agency. The magic money tree must still exist for some.
Finally, on a more positive note – when going south before Christmas to attend the funeral of John Hook, I took time out to visit Roy & Barb Tiller & John Taylor in Bournemouth which was most enjoyable. Roy had found a suitable position for his remaining memories of modelling days.



Roy's wall art. The model on the table is a Keil Kraft EzeeBilt Rapier – rubber or/and (?) Jetex power. His A-Frame takes pride of place. I think he told me that the A-Frame was a Burnham but I stand to be corrected. Much loved by the Bournemouth Club in days gone by.

Roger Newman

Blast from the Past - Tony Shepherd

Distant past: The one on the left is the late Thommo *(John Thompson our original Chairman).* I thought the model was his "Zimbabwe" but comparison with the sketch in the Zaic Yearbook suggests otherwise.

The one on the right is Al Wisher. He was the designer of the Wishbone glider. To quote from the build article in the May 1964 Aeromodeller "He wanted a model that would be quick and simple to build as he hated building! He is also a strong believer of the saying:

"if you can't cut it with a razor blade or bend it with a pair of pliers, don't use it".

Guess they're at Chobham

Tony Shepherd

2025 Indoor Nationals – Results - Tony Hebb

No Cal

Place	Name	BMFA Number	Model	Flight time 1	Flight time 2	Flight time 3	Flight time 4	Flight time 5	Flight time 6	Sum of best Two Flights
1	Beere Andy	229670	Fike	01:53	01:53	02:26	02:20	02:24	02:40	05:06
2	Thompson Peter	23053	Fike	02:22	02:21	02:31	02:31	02:19	00:00	05:02
3	Goodwin David	194118	Hinkal 100	02:11	01:56	01:47	01:34	00:00	00:00	04:07

35 cm

Place	Name	BMFA Number	Flight time 1	Flight time 2	Flight time 3	Flight time 4	Flight time 5	Flight time 6	Sum of best Two Flights
1	Fray Colin	230018	06:33	06:37	06:35	07:00	06:50	07:13	14:13
2	Goodwin Thomas	194117	07:00	06:20	06:50	07:02	00:00	00:00	14:02
3	Evans Meredith	111999	06:45	06:50	06:38	00:00	00:00	00:00	13:35
4	Sellwood Roy	53324	06:11	06:04	00:00	00:00	00:00	00:00	12:15
5	Pearce Ian	176661	06:12	06:00	00:00	00:00	00:00	00:00	12:12
6	Thompson Peter	23053	04:57	04:39	04:47	00:00	00:00	00:00	09:44
7	Goodwin David	194118	04:19	04:30	04:55	04:44	00:00	00:00	09:39

Catapult

Place	Name	BMFA Number	1	2	3	4	5	6	7	8	9	Sum of best Three
1	Adams Terry	82966	38.00	39.00	37.00	41.00	36.00	37.00	34.00	30.00	33.00	118.00
2	Benns Mark	72513	29.42	13.29	25.40	33.02	0.00	0.00	0.00	0.00	0.00	87.84
3	Goodwin David	194118	25.00	24.00	26.00	30.00	25.00	28.00	27.00	0.00	0.00	85.00

F1D

Place	Name	BMFA Number	Flight time 1	Flight time 2	Flight time 3	Flight time 4	Flight time 5	Flight time 6	Sum of best Two Flights
1	Benns Mark	72513	12:03	12:28	11:22	11:55	10:52	00:00	24:31
2	Linardic Vladimir	123456	12:17	12:05	11:46	11:56	11:51	12:02	24:22
3	Staartjes Hans	78657	12:13	12:03	11:03	11:49	11:50	00:00	24:16
4	Adams Terry	82966	10:47	11:00	11:15	11:26	11:25	00:00	22:51
5	Hebb Tony	35650	10:39	10:27	11:31	00:00	00:00	00:00	22:10
6	Roberts Dylan	212430	07:28	03:55	09:00	08:13	08:11	08:29	17:29

F1L

Place	Name	BMFA Number	Flight time 1	Flight time 2	Flight time 3	Flight time 4	Flight time 5	Flight time 6	Sum of best Two
1	Pearce Ian	176661	07:11	06:43	06:12	06:45	07:02	00:00	14:13
2	Goodwin Thomas	194117	05:16	05:27	05:50	00:00	00:00	00:00	11:17
3	Richards Derek	65309	04:31	04:55	05:11	05:22	00:00	00:00	10:33
4	Horton Robert	71305	04:41	03:36	04:18	05:10	04:52	05:07	10:17
5	Funnell Rob	55579	02:44	02:49	00:00	00:00	00:00	00:00	05:33

F1N

Place	Name	BMFA Number	1	2	3	4	5	6	7	8	9	Best Three
1	Benns Mark	72513	27.73	28.97	28.31	31.32	32.02	41.05	44.04	35.60	46.23	131.32
2	Goodwin David	194118	18.00	19.00	20.00	0.00	0.00	0.00	0.00	0.00	0.00	57.00

F1M

Place	Name	BMFA Number	Flight time 1	Flight time 2	Flight time 3	Flight time 4	Flight time 5	Flight time 6	Sum of best Two Flights
1	Evans Meredith	111999	05:39	05:51	05:38	05:24	06:07	06:06	12:13
2	Fray Colin	230018	05:19	05:31	05:42	05:52	05:42	02:18	11:34

Gyminnie Cricket

Place	Name	BMFA Number	Flight time 1	Flight time 2	Flight time 3	Flight time 4	Flight time 5	Flight time 6	Sum of best Two Flights
1	Bailey Bob	2479	05:04	04:35	04:29	04:50	05:13	00:00	10:17
2	Goodwin David	194118	04:32	04:32	04:34	04:56	04:57	05:13	10:10
3	Goodwin Thomas	194117	05:03	04:43	04:50	00:00	00:00	00:00	09:53
4	Sellwood Roy	53324	03:52	03:58	00:00	00:00	00:00	00:00	07:50
5	Pearce Ian	176661	03:44	03:53	00:00	00:00	00:00	00:00	07:37

F1R

Place	Name	BMFA Number	Flight time 1	Flight time 2	Flight time 3	Flight time 4	Flight time 5	Flight time 6	Sum of best Two Flights
1	Evans Meredith	111999	05:15	09:20	09:59	00:00	00:00	00:00	19:19

LRS

Place	Name	BMFA Number	Flight time 1	Flight time 2	Flight time 3	Flight time 4	Flight time 5	Flight time 6	Sum of best Two Flights
1	Goodwin Thomas	194117	05:57	05:55	00:00	00:00	00:00	00:00	11:52
2	Goodwin David	194118	04:45	04:49	04:38	04:38	00:00	00:00	09:34
3	Evans Meredith	111999	04:43	04:39	04:18	03:58	00:00	00:00	09:22

Legal Eagle

Place	Name	BMFA Number	Flight time 1	Flight time 2	Flight time 3	Flight time 4	Flight time 5	Flight time 6	Sum of best Two Flights
1	Adams Terry	82966	03:13	03:12	03:26	03:44	03:32	03:25	07:16
2	Evans Meredith	111999	03:23	03:21	00:00	00:00	00:00	00:00	06:44
3	Goodwin David	194118	03:04	02:39	02:35	02:59	00:00	00:00	06:03
4	Pearce Ian	176661	02:32	02:39	00:00	00:00	00:00	00:00	05:11
5	Goodwin Thomas	194117	02:05	02:05	00:00	00:00	00:00	00:00	04:10
6	Horton Robert	71305	00:43	00:47	01:07	00:59	01:14	00:00	02:21

LPP

Place	Name	BMFA Number	Flight time 1	Flight time 2	Flight time 3	Flight time 4	Flight time 5	Flight time 6	Sum of best Two Flights
1	Fray Colin	230018	06:57	06:53	07:59	00:00	00:00	00:00	14:56
2	Sellwood Roy	53324	05:17	06:02	05:18	05:48	06:29	06:03	12:32
3	Goodwin David	194118	04:26	05:03	06:02	06:10	05:40	05:14	12:12
4	Funnell Rob	55579	05:45	05:50	00:00	00:00	00:00	00:00	11:35
5	Thompson Peter	23053	04:40	04:30	00:00	00:00	00:00	00:00	09:10
6	Goodwin Thomas	194117	04:08	04:13	00:00	00:00	00:00	00:00	08:21

Overall Championship PointsTable - Indoor Nationals 2025

Place	Name	BMFA Number	No Cal	35 cm	Cat	F1D	F1L	F1N	F1M	GC	F1R	LRS	L.E.	LPP	Total
1	Goodwin Thomas	194117		6			4			3		4	2	1	20
2	Goodwin David	194118	1	1	1			1		4		2	4	4	18
3	Fray Colin	230018		8					1					7	16
4	Adams Terry	82966			4	3							7		14
4	Evans Meredith	111999		5					2		1	1	5		14
6	Pearce Ian	176661		3			6			1			3		13
7	Sellwood Roy	53324		4						2				5	11
7	Benns Mark	72513			2	7		2							11
9	Bailey Bob	2479								6					6
9	Thompson Peter	23053	2	2										2	6
11	Linardic Vladimir	123456				5									5
12	Funnell Rob	55579					1							3	4
12	Staartjes Hans	78657				4									4
12	Beere Andy	229670	4												4
15	Richards Derek	65309					3								3
15	Horton Robert	71305					2						1		3
17	Hebb Tony	35650				2									2
18	Roberts Dylan	212430				1									1

Challenge Event (tailless) - [not part of Championship]

Place	Name	BMFA Number	Flight time 1	Flight time 2		Flight time 3	Flight time 4	Flight time 5	Flight time 6	Sum of best Two Flights
1	David Goodwin	194118	3.05	3.10						6.15
2	Bob Bailey	2479	2.24	2.18		1.21	3.00			5.24

Tony Hebb

Topical Twists - Pylonius

Extract from Model Aircraft February 1957

Topical Twists

by PYLONIUS

WITH SKETCHES BY **ALI**

Eric's Folly

Beyond a distance of some twenty feet one scale model looks much like another. All the finer details, like the moustache on pilot George's girl friend, are apt to become a trifle obscure. The essential element of realism, however, comes in the crash. Some modellers strive after the spectacular by aiming at complete disintegration. Others, less ambitious, are content with a buckled undercarriage and collapsed wings.

These thoughts occurred to me upon reading that Mr. Fearnley has lately been flying a pylon model. But don't run away with the idea that this was any ordinary pylon model. Far from it. It was, in fact, a full size scale model of a pylon model.

Over the years, our Eric has exhausted the whole range of single engined monoplanes in the full size world, most of them being too old fashioned anyway to look like the real thing any more. And since model jet planes are too functional to look like the real thing either, the only alternative was to turn his scale attentions to model planes.

Perhaps other scale enthusiasts might wish to use this alibi.

Going to Town

When the country modeller flies his job out of the 'drome, it inevitably lands in the most inaccessible branches of the tallest tree on the landscape. But he is not dismayed. Sooner or later along comes the tree climbing urchin, which agile youth disappears upward faster than a pylon. For his death defying escapade he is handsomely rewarded with a grudging three-penny bit and a thundering good hiding for coming home in such a filthy state.

The town modeller is not so fortunate. When his model lands with a shattering plonk on the outhouse of the suburban villa, retrieving operations are not left to the agility of small boys, but come under the direct command of the man of the house. A shrill clamour of female domiciles arouses him from his bed. After a short wait of an hour or so, during which time the black tom from next door has demolished a succulent portion of the left wing, the master emerges in all his dignity, holding up a broomstick in one hand and his trousers in the other. After poking vigorously at the model for a few minutes and succeeding in mangling the right wing, he calls imperiously for the steps. Perched precariously on the top he wields the broomstick to devastating effect, the miserable modeller below collecting the various pieces as they float down.

With a glint of victory in his eye the master beams down on the wreckage strewn modeller. "Lucky it landed here," he booms jovially, "If some of those kids had got hold of it . . ."

Snappy Number

Happily, the camera pest is a thing of the past. No longer are our flying fields overrun by wild hordes of snap-hungry ex-modellers. From recent reports it would appear that the only cameras now in evidence are discreetly tucked away in the bellies of aerial photography models, but as no one has yet produced an aerial picture, this can hardly be considered a serious threat to camera-shy modellers.

Modellers taking up photography nowadays do so only as a sideline to their flying activities. The early results of their amateur efforts are of somewhat dubious merit; the neighbours next door fondly regarding a framed portrait of a tubby team racer, which they consider to be a striking likeness of their rather large eared baby. But models are now seldom photographed on their lonesome; the modern trend is to pose them in the tender embrace of the local glamour girl. This is particularly effective where the lucky model is not quite up to the best concours standard—no one is likely to pay too much attention to it.

For the bachelor modeller there is a further advantage in choosing a glamorous background for his model snaps. When he casually flicks a snap over to a friend with the comment, "My new streamlined job," the friend will look at him with a new found respect, and remain in a state of puzzled envy until it ultimately occurs to him that if old so-and-so really did have such a smashing girl friend, he wouldn't be messing about with model planes.

Married modellers are, of course, advised to stick to more commonplace backgrounds, like the wife.

A Bracing Sport

Back in the days when aeromodelling was still in its shirt sleeves and braces, or less energetic stage, we British didn't mind the odd bit of outdoor exercise, but sensibly we had our limits. We even went to the strenuous extreme of getting out of bed on Sunday morning, much to the dismay of the neighbours, who would tap their heads significantly at such eccentric behaviour. Incidentally, getting out of bed on Sunday morning is now considered quite normal practice, except by your own clubmates.

We might have jumped over the odd hedge on occasion, depending on the agility of the pursuing bull, but we drew a firm line at prancing across the flying field backward, clutching at an invisible piece of string. Such undignified capering was not only ruinous to best Sunday braces, but an emergency length of glider line often proved an insecure substitute, particularly on Sunday.

Our American friends, too, displayed a similar reluctance towards the backward gallop. This, however, had nothing to do with any inherited strain of British reserve—it was just that they kept tripping over their shirts.

When braces went out of fashion, being only retained as standard uniform for our visiting teams abroad, we went in for glider flying in a big way. True, our backwardness in going backward had made us backward, but we prepared for action by taking our pre-war glider fleet out of mothballs. However, it soon became evident that we had made a serious tactical error—we should have thrown away the gliders and kept the mothballs. Compared with the sleek foreign designs, our models, both in looks and performance were reminiscent of the time Granny knocked the aspidestra off the window ledge. But we soon learned; if the foreign jobs were long and sticky, ours became longer and stickier; if the foreign jobs were poddy and ribby, ours became poddier and ribbier. Before long our gliders were so advanced in design that they would do a max just from the heat produced by the D/T fuse.

But, alas, you know what model flying is. Just when we in the modelling world are congratulating ourselves on a great aerodynamic advance, along comes a ten-year-old job, which proceeds to fly all the scientific wonders into the ground. This time the vintage job looked suspiciously like one of our pre-war aspidestra specials. The moral being that there is nothing like going backwards.

51

Advertising Blimps - Tinternet

By Aaron Spray
Published Apr 13, 2024

Aaron has a burning passion for flying and traveling around the world. He has flown around the world numerous times while making a point of visiting aviation museums around the world. He hails from New Zealand and is well-versed in aviation and other fields.

Airships seem to be experiencing something of a back-to-the-future moment. The Zeppelins and other massive airships of the 1920s and 1930s are infamous for their dramatic disasters. The Hindenburg disaster of 1937 made it seem like the lid had closed on airships for good. But not so fast. Airships never entirely disappeared and have been used for tourist flights, intelligence gathering, and other functions. If hurdles can be overcome, they could be transformative in transporting heavy and bulky cargo worldwide. Here are five airships under development today (plenty more airships are being made, such as the Solar Airship One).

Skyship Services combines the otherworldly "bigness" of airships with out-of-the-box thinking to create effective, memorable campaigns.

Learn about our premier services that elevate your branding and marketing through innovative aerial solutions.

Skyship Services took center court during March Madness 2025 by helping Capital One launch a bold, unforgettable aerial campaign. As part of their Road Trip series and the highly publicized “Battle of the Blimps,” Capital One debuted two custom airships featuring basketball legends Charles Barkley and Earvin “Magic” Johnson.

With one-of-a-kind artwork and precision flight logistics, Skyship brought the Barkley and Magic blimps to life, flying them over San Antonio in the lead-up to the Final Four. The campaign generated massive buzz across broadcast, social media, and live events—cementing the blimps as a fan-favourite spectacle of the tournament.

From concept development and design to FAA coordination and coast-to-coast logistics, Skyship provided full-service support to ensure both airships captured the nation’s attention. The Barkley Blimp returned after its successful 2024 debut, while the Magic Blimp took flight for the first time—soaring over packed stadiums and trending online. If your brand is ready to create something as iconic and high-impact, we’re ready to get you airborne. Reach out today and let’s build something big.


FUJIFILM
MEANS DIGITAL


SHARK WEEK
Discovery | discovery+


SKYCRUISE SWITZERLAND
www.skycruise.ch


DIRECTV


cloud lab


DIRECTV
Hood

Hep-Cat Recovery - Roy Vaughn

Way back when, not long after starting to fly FF rubber, I built a Hep-Cat to replace an overweight Senator for Mini Vintage. In those days I could fly MV without perpetual motor bunching with the inevitable stall down. The Hep-Cat flew extremely well as one would expect of a John Barker design. One day in spring, I remember it clearly, bluebells were everywhere in the wood on Middle Wallop behind which we were all sheltering from the brisk wind. I can't remember how far into the competition we were, not fly-off at any rate. I wound and launched the model, which you could do with minimal risk behind our natural windbreak.

Now I don't know whether the DT failed or the model DT but in big lift, but it sailed off downwind and disappeared at a good altitude. It was audible on the tracker for some time. We had a good line on it though. My wife was with me that day so we packed up the car and set off in pursuit. The knowing that model had a bug which was working we were optimistic of a successful retrieve. The wind was blowing from the north east so the track took us out across the valleys cut by the tributaries of the Avon which converge towards Salisbury. Thus our route was a switchback.

The routine was drive to the top of the next ridge, then stop and scan the airwaves with the Biotrack then move on to the next. Our appearance waving a Yagi interested more than one guard at the gates of the various ordnance manufacture and research establishments that we passed. We played this game for a few hours until either the light went or we got tired, and went home. On the way we convinced ourselves that because we were able to follow the line quite well from the available roads, that we were able to scan from high ground and the tracker was working, had we gone far enough we would have heard it. Therefore we had not gone far enough. Next day, therefore, we set out to have another look, starting where we left off. Lo and behold, at the top of the next ridge, overlooking the Wylye valley, we got a signal, a good clear one. As usual I expected the model to be nearby. However we ended up down in the valley on the main road and the signal was coming from up the slope ahead. There was a convenient track to walk off the adjacent side road so I left my wife with the car and set out on foot hoping the model was in the field ahead in the grass. However, I reached the crest of the hill where the signal was now off to the side, in the trees.

It's obviously a chalk ridge because the trees there are beech, big ones, with tall plain trunks; optimism started to ebb especially because the signal was loud and clear, symptomatic of a tree'd model. A couple of hundred meters into the wood the signal took me towards small clearing, . Lo and behold, in the midst of the clearing - literally no more than 20 metres or so across, more of a hole in the towering canopy - sat the fuselage with tailplane and, separately, the wing! Miracles can happen it seems. Had the trees been in leaf the signal would have been scattered hither and yon, losing all directionality in a wood of that size so we were also lucky with the date of the comp.

I only flew Mini Vintage that day because there was no Coupe and subsequently the Hep-Cat has seen little or no action, it's still in the roof of the garage. Recently I built another John Barker design, the Gigi as a vehicle for a home built engine. It too flies well but hopefully not into big lift.

Roy Vaughn

Here and There

THE EDITOR COMMENTS ON CURRENT TOPICS

WINTER'S WHIMSY

Writing in the December, 1950, number of *Model Airplane News*, Bill Winter, who has recently taken over the Editorship of this American publication, makes just about the craziest proposal we have heard for some time—and that is saying something!

This is what he said :—

"Let's modernise the Wakefield. Convert it to gas. (Screams of anguish!) But it makes all the sense in the world. When Lord Wakefield sponsored this thing it must have been in his mind to foster maximum interest, and it has been proved adequately that the 200 sq. in., rubber-job, with its strict limitations on tail area, weight, and launching method is about as useful as the side-wheel steamer. Speaking personally, the Wakefield model is a challenge, a release for inhibitions, and a thing of great satisfaction, while in one piece. That's the trouble. The old men love it. They defend it to the death. The typical Wakefield team averages almost double the junior event age.

"Now suppose the new *modern* Wakefield were limited to engines, of say, .49 maximum displacement. Keep the area at 200 sq. in. That's fairly big for such engines and would tend to put some emphasis on design. Such a model would weigh at least 5 oz. if sensibly built. Perhaps the old 8 oz. gross weight rule could be carried over. For international competition, take-off could be required, but none of that wing tip and prop stuff (ouch, my finger). Overly assisted take-offs gum up more flights than they help. Limit the stab to 50 per cent. *There* is a model we all could fly, and it wouldn't be a complete push-over because cleanness of design would pay off. There would be more luck—but it would not be entirely luck. A good Wakefield model is now far over the heads of the kids in any land—as is evidenced by how that Finnish chap has moidered the opposition two years running. At present there is not a super-Wakefield model in this country, and we doubt there are more than six in the whole world."

What do we think of this brainwave? Just that if we had the equivalent of the Jim Walker Stupidity Award in this country we would without hesitation present it to our old friend Bill! Seriously, (i.e., if the writer intended us to take him seriously) he has given the game away in the last paragraph. "At present there is not a super-Wakefield model in this country [U.S.A.]," he says. There you have it—because the U.S.A. have not won the Cup since the war we must change the contest to a ½A power event! Obviously the fact that the most coveted trophy in the model aircraft world is seldom won with a lucky thermal flight (the last occasion was Dick Korda's 45 minute effort in 1939) is not popular with some Americans.

The statement that the writer doubts if there are more than six super-Wakefield models in the world is almost too fantastic to be worthy of comment—it shows such a complete ignorance of the true situation. Why in this country alone we could pick six or more Wakefield *teams* of equal merit, all capable of putting up a good show in the actual contest.

We can quite believe that at present top class Wakefield designers are as scarce in the U.S.A, as ½A motors are in Europe, for instance, and if this is so, who is to blame? What encouragement do American Wakefield enthusiasts receive from their own Governing Body? Precious little if our information is correct. The organisation of their Selection Trials was apparently a farce and whilst circumstances may have prevented the "selected" American Team from being sent to Finland last year, surely it should not have been beyond the resources of the A.M.A. to arrange for the models to have been sent over to be flown by proxy.

Our friendly advice to Bill Winter is to concentrate his Editorial efforts on getting the U.S. aeromodelling house put in order—he must have heard the one about "teaching your Grandmother, etc., etc."

MODEL AIRCRAFT OLYMPICS

The Editor(s) of our contemporary, the *Aeromodeller*, are, it seems, annoyed because in our November issue we drew attention to the more obvious snags in their Olympics scheme.

Our main criticism was that we considered that the Wakefield Trophy Contest would lose some of its present very high prestige if it was to be included with a number of other events in a kind of commercially sponsored International Week—which is apparently what is envisaged by those responsible for this Olympics scheme.

They have dismissed this view as "so much twaddle." Maybe, but we are, nevertheless, encouraged by the knowledge that our "hands off the Wakefield" attitude is shared by a very large number of modellers throughout the country. Many of these are asking pointedly—and with every justification in our opinion—why they were not given the opportunity of discussing this matter, which vitally affects the future organisation of the Wakefield

event, in their clubs and area committees before it was presented to the Council.

It is worth noting also (although admittedly it was no fault of the proposer), that this scheme came up for discussion by the Council after many of the members had left the meeting and the proposal to submit it to the F.A.I. was carried by only 6 votes to 3. There the matter will probably end, as we doubt very much whether this project will find any favour with the members of the F.A.I. Model Commission.

We must, however, thank our contemporary for drawing attention to the fact that the opinions expressed in MODEL AIRCRAFT by the Editor, or by Mr. A. F. Houlberg, do not necessarily represent the views of the S.M.A.E. Council. We thought that this was by now well known, but the more publicity it receives the better as far as we are concerned.

FESTIVAL OF BRITAIN

In co-operation with the Festival of Britain Authorities, the S.M.A.E. has made arrangements to give a series of demonstrations of C/L flying in the sports arena of the South Bank Exhibition in London. It is expected that the demonstrations will be seen by more than 200,000 people.

The Demonstration Area available is about 130 ft. × 50 ft. Due to the small size of the space available, flying must be limited to a maximum line length of 20 ft. Although the arena is rather small, there are many members of the S.M.A.E. with experience of flying on short lines (e.g. at the "Model Engineer" Exhibition) and aeromodelling has been more fortunate with regard to the allocation of space than many other sports.

Two kinds of C/L flying are envisaged: (i) unrestricted Stunt, limited only by the capabilities of the pilot, and (ii) miniature Team Races with engines limited to 1 c.c. capacity, but otherwise to Class "A" specification.

Flying demonstrations will be given on five Sundays and two Thursday afternoons and will last from 1½ to 2 hours each. The dates are as follows:—

Sunday, May 13th	... Morning and Afternoon
Sunday, May 27th	... Morning and Afternoon
Thursday, July 5th	... Afternoon
Sunday, July 8th ...	... Afternoon and Evening
Sunday, August 12th	... Morning
Thursday, August 23rd	... Afternoon
Sunday, September 16th	... Morning and Afternoon

Each person taking part will receive a pass to the whole South Bank Exhibition for the day in question, refreshments, and approximately 2s. towards travelling expenses. It is expected that demonstrators will be mainly drawn from the London area, but those living at greater distances will not be precluded from taking part, and may receive larger travelling grants.

Anyone wishing to take part in these demonstrations should write as soon as possible to the Secretary of the S.M.A.E. at Londonderry House, 19, Park Lane, London, W.1, giving the dates on which they will be available, details of their experience, and any other relevant information.

CORRESPONDENT WANTED

We have had a request from one of our American readers, Robert Silvernail, 510, 50 Almer, Caro, Michigan, U.S.A., to mention that he would like to be put into touch with an English modeller. He informs us that he is particularly interested in Jetex powered models.

ROYAL AIR FORCE M.A.A. PROGRESS

At a recent meeting of the Executive Committee of the Royal Air Force Model Aircraft Association considerable progress was reported, including the establishment of the R.A.F. Championships meeting the first of which, held at Halton in September, 1950, was very successful—so much so, in fact, that a two day event is envisaged for 1951.

A trophy presented to the Association by Dr. A. P. Thurston has been allocated to the rubber championship for Wakefield specification models, and the trophy presented by this journal and known as the Model Aircraft Cup, has been allocated to the championship for power-driven models. Although competed for at the 1950 Championships, unfortunately, the cup was not completed in time for presentation by Air Marshall Sir R. Victor Goddard, K.C.B., C.B.E., at that meeting. It has, however, now been despatched to the worthy winner for 1950, Ft./Lt. E. T. Ware, D.F.C., of Royal Air Force Transport Command.

An important activity of the Association will be the investigation of model flying facilities at various Service Aerodromes with a view to holding the Championships for 1951 under the best possible conditions. Close co-operation with civilian aeromodellers and organisations was agreed to, though it was made quite clear that civilian *membership* of the Association is not possible.

This should, however, lead to certain R.A.F. model flying facilities being placed at the disposal of some of the S.M.A.E. affiliated clubs who are located close to R.A.F. Association Clubs. Close co-operation between service and civilian aeromodellers is without doubt highly desirable, and can do nothing but good to aeromodelling as a whole.

The Model Aircraft Cup

Wrapping up 2025 - Tony Shepherd

What better way to spend an hour on a cold and crisp, 2025 New Year's Eve morning than flying the old, dependable Tomboy at the local field. Air temp just above zero due to the bright sun and the only hazards to avoid were the frozen sheep "droppings"!

Tony Shepherd

Cessna Bird Dog - Peter Leach

Extracted from 'Vintage Model Co.' newsletter

"I wanted to send some photos of my recently completed Cessna Bird Dog kit that I bought from you in October.
I am new to the hobby and although my build isn't perfect, I'm really chuffed with the end result for my first ever kit.

It took me two months to build as I had to find time between work and a busy family life. I have to say though, quality time well spent! It was both relaxing and mentally challenging with a really rewarding model at the end. A great lesson for my children in what can be achieved away from the technology!

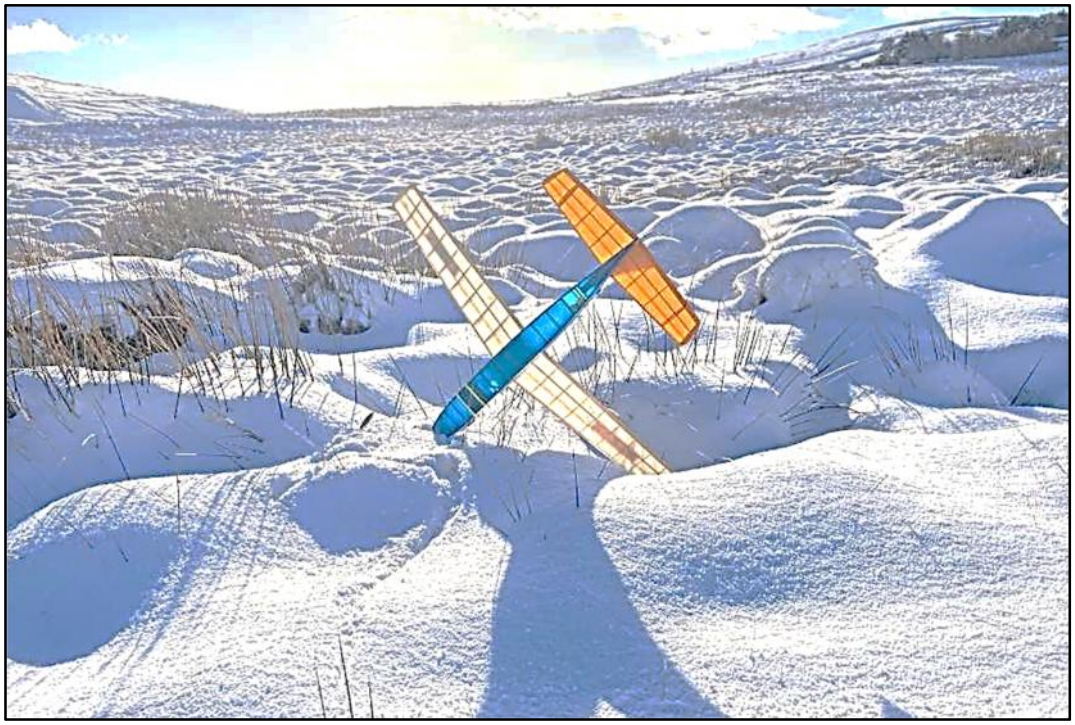
This one was always intended as a shelf queen, however, my family bought me your Sparrowhawk kit for Christmas. This is my new project which I aim to get flying. Thank you for producing fantastic kits for all levels of building experience."

Peter Leach

Snow Gypsy - Martin Pike

Another Extract from 'Vintage Model Co' newsletter

"It has been a little chilly up in North Wales, but we still managed to get out and fly today. It was more of a walk than normal, both to get to the flying site and to trudge through the occasionally crotch-height snow on retrievals. The sun was lovely and we got to talk to other people en route, as the road was only passable with 4x4s with appropriate tyres.
I admit the Gypsy was not built from a VMC kit, the wing was built by John Andrews - now 92. It is a great design, I might build another."



Martin Pike

2025 Southern Coupe League - Gavin Manion

2025 Southern Coupe League: Results

In 2025 the SCL collapsed in a mire of bad weather and attendant cancellations in the Autumn of last year. Of the eight events originally in the schedule, four were cancelled in the last quarter of the year.

To set the record straight, the league placings at the end of those four events was:-

Entrant	Croydon Cagnarata	Crookham Gala	BMFA Nationals	Oxford Duration	Points Total
Gavin Manion	12	12	8	9	41
Chris Redrup	9	9			18
Roy Vaughn	9	8			17
Ray Elliott		6		7	13
Bill Dennis				12	12
Pete Woodhouse			12		12
Phil Ball			9		9
Chris Brainwood				8	8
Alan Brocklehurst		7			7
Simon Richardson			7		7
Mark Benns			6		6
Jim Paton		5			5

The good news was that 12 flyers registered scores which is encouraging in a season where the number of coupe flyers in FFTC events (other than the Nats) could be counted on the fingers of two fingers. I choose to read this as a clear indication that there is still interest in coupe flying given that there are events to fly in.

It is however clear that the original league scoring system was completely unsuitable for the few events which actually took place. Also the restricted geographic location of the events which were flown is not as the original intention, accordingly I have decided to draw a line through the SCL for 2025 and not award the trophy.

The other casualty of 2025 was the magnificent Aeromodeller Trophy which was also not awarded last year. I happen to have both trophies to hand and I will probably have them engraved to reflect this so that there's no gap.

Southern Coupe League 2026 Pt.1

The FFTC calendar for 2026 has had a number of revisions in the few weeks since its first publication but the status of F1G (albeit in combination with F1H) seems settled.
At time of writing Coupe is being flown at:

1st Area, 1st March; - Northern Gala, 3rd April; - London Gala, 23/24th May;
4th Area, 7th June, - 7th Area, 16th August; - Midland Gala; 24th October.

Clearly Coupe will be also be flown at the Nationals so a total of seven BMFA/FFTC Coupe events which is a really good start on a league for this year.
It all starts with the 1st Area on 1st March
Additionally there will of course be a number of privateer events details of which will appear as the season starts. The first such event is Coupe d'Hiver at the Birmingham Spring FF Gala at Buckminster on 14th or 15th March, details for this are now in the press and on line.
Other privateer events will surely include the Birmingham Classic and Coupe events, Croydon's Cagnarata and Coupe Europa, the Crookham Gala, Oxford Autumn Duration, and the Southern Rally. There may be others but it seems that there will be upwards of fifteen opportunities to fly a Coupe this year on various sites around the country, all of them will count towards the SCL for this year.
So I hope that flyers will be encouraged to fly Coupes of all types this coming year. One of the unique features of this class is that ANY Coupe, Vintage/Classic/Pre1970 etc. is an F1G. It's very feasible to build a couple of, say, Etienvre Vintage Coupes and fly them in any of these events and, who knows, win the SCL, the Nats, the Aeromodeller Trophy, or all three of them!
The details and dates will be set out in a table for ease of reference in the next month's NC, but we all now know the first two events as I've set out above. *(made it this issue)*
The scoring system for 2026 is as it's been for a few years now; 12 points for 1st place then 9 for 2nd down to 1 for 10th, all regardless of the number of entries. To make clear, in FFTC events where F1G is in combination with F1H only the F1G scores will be counted for the purposes of the SCL
Best 7 from the qualifying events to count, in the event of a tie at the end of the season then the number of 1st, 2nd etc. places will be used to resolve.
This note is being mailed to all of the contacts I have on my B'ham Classic and Coupe mailing lists and additionally will be sent to the aeromodelling press.
I really hope that the programme for 2026 will encourage flyers to come out and fly a coupe and look forward to seeing you on the flying field. If you have any questions please feel free to contact me by email as below.

Southern Coupe League 2026 Pt2

Event	Date	Venue	Contact	Comments
B'ham Spring FF Gala	14/15 Mar	BMFA Buckminster	stuartdarmonf1a@yahoo.com	Pre1970 Coupe date confirmed evening of 12 Mar
Croydon Cagnarata	6 April	Salisbury Plain	ray.elliott8@btinternet.com	K Factor Rubber inc. Coupe
B'ham Classic	10/11 April	Luffenham	gavin.manion84@gmail.com	Pre1970 Coupe, date confirmed evening of 9 Apl
Crookham Gala	11 July	Salisbury Plain	chrisredrup@yahoo.com	Coupe
Oxford Duration	12 Sept	Oxford Portmeadow	gmlaw7@btinternet.com	Coupe
Croydon Coupe Europa	10/11 Oct	Salisbury Plain	ray.elliott8@btinternet.com	F1G and Pre1970 Coupe. Date confirmed evening of 8 Oct
B'ham Coupe	28/29 Nov	Luffenham	gavin.manion84@gmail.com	F1G (5rounds) and Pre1970 Coupe. Date confirmed evening of 26 Nov

I'm sure that all are breathlessly awaiting the dates for the Privateer events which will count towards the SCL for this coming year….and here they are listed above:-
Including the BMFA FFTC events I make that fourteen events in total, with only seven to count there's plenty of time to get started and a quick calculation shows you could win it without going to Salisbury Plain at all, which will please some.
Privateer events may not follow the BMFA rule book in all respects, in some events there may be variations with regard to e.g. start time, max etc. You should check with the contact if you've not attended before and are not sure of the arrangements.
As ever if you have any questions about the SCL please contact me, for specific questions about an event then use the contact details above.

Gavin Manion: gavin.manion84@gmail.com

Gavin Manion

I'm No Expert - Paul Lovejoy

Regular readers may recall that I spent the weekend of Storm Amy:

i) being shocked and embarrassed by the sheer number of unused CO2 engines in my possession,
ii) fettling to restore as many as possible to good running condition and
iii) concluding that I'd better get building.
Which is what I've since been doing.

First up was a 30" span version of John Findra's 1941 Class A Nationals winner the Aerbo. At 42" span, the original was powered by a Bantam .19 spark ignition engine. The 30" version was drawn by Phil Bernhardt in 1973 to suit a Cox Tee Dee .020. The .020 duration contests appear to be long gone, but have left a range of designs which are well suited to CO2 power using Gasparin GM 300s and their Modela near-equivalents. I myself have previously had some fun with a 30" span Sniffer in this configuration (see NC 06/2025), and the Aerbo shares several of its characteristics ie a short nose already set up for radial engine mounting, under-cambered polyhedral wing and flying tailplane for long floaty glides (not always a good thing in my hands) and an empennage that is easily adapted for a d/t. So when a Campbell's Custom Kits version of the Aerbo appeared on eBay I snapped it up.

Aerbo almost ready for action. Simple motor installation allows easy adjustment of down and side thrust.

The kit did not disappoint, with excellent wood and machined (not die-cut) parts including a lovely pair of wheels. The fuselage is designed around a crutch and, as drawn, could be built extremely lightly. However I undertook some judicious beefing-up to withstand the rigours of sports flying. In particular, having built the crutch the instructions call for the upper and lower spines to be supported using pairs of 1/16" square uprights essentially assembled in fresh air. I decided that this was probably beyond my building skills, so I drew up diamond formers and cut them from light 1/16" sheet.

For power I selected a Modela with Gasparin-style o-ring piston, largely because the smaller standard Modela tank would be more appropriate for flying in small fields (and also more easily hidden within the diamond fuselage than a larger Gasparin tank). Glide trials in late November were most promising, although I found the C/G needed to be somewhat further forward than shown on the plans. I will be adding a rudder trim tab (which I should have done before assembling), BMK band-burner and my operator licence number (as I understand 100 grams is from 1st January the new 250 grams).

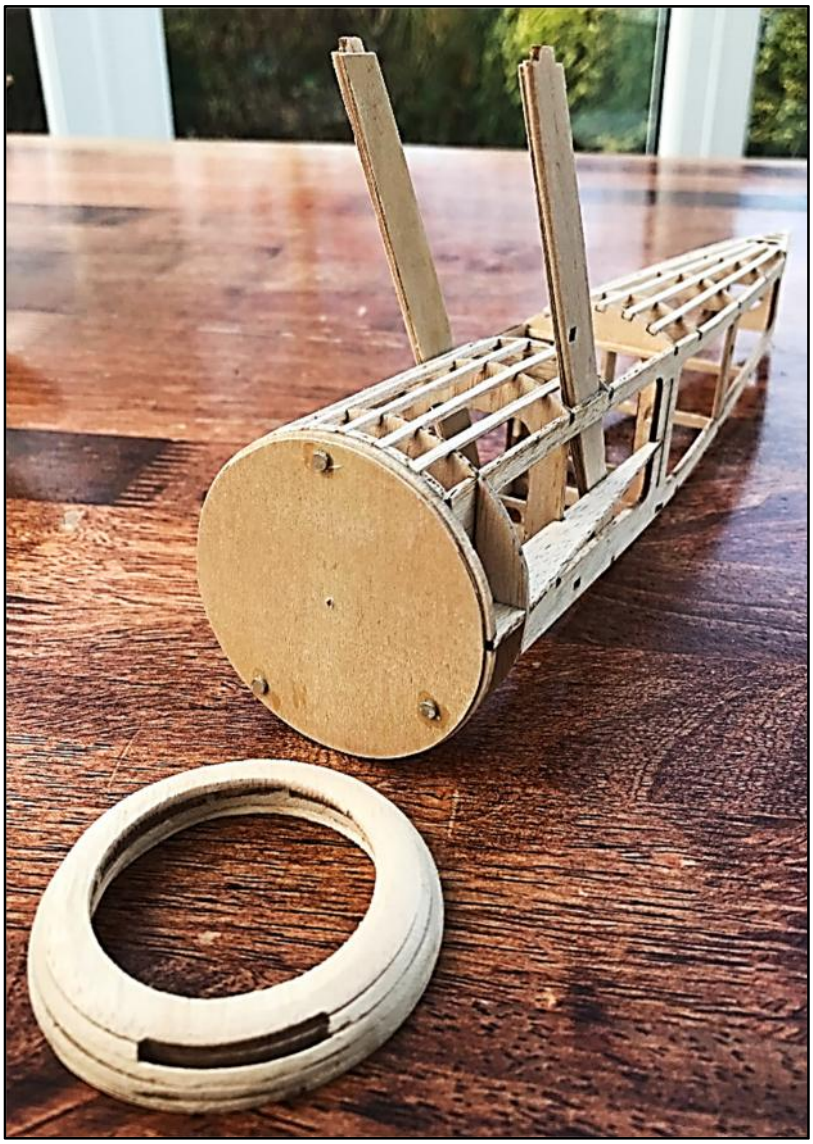
Ex-rubber, now CO2, Pup. Needs some rigging, maybe after trimming.

Next up was a Telco conversion.

Some time ago I built a 16" span Sopwith Pup from the marvellous DPC-Aerowerkes range, originally intending it for indoor rubber. This was a most enjoyable build and I chose to adopt the scheme of Edwin Dunning, who in 1917 became the first pilot to successfully land a powered aircraft on a ship making way (thus proving the concept of aircraft carriers, although tragically drowning on his third attempt). However it finished up relatively heavy at 40 grams, and I soon became locked in the more power/more nose-weight loop of doom.

Leafing through the since-defunct Hip Pocket Aeronautics forum, I came across another builder who had had the same experience, and who overcame it by switching to CO2. A Telco and tank are easily accommodated; overall weight is if anything slightly lower than when rubber-powered and C/G remains where it should be rather than moving aft as more rubber is added.

Mounting, shown above, with built-in down and side thrust, with scope to adjust if required (hence the longer-than-necessary mounting bolts). The hole in the firewall is to provide some (probably inadequate) ventilation to prevent the tank freezing.
Conversion was dead easy, requiring little more than adding a ply firewall and fashioning a new engine cowl. I built 6 degrees of down-thrust plus 3 of right thrust into the engine mount, with the ability to adjust this further if needed. Test glides onto an upholstered surface look better than previously achieved, but I will not be chancing this model indoors again. Instead I rather fancy some summer-evening hops over long grass.



Pleased with the results of my Pup conversion, I have now turned to a new build of a Vintage Model Company Sopwith Triplane. This is one of their factory seconds which appear from time to time, being significantly cheaper than their standard range and requiring very little effort to overcome any slight imperfections in the laser-cutting process.
Some will know that I have a particular soft spot for the Triplane, and this will mark my third attempt at this subject (with at least one more – the larger Aerographics version - on the build queue after this). Both previous models have flown well, although one did not survive an unfortunate incident involving an untended winding stooge and an unexpected gust of wind at RAF Odiham a few years ago. I think my attachment owes much to the well-known description of looking like a drunken flight of steps, plus the thought of Harry Hawker pulling 3 successive loops over Kingston-upon-Thames on its maiden flight, (I don't think there's any record of Tommy Sopwith's reaction as he looked on).

Pictured above, the Triplane fuselage ready to accept motor and tank. I've checked that it fits in advance, but prefer to get the structure to this less- fragile stage before adding the weight and bulk of the power unit.
Again conversion is straightforward, with a 1/32" ply firewall and ply doublers on the cabane struts (and probably also on the inter-plane struts). There is some debate about whether such a draggy design will prove too much for a Telco, but I will be starting with this while retaining the option to switch to a GM-120 if it proves necessary. Another one for calm summer evenings at the field. Hopefully these are no longer too far away.

Paul Lovejoy

Indoors in Holland - Martin Pike

The International Indoor Fly-in is an annual event held in Nijmegen, Holland. It is a competition predominantly for free flight scale models but there are also duration model classes.

It has been running for many years, but I have only attended the last three events. The quality of the models and the flying is exceptionally high. I have progressed from not qualifying at all to reaching the middle of the field in the less demanding classes - a result I am very pleased with. Challenging oneself to improve is part of the appeal, but the main thing is to meet with other modellers and to see them, learn from them and be encouraged. Although the competition is keen, competitors are very polite and take time to help others. Initially I assumed that competitors made new models for each year. Actually the more successful models have been developed and improved over years. An ideal indoor scale competition flight is from a standing start, with a realistic take-off, cruise at height, and smooth landing. Most competitors use the decreasing torque of rubber motors to achieve this, but CO2 and electric models with flight profilers are also used. Careful control of power, turn, bank and duration are required. Many rubber competitors use torque meters to gain consistency. This is a method I have yet to employ.

In my opinion, preparation is the key to success in any competition. The model need not be over-complicated or super scale. Models that fly well outstrip more accurate or detailed models that do not fly as well. High wing civil types rather than WWII fighters are a good start. Determine which class you feel you can tackle, and read the rules. I have competed in Kit Scale, Open Scale Rubber (F4D), Peanut Scale and Indoor Glider (F1N). This year I decided to concentrate on Kit Scale, Peanut and Indoor Glider (F1N).

For Kit Scale this year (2025) I set myself the target of getting consistent flights, with less concern about the complexity of the model or quality of finish. I used a simple high wing model - an 18" Cessna 140 by Keil Kraft. I did not use the kit wood, but kept closely to the kit plan as per the Kit Scale rules. As the model was for indoor only, I tried to use light wood and tissue-only covering. I used chalk pastels on the inside of the tissue to make a more opaque covering - with modest success. For once I needed tail weight to balance this model, despite the short nose. Kit Scale documentation only consists of the kit plan and some idea of a colour scheme - easy to assemble. I think it is worth mounting these on card to make it easy for the judges. The documentation can be placed in the bottom of the model box, so it is less likely to be forgotten.

Finishing the model early on and allowing plenty of time for testing is important. Opportunities to fly indoors are limited, so you have to think ahead. Records of flights and settings can really help. I use a mini Filofax with pages for each model and try to record the successful settings for any session at the time - before I forget. The competition hall is larger than our indoor venue, so my practice sessions required the use of a smaller radius circle than is ideal - no-one said it would be easy! During the competition there is a choice to be made - stick with the settings you know or try to use more of the hall to achieve a better flight. I largely kept to my original settings, only tentatively increasing the number of turns. The KK Cessna 140 flew really well in practice and also in the competition. The only fault was limited height gain, but the landings were smooth. I achieved a final placing near the middle of the field (8/15) - a result I am very happy with. I aim to improve my static score for next time. The standard of building and flying in Nijmegen are very high. I had made a VMC Me 109 for Kit Scale the year before, which failed to take off or fly consistently - a more stable type is probably best to begin with.

For my second year (2024), I went all-out and built an Auster J4 for Open Scale Rubber (F4D); there is no intermediate scale class. I initially used the VMC kit, but then changed tack and used the original Aerographics plan instead as I thought the VMC was too heavy. The final model was a hybrid of parts. It turns out that it would not have made much difference to the weight. I retained the movable tail surfaces of the VMC kit. This is good for static scale points, but difficult to fly consistently as the surfaces are easily knocked out of position during transit or on landing. I prefer to use Gurney flaps now - they do not move. I am not sure I even got a qualifying competition flight with the Auster J4 that year - I had not practiced enough. Ironically the J4, which I had failed to make qualifying flights with in 2024, performed excellently in the Nijmegen practice sessions in 2025. It was a pity I had not entered it. The standard in Open Scale (F4D) is very high, there is almost no hope of a podium place, but it is great to take part.

My friend Allan Patrick entered the Open Scale Electric F4E class with his Tempo controlled Auster J4. Although it was showing some promise, an error with a battery setting caused it to zoom and contact the ceiling. Indoor surfaces are not very forgiving. I have not yet built an electric indoor scale model, but new flight profilers may make this easier in future. There are fewer entries in electric/CO2 than rubber scale, so the chances of placing are improved, but it remains a significant challenge.

Peanut scale appeals to me greatly, but I find it difficult. The wood sizes are small and a high level of accuracy is required. There are as many joints as a larger model, but weight saving is more critical. My first competition entry was a Peck Polymers J3 Cub, light, inelegantly decorated and slightly bent, but it flew 50-60 seconds. Thinking I was on to a winner, I built another J3, but this hardly flew, with an odd tip stalling habit. This year I built the beginner's model, the Lacey M10 (Peck Polymer kit) with its broad chord and therefore packing maximum wing area into the allowed 13" span. This trimmed out easily and was moderately successful. Peanuts are judged on their scale appearance and flight duration, not on how realistically they fly. A rise off ground is worth ten seconds. I entered aiming to attain a 60 second time, and achieved 58 and 60 seconds (best two flights of nine), but others reached 90 seconds. Despite a low static score I managed 13th out of 19, again I am pleased with that.

I built two indoor catapult gliders from The Kitchen Sink (Mark Benns) plan. This was a bit of a last-minute decision and they had not been thoroughly trimmed before I went. They transitioned well, but I think a larger, slower-flying model may suit the hall better. I was achieving 15 second flights, against the top flights of around 30 seconds, so I have some way to go there. They are graceful though.

I have had no success with NoCal models and have yet to even attempt a Pistachio model. My aim is to improve my Kit Scale and attempt Open Rubber again.

To get there I teamed up with Allan Patrick to travel. We both live in North Wales. Driving to Hull, taking the night ferry to Rotterdam and then driving the 1-2 hours to Nijmegen worked well. We are both insured for the car, although I did more of the driving in Holland. I have lived in Finland, France and Switzerland, so driving on the right is something I am used to. Allan arranged the accommodation each time, using AirBnB places. There is some advantage in having more than a single hotel room, allowing a degree of self-catering and space to repair planes if needed. Accommodation just outside the town was no problem, although the town house we hired for the second year was great.

In summary I heartily recommend the Nijmegen International Indoor Fly-In, well worth the journey and a great opportunity to meet fellow modellers from Europe.

There is pictorial coverage of the 2024 event, as recorded on Mike Stuart's website

https://www.ffscale.co.uk/page3aw.htm

Nijmegen 2025 picture Parade

General view of the pits area with Allan Patrick

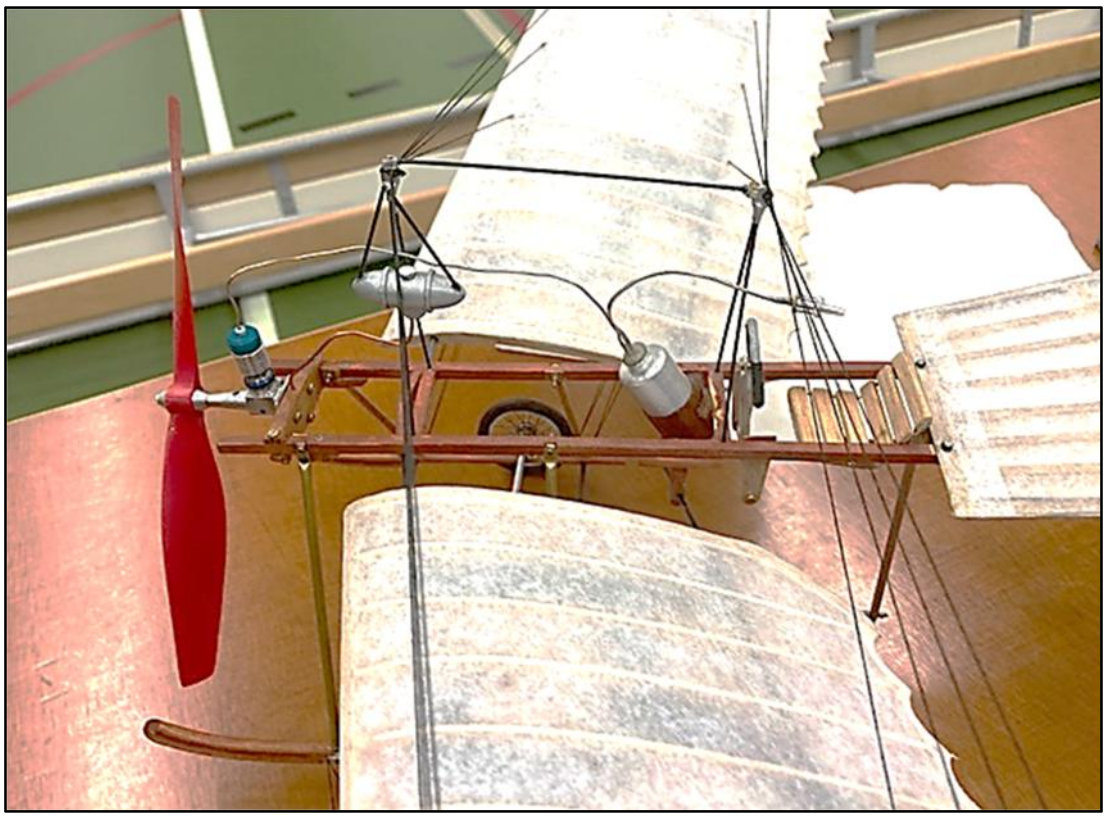
A peanut scale model under 13" wingspan. Martin Huk's Morane Hydro 1913
(5/21 static, 11/21 flying) and the nose of my Lacey M10 (19/21 static, 8/21 flying).

The highest placing peanut in static; Mats Johansson's Stampe SV4b.
16/21 in flying, 1:21 best two flights, still not at all bad.

Peanut models for judging. All of a high standard.

Antonin Alfery's Curtiss Condor AT-32C, an excellent electric model that came first in flying and overall, but 4th in static. The quality of entries is very high.

The longest flying time was 3:03 Antonin Alfery, the overall winner with a moulded foam P51D Mustang that was 4th in static.



This is Andre Wind's Fokker Spin (spider). This ranked 5th of five entrants. High standards!

There are not many CO2 entries. This encourages me to try it, even though I know that it is difficult to get flying consistency.

Nijmegen, Netherlands

13th International Indoor Fly In
15 and 16 November 2025, Wijchen
Sportcentrum de Arcus

Final Results

F1L

Placing	Country	Name	Fl. 1	Fl. 2	Fl. 3	Fl. 4	Fl. 5	Fl. 6	Flying Total Best 2
1	CZ	Dusan Garba	00:07	05:24	05:42				0:11:06
2	CZ	Jiri Tamfal	02:26	02:20	02:24	01:58	01:42		0:04:50

F1M

Placing	Country	Name	Fl. 1	Fl. 2	Fl. 3	Fl. 4	Fl. 5	Fl. 6	Flying Total Best 2
1	NL	Niels Wijnhoven	06:40	07:23	07:20	07:05	06:09	06:36	14:43
2	CZ	Dusan Garba	01:20	05:39	02:38	02:32	01:44	05:54	11:33
3	NL	Rina Pijnappels	00:17	04:16	04:44	01:45	03:15	04:11	09:00
4	CZ	Jiri Tamfal	00:15	02:57	03:10	03:07			06:17

Sainte Formula

Placing	Country	Name	Fl. 1	Fl. 2	Fl. 3	Fl. 4	Fl. 5	Fl. 6	Flying Total Best 2
1	UK	Richard Crossley	1:48	2:01	2:11	2:22	2:24	2:31	4:55
2	CZ	Dusan Garba	0:06	1:52	0:27				2:19
3	CZ	Jiri Tamfal	0:17	0:00					0:17

F1N

Placing	Country	Name	Fl. 1	Fl. 2	Fl. 3	Fl. 4	Fl. 5	Fl. 6	Fl. 7	Fl. 8	Fl. 9	Total best 3 flights
1	NL	Jurgen Maassen	35,8	39,6	38,4	36,6	36,4	38,6	37,5	37,4	33,0	116,6
2	CZ	Dusan Garba	35,9	37,6	35,1	4,7	8,0	9,0	35,9	31,1	4,7	110,4
3	NL	Niels Wijnhoven	27,7	26,2	25,3	33,3	32,6	32,8	33,1	37,1	27,0	103,5
4	NL	Erik Crins	24,8	30,9	29,1	26,7	32,8	34,4	30,3	33,5	21,3	100,7
5	CZ	Jiri Tamfal	4,5	33,3	32,9	33,8	29,7	24,2	17,2	25,3	33,3	100,4
6	NL	Bruno van Hoek	22,2	16,7	22,9	23,7	27,4	20,0	25,0	25,9	23,3	78,3
7	UK	Martin Pike	14,3	16,3	19,1	16,8	16,4	12,8	14,8	16,8	15,2	52,7

Profile Scale (Nocal)

Placing	Country	Name	Model	Fl. 1	Fl. 2	Fl. 3	Fl. 4	Fl. 5	Fl. 6	Flying Total Best 2
1	CZ	Dusan Garba	Cessna 195 Turbo	02:25	02:52	02:53	02:48			05:45
2	CZ	Jiri Dolezel	Vought Kingfisher	02:41	00:55	00:42	00:15	02:35		05:16
3	SWE	Lars Tolkstam	Spitfire Mk XIX	02:29	02:15					04:44
4	CZ	Jiri Pavlicek	Lacey M13	02:00	01:52	02:29	01:27	00:06	00:40	04:29
5	CZ	Jiri Tamfal	Iskepka	01:38	01:43	02:12	01:33	01:32	02:04	04:16
6	UK	Tim Horne	Chambermaid	01:36	01:50	01:55	02:04			03:59
7	UK	Stephen Haines	Fairey Gannet	01:31	01:55	01:43	02:02	01:52	01:47	03:57
8	UK	Richard Crossley	Fletcher	01:35	01:33	01:45	01:49	01:30	01:33	03:34
9	NL	Ramses de Looff	Polikarpov I-16	00:32	00:00		00:59	01:20	01:10	02:30

Pistachio Flying

Placing	Country	Name	Model	Fl. 1	Fl. 2	Fl. 3	Fl. 4	Fl. 5	Fl. 6	Fl. 7	Fl. 8	Fl. 9	Total 2 best flights
1	CZ	Martin Fuk	Fike model E	1:03	1:10	1:08	1:02	0:30	0:57				2:13
2	CZ	Antonin Alfery	Isaacs Fury II	0:43	1:09	0:53	0:50	0:49	1:01	0:48	0:56	0:51	2:10
2	CZ	Jiri Dolezel	Vought OS2U-1 Kingfisher	1:05	0:58	1:05	1:04	0:55	0:19				2:10
2	CZ	Dusan Garba	Fike model E	0:48	0:59	0:01	0:33	0:55	1:06	1:04			2:10
5	CZ	Ondrej Krucky	Fike model E	0:47	0:45	0:46	0:44						1:33
6	UK	Richard Crossley	Focke-Wulf Fw 190	0:27	0:40	0:42	0:37	0:38	0:36	0:41	0:44	0:42	1:25
7	SWE	Lars Tolkstam	Udet U.12b	0:45	0:39	0:37	0:41						1:25
8	CZ	Jiri Tamfal	Kokusai TA-GO	0:26	0:01	0:21	0:02	0:09					0:47
9	UK	Stephen Haines	Curtis Wot	0:14	0:15	0:20	0:15	0:13	0:18				0:33
10	GR	Ioannis Koumpanis	Jodal Mascaret	0:07	0:03	0:04							0:11
-	UK	Mike Stuart	Folkerts SK-3 Jupiter	0:00	0:00								0:00
-	UK	David Prior	Racek R-7	0:00	0:00	0:00							0:00

Pistachio Static score

Placing	Country	Name	Model	Static 1	Static 2	Static Total
1	CZ	Antonin Alfery	Isaacs Fury II	32,25	32,25	64,5
1	UK	Richard Crossley	Focke-Wulf Fw 190	31	31	62
3	CZ	Jiri Dolezel	Vought OS2U-1 Kingfisher	29,75	29,75	59,5
4	SWE	Lars Tolkstam	Udet U.12b	27,75	27,75	55,5
5	UK	David Prior	Racek R-7	23	23	46
5	CZ	Jiri Tamfal	Kokusai TA-GO	22,5	22,5	45
7	UK	Stephen Haines	Currie Wot	18,75	18,75	37,5
8	UK	Mike Stuart	Folkerts SK-3 Jupiter	18,5	18,5	37
9	CZ	Ondrej Krucky	Fike model E	15,5	15,5	31
10	GR	Ioannis Kourmpanis	Jodel Mascaret	15,25	15,25	30,5
11	CZ	Dusan Garba	Fike model E	14,75	14,75	29,5
12	CZ	Martin Huk	Fike model E	14	14	28

Pistachio Overall

Placing	Country	Name	Model	Static	Place	Flight	Place	Placing combined
1	CZ	Antonin Alfery	Isaacs Fury II	64,5	1	2:10	2	3
2	CZ	Jiri Dolezel	Vought OS2U-1 Kingfisher	59,5	3	2:10	2	5
3	UK	Richard Crossley	Focke-Wulf Fw 190	62	2	1:26	6	8
4	SWE	Lars Tolkstam	Udet U.12b	55,5	4	1:26	6	10
5	CZ	Martin Huk	Fike model E	28	12	2:18	1	13
6	CZ	Dusan Garba	Fike model E	29,5	11	2:10	2	13
7	CZ	Ondrej Krucky	Fike model E	31	9	1:33	5	14
8	CZ	Jiri Tamfal	Kokusai TA-GO	45	6	0:47	8	14
9	UK	Stephen Haines	Currie Wot	37,5	7	0:38	9	16
10	GR	Ioannis Kourmpanis	Jodel Mascaret	30,5	10	0:11	10	20
11	UK	David Prior	Racek R-7	46	5	0:00	-	-
12	UK	Mike Stuart	Folkerts SK-3 Jupiter	37	8	0:00	-	-

F4F peanut Flying

Placing	Country	Name	Model	Fl. 1	Fl. 2	Fl. 3	Fl. 4	Fl. 5	Fl. 6	Fl. 7	Fl. 8	Fl. 9	Total 2 best flights
1	CZ	Antonin Alfery	F-51D Mustang	1:30	1:08	1:25	0:56	1:33	1:01	1:10	1:11	1:21	3:03
2	CZ	Dusan Garba	Farmar F450	1:36	0:49	1:04	1:19						2:55
3	SWE	Lars Tolkstam	Gerner G.1	1:11	1:20								2:31
3	CZ	Jiri Pavlicek	Pottier P100	1:10	0:55	0:15	1:07	1:08	0:27	1:07			2:18
5	GER	Christian Fritzsche	Scott Ironsides XS-1	0:45	0:26	0:39	0:49	0:46	1:00	1:10	1:03	0:47	2:13
6	SWE	Johan Wallin	ASJA Viking 1	1:00	0:52	0:57	1:00	1:01					2:01
7	CZ	Jiri Dolezel	Wight Baby	0:00	0:45	0:54	0:00	0:42	1:04	0:00	0:52		1:58
8	UK	Martin Pike	Lacey M10	0:41	0:38	0:34	0:50	0:56	0:57	0:58	1:00	0:45	1:58
9	UK	Stephen Haines	Nesmith Cougar	0:51	1:01	0:50	0:53	0:53	0:55	0:47	0:53	0:53	1:56
10	CZ	Jiri Tamfal	Zlin 526 ASF	0:57	0:52	0:54	0:53	0:56	0:50	0:52	0:56	0:58	1:55
11	CZ	Martin Huk	Mcrare Hydro 1913	0:21	0:03	0:32	0:26	0:38	0:42	0:54	0:57	0:58	1:55
12	UK	Paul Hoey	Myers M-1 Special	0:21	0:53	0:53	0:56	0:53	0:54	0:46	0:51	0:57	1:53
13	UK	Mike Stuart	Vought Sikorsky OS2U Kingfisher	0:49	0:39	0:45	0:40	0:54					1:43
14	GR	Spyros Terzimpasis	Eede BD4	0:47	0:44	0:46	0:52	0:49	0:39				1:41
15	GR	George Kandylakis	de Havilland DH-60G III Moth Major	0:33	0:44	0:50	0:33	0:38					1:34
16	SWE	Mats Johansson	Stampe SV4b	0:33	0:35	0:40	0:41						1:21
17	NL	Henk de Jong	Farmar F400	0:38	0:38	0:38	0:35	0:35	0:28	0:33	0:34	0:35	1:16
18	UK	David Prior	Su-26m	0:33	0:27								1:00
19	UK	Peter Fardell	Bristol Scout	0:26	0:27	0:27	0:26	0:23	0:26				0:55
-	GER	Ralf Schnieder	Jodel D112	0:00	0:00	0:00							0:00
-	NL	Ramses de Loofl	Polikarpov I-16	0:00	0:00	0:00							0:00

F4F Peanut Static score

Placing	Country	Name	Model	Static 1	Static 2	Static Total
1	SWE	Mats Johansson	Stampe SV4b	59,25	59,25	118,5
2	GR	George Kandylakis	de Havilland DH-60G III Moth Major	58	58	116
3	CZ	Jiri Dolezel	Wight Baby	53,75	53,75	107,5
4	CZ	Antonin Alfery	P-51D Mustang	52,5	52,5	105
5	CZ	Martin Huk	Morane Hydro 1913	49,25	49,25	98,5
6	CZ	Jiri Tamfal	Zlin 526 ASF	47,5	47,5	95
6	SWE	Lars Tolkstam	Gerner G.1	45,5	45,5	91
8	GER	Ralf Schnieder	Jodel D112	44,25	44,25	88,5
9	CZ	Dusan Garba	Farman F450	44	44	88
10	UK	David Prior	Su-26m	43	43	86
11	SWE	Johan Wallin	ASJA Viking 1	39,5	39,5	79
12	UK	Mike Stuart	Vought Sikorsky OS2U Kingfisher	36,50	36,50	73
13	NL	Ramses de Looff	Polikarpov I-16	35,25	35,25	70,5
14	UK	Paul Hoey	Myers M-1 Special	31,5	31,5	63
15	CZ	Jiri Pavlicek	Pottier P100	30,25	30,25	60,5
16	UK	Peter Fardell	Bristol Scout	30	30	60
17	NL	Henk de Jong	Farman F400	24,25	24,25	48,5
18	UK	Stephen Haines	Nesmith Cougar	24	24	48
19	UK	Martin Pike	Lacey M10	23	23	46
20	GER	Christian Fritzsche	Scott Ironsides XS-1	21,5	21,5	43
21	GR	Spyros Terzimpasis	Bede BD4	11	11	22

Kit Scale Static score

Placing	Country	Name	Model	Static
1	UK	Paul Hoey	DH Tiger Moth	93,0
2	UK	Graham Banham	Comper Swift	88,0
3	UK	Tim Horne	Stinson Voyager "Gulfhawk"	85,0
4	GER	Christian Fritzsche	P51 "Plum Crazy"	83,5
5	CZ	Jiri Dolezel	Rearwin Speedster	79,5
6	UK	Mike Stuart	Luscombe Phantom	79,0
7	UK	Stephen Haines	Taylorcraft	78,5
8	GER	Martin Lambert	Mig-17	78,0
9	GER	Matthias Kritzler	Pilatus Porter PC-6	75,0
10	NL	Henk de Jong	dH Puss Moth	73,0
11	CZ	Jiri Pavlicek	Comper Swift	71,0
12	UK	Peter Fardell	Stinson Sentinel	71,0
13	UK	Martin Pike	Cessna 140	67,5
14	GR	Spyros Terzimpasis	Piper PA-25 Pawnee	57,0
15	UK	Allan Patrick	Auster J4	36,0

Kit Scale flying

Placing	Country	Name	Model	Flight 1	Flight 2	Flight 3	Flight 4	Total 2 best flights
1	CZ	Jiri Pavlicek	Comper Swift	147,5	147,5	155	160,5	316
2	UK	Graham Banham	Comper Swift	144	148,5	154	159	313
3	UK	Tim Horne	Stinson Voyager "Gulfhawk"	148,5	116,5	0	160,5	309
4	UK	Stephen Haines	Taylorcraft	127	137	146,5	148	295
4	UK	Mike Stuart	Luscombe Phantom	86,5	76,5	148,5	145,5	294
6	NL	Henk de Jong	dH Puss Moth	142	144,5	129	129	287
7	UK	Martin Pike	Cessna 140	120	107,5	141	142	283
8	UK	Peter Fardell	Stinson Sentinel	120,5	137,5	116	133	271
9	UK	Paul Hoey	DH Tiger Moth	86	0	126	137	263
10	CZ	Jiri Dolezel	Rearwin Speedster	134,4	127	115,5	0	261
11	GER	Martin Lambert	Mig-17	0	133	120,5	126	259
12	GER	Matthias Kritzler	Pilatus Porter PC-6	0	70	107,5	109	216,5
13	GER	Christian Fritzsche	P51 "Plum Crazy"	0	95	91	117,5	212,5
14	GR	Spyros Terzimpasis	Piper PA-25 Pawnee	0	0	92,5	0	92,5
15	UK	Allan Patrick	Auster J4	0	0	0	0	0

Kit Scale Overall

Placing	Country	Name	Model	Static	Flying	Total
1	UK	Graham Banham	Comper Swift	88,0	313	401
2	UK	Tim Horne	Stinson Voyager "Gulfhawk"	85,0	309	394
3	CZ	Jiri Pavlicek	Comper Swift	71,0	315,5	386,5
4	UK	Stephen Haines	Taylorcraft	78,5	294,5	373
5	UK	Mike Stuart	Luscombe Phantom	79,0	294	373
6	NL	Henk de Jong	dH Puss Moth	73,0	286,5	359,5
7	UK	Paul Hoey	DH Tiger Moth	93,0	263	356
8	UK	Martin Pike	Cessna 140	67,5	283	350,5
9	UK	Peter Fardell	Stinson Sentinel	71,0	270,5	341,5
10	CZ	Jiri Dolezel	Rearwin Speedster	79,5	261,4	340,9
11	GER	Martin Lambert	Mig-17	78,0	259	337
12	GER	Christian Fritzsche	P51 "Plum Crazy"	83,5	212,5	296
13	GER	Matthias Kritzler	Pilatus Porter PC-6	75,0	216,5	291,5
14	GR	Spyros Terzimpasis	Piper PA-25 Pawnee	57,0	92,5	149,5
15	UK	Allan Patrick	Auster J4	36,0	0	36

F4D (open rubber) Static score

Placing	Country	Name	Model	Static score
1	CZ	Martin Huk	Bleriot XI-2	1887
2	CZ	Jiri Dolezel	Avia BH-9	1838
3	CZ	Antonin Alfery	Roland C.IIa	1769
4	GR	George Kandylakis	de Havilland DH-60G III Moth Major	1711
5	UK	Richard Crossley	Fiat CR-42 Falco	1674
6	SWE	Lars Tolkstam	Rumpler C.1	1666
7	SWE	Mats Johansson	Broussard	1662
8	UK	Paul Hoey	Myers M-1 Special	1597
9	CZ	Dusan Garba	Kawasaki Ki 61-II	1596
10	CZ	Jiri Tamfal	Currie Wot	1541
11	UK	Graham Banham	Klemm Sk15A	1532
12	UK	Mike Stuart	Blackburn Shark	1522
13	UK	Stephen Haines	Bücker Jungmeister	1367
14	NL	Henk de Jong	Koolhoven FK.43	1341
15	NL	Ramses de Looff	Polikarpov I-16	1340
16	UK	Peter Fardell	Avro Type D	1261
17	GR	Spyros Terzimpasis	Bede BD4	716

F4D (open rubber) Flying

Placing	Country	Name	Model	Flight 1	Flight 2	Flight 3	Flight 4	Best Flight	Bonus
1	SWE	Lars Tolkstam	Rumpler C.1	1776	1739	1646	1802	1802	
2	CZ	Antonin Alfery	Roland C.IIa	1768	1643	1680	1714	1768	
3	CZ	Jiri Dolezel	Avia BH-9	1220	1760	1644	1668	1760	
4	UK	Graham Banham	Klemm Sk15A	1318	1318	1667	1487	1667	
5	GR	George Kandylakis	de Havilland DH-60G III Moth Major	1658	1526	0	1154	1658	
6	UK	Richard Crossley	Fiat CR-42 Falco	1521	1627	1571	0	1627	
7	CZ	Martin Huk	Bleriot XI-2	0	1470	1573	1494	1573	
8	SWE	Mats Johansson	Broussard	0	1054	1325	1527	1527	
9	UK	Paul Hoey	Myers M-1 Special	1514	1361	1325	1479	1514	
10	NL	Henk de Jong	Koolhoven FK.43	1499	1358	1486	1415	1499	
11	UK	Stephen Haines	Bücker Jungmeister	1467	1224	0	0	1467	
12	GR	Spyros Terzimpasis	Bede BD4	678	678	1415	1343	1415	
13	UK	Mike Stuart	Blackburn Shark	1378	1400	1288	1339	1400	
14	CZ	Jiri Tamfal	Currie Wot	694	1005	0	0	1005	
15	GER	Martin Lambert	Douglas A-1 Skyraider	0	0	0	456	456	
16	NL	Ramses de Looff	Polikarpov I-16	0	0	0	0	0	
17	UK	Peter Fardell	Avro Type D	0	0	0	0	0	
18	GER	Sven Höhne	Cessna 150	0	0	0	0	0	
19	CZ	Dusan Garba	Kawasaki Ki 61-II	0	0	0	0	0	

F4D (open rubber) Overall

Placing	Country	Name	Model	Static	Flight	Total
1	CZ	Jiri Dolezel	Avia BH-9	1838	1760	3598
2	CZ	Antonin Alfery	Roland C.IIa	1769	1768	3537
3	SWE	Lars Tolkstam	Rumpler C.1	1666	1802	3468
4	CZ	Martin Huk	Bleriot XI-2	1887	1573	3460
5	GR	George Kandylakis	de Havilland DH-60G III Moth Major	1711	1658	3369
6	UK	Richard Crossley	Fiat CR-42 Falco	1674	1627	3301
7	UK	Graham Banham	Klemm Sk15A	1532	1667	3199
8	SWE	Mats Johansson	Broussard	1662	1527	3189
9	UK	Paul Hoey	Myers M-1 Special	1597	1514	3111
10	UK	Mike Stuart	Blackburn Shark	1522	1400	2922
11	NL	Henk de Jong	Koolhoven FK.43	1341	1499	2840
12	UK	Stephen Haines	Bücker Jungmeister	1367	1467	2834
13	CZ	Jiri Tamfal	Currie Wot	1541	1005	2546
14	GR	Spyros Terzimpasis	Bede BD4	716	1415	2131
-	CZ	Dusan Garba	Kawasaki Ki 61-II	1596	0	1596
-	NL	Ramses de Looff	Polikarpov I-16	1340	0	1340
-	UK	Peter Fardell	Avro Type D	1261	0	1261
-	GER	Martin Lambert	Douglas A-1 Skyraider	0	456	456

F4E (Electric) Static score

Placing	Country	Name	Model	Static Score
1	GR	George Kandylakis	Avro 504 "O"	1883
2	CZ	Martin Huk	Morane Saulnier type "L"	1842
3	CZ	Jiri Dolezel	Pfalz A.I	1818
4	CZ	Antonin Alfery	Curtiss Condor AT-32C	1748
5	UK	Richard Crossley	Grumman J2F-6 Duck	1687
6	UK	Graham Banham	Armstrong Whitworth Ensign	1248
7	GER	Martin Lambert	Fantrainer 600	1212

F4E (Electric) Flying

Placing	Country	Name	Model	Flight 1	Flight 2	Flight 3	Flight 4	Best flight	Bonus
1	CZ	Antonin Alfery	Curtiss Condor AT-32C	1295	1441	1522	1517	1979	30%
2	UK	Graham Banham	Armstrong Whitworth Ensign	952	1600	1712	1674	1883	10%
3	UK	Richard Crossley	Grumman J2F-6 Duck	1731	0	1732	1732	1732	
4	CZ	Jiri Dolezel	Pfalz A.I	936	1301	0	1602	1602	
5	GER	Martin Lambert	Fantrainer 600	0	0	0	1531	1531	
6	CZ	Martin Huk	Morane Saulnier type "L"	928	1510	1464	840	1510	
7	GR	George Kandylakis	Avro 504 "O"	0	0	0	1407	1407	

F4E (Electric) Overall

Placing	Country	Name	Model	Static	Flight	Total
1	CZ	Antonin Alfery	Curtiss Condor AT-32C	1748	1979	3727
2	CZ	Jiri Dolezel	Pfalz A.I	1818	1602	3420
3	UK	Richard Crossley	Grumman J2F-6 Duck	1687	1732	3419
4	CZ	Martin Huk	Morane Saulnier type "L"	1842	1510	3352
5	GR	George Kandylakis	Avro 504 "O"	1883	1407	3290
6	UK	Graham Banham	Armstrong Whitworth Ensign	1248	1883	3131
7	GER	Martin Lambert	Fantrainer 600	1212	1531	2743

F4E (CO2) Static score

Placing	Country	Name	Model	Static Score
1	CZ	Jiri Dolezel	Fokker E.III	1804
2	CZ	Antonin Alfery	Rumpler C.IV	1760
3	CZ	Martin Huk	Fokker B.II	1722
4	GR	George Kandylakis	PZL 24	1605
5	NL	Andre Wind	Fokker spin	1124

F4E (CO2) Flying

Placing	Country	Name	Model	Flight 1	Flight 2	Flight 3	Flight 4	Best flight
1	GR	George Kandylakis	PZL 24	0	1284	1627	0	1627
2	CZ	Jiri Dolezel	Fokker E.III	512	1447	1554	1562	1562
3	NL	Andre Wind	Fokker spin	758	848	1538	1521	1538
4	CZ	Martin Huk	Fokker B.II	0	1148	1519	1519	1519
5	CZ	Antonin Alfery	Rumpler C.IV	0	1183	1150	1310	1310

F4E (CO2) Overall

Placing	Country	Name	Model	Static	Flight	Total
1	CZ	Jiri Dolezel	Fokker E.III	1804	1562	3366
2	CZ	Martin Huk	Fokker B.II	1722	1519	3241
3	GR	George Kandylakis	PZL 24	1605	1627	3232
4	CZ	Antonin Alfery	Rumpler C.IV	1760	1310	3070
5	NL	Andre Wind	Fokker spin	1124	1538	2662

Martin Pike

Shit Happens - Luke Pritchard

I was flying on Salisbury Plain on 4th Jan with son Joe, and we managed to deposit our models in a herd of cows!

*"Joe was flying an old E20 and getting it to climb really nicely and I was flying a **brand new** Fevair. It was only on its second flight and was looking very promising.... such is life. As Joe said there's always something new on Salisbury Plain!!"*

Luke Pritchard

Minutes of 2025 AGM - Ray Elliot

Minutes of SAM1066 AGM 2025

The AGM was held as a Zoom meeting on 22 January 2026. Officers' reports had been circulated via the January 2026 New Clarion.

Present

Tony Shepherd (Chairman), Ray Elliott (Secretary) John Andrews, Dave Etherton, Tony Calvert, Paul Lovejoy, Roy Lever, Roger Newman, Nick Peppiatt, Martin Pike, Roy Tiller, Peter Tolhurst, Mike Woodhouse, Andy Brough (SAM35 President) Doug Hunt (SAM35 Chairman), James Morgan (SAM35 Secretary) Leigh Richardson (Editor SAM35 Speaks), plus one other. (Welcome to members old and new for the season 2026)

The Chairman opened the meeting at 7pm with a welcome to all and introducing the guests from SAM35.

Apologies:

None

Minutes of Meeting held on the 23rd of January 2025:

These were agreed.

Chairman's Report:

Summarised and taken as included in the January 2026 edition of the New Clarion.

Secretary's Report:

Summarised and taken as included in the January 2026 edition of the New Clarion.

Membership Secretary's Report:

Summarised and taken as included in the January 2026 edition of the New Clarion.

Treasurer's Report:

Summarised and taken as included in the January 2026 edition of the New Clarion.

David Baker Heritage Library Report:

Summarised and taken as included in the January 2026 edition of the New Clarion.

Doug Hunt, who is the BMFA archivist, reported that there had been no requests for material other than from John but the system ready and working well.

Election of Officers:

All members of the Committee were prepared to continue in office. A vote that they should do so was carried unanimously. Proposed by Roger Newman, seconded by Mike Woodhouse.

Annual Subscriptions for 2025:

Further to the recommendation of the Treasurer in his report the meeting unanimously agreed that subscriptions for 2026 should remain at no cost.

Any Other Business:

1. **Proposed competitions for 2026;**

The Society will be running two competitions, sharing the days with the Croydon club, as in previous years. The dates are the 6th of April (Easter Monday) and the 10th or 11th of October. Classes to be flown are yet to be decided but the venue will be Salisbury Plain.

Martin Pike will be organising the May Welsh comp in Bangor, North Wales, from the 23rd to the 25th of May. There will be both indoor and outdoor flying. The latter will include sport flying and competitions for scale, Mini-Vintage and P30. Further details at http//www.sam1066.org/MayWelsh.html.

2. **Possible collaboration between SAM1066 & SAM35**

At the 2025 AGM, Doug Hunt, as Chairman of SAM35, had raised the possibility of SAM1066 and SAM35 working together in some way in the future. Various discussions both within and between the two organisations have taken place since. The main issues that need to be addressed are the subscriptions (SAM1066 is free, SAM35 is £35 per year); the format,

publication and distribution methods of the two magazines; or whether they should be combined in some way with the option of online or paper copy. Following further discussion, it was decided that the best way to take this forward would be to set up a small working group. Doug Hunt and Tony Shepherd to discuss this further.
Doug Hunt and Martin Pike are to exchange membership lists for the two clubs; to establish how many people subscribe to both and how many to one only.
The meeting unanimously agreed to this approach.

The chairman thanked everybody for their attendance and participation. and the meeting finished at 7.40 pm.

Ray Elliott

Secretary's Notes for January 2026 - Ray Elliott

Most UK members who are active flyers will have received an email from the CAA setting out changes to the Drone and Model Aircraft Regulations. A comment from the BMFA regarding Remote ID came in an email dated 6th January.
This note is an attempt to clarify the situation for those, like me, who have found the process somewhat confusing.

Flyer ID for flying aircraft weighing 100g or more
From 1st January this year anyone flying a drone or model aircraft weighing 100g or more will need to pass the test to get a flyer ID. See caa.co.uk/drones
For models over 250g an Operator ID will continue to be required as is the case currently.

Remote ID
The CAA requirements as set out below are rather daunting but at least they don't come into effect until 2028 when, hopefully, the situation as described in the BMFA statement will prevail,

CAA
Remote ID is a way for drones and model aircraft to transmit their identity and location when flying.
As our skies get busier, Remote ID will help to keep everyone safe and secure. It helps the police and other enforcement bodies tell whether a drone or model aircraft is being used legally or not. It works by transmitting a Remote ID number from your aircraft using a WiFi or Bluetooth signal.

Legal requirements for Remote ID
You must enable Remote ID on your drone or model aircraft by either 1 January 2026 or 1 January 2028, depending on the class of your drone or model aircraft and the category you're operating in. You must have Remote ID switched on whenever you fly from the applicable date onwards.
From 1 January 2028, you must use Remote ID for all drone and model operations (unless you have an exemption from the CAA). The transitional period until 1 January 2028 gives people with legacy drones, privately built aircraft and model aircraft time to add Remote ID functionality to their aircraft.

We recommend switching on Remote ID even if it does not become mandatory for your operations until 1 January 2028.

Dates when use of Remote ID becomes mandatory

Class or type of aircraft	Open category	Specific category with Operational Authorisation issued before 1 January 2026	Specific category with Operational Authorisation issued from 1 January 2026 onwards
UK0 weighing 100g or more with a camera	1 January 2028	1 January 2028	1 January 2028
UK1, UK2 and UK3	1 January 2026	1 January 2026	1 January 2026
UK4 (e.g. model aircraft)	1 January 2028	1 January 2028	1 January 2028
UK5 and UK6	not applicable	1 January 2026	1 January 2026
Legacy UAS (i.e. not UK class-marked) weighing 100g or more with a camera	1 January 2028	1 January 2028	1 January 2028
Privately built weighing 100g or more with a camera	1 January 2028	1 January 2028	1 January 2028

Where to find your Remote ID
You can view your Remote ID number in the My registration area.
We provide all registered operators with a Remote ID number.
If you are a new operator, you will need to register to get an Operator ID for your organisation. A RID will be generated at this point.
You can use the same Remote ID number for all drones and model aircraft you operate.

Know your Remote ID number

Your Remote ID number is similar to your Operator ID, but not exactly the same.
Your Remote ID number is case sensitive.

Example of Remote ID number

Country identifier: three upper case characters	Public part: 12 characters; Mix of lower case letters and numbers	Check sum: 1 number or 1 lower case letter	Private key: 3 characters; Mix of lower case letters and numbers
GBR	gc284pmztcrt	7 / b	2ot

Always keep your private key secure
The last three digits of your Remote ID are your private key.
Keep your private key secure so that nobody else can use it.
Never write your private key on your drone or model aircraft.
Never share your private key and avoid writing it down.
If you think someone may know your private key, contact us drone.registration@caa.co.uk to request a new one.

How to add your Remote ID number to your drone or model aircraft.

When you first set-up your drone or model aircraft, it will prompt you to enter your Remote ID number, including the private key.

If you have already set-up your drone or model aircraft, follow the manufacturer's instructions to add the Remote ID number later.

Your drone or model aircraft will check that your Remote ID number is valid. It will not accept an invalid Remote ID (including the private key).

Always keep your drone or model aircraft's firmware and software up to date.

Remove your Remote ID if you sell your drone or model aircraft, or allow someone else to use it.

If you sell or let someone else use your drone or model aircraft, you should delete your Remote ID number from it. This will help to prevent someone else from discovering your Remote ID number and private key.

BMFA

The issue of remote ID has caused some concern and confusion over recent months. It is important to note that none of the new requirements will come into effect for model aircraft until 2028 and as we reported previously, exemptions to these requirements will be granted for model flyers operating under the BMFA Article 16 Authorisation.

Whilst the exact details have yet to be finalised, we remain optimistic that there will be a good outcome for our members and that the impact of the new regulations on the activities carried out under the BMFA umbrella will continue to be minimal.

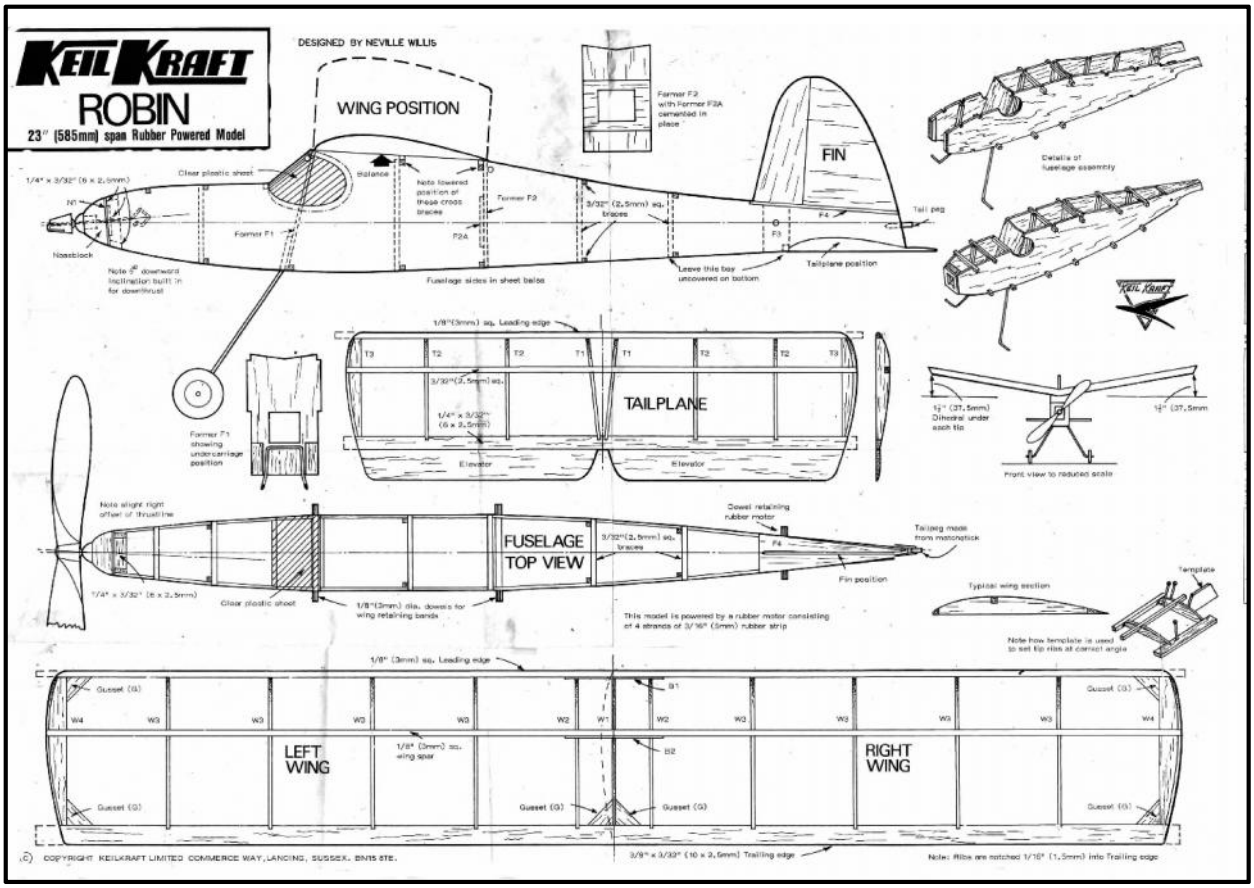
Currently only drones with a UK1, UK2 and UK3 class mark (currently we are not aware of any) must broadcast a Remote ID. All other drones and model aircraft are currently exempt.

Ray Elliott

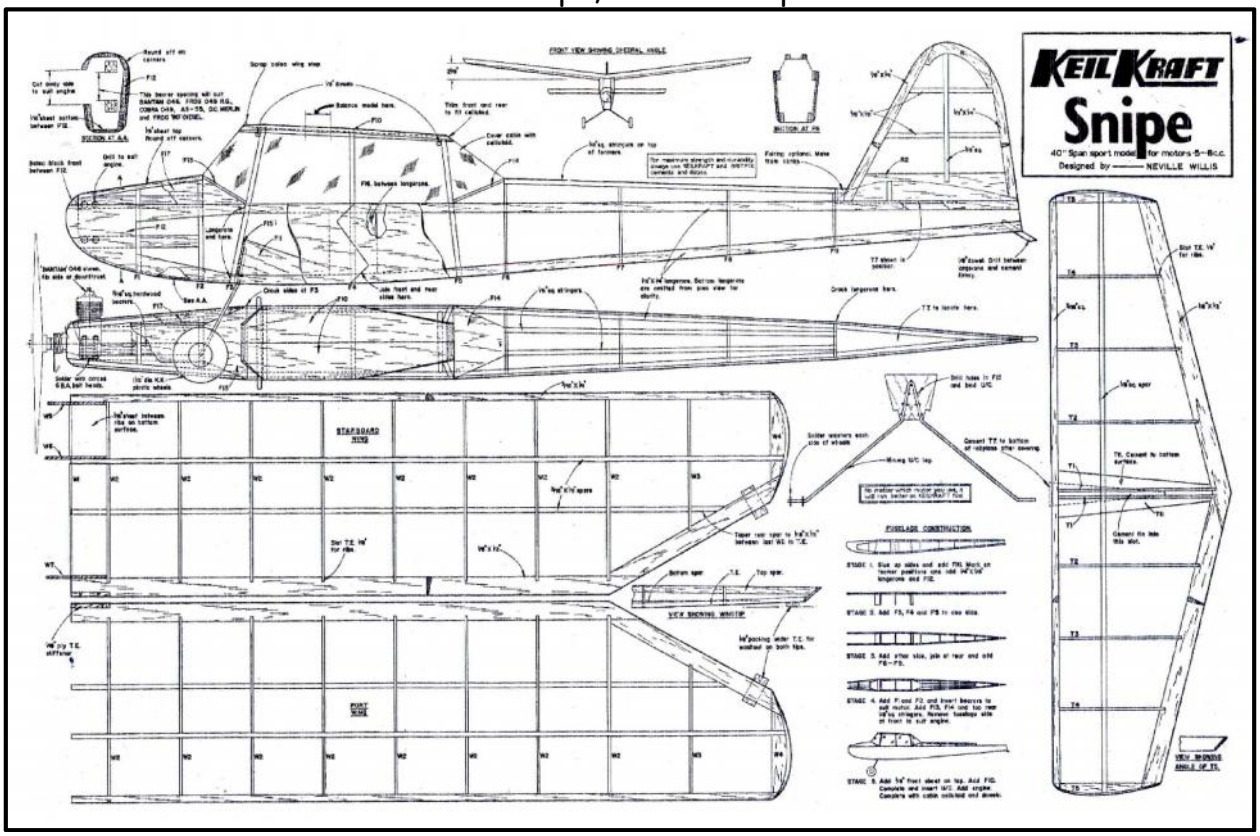
Courtesy Free Flight Down Under

Plans for the Month - Roger Newman

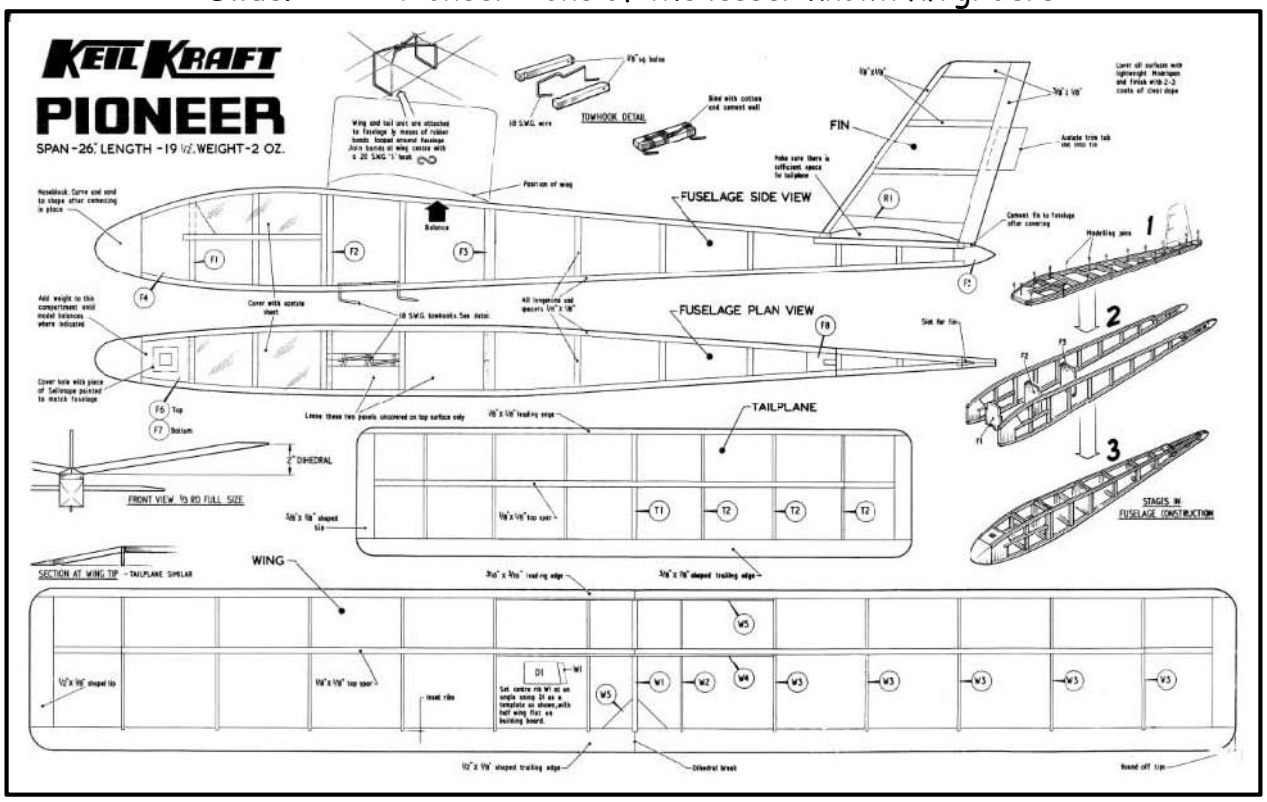
Rubber: 'KK Robin'



Power: Snipe, nice little sport model



Glider: Pioneer – one of the lesser known KK gliders



Events & Notices

MAY WELSH 2026

Sat.23rd.May – Mon.25th.May

May Welsh 2025 was a success, see Aeromodeller August 2025.
As the organiser, I am already thinking of next year's event.
See https://www.sam1066.org/ for photos of the area and updated details.

We have an excellent, extensive outdoor flying site and a good indoor hall.

The next May Welsh event will be, in Bangor, North Wales, UK. It will follow a similar format to 2025 with both indoor and outdoor flying sessions. As well as the sports flying and the flying-only scale competitions, 2026 will have Mini vintage and P30 competitions.

If you do wish to come and need a place to stay there are many options in the area. I have been looking at accommodation, Snowdonia Mountain Lodge is good and conveniently located. Pant Teg, Tregarth, is also close. There is a Premier inn on the outskirts of Bangor. I'm not an accommodation agent, but if you need help finding a place, contact me.

More details on : https://www.sam1066.org/MayWelsh.html

If you are interested in this event, please contact Martin Pike
on martin.pike.xray@gmail.com - or 07831 141418

If you know others that might be interested, do pass the information on

BUCKMINSTER
SPRING FREE FLIGHT GALA 2026

This year Birmingham MAC are running a new early spring FF competition at the BMFA National Centre on either*

Saturday March 14th or **Sunday March15th**

(*in addition to* the traditional BMFA Gala in November)

10 AM start, no rounds. Classes will be;

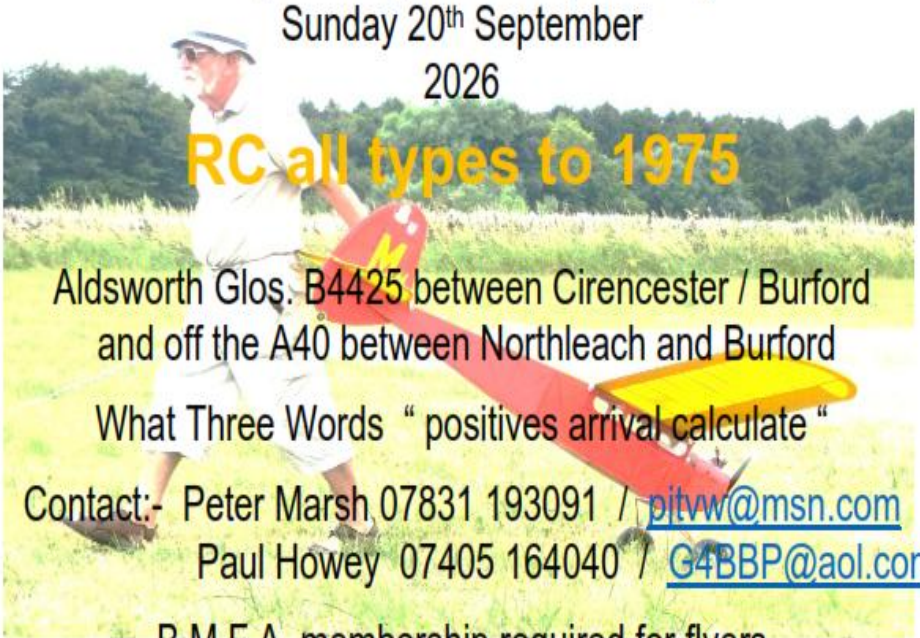
Coupe d' Hiver
Mini Vintage (power 15 sec. motor run)
BMFA Classic Glider (50 m. Towline)
Classic A1 Glider
E36+ 1/2 A Power (7 & 8 sec. run respectively

Site fee £10, contest entry is free.
Prizes to third place in all classes.
Date will be confirmed on Thursday March 12th

Contact Stuart Darmon}
stuartdarmonf1a@yahoo.com tel. 01858882057

COCKLEBARROW VINTAGE RALLY 2026

Sunday 19th July - Sunday 16th August
Sunday 20th September
2026



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

What Three Words " positives arrival calculate "

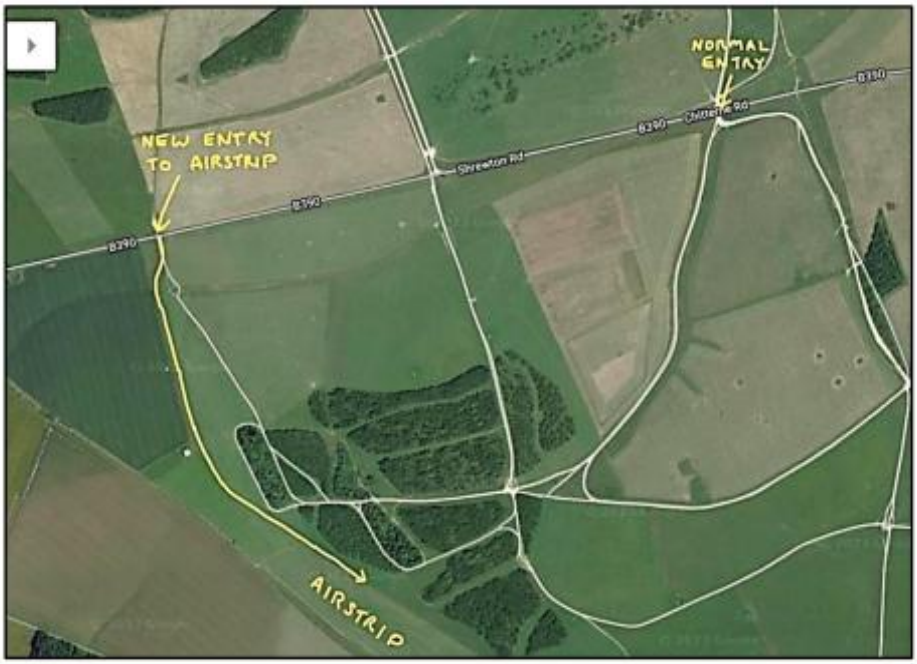
Contact:- Peter Marsh 07831 193091 / pjtvw@msn.com
Paul Howey 07405 164040 / G4BBP@aol.com

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

Options for Flying on Salisbury Plain, Area 8

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

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



Permits for Salisbury Plain & North Luffenham

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

The costs are:
£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

Chasetown Indoors

I have secured an indoor flying venue at ;
Chase Terrace Academy,
Bridge Cross Road
BURNTWOOD,
WS72DB

Flying 10am till 3pm
Saturdays

18th.Oct - 29th. Nov
20th.Dec - 17th.Jan

Enter the school at Wych Elm end
for car park

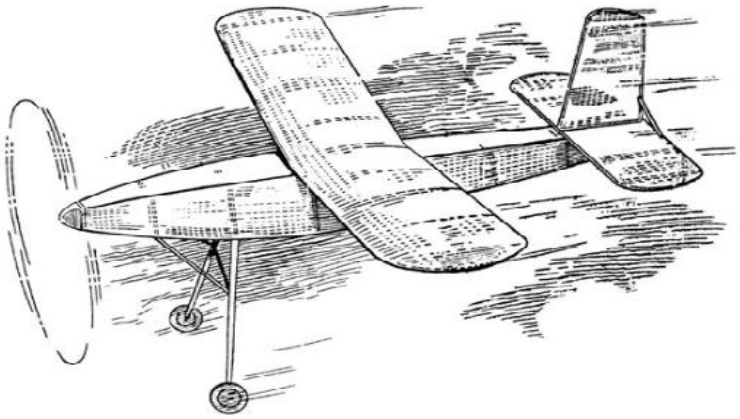
Costs
£10 for flyers & £2 for spectators, children free.

Can you bring your BMFA + contact details
& write them down in the supplied book please.

Contact: peter.thompson7406@gmail.com

Indoor Model flying in Bangor

Brailsford Centre, Ffriddoedd Road, Bangor LL57 2EH
what3words : ///drizzly.chained.neck
Regular flying meetings, first Sunday of the month
Hall size 22x20x9m



- 01.02.2026, Sunday, 1500-1800, 3 hours
- 01.03.2026, Sunday, 1400-1700, 3 hours
- 05.04.2026, Sunday, 1400-1700, 3 hours
- 03.05.2026, Sunday, 1700-2000, 3 hours
- 24.05.2026 Sunday 1200-1800 May Welsh event.

Fee, to cover hall hire : £20
Contact: Martin on members@sam1066.org

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

2025

28th December

2026

25th January	22nd February
22nd March	19th April
17th May	14th June

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

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

Contact Ken Brown 02380578866 or 07913814492 brown53hh@gmail.com

A CENTURY OF BRITISH FREE FLIGHT

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

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

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

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

E30/RDT/BMK/E20 Batteries

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

DILLY JAP IS BACK –AGAIN

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

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

I'm on 0208-7775533 or e-mail: martindillv20@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.

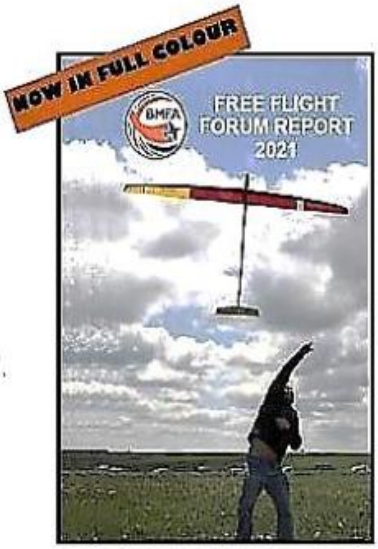
"I am really impressed with how well this tissue performed. Dilly Jap tissue with 2 coats of thinned nitrate dope is around 8% stronger than the old 00 Silkspan with 2 coats of dope, yet Dilly Jap is 0.09 grams per square foot lighter. Here are the test results:

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 Silk-spans 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!"

FREE FLIGHT FORUM REPORT 2021

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

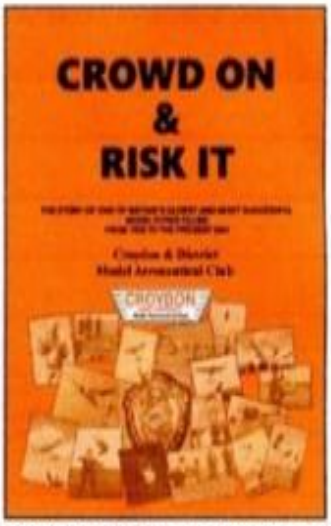


The UK price is £13 including postage; to the rest of Europe its £16 and everywhere else its £20. Forum Report sales help to defray the heavy expenses of those who represent Great Britain at World and European Free Flight Championships, Cheques should be payable to UMFA FF Team Support Fund' in pounds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

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

CROWD ON & RISK IT

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



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

Just £10 by PayPal or cheque

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

FREE FLIGHT SUPPLIES

MICHAEL J. WOODHOUSE
12 MARSTON LANE, EATON, NORWICH
NORFOLK, NR4 6LZ, U.K.
Tel/Fax: (01603) 457754 International Tel +44-1603-457754
e-mail: mike@freeflightsupplies.co.uk.
Web site: http://www.freeflightsupplies.co.uk.
Face book https://www.facebook.com/groups/266212470107073/

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

ORDERS and PAYMENT

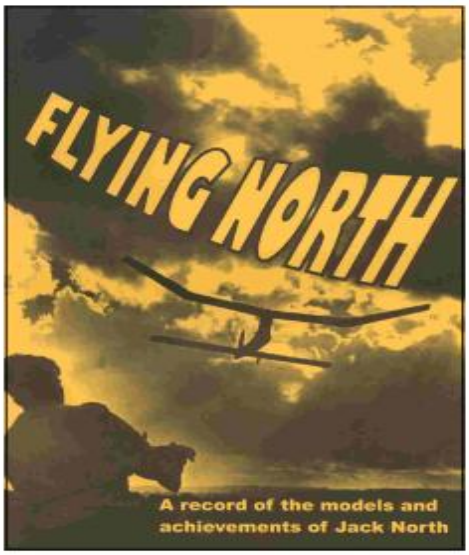
Place your order by telephone, by e-mail, CASH, DIRECT TO FREE FLIGHT SUPPLIES BANK ACCOUNT, CREDIT/DEBIT CARD, MORE!
WESTERN UNION, PAYPAL

AVAILABLE

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

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

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"

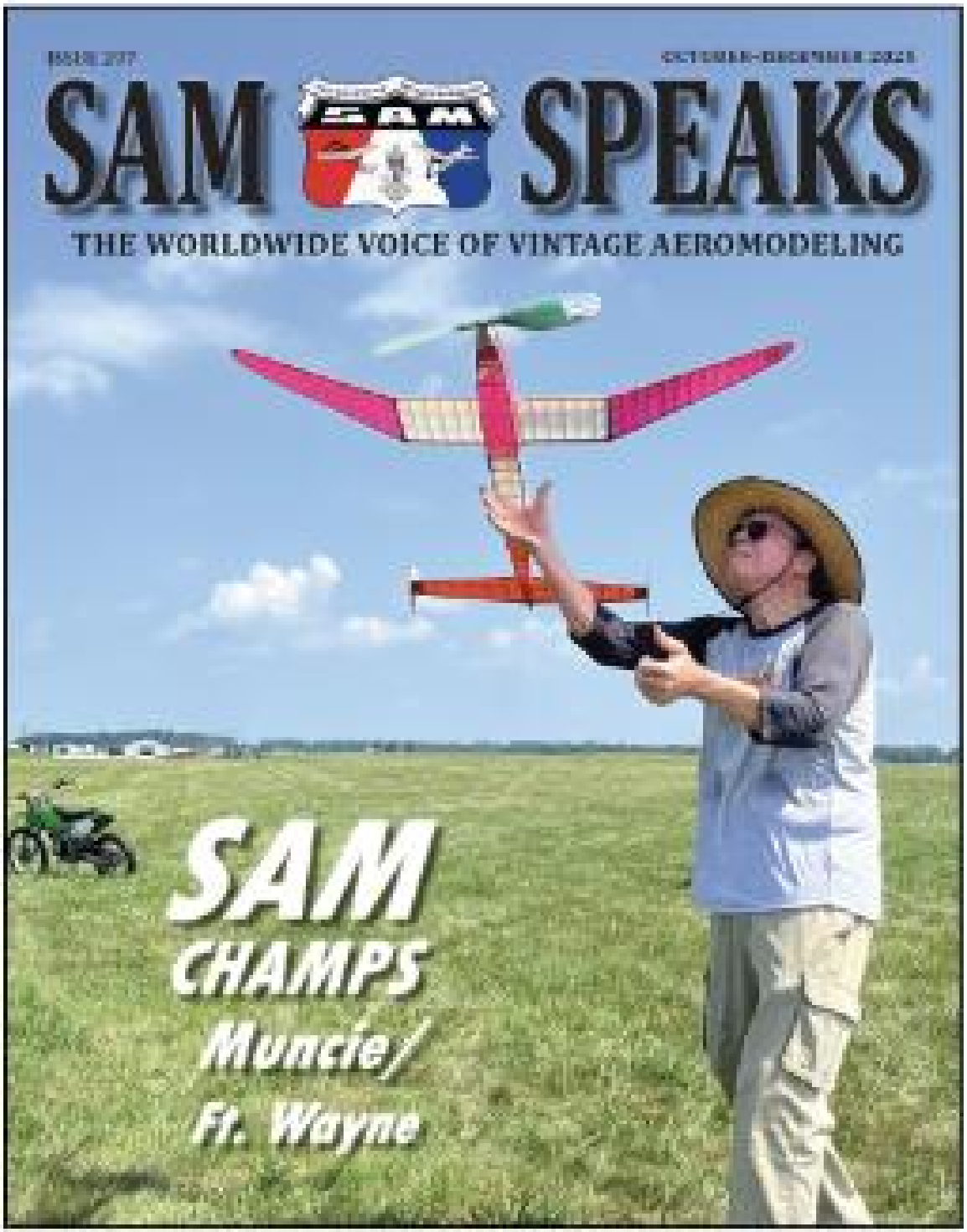
"... am immensely impressed. A splendid effort"

"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



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 1st.	Sunday	BMFA 1st Area
March 22nd.	Sunday	BMFA 2nd Area
April 3rd.	Good Friday	Northern Gala, Luffenham
April 6th	Easter Monday	Croydon & **SAM1066**, Salisbury Plain
April 26th	Sunday	BMFA 3rd Area
May 23rd.	Saturday	London Gala, Salisbury Plain
or May 24th	Sunday	
June 7th.	Sunday	BMFA 4th Area
June 28th.	Sunday	BMFA 5th Area
July 11th	Saturday	Crookham Gala, Salisbury
Or July 12th	Sunday	
July 26th	Sunday	BMFA 6th Area
August 2nd	Sunday	Southern Rally, Salisbury
August 16th	Sunday	BMFA 7th Area
August 29th.	Saturday	**FF Nationals,** Sculthorpe
August 30th	Sunday	**FF Nationals,** Sculthorpe
August 31st.	Monday	**FF Nationals,** Sculthorpe
September 12th	Saturday	Stonehenge Cup, Sculthorpe
September 13th	Sunday	Equinox cup, Sculthorpe
September 20th	Sunday	East Anglian Gala, Sculthorpe
October 4th	Sunday	BMFA 8th Area
October 10th	Saturday	Croydon & **SAM10666**, Salisbury Plain
or October 11th		
October 24th	Saturday	Midland Gala, Luffenham
October 31st	Saturday	Buckminster Gala, Buckminster
or November 1st	Sunday	
or November 7th	Saturday	Buckminster Gala, Buckminster
or November 8th	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

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

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

Useful Websites

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

control/left click to go to sites

Are You Getting Yours? - Membership secretary

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

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

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

Your editor
John Andrews