NEW Clarion

SAM 1066 Newsletter

Society of Antique Modellers Chapter 1066

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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.

Editorial

I have it on good authority (Jim Wright & Martin Dilly) that the flier alongside John Thompson in Tony's article 'Blast from the Past' in Feb issue is actually Dave Tipper of the St Albans club, not Al Wisher as Tony thought.

The possibility of SAM35 & SAM1066 amalgamating and becoming one association has moved a step nearer. There has been a face to face meeting between some committee members from each Association and the general opinion is that combining is desirable and achievable.

What have we got in this issue:

- Roger Newman kicks us off with comprehensive research into full size passenger carrying solar powered electric flight.
- Installation of RDT into his electric open power models is the subject our chairperson Tony's article for this month.
- Model Aircraft March 1957 sees Pylonius commenting at length, amongst other things, on his brushes with model engines, or ironmongery as he calls them.
- I pull another of my old Clarion articles from 2004, this time a discourse on my long-time friend and ex modelling companion Ray who moved to South Wales some time ago.
- Here and There from Model Aircraft 1951 reports that the Festival of Britain C/L championships will take place in Wembley Stadium. Also an unusual occurrence where a rubber model landed on the same branch of the same tree on two consecutive flights.
- The January Trinity Indoor meeting is the subject of Nick Peppiatt's article, including his usual plethora of model pictures.
- 1956 Heard at the Hangar Doors talks of shark teeth decoration on a US fighter squadron's aircraft, Russian world record claims and in a likes and dislikes enquiry the theme seemed to be liking one's own branch and disliking the others.
- Nick Peppiatt tables the class requirements for Model Aircraft and Drone registration.
- Engine Analysis is the Reeves 1.8 from 1951.
- Report of an RAF pilot's win in the King Cup air race in his Homebuilt aircraft.
- Another interesting contest model retrieval from Roy Vaughn.
- A tit bit of 'fly by wire' vintage modelling found by our membership sec. Martin Pike.
- I've rooted out a bit of the history of the Cardington Airship Sheds and added a bit of a pictorial of my flying there.
- Jim Wright expands on the mistaken identity of the glider flier Al Wisher and sends a picture of his own prowess as a weight lifter.
- Roger Newman's Notes from North Wales talks of his intentions re indoor flying and, wonders will never cease, his impending move into Radio Assist.
- Our secretary's notes give details of the forthcoming Croydon contest day.
  A Cagnarata Rubber event supported by a SAM1066 event.
- Roger Newman, as usual, offers his three plans for the month:
  Le Butor, a twin-finned French glider without auto-rudder.
  Albert TE1, a delightful peanut rubber model
  Bambinetta, one of Ray Malstrom's masterpieces, a neat little power model, including a write up and building instructions.

Editor

Solar Powered Flight - Roger Newman

Curiosity served as a trigger for this little delve into solar powered flight, having seen a very recent (but quite old) news clip of the Sunseeker II, pictured below.

The familiar adage definitely rings true here in as much as the more you know (discover) the less you know, particularly when trying to relate ultra-modern technology to our hobby – here is an extract from a most interesting paper written in 2008 by Andre North of the Autonomous Systems Lab, Swiss Federal Institute of Technology Zürich on the history of solar powered flight & the role provided by model aircraft.

The conjunction of two pioneer fields, electric flight and solar cells The use of electric power for flight vehicles propulsion is not new. The first one was the hydrogen filled dirigible France in year 1884 that won a 10 km race around Villacoulbay and Medon. At this time, the electric system was superior to its only rival, the steam engine, but then with the arrival of gasoline engines, work on electrical propulsion for air vehicles was abandoned and the field lay dormant for almost a century

On the 30th June 1957, Colonel H. J. Taplin of the United Kingdom made the first officially recorded electric powered radio controlled flight with his model "Radio Queen", which used a permanent-magnet motor and a silver-zinc battery. Unfortunately, he didn't carry on these experiments. Further developments in the field came from the great German pioneer, Fred Militky, who first achieved a successful flight with a free flight model in October 1957. Since this premises, electric flight continuously evolved with constant improvements in the fields of motors and batteries.

Three years before Taplin and Militky's experiments, in 1954, photovoltaic technology was born at Bell Telephone Laboratories. Daryl Chapin, Calvin Fuller, and Gerald Pearson developed the first silicon photovoltaic cell capable of converting enough of the sun's energy into power to run everyday electrical equipment. First at 4%, the efficiency improved rapidly to 11% . Two more decades will be necessary to see the solar technology used for the propulsion of electric model airplanes…

Gerald Pearson, Daryl Chapin and Calvin Fuller, inventors of photovoltaic technology, 1954

Col. Taplin launching electric “Radio Queen”

On the 4th of November 1974, the first flight of a solar-powered aircraft took place on the dry lake at Camp Irwin, California. Sunrise I, designed by R.J. Boucher from Astro Flight Inc. under a contract with ARPA, flew 20 minutes at an altitude of around 100 m during its inaugural flight. It had a wingspan of 9.76 m, weighed 12.25 kg and the power output of the 4096 solar cells was 450 W . Scores of flights for three to four hours were made during the winter, but Sunrise I was seriously damaged when caught flying in a sand storm. Thus, an improved version, Sunrise II, was built and tested on the, 1975 12th of September 1975. With the same wingspan, its weight was reduced to 10.21 kg and the 4480 solar cells were able this time to deliver 600W thanks to their 14% efficiency. After many weeks of testing, this second version was also damaged due to a failure in the command and control system. Despite all, the history of solar flight was engaged and its first demonstration was done.

Sunrise II, 1975

On the other side of the Atlantic, Helmut Bruss was working in Germany on a solar model airplane in summer 1975 without having heard anything about Boucher's project. Unluckily, due to overheating of the solar cells on his model, he didn't achieve level flight and finally the first one in Europe was his friend Fred Militky, one year later, with Solaris. On the 16th of August 1976, it completed three flights of 150 seconds reaching the altitude of 50 m.

Solaris, 1976

Since this early time, many model airplane builders tried to fly with solar energy, this passion becoming more and more affordable. Of course, at the beginning, the autonomy was limited to a few seconds, but it rapidly become minutes and then hours... . Some people distinguished themselves like Dave Beck from Wisconsin, USA, who set two records in the model airplane solar category F5 open SOL of the FAI. In August 1996, his Solar Solitude flew a distance of 38.84 km in straight line and two years later, it reached the altitude of 1283m.

Solar Solitude, 1996

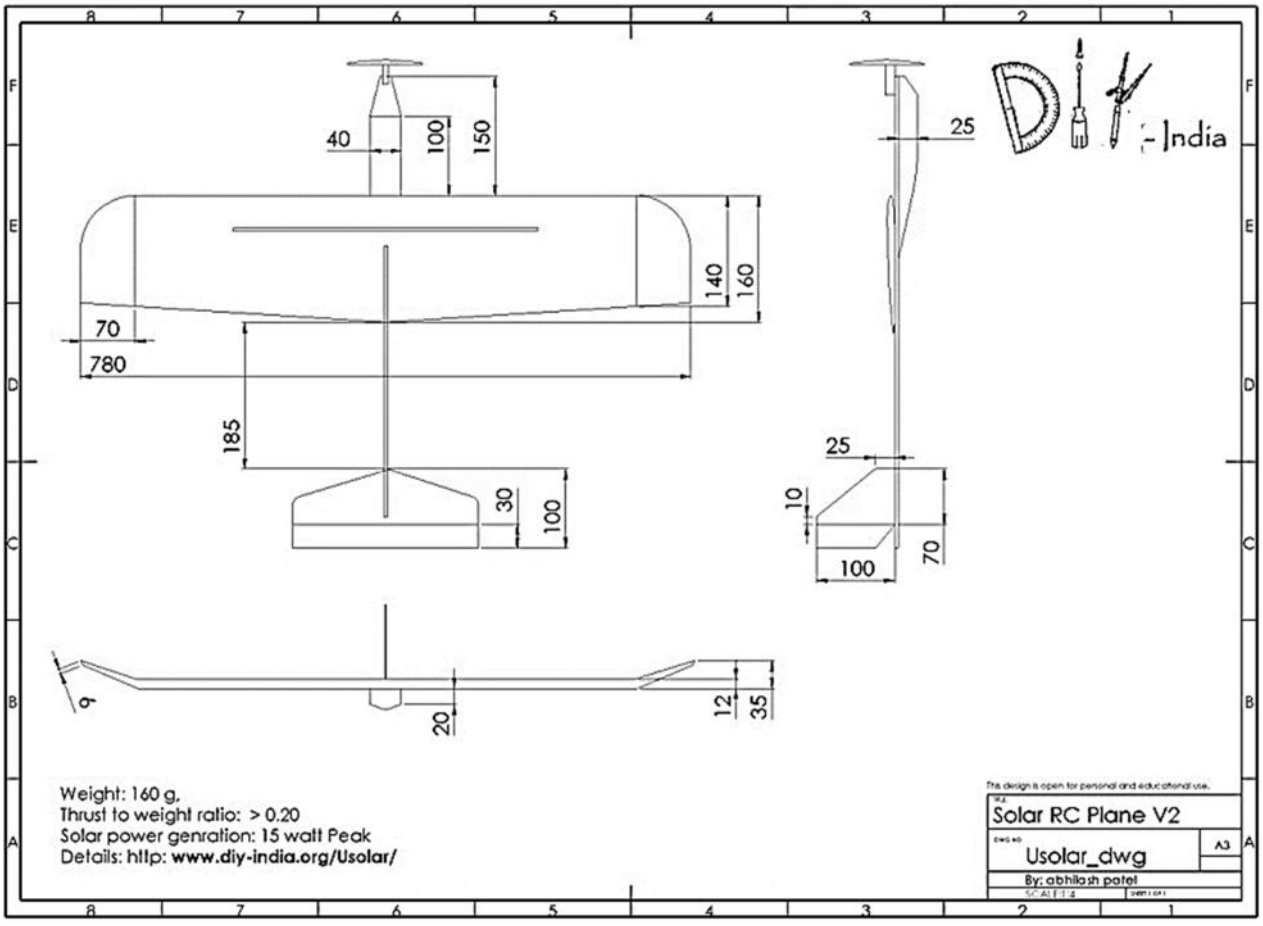
But the master of the category is still Wolfgang Schaeper who holds now all the records in this category: duration (11 h 34 mn 18 s), distance in a straight line (48.31 km), gain in altitude (2065 m), speed (80.63 km/h), distance in a closed circuit (190 km) and speed in a closed circuit (62.15 km/h). He achieved these performances with Solar Excel from 1990 to 1999 in Germany .

Solar Excel 1990

One can mention as well the miniature models MikroSol, PicoSol and NanoSol of Dr. Sieghard Dienlin. PicoSol, the smallest one, weighs only 159.5 g for a wingspan of 1.11 m and its solar panels can provide 8.64 W.

After having flown solar model airplanes and proved it was feasible with sufficient illumination conditions, the new challenge that fascinated the pioneers at the end of the 70's was manned flights powered solely by the sun.

The above does, of course, only take us up to the turn of the century in terms of model airplanes. So what has happened since? Much to my surprise – although on reflection why a surprise? If one googles "solar powered model airplanes", back comes a multiplicity of responses. As a "for example" look at https://www.instructables.com/DIY-Solar-Powered-RC-Plane-Under-50/ where there is a very interesting article from India on how to construct a 3 channel RC model for under $50 – quote / unquote.

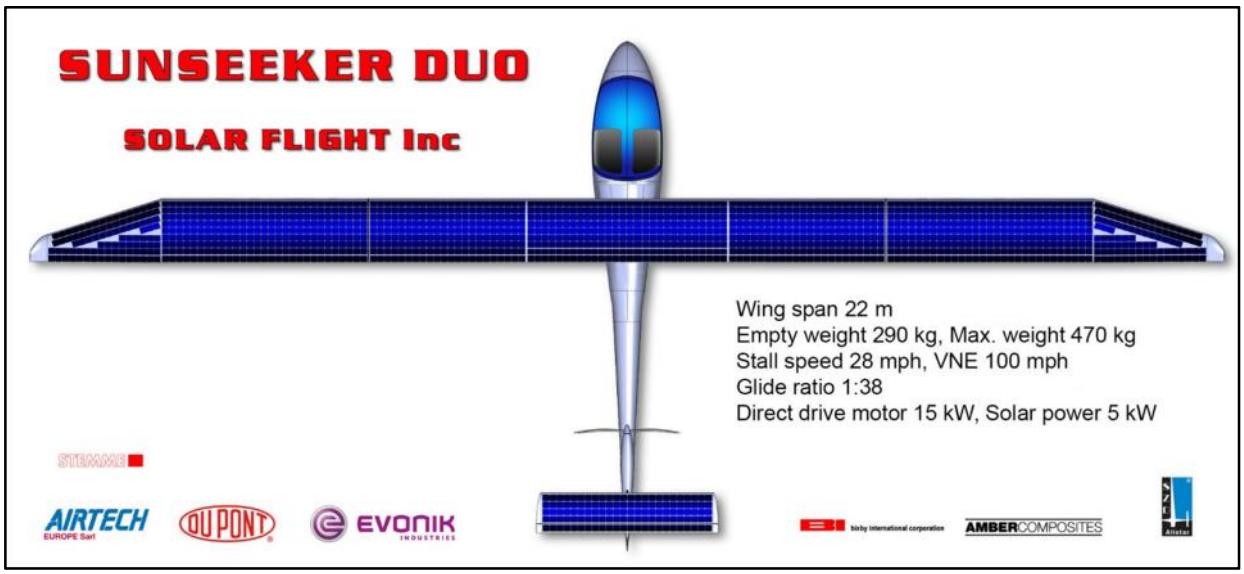


What I found really surprising was the low cost of the solar cells. Again a quick search indicates via Amazon that these are readily available – an example – less than £12 for 10 pieces - SUNYIMA 10Pcs 3V 120mA Micro Solar Panels Cells DIY Solar Epoxy Plate Electric Toy Materials Photovoltaic Cells Charger 60mmx55mm/2.36"x2.16".

I'm certain there is a plethora of information out there.

So here is a New Year challenge for our readers – design, build & fly a small **free flight** solar powered model for summer flying – should tax the brain & skills a bit! I'm sure our Hon Ed would be delighted to publish full details of any successful design – even tho' it's not vintage free flight!

As a footnote, the Sunseeker II was superseded by the Sunseeker Duo in 2013. to quote from the Solar Flight website –



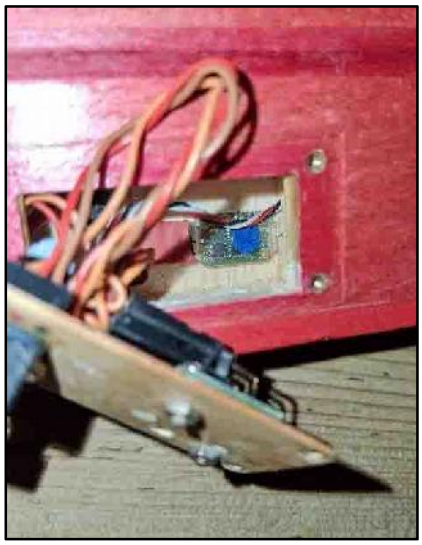
Sunseeker Duo is the most advanced solar powered airplane in the world. It is Solar Flight's third solar powered airplane. It has a wingspan of 22 meters; an empty weight of 280 kg and 1510 solar cells with 23% e ciency. The airplane is able to cruise directly on solar power with two people on board. First flown under power in December 2013, it has now logged several hundred hours in the air, and carried more than a few passengers & has made a crossing of the Alps.

Where will it all end? After many years of research on all types of electric vehicles, Solar Flight has developed a plan for the next generation aircraft & are seeking funding to develop a solar-electric 6 seater transport capable of flying in and out of short fields with a reasonable payload.

More next month:

Roger Newman

A Bit More for the Board - Tony Shepherd



"The RDT installation on the Open Electric models.

OK, so what you're about to receive isn't vintage but it does have implications on those that fly vintage power models in UK comps. Last year (or at least I think that's when it started) it became a requirement that models flying in BMFA competitive free-flight events had to be fitted with RDTs in models that weigh more than 250g. Well given that I didn't do much on the competition front in 2025, I ended up only having to convert my two quite large open electric models (Dave Clarkson designed – see New Clarion for last May) and this simply involved connecting one of my half-inch square Bodnar RDT receivers to the electronic timer (there is even a socket readily available for this in the timer's wiring) in each plane and stuffing it away in the box behind the timer and all was done. Every time one the models was powered up, the on-board component of the RDT was powered up too from the on-board battery and, once in the air, the servo that released the tailplane could be operated either by the timer at its programmed flight duration or from the flyer's handheld transmitter whichever came first.

The receiver can just be seen on the right at the back of the box, permanently connected to the timer"

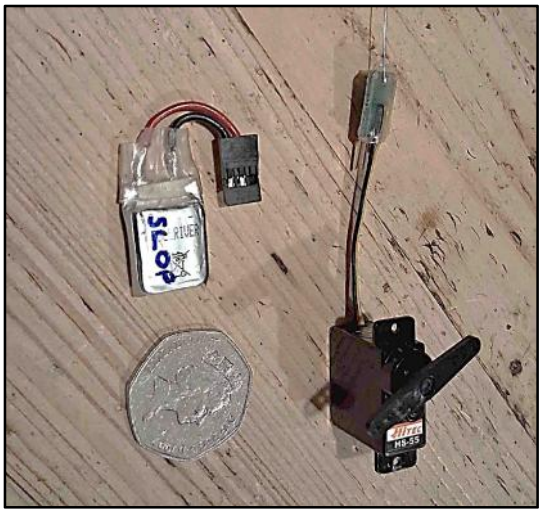
2026 will be different for me in that I intend to compete with my one and only Slow Open Power model in the appropriate comp class.

This is basically the same design as the big electrics but there's an old AM35 diesel on the front and a clockwork timer for controlling the engine run and DT setting so the issue now is how to include a fully electronic, servo operated RDT set up within a thin fuselage.

Cutting to the chase, the simplest option is to forget the DT release arm on the clockwork timer and instead fit a stand-alone, servo operated RDT. I've been doing this for several years on my sport models as it permits thermal-assisted flights to last for as long as you stay in good air, safe in the knowledge that you can bring them down whenever you want. However I'd never bothered with it for competition models as the clockwork timers were always there to bring the models down at the target time dictated by the rules of the event but from now on they must have RDT fitted and this includes vintage models like Dave Cox's magnificent collection of high flying Jimps!

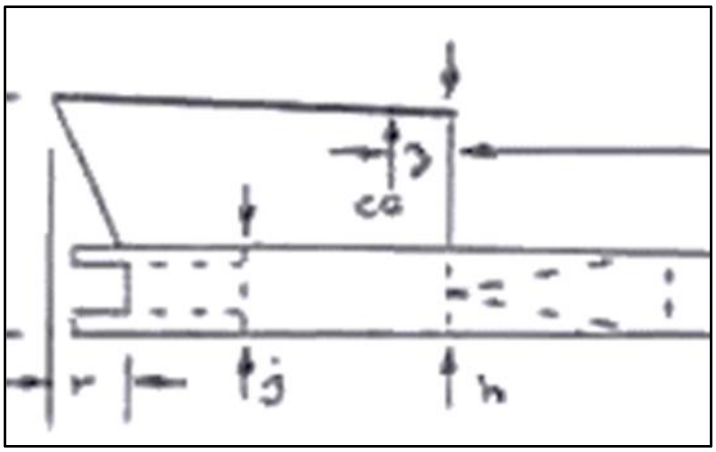
For stand-alone RDT systems you need a bit more space than in electric models as you need to find space for the full system including a new servo, battery and receiver so retro-fitting can be a bit problematic, particularly with thin fuselages. With Jimps this isn't an issue as they were originally designed for use with an ED Comp Special and so are very wide. Similarly other earlier models were made wide enough to house spark ignition batteries. But with the models designed to house more modern diesels or glow engines, perhaps mounted sidewinder, fuselages became significantly narrower and that now gives a problem.

I have to confess to erring on the side of caution when it comes to RDT servo selection. For small engines vibration isn't too much of a problem but engines like the AM35 in my Slow Open model like to let you know they're running and vibrate very noticeably so I wanted to go for something a little larger and hopefully sturdier – not by much but enough to give problems with the Clarkson's narrow fuselage. If I was building from scratch then I'd have built in some sort of RDT box right from the start but when retro-fitting, all the structure is already there and some of the inbuilt stiffening features could well be in the way of the modifications.



"Bodnar RDT receiver with battery and DT operating servo all of which has to be crammed into the fuselage"

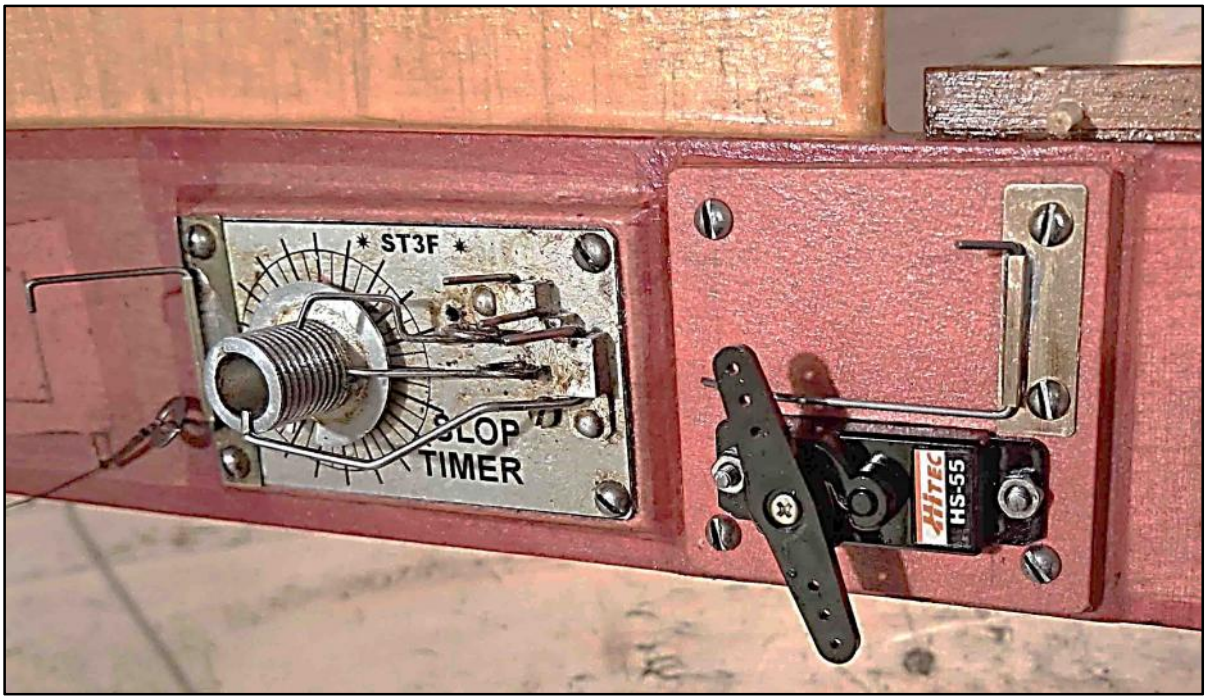
This was definitely the case with my SLOP. The most logical place to fit the RDT gear was just behind the pylon but as you may know this is an area that can be prone to fuselage breakage when subjected to heavy landings and so is reinforced internally. In practice I had to cut away much of the two gussets originally included at this point so I had to add additional stiffness in the form of ply doublers on the outside of the fuselage.



"Note triangular gussets behind pylon which add significant strength to the fuselage as originally designed"

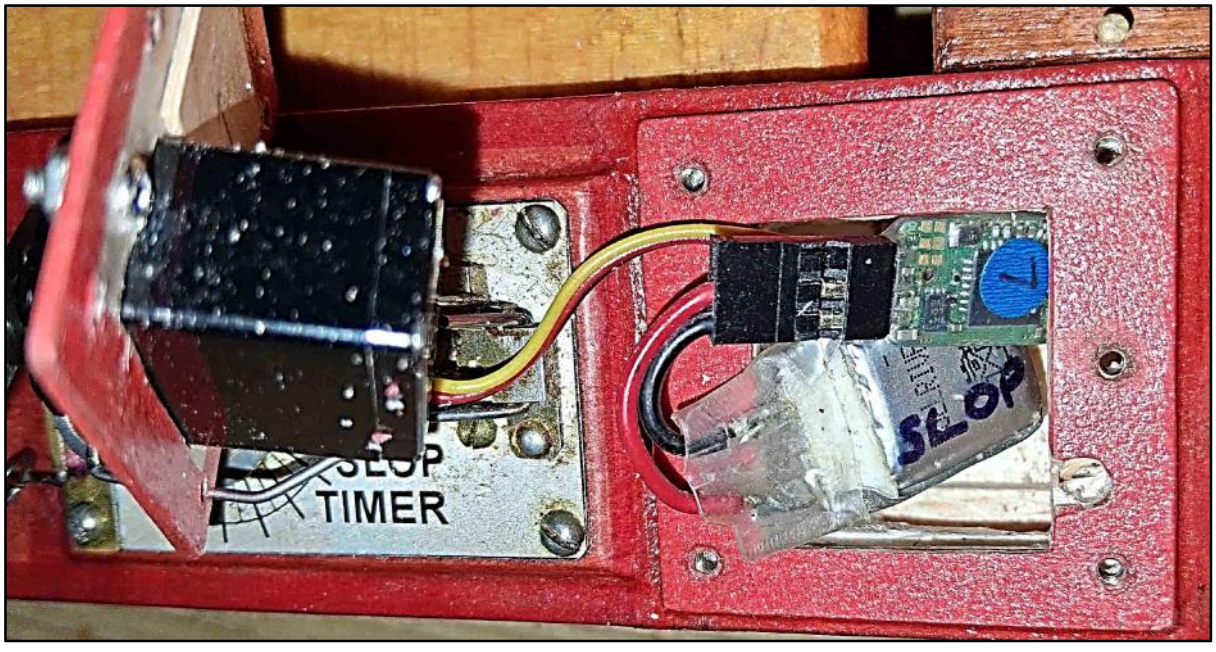
There was also the issue of access arrangements - even if you leave the RDT receiver on-board the battery still has to be changed and a closing plate of some kind is required. Then there were fixings strong enough to hold the tailplane release arm. A bit of Loctite won't be sufficient to hold the lever's pivot tube – I soldered mine to a small

brass plate which is held onto the fuselage by two of the 8BA screws and captive nuts that also fix the closing plate in place.
It takes more than one flimsy rubber band to hold down a SLOP tailplane and they need a strong anchor point, not just a couple of 1mm self-tappers going through a layer of 1/32" ply.

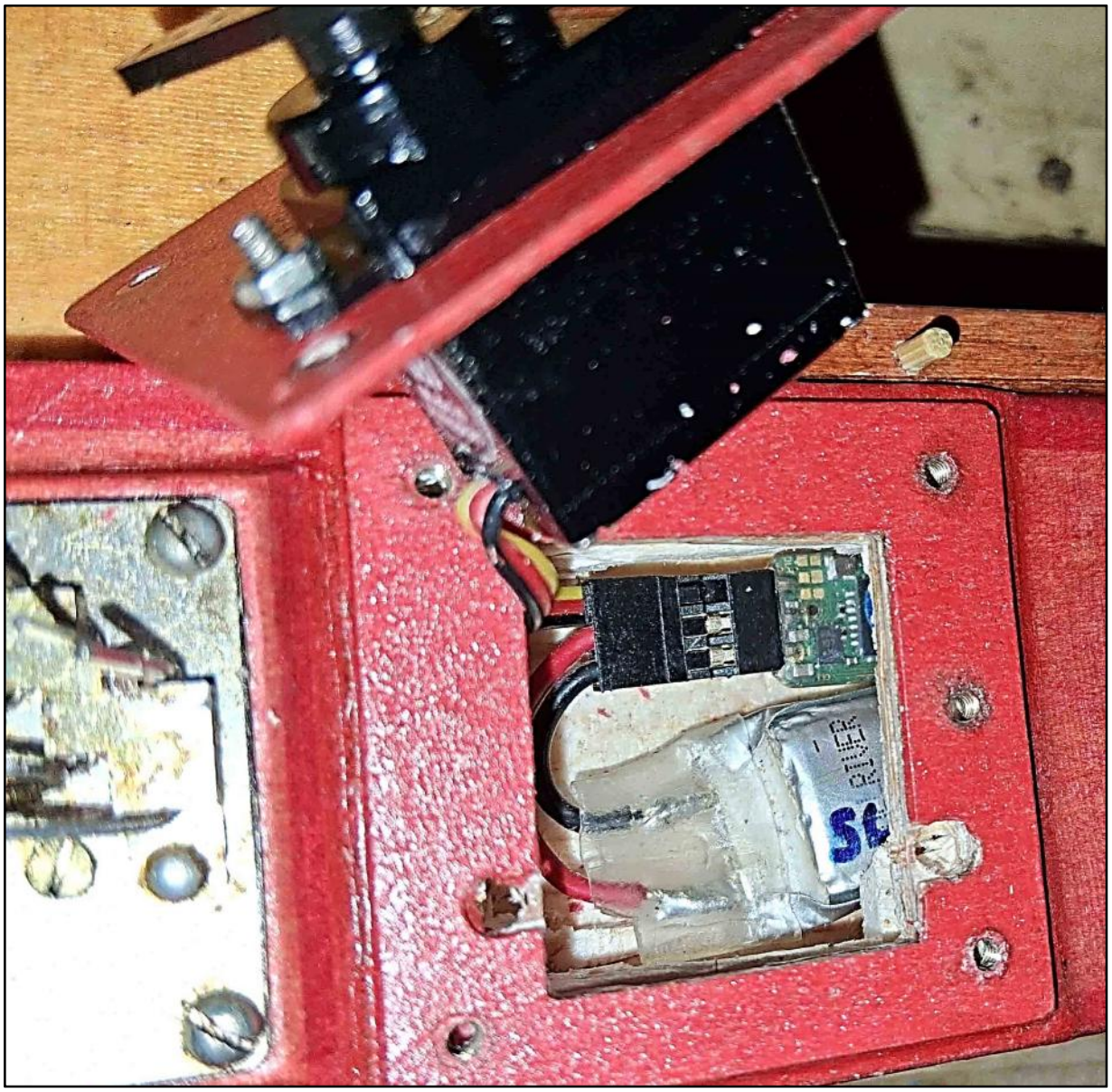


"Cover plate in place with DT release lever"

Another problem was routing the RDT receiver's 82mm long antenna through the fuselage - inevitably a bulkhead blocked the way. I eventually managed to install a length of thin fuel tube through the fuselage but only after cutting a small hole in the side adjacent to the bulkhead, a notch in which was made to access the route the tube needed to take. The antenna is now slid though this tube every time the receiver had to be installed – a fiddly task! And last but not least, my neat little retrieval bug box which was mounted on the left hand side of the fuselage was in exactly the place where all of this lot was being fitted so it's now on the top immediately behind the pylon!



"Cramming all the electronics into the RDT box"



"All neatly in place prior to fitting of the cover plate"

All of these issues were surmountable but it was certainly a challenge and took a lot longer than I'd hoped but I'm pleased to say that after some test flights last Sunday up on Salisbury Plain and a few moderately heavy landings all was still intact.

"Replacement bug box behind the pylon"

The next RDT retro-fit will be included as part of the conversion of a slightly smaller Clarkson SLOP-style design. It had started life as a model for the short-lived Brit Power contest class but was converted to electric power when I first got into flying with Watts, Amps and Volts. It's now going back to its initial form with a PAW149 up front. It's fuselage is even smaller than the SLOP so I'm now considering an alternative installation option for the RDT which I'll describe next month.

Tony Shepherd

Extract from Model Aircraft March 1957

Topical Twists

by PYLONIUS

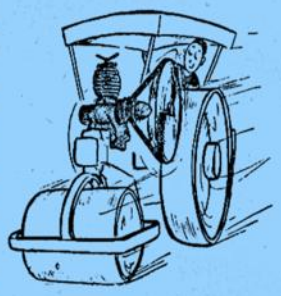
Simply Overpowering

Now, I'm no great shakes as an engine expert, except when a 5 c.c. effort whizzes past my ear, then there's no greater shaker in the business. What I mean is that when I discourse on the ironmongery side of the business I have to tread cautiously—no use leading with my Chinn out.

Well, it seems to my untutored eye that a 1 c.c. engine packs more than enough concentrated wallop to keep any prop-flicking hobbyist in raptures of delight. Neither is it lacking in the other shining virtues. The noise output is sufficient to keep those anti-social types who have the impudence to live on the fringes of our airfields in a state of apoplectic fury. Oil discharge is well up to expected standards; model and modeller being reduced to a soggy reeking mass in a matter of minutes. And, as far as starting capabilities are concerned, they can, if treated rightly, take every bit as long as their bigger finger chewing brethren. I know a few innocent manufacturers produce some one-flick wonder units, and the unsuspecting hobbyist might easily find himself palmed off with one of these. But, happily, there are ways and means of rendering them reasonably futile. A 4 in. × 4 in. prop, the home made tank and a drop or two of the club wizard's super brew are all well tried and successful remedies for the start-happy engine.

Zip, noise, mess and hours of joyful flicking. What more could you ask? Well, a jolly sight more if recent "Letters to the Editor" are anything to go by. The general clamour is for the monster variety of balsa shatterer, or, should I say, bench vibrator. But I am unjust in hinting that such engines lead a completely bench bound existence, for one correspondent tells us that he intends fitting his pet monster in a scale steam-roller—possibly a half size effort.

Don't get the idea that monster engines are any new thing. Back in the days when every modeller was a colonel and every model a steamroller (or, that's what they looked like), 30-50 c.c. efforts were all the rage. However, the masses of iron-mongery concealed only a fraction of the power of a modern 10 c.c. unit, and we can take this as the reason why the colonels survived until quite recently. We hear of them no longer, and we can only assume that they were tempted to put the new monster units in model planes. What horrible fate befell them on their lonely grouse moors we shall never know.



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Undisputably, the model engine is a fascinating toy—a thing of beauty to the boy forever. Even veteran modellers get an uncontrollable itch in the old prop finger at the mere sight of a provocative little diesel, though judging by the chopped-up state of that much abused digit, they are old and wise enough to know better. As for the yet undamaged beginner, it inspires him with mechanical inspiration—how to get his piggy bank open for the first down instalment. Sometimes he is so carried away by the wonder of his new finny friend that he goes out and buys a dinky little kit to keep it company. It may also happen that he is one of those rare creatures who will actually build it. Of what occurs after that I have no personal knowledge. I can only refer you to the glowing testimonials in the adverts.

Apparently, the pet engine and kit are taken to the nearest airfield, the tank filled up, and the model launched into the clouds on its first and last glorious flight. The stopwatch clicks off at about 2 hr. 30 min., and the model-less beginner trots happily homeward, aglow with pride and achievement.

Now, what he does next is a matter for speculation. Does he first sit down to write that glorious tribute to the kit manufacturer, or does he get cracking on the piggy bank?

* * *

A Cutting Reply

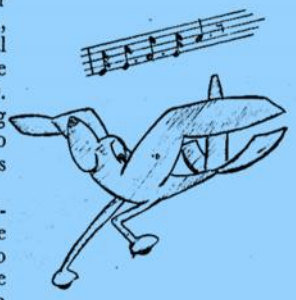
I see that this enterprising magazine is offering a set of balsa knives to the sender of the funniest and most controversial letter. Well, I, in my own humble way, have been bashing away at this funny and controversial stuff from the days when balsa knives had flint heads, but, so far, all I've been offered by way of reward is the business end of a building board and an extra-hard block of balsa. No one has yet come across with a set of balsa knives. But just you wait until they see my competition entry—all about the history of my vintage razor blade, and what a splendid model knife it makes after all these years.

* * *

Top of the Pops

In these model glutted days even the poetically minded bloke has a job to find a name for his latest three-evening effort. After that first proving flight inspiration might not be so lacking, though the apt title might not meet with the approval of the local Watch Committee. If, on the other hand, the model looks like surviving into the next club report (well, a year's not long if you look after it carefully) a spot of moniker meditation is the order of the day.

Anyway, one bright spark seems to have got over the brain racking problem by naming his model after popular songs. This method, though, relies too much on topical flavour to be of much use with the average P.R.O. The time your "Rocking Thro' The Rye" gets into print it's as out of date as "Nellie Dean."



Still, the idea has possibilities, particularly for the pop fiend who happens to be the club P.R.O. If some characters can squeeze cameras into their models there should be room for one of those small L.P. discs. This should make the Sunday flying session more sociable. You wouldn't have half the club dashing off early to listen to "Family Favourites."

* * *

A Shock for Modellers

I haven't been to Chobham for quite some time. Perhaps I now feel that life is to be enjoyed. Even so, I was surprised to learn that its natural, unspoiled charm has been added to by a cradle of high tension wires.

Usually this form of rural decor is reserved for famous beauty spots, and we can take its appearance on the Chobham desert to be a sort of backhanded compliment. If the electricity people place higher value on spoiling our fun than ruining some glorious stretch of countryside, aeromodelling can indeed feel itself exceptionally honoured.

John Andrews – Random Ramblings

I'm sitting here looking at a blank computer screen wondering what pearls of wisdom may flow, hence the title. I have done absolutely nothing aeromodelling wise since Peterborough Flying Aces, apart from my last article, so random ramblings it will have to be, rather than my usual unstructured drivel.

One thing comes to mind, I recently made contact with another of my 50's - 80's aeromodelling mates Ray Archer. Ray was with us in our control line heydays and early radio, single channel through to multi. He got waylaid along the way and had a foray into the early days of drag racing. He built a couple of dragsters using an old straight six 3.5 Jaguar engine. I was peripheral to his activities but we had some fun, until the big boys and big money moved in. We went from straight petrol power through methanol and eventually finished up with three 2-inch SU carburettors on a Wade blower, swallowing methanol like it was going out of fashion. The dragster didn't do any better times but the terminal velocity improved and with the six open pipes facing skyward emitting white exhaust vapour it was spectacular for its day. The expression 'Going like a train' was most apt, as the exhaust shot up to about 10ft and hovered there, in a long line, as the car went down the strip. I remember one practice day at Santa Pod, I shot off down the drag strip in the straight six Ford push-car behind Ray and overtook the Street Car racing in the other lane. What made it worse for the driver of the other car was my two kids waving at him out of the Fords window, not good for the guys ego to be beaten by a push car that gave him 20 yards start to boot. Happy days.

It didn't take long to get a good digression going did it? I never really got started on any vintage aeromodelling subject did I?

Hey! Ho!, back to the digression, contact between Ray and myself had degenerated to Christmas Card between wives level for a number of years, then, out of the blue, earlier this year we get a card from Ray. He announced that he had finally achieved escape velocity at work and that the Archers were emigrating to Wales, Neath to be precise. Fortuitously this card came a few weeks before the wife and I were off to Tenby for a few days to revisit the two golf courses there, so we arranged a visit to the Archers on our return journey from Tenby.

Last I'd heard Ray was into electric radio control, when he took me into his new workshop, Oh-boy! was he into electric? He had some enormous models, semi scale jobs 10 or 12 foot wingspan, a B25 and a Spitfire. He also had a huge flying wing, if you are on the web then look at web.ukonline.co.uk/ray.archer/, he has a web site with pictures.

Since our reunion we have exchanged a few e-mails, more on his part than mine I must confess, the results however may prove of some interest to a few of you Sam1066ers and certainly a diversion from my usual rubbish.

Ray Archer and the B25

I sent Ray a few pictures of my own models and as he always had a bent for whimsical cartoons, he soon replied with the following amendments.

Here is Ray's version of my best open rubber job 0-3

I think Ray felt a little more wing area was required, hence the proposed conversion. Spelling does not appear to be his strong point though, unless I'm missing something.

A little while before Wallop I was at one of the hanger meetings at Davids and the conversation must have got round to float planes, next thing I know I'm going home with a vintage float plane ex Ian McDonald minus a tail plane. After a fruitless search for the name of the model in order to make some tail feathers, I decided to build a tail plane in the manner of the wing and to hell with authenticity. I was not sure whether I could claim to be the builder of the model, after all I had constructed a flying surface and just fitted a rather

large prop assembly, with fuselage and wing attached, on the front. Whither the B.O.M. rule.

Ex Ian McDonald Float Plane (*Its my tail plane)*

I made up a short motor from 14 strands of ¼, it seemed a bit powerful for the single bladed prop but I figured R.O.W. would need it, having witnessed a few attempts by others. I had made a set of blue foam floats for my old Senator a couple of years back and tried it off water at Peterborough but no joy. I was using 12 strands of ¼ in that, but it was old and heavy. It flew OK but not off water.

I took the Float Plane down to my local trimming site and, with a few hand turns and a small piece of packing, the model did a couple of turns up to 20 ft. and glided down a treat. I was ready for Wallop and Peterborough but sadly no pond at either venue. I've just got it down off the workshop wall to take the photo.

I seem to be collecting other peoples models at the moment, I have a Gipsy, a Jaguar and am expecting a Korda shortly. I will use these models for pleasure flying with an 80 gm motor from 16 strands of ¼ Tan Sport. The idea is that I will get a nice short burst of power on half turns and not have to run too far. I will have to be careful not to wind them up too much or I'll be into the aerobatic looping like I got with the same sort of set up in my own Gipsy at the Nationals a couple of years back.

Here and There

THE EDITOR COMMENTS ON CURRENT TOPICS

GOOD NEWS FOR C/L FANS Control-line enthusiasts will be pleased to learn that through the efforts of the S.M.A.E. P.R.O., Mr. K. J. A. Brookes, arrangements have been made for the Festival of Britain National Model Flying Championships to be held at the Empire Stadium, Wembley on Saturday, July 21st, 1951.

The publishers of *The People* newspaper have very generously offered to donate no less that eleven trophies for the speed, stunt and team race events which are to be held. Spectators will be admitted to the Stadium from 1 p.m. until 6 p.m., the charge for such admission being 2s. 6d. for adults and 1s. 6d. for children. Competitors will have the use of the flying arena, workshops, etc., from 8 a.m. until 6 p.m.

This meeting will afford a grand opportunity for attracting attention to the model flying movement. We feel sure that every effort will be made by the S.M.A.E. and its affiliated clubs to ensure that it is an outstanding success.

S.M.A.E. E.C. MEETING The Emergency General Meeting of the S.M.A.E. which was held on the January 7th, 1951, proved to be a very quiet affair, the proceedings being conducted in a far more harmonious manner than one usually expects at such meetings.

The decisions taken are reported in the S.M.A.E. News pages in this issue, but we should like to place on record—especially in view of the hard words we had to say last month about a certain London Club—that if it had not been for the members of this particular club, the meeting would have been a farce, as apart from them and the members of the Council there were only one or two other club representatives present. Even those who at the Annual General Meeting requested the calling of the E.G.M. failed to put in an appearance.

PITY THE OFFICERS We can never understand why at the Annual General Meetings of the S.M.A.E. the Officers of the Society are made to sit in solitary aloofness at the top table, where they become the target for all those who have grievances, justified or otherwise, to air.

After all, these officials are only responsible for carrying out the Council's decisions, and, as they are outnumbered in the Council by the Area Delegates, they are not solely responsible for these decisions. Might it not be a good idea if at future Annual General Meetings the top table was occupied by the *whole* of the Council Members?

COLLISION We heard of a remarkable coincidence which happened on the occasion of the Bill White Cup Contest at Fairlop in January. One model on its first flight was well and truly "treed" on landing about a mile or so from the take-off spot. Luckily, the damage was only superficial. On the next flight, and from a different launching point, the same model hit the same tree, almost to the identical branch and twig! Unfortunately this time the damage was more extensive and the third flight was not taken. Otherwise we have no doubt it would have found the same resting place!

This brings to mind other queer "accidents." Models colliding in flight are a comparatively rareity. The first occasion we can remember witnessing such an event was at Heston aerodrome some years ago, in the morning before the Bowden contest. A large power model, flown by G. W. W. Harris, we believe, collided with Bill Dean's *Zomby*. The smaller model came off much the best. There was also another mid-air collision at the 1950 Wakefield in Finland. Small wonder, in fact, that there were not more with many models landing right back on the take-off boards after three minute flights!

Another category of "accidents" is that of models being set alight with their own dethermaliser fuses! We have tried deliberately on many occasions to set a doped wing alight with a lighted fuse. (Yes, it was an old model. This was scientific research!) But we never succeeded in getting the doped tissue to do other than smoulder for a second or so and then go out, with just a patch burnt out of the covering.

Yet there have been models burnt up in this way. We recall three such incidents on one day. Our theory is that it is all a matter of temperature and humidity. On a hot day, and at a certain humidity figure, tissue is combustible in this manner. Then it happens! Fortunately there seem to be only a few such days during a year.

The classic example of all " aircraft fires " however, is undoubtedly the time when a large rubber model with an underslung parachute dethermaliser fuse crashed on take off and the fuselage promptly folded up around the fuse ! In a matter of seconds the whole model was a flaming ruin !

CAPACITY AND POWER

The most convenient way of classifying miniature aero-motors is undoubtedly by size, or capacity. In the old days, too, capacity was a pretty good criterion for power. Performance followed the general rule that the larger the motor the greater the power, *pro rata*. Nowadays this simple rule no longer holds good for with improvements in motor design some racing 5 c.c. motors may develop more power than a 10 c.c. sports motor. Yet modellers still refer to designs as being suitable for a certain *size* of motor.

What is needed is some new reference—a power rating, if you like—still referred to capacity but taking into account the basic design features. It is well known, for example, that different types of porting give different speeds. The sideport motor is inherently the slowest, crankshaft rotary porting next and the disc rotor the fastest system. It appears, also, that the more powerful motors (for any given size) have a low bore/stroke ratio.

We wonder, therefore, if a simple formula for *power rating* could not be evolved by multiplying capacity with a factor derived from the bore/stroke ratio of the motor concerned. Better still, since capacity, or, strictly speaking, displacement, is itself derived from the bore and stroke, perhaps power rating may be expressed directly in terms of bore and stroke.

Perhaps our more technically minded readers may like to give the question some thought. We should be interested to hear their views.

ADVERSE PUBLICITY

The following extract from a recent edition of the *Scarborough Evening News* is a typical example of the type of publicity which the model aircraft movement can well do without.

" Third-party risk and model plane. The Sunday morning air up Sandybed way yesterday was disturbed by the drone of a low-flying plane. Schoolboys and men in the gardens of nearby houses watched as it skimmed over the Lisvane School playing field about 60 ft. up.

" Suddenly it stalled, its nose whipped down in a power dive, and it crashed through the roof of a Sandybed prefab. . . . But no one was hurt. It was only a model plane, powered by a petrol engine, belonging to one of the Lisvane schoolboys.

" The wings stayed on the roof, but the engine came off its mountings and went through the asbestos—or whatever prefab roofs are made of. The boy had to climb on the roof and put his hand through the hole to retrieve it.

" The corporation tenant got busy with roofing felt to keep out the rain. He was told by the self-possessed plane owner, with all the aplomb of a car-driver who has just scratched the paint of another vehicle :

" ' Don't worry about the damage. My insurance will cover the cost of the repairs all right.' "

We recently drew attention to the importance of model flyers who are involved in accidents not admitting any liability or stating that they are insured against third party claims. If reported correctly, the remark made by the modeller and quoted at the end of the above report was, to say the least, very stupid.

TEAM RACE ORGANISATION

Having now had the opportunity of seeing a number of team races, we entirely agree with those who feel that this new development will give control-line flying a welcome boost and provide an attractive feature for the spectators who attend the large rallies. It is the last aspect in which we are most interested as it seems to us that up to the present no real attempt has been made to " stage " a team race for the benefit of the spectators.

We would suggest that at any well organised team race event a large lap scoring board should be provided to show the positions of the teams at the end of each heat, and to give details of the entries. An intelligent commentary should also be given over the public address system, and, whilst we do not wish to become advocates of fancy dress for model flyers, we do feel that the members of the competing teams might wear different coloured arm bands or some other reasonable form of identification.

It will be a great pity if this type of event which offers so much scope for providing an interesting and exciting attraction at the large model flying meetings is allowed to get into a rut and lose its appeal for the want of a little imaginative presentation.

The splendid trophy which has been presented to the Royal Air Force Model Aircraft Association by Dr. A. P. Thurston. It will be competed for annually at the R.A.F. Championships and is for models built to the Wakefield Trophy formulae

Indoor isn't for Everyone 96 - Nick Peppiatt

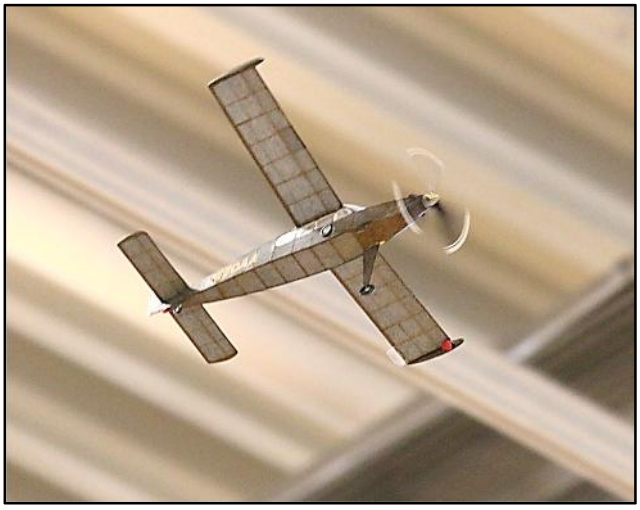
Trinity Indoor Meeting, 10th January 2026

Another year, another month, another Trinity indoor session and another competition! This time it was one for high wing scale models, where a three flight total time was required. As can be seen from the results table, the majority of entries with submitted times were Peanuts. The best performance was from Gerard Moore's very lightly built and fine flying Helio Stallion gunship, with an all up weight of 8g. Lurk's Lacey M-10, with an all-up weight of nearly 18g, was just pipped by one second by my Clutton FRED, which has an all-up weight of 12.5g, to second place. However, I think this shows the aerodynamic superiority of the Lacey. As he was the CD and to avoid the embarrassment of presenting himself with his own very generous prizes, Lurk sportingly disqualified himself, giving third place to Richard Preston with his Found Centennial , enlarged from the Walt Mooney Peanut plan (Model Builder March 1978).

Mike Stuart's Atalante GB 10, Concours winner, from Emmanuel Fillon's plan

Chrislea Super Ace built from Mike Stuart's plans by Bob Lee.

Nick Peppiatt's Clutton FRED (Andy Blackburn photo)



Gerard Moore's Helio Stallion (Andy Blackburn photo)

Eric Clutton was a well-known aeromodeller with a number of quirky published designs. His full-sized homebuilt FRED (or Flying Runabout Experimental Design) went with him when he moved from Staffordshire to Tennessee. The basic airframe remained the same since first built in 1963, but various engines, undercarriage arrangements and vertical tail surfaces were fitted over the years, along with a variety of colour schemes. I based my model, which represents the 1995 version of FRED, on Siegfried Glöckner's plan, which was published in the March 1983

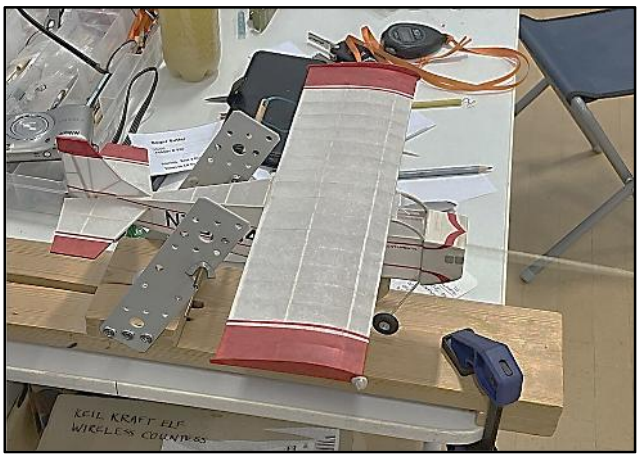
edition of the AeroModeller, and also in the Nexus Special Interests publication 'Peanut Scale Models'. My model had been in storage for a number of years and had lost its trim. In recent times I have been re-trimming it to suit the confines of the Trinity hall and have slowly been getting closer to the flying times recorded in its earlier days, in larger, squarer halls. The rubber motor was fowling on the inside of the front cowling, because the model requires a fair degree of right side and down-thrust. I made a new nose-block fitted with a KP Aero adjustable nose button and with a slightly lower thrust-line to give more clearance. I also carried out some glide tests with a suitable Plasticine weight substituting for the nose block and propeller to check the CG position and elevator angle. The model was built with adjustable rudder, elevators and ailerons. The CG position shown on the plan is 47% of the chord, whereas the CG on this model is 35%, which is between the McCoombs (34%) and Jossien (38%) estimations (please see IIFE 90, NC, September 2025). I fly this model in right hand circles (clockwise when viewed from above) and it can turn quite tightly. The problem with anti-clockwise circles is that the motor torque and turn trim act in the same direction, which means that as the power drops the turn can open out leading to the model encountering a wall. Despite this, most of the models in the Trinity High-wing competition were flown to the left. The FRED does not like an initial power burst that is too strong and it helps to back off some turns. The best flight of this competition of 40s was achieved with 1440 turns backed off by 60 on a loop of 3/32" Super Sport weighing 1.9g.

Trinity High-wing Scale Competition Results, January 2026

Name	Model	Class	Total time (s)	Position
Gerard Moore	Helio Stallion	Peanut	150	1
Nick Peppiatt	Clutton FRED	Peanut	116	2
Lurk	Lacey M-10	Peanut	115	*
Richard Preston	Found Centennial	Enlarged Peanut (16" wingspan)	103	3
Andy Blackburn	Bede BD 4	Peanut	87	4
Rob Smith	Pilatus Porter	Micro X kit (21" wingspan)	85	5
Chris Brainwood	Piper Cub	Peanut	70	6
Bob Lee	Chrislea Super Ace	Bostonian	66	7
John Winfield	Comper Swift	Veron kit (18" wingspan)	63	8=
Mike Stuart	Atalante GB 10	Peanut	63	8=

* See text

Chris Brainwood winding his Piper Cub



Lurk's Lacey M-10 being wound

Nick Peppiatt

HEARD AT THE HANGAR DOORS

The Sharks Teeth fly again

Solid modellers will be interested in the Sabres of 112 Squadron, based at R.A.F. Bruggen, as shown in our heading picture. Story behind this distinctive marking is that, when the 2nd Tactical Air Force in Germany decided to adopt distinctive markings for its fighter squadrons similar to those used by home defence units since the early twenties, one squadron made a special request. For traditional reasons 112 Squadron wanted to decorate its aircraft with sharks teeth as painted on its Tomahawks and Kittyhawks in the Western Desert during the second world war.

The Air Ministry rule is that fighter squadron markings should broadly comform to geometric patterns e.g. squares, triangles, rectangles etc., but gave approval in this instance with the result that 112 Squadron Sabres now have a wicked look on their faces.

Famous Biplanes

Whilst on the subject of solid modelling it would seem that our new series on the construction of 1/48th scale biplanes has been well received by scale enthusiasts, to judge by letters that followed publication of the Curtiss SBC-4 Helldiver in the February issue. These articles will be appearing bi-monthly and in the April issue we shall be featuring the Fairey Fantome, probably one of the most attractive biplanes ever designed. We invite suggestions for future subjects in this series and remind readers that 1/48th scale drawings are available of *all* the aircraft which have appeared to 1/72nd scale in our "Aeroplanes in Outline" and "Aircraft Described" features.

Russian records

Recent F.A.I. news gives details of new records recognised by the International body. One of these carries the distinction of absolute World Record, the Russian Ivan Ivanikov setting up a speed of 275 k/hr. (170.8 m.p.h.) in the jet section of Control Line Speed. The highest speed recorded in Great Britain is that set by R. Davenport on the 11th July, 1954, with a figure of 152.17 m.p.h. using a 10 c.c. engine, so it is obvious we have a long way to go to catch our Russian comtemporaries.

Another Russian, Petr Velitchkovski, just exceeded the requisite 2% increase to push Frank Bethwaite's (N.Z.) radio control duration record into the background, the new time for Record No. 20 being 3 hr. 6 min. 38 secs.

One further record for publication (in addition to that for Record No. 27 mentioned in our columns last month) is No. 22, height-above-the-piont-of-departure for radio controlled models, the successful applicant being the well-known Jean-Pierre Gobeaux of Belgium whose flight of 1142 metres made on the 15th August, 1955 has been officially recognised.

For those British modellers who may be interested in International Record attempts, the following categories are entirely open, no claim having been made to date:—

No. 11 Height—Rubber driven Helicopter
No. 12 Speed— ,, ,, ,,
No. 13 Duration—Power driven Helicopter
No. 14 Distance— ,, ,, ,,
No. 15 Height— ,, ,, ,,
No. 16 Speed— ,, ,, ,,
No. 21 Distance—Radio controlled aeroplane
No. 25 Distance—Radio controlled Glider
No. 26 Height— ,, ,, ,,

Sid Allen Memorial Fund

A number of further donations have been received towards the above Fund following publication of the list and appeal in our January issue. At the time of going to press the position was as follows:—

	£	s.	d.
Previously acknowledged	20	10	6
West Essex Aeromodellers	1	2	6
M. Coxhill		10	0
J. Martin		10	0
M. Willaret (Spain)		10	0
Pacific R/C Society (U.S.A.) ...	2	0	0
S. W. Sarll	1	1	0
J. P. Webster		10	0
Bob Linn (U.S.A.)		15	0
Crittall Athletic and Social Club ...		10	0
M. L. A. Andrews		2	0
Regents Park M.F.C.	1	0	0
"Rebels" M.A.C. Maidenhead ...	1	1	0
Bushey Park M.F.C.	2	10	0
	£32	12	0

S.M.A.E. fund appeal

The following letter received from the S.M.A.E. speaks for itself, and we trust that our readers will respond generously in their support of this very vital appeal.

"*As a result of the magnificent performance of our team in the* 1955 *World Championships held at Weisbaden which resulted in Great Britain winning both the individual and team World Championships for power-driven models, the S.M.A.E. has the*

honour to run these two World Championships in this country in 1956.

"*The date August 4th to August 6th has been fixed on the F.A.I. Calendar for this event which will be run at Cranfield, and the Society is looking forward to the opportunity of welcoming a record entry for this event and repaying in some measure the welcome which has been extended to our teams when they have travelled abroad in recent years.*

"*Based on previous experience the running of this contest will involve the Society in an expenditure in the neighbourhood of £1,000, which is considerably beyond the normal resources of the Society and it becomes necessary to appeal to all interested in the sport and development of aeromodelling for help in raising the required funds. All avenues for raising money should be exploited by clubs and individuals without delay.*

'*Let us show the rest of the world that we are notr behind in organising ability and that we can at least match their hospitality.*

"*Subscriptions to the contest fund should be addressed to the Secretary of the S.M.A.E., Londonderry House,* 19 *Park Lane, London, W.*1."

A. F. HOULBERG
Chairman.

Likes and Dislikes

Following the paragraph in our December 1955 issue entitled "What did you like best" we received a number of cards from readers, some as far distant as the U.S.A. Dislikes include control line plans, this, expressed by a free-flight enthusiast; contest reports, this by a scale enthusiast. In short, many of our critics tended to allow personal tastes to bias their choice of magazine content, which is not altogether suprising.

In general, contest fans were more outspoken with their criticisms than the rest, one of their main points being a dislike of results which only give the top three places. This we have done to economise on space on the assumption that detailed results were obtainable from the S.M.A.E. lists circulated to all clubs. We can only assume that the inevitable bottleneck of Club Secretaries who "stick" to results is sabotaging information, and will endevour in the coming season to give results down to the first 12 places. To give full results is impossible, shades of last season's K. & M.A.A. with 254 entries! We were also taken to task for giving several small photos in contest reports instead of fewer pictures of a larger size, but with more discernable detail, which is a point worthy of consideration. Same correspondent states we give too much space to overseas modelling at the expense of coverage of British modelling. Answer here is that overseas sales of "AEROMODELLER" represent one-fifth of the total readership and we certainly do not devote this proportion of space to overseas coverage. In addition we are certain that the majority of our readers are keenly interested in the activities of modellers in other lands, and shall continue to provide topical and informative "World News".

Another popular misconception quoted on several postcards was in the following vein: " 'AEROMODELLER' is a *model* magazine. Why do you devote space to full size aircraft? This can be obtained from the many full size magazines.' All we can say to this is "Pity the poor solids enthusiast for whom these features are prepared. Isn't he entitled to his pound of flesh? And why should he have to buy another magazine when it is our job to cater for his needs in a specialised form that cannot be obtained from other journals.

Yet another criticism was the "good old days" chestnut, i.e. "Look back over the postwar "AEROMODELLERS' and notice how the magazine gets less and less interesting", etc., etc. Well we do look back through our files very frequently, at some things we glow with pride and at others blush with shame, but on a general basis know that the standard of the magazine has improved tremendously since the "good old days", as indeed it should.

On the "likes" side of our postcards we were complimented even by the contest boys, on the standard of our plans. Scale plans earned special mention, although one correspondent thought our drawing of the P.1 "a little imaginative". He was right at that, but even now there is a severe shortage of information on this particular aeroplane. Free flight scale features were appreciated by many, and our technical, as distinct from theoretical articles, earned praise.

In general the average reader is well satisfied with the modelling material we provide and "mixture as before" sums up his requirements.

One thing is certain, that we cannot do this without the support of our readers. Only by their letter, complimentary and otherwise, can we accurately gauge a balanced editorial content. For this reason we are giving a free 6/- voucher to *all* those people who were interested enough to send in a postcard. The prize of one year's Free Subscription for the best postcard submitted goes to reader M. W. Wilson of Guildford who showed appreciation of the "other fellow's" requirements; was the only man to point out our P.1 mistake; and made sensible suggestions for future articles.

Turbulent Prices

The Popular Flying Association informs us that the price of £6 per set of working drawings for the light French aircraft, the "Turbulent", is incorrect —though we were quite in order as the lower price was that quoted a short while ago. We understand that later versions, accompanied by a full translation of all instructions and remarks on the drawings, are now priced at 9 gns., which includes one year's annual subscription (£1 1s. 0d.) to the Association.

Sorry we are late!

Owing to the recent printing dispute this issue of AEROMODELLER is necessarily a few days late. We ask readers' indulgence in this respect and hope to resume normal publication with the April number

Model Aircraft Registration - Nick Peppiatt

Registration requirements for drones and model aircraft

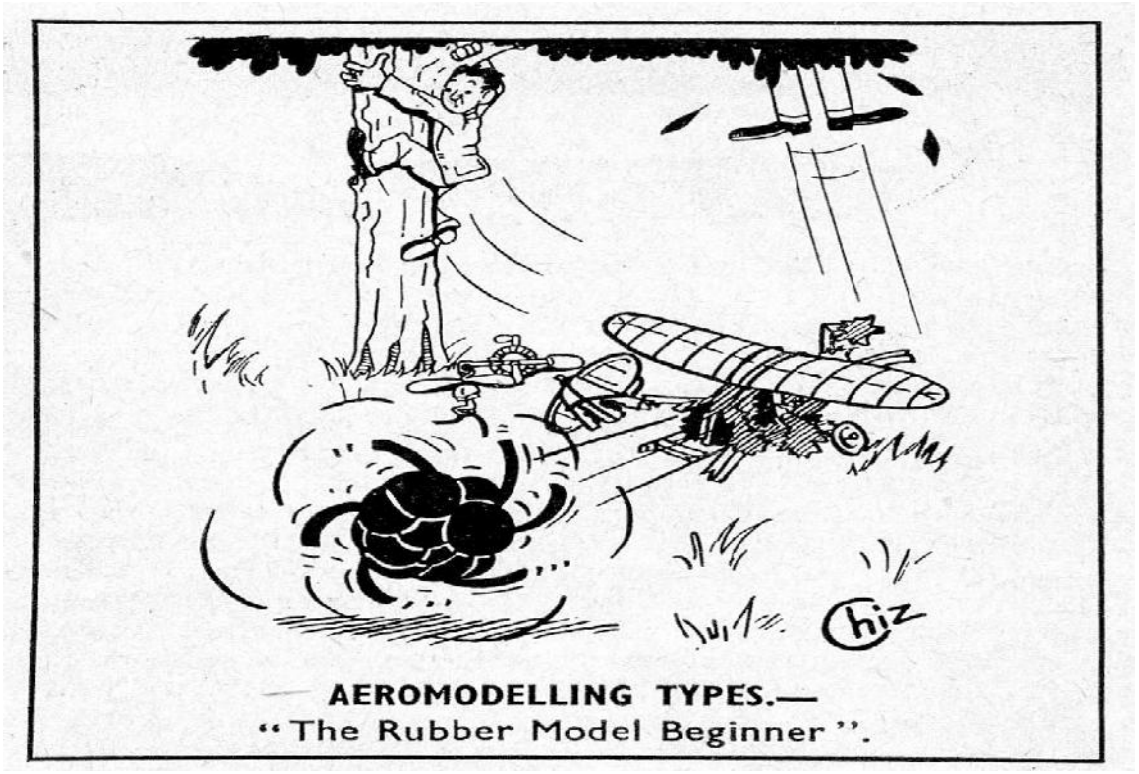
This follows on from Hon. Secretary Ray's piece last month on the evolving CAA requirements for model aircraft. As I fly aircraft with a weight of less than 250g, I have up until now avoided the CAA registration requirements. However, this year the rules have changed. The table, below, from Registering to fly drones and model aircraft | UK Civil Aviation Authority clarified the situation somewhat as far as I was concerned, so I took the forty question BMFA Registration Competency Certificate test, which can be found here: -

Model Aircraft & Drone Flying – Be Lawful – Be Safe – Be Responsible – A guide for BMFA members

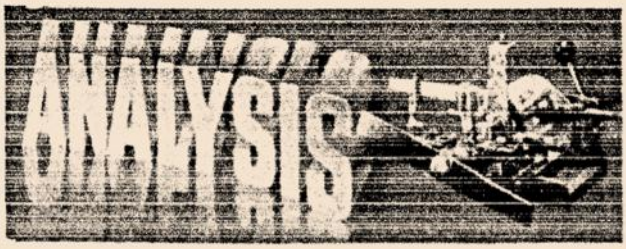
Weight of drone or model aircraft	Class	Flyer ID	Operator ID
250g to less than 25kg	UK1, UK2, UK3, UK4	Required	Required
100g to less than 250g; with a camera	UK0 with a camera	Required	Required
100g to less than 250g; without a camera	UK0 without a camera	Required	Optional
Less than 100g	Not applicable	Recommended	Optional

The flyer is the person actually flying the model, whereas the operator is the person responsible for it. I guess in most cases, they are one and the same. The classes, UK0, UK1, etc., which appear to relate mostly to weight, are marked on newly purchased unmanned aircraft systems from January 2026. Class UK4 is primarily for traditional model aircraft, over 250g in weight, up to 25kg, which have no automation apart from basic stabilisation. I am not at all clear how this affects something you build yourself. Do you self certify with a class mark? Of course, none of this applies if you only fly indoors.

Nick Peppiatt



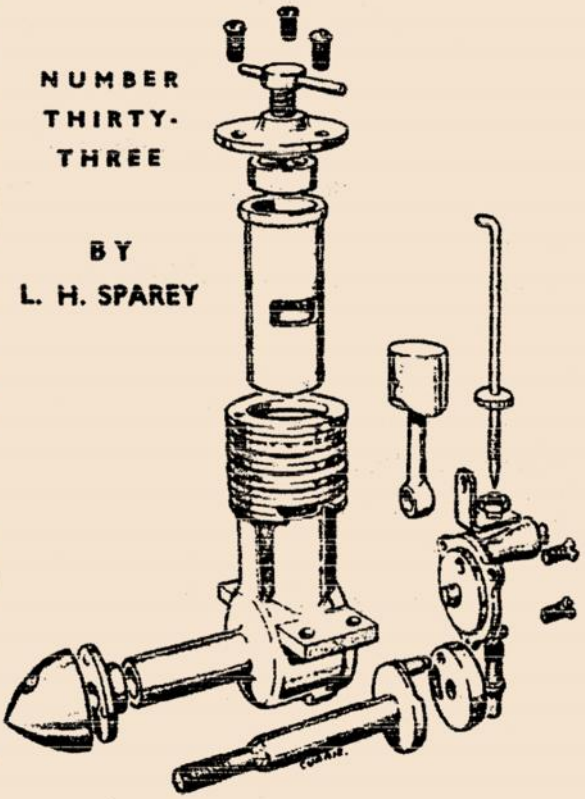
Engine Analysis: Reeves H.18 - Aeromodeller March 1951



NUMBER THIRTY-THREE

BY

L. H. SPAREY



B.H.P.: As mentioned, a rather unusual performance was evident at the lower speed range. At 4,000 r.p.m. the output was as high as ·060 b.h.p., which rose steadily to a maximum of ·1034 b.h.p. at 11,700 r.p.m. Although dropping rapidly, a power of ·087 b.h.p. was obtained at about 13,000 r.p.m. The engine may be considered to be performing excellently at any speeds between about 9 to 12,000 r.p.m.—a wide range of variation.

Checked Weight: 3·25 ozs. (without fuel tank).

Power/Weight Ratio: ·510 b.h.p./lb.

Remarks: This engine seems satisfactory from all points of view. The hardened cylinder and liner, the hardened and ground crankshaft, and the long main bearing, should make for long wear. Engine controls are particularly well placed for convenient handling.

General Constructional Data

Name: Reeves H.18.

Manufacturers: Reeves Model Power Units, Victoria Road, Shifnal, Shropshire.

Retail Price: 62s. 6d., including purchase tax.

Delivery: Immediate.

Spares: Full spares and repair service by return of post.

Type: Compression ignition.

Specified Fuel: Equal parts paraffin, oil and ether, or Mercury No. 3.

Capacity: 1·77 c.c., ·102 cu. ins.

Weight: 3 ozs. bare.

Compression Ratio: Adjustable.

Mounting: Beam, upright or inverted.

Recommended Airscrew: 8×6 in. or 8×8 in. for control line. 9×4 in. for free flight.

Bore: ·510 ins.

Stroke: ·500 ins.

Cylinder Liner: Case-hardened steel, ground honed and lapped.

Cylinder: Aluminium alloy casting, one piece with crankcase and integral fins, two exhaust ports and one transfer duct.

Cylinder Head: Plain aluminium alloy with three retaining screws.

Crankcase: Aluminium alloy casting.

Piston: Flat topped, case-hardened steel, ground and lapped, no rings. Silver steel gudgeon pin.

Connecting Rod: Case-hardened steel, ground and lapped.

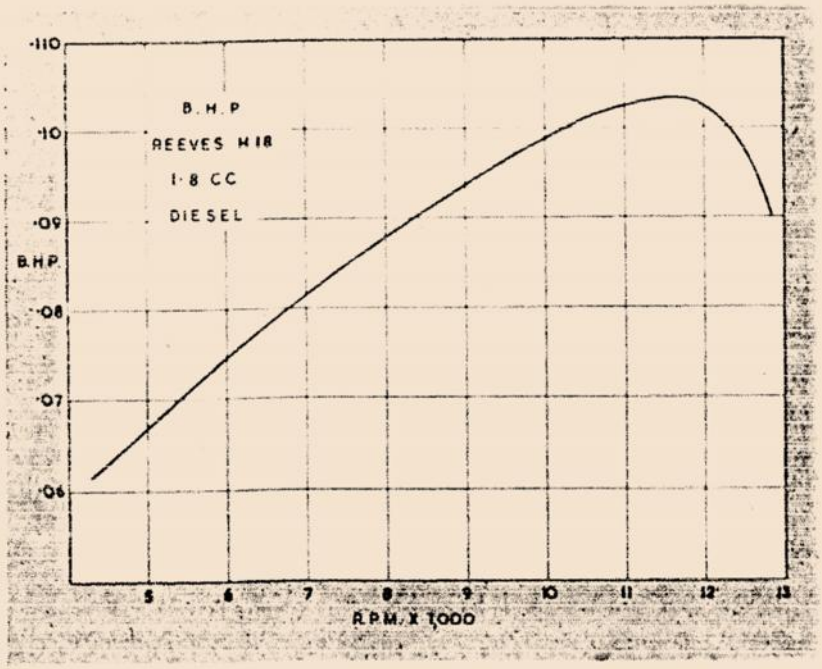
Crankshaft: Case-hardened steel, ground and lapped.

Main Bearing: Plain.

Induction: Rotary disc valve.

Contra Piston: Case-hardened steel, ground and lapped.

Special Features: Extra long crankshaft bearing giving engine longer life. Anti-vibration carburettor needle. Will run in any position without any alteration to engine.



RAF Pilot wins King's Cup Air Race - 25 Oct 2025

An RAF pilot has won one of Air Racing's most prestigious sporting events, The King's Cup, with a light aircraft he built in his garage. With the win Squadron Leader Ben Polwin from RAF Coningsby also clinched the 2025 British Air Racing Championship, bringing the award to the RAF after a drought of 37 years.
Ben, who has just joined the Battle of Britain Memorial Flight, said:

"I thought I couldn't top winning the Schneider Trophy last year but The King's Cup does feel particularly special. I'm particularly proud to have built the aircraft myself and it's also special to have direct links to the aircraft on BBMF which I will be privileged to fly next year."

In 2018 Ben started building the Vans RV-7 aircraft at his home in Lincolnshire, and after five years he started racing it with his wife Sophie, a British Airways pilot, and Royal Canadian Air Force veteran. In 2024 they won the Schneider Trophy, came second in The King's Cup and were runners-up for the Championship.

Committing to the 2025 season and representing the RAF, they won the 2025 King's Cup by just one second and clinched the 2025 British Air Racing Championship in the process. Ben is the first known service member to win the King's Cup since 1988.

Talking about the win, Ben said:

"It's been challenging and hugely developmental as a pilot. The immense concentration for hyper accurate flying over 40 minutes or so to then see all your rivals in the final corner where possible victory awaits is a feeling hard to describe. I think the reason why it has been so developmental for me is that it is such a different discipline to what I have done before. It would be disingenuous to suggest that a 22 year fast jet career in the RAF has had no advantages but it has required me to pull together some individual skills I have picked up over the years and put them together in a very different way."

Ben joined the RAF in 2003 and flew the Tornado GR4 before becoming an instructor at Valley, operating the Hawk. He flew F-18s with the US Navy during an exchange programme before transferring to Typhoon, completing frontline tours in Afghanistan and Libya, and QRA missions in the UK. Merging his career with his sporting hobby has been eye opening for Ben, talking about how his history as a frontline pilot has impacted his success, he said:

"Protecting yourself against pushing safety for the sake of competition I think is something I wouldn't have been able to do a few years ago, even now it takes a very conscious effort not to let the competition environment erode my safety barriers. This is everything from weather decisions in the transit to a race, to the situations you put yourself in during the race with multiple aircraft in a turn."

The British Air Racing Championship sees pilots compete in ten races over five months of the summer, within the season amongst the other races will be the Schneider Trophy and the King's Cup. Competitors come from all over the country and the venues can also be anywhere, this year was Sherburn-in-Elmet, Leicester, Fishburn, Enniskillen (Northern Ireland) and Wellesbourne. Air racing is a recognised sport within the services, sitting under the Sport Aircraft Association, though Ben formally competed under the RAF Sport banner, his entry was entirely self-funded.

"As you will see, we are the fastest aircraft so we start at the back and have to overtake everyone, some aircraft we have to overtake multiple times as we are several laps behind before we even take off!"

Each event is a handicapped pursuit race, which involves all competitors being on the course at the same time, typically anywhere between 8 and 15 aircraft in total. The fastest aircraft are released last, planned so that if every team flew perfectly, everyone would cross the finish line at the same time.

About The King's Cup

The King's Cup Air Race was established in 1922 by King George V as an incentive to the development of light aircraft and engine design. The race has been run every year since with the exception of WWII, Covid and occasionally bad weather. Along with the revived Schneider Trophy, The King's Cup is one of the most sought-after prizes in the air racing season, hosted by the Royal Aero Club Records Racing and Rally Association.

In 1950, World War II RAF fighter pilot and equerry to King George VI Group Captain Peter Townsend famously flew Hurricane PZ865 into second place at The King's Cup. Gp Capt Alan Wheeler raced Spitfire AB910 in the 1953 King's Cup but the aircraft was damaged in a heavy landing during the event. Both aircraft are still flying with the BBMF.

Crew:

Pilot - Sqn Ldr Ben Polwin – RAF Pilot (Tornado GR4, Hawk QFI and 2015 display, F/A-18, Typhoon and newest arrival on BBMF).

Navigator – Sophie Polwin – Veteran RCAF pilot (T-6 Texan II QFI, A310 tanker) and now British Airways 787 Senior First Officer.

Tinternet - raf.mod.uk

The Bicester Retrieve - Roy Vaughn

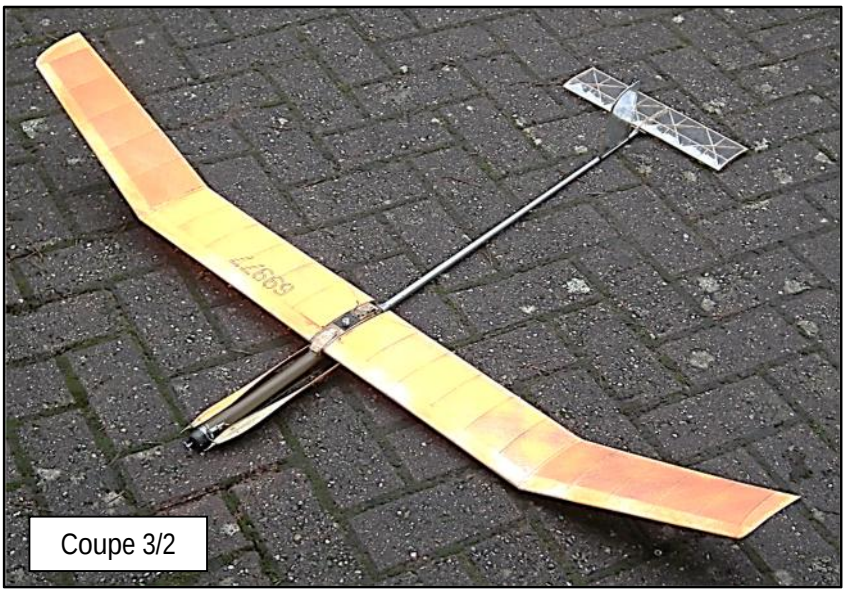
I woke up late, expecting a poor forecast and finding a near-perfect day. Late change of mind and off to Port Meadow for Andy Crisp's do. No space in car park so ended up down the road. In the rush I had forgotten to bring drink so into pub to buy some Red Bulls.

After an opening couple of maxes the third flight was doing well, too well because the DT failed and off the model sailed over the housing estate and into the blue yonder. I packed up the gear and set off in pursuit. The consensus on the flying field was that the model was heading up the Banbury road. However, when back at the car with a map to hand it looked as if Bicester was more likely.

A few miles out there was a bridge across the carriageway giving a view over the surrounding land. Lo and behold, there was a strong signal on the Biotrack seemingly coming from a field to the right of the main road. A quarter of a mile further on, so was the signal. Several such stops took me into the outskirts of and through Bicester itself. The signal was remarkably clear throughout. Eventually, adjacent to the airfield, the other side of Bicester from Oxford, the signal was coming at right angles from the road, seemingly in the garden of an old people's home.

Unsurprisingly the staff were somewhat suspicious of the strange dishevelled figure waving a funny metal contraption. I managed to assure them of my probity sufficient to allow a quick search of the garden under their watchful eye. The model wasn't there but seemingly the other side of a hedge. Rather than risk outstaying my tentative welcome and pushing on through the hedge, I decided to go round the block and approach it from the other side which was a public open space. The model was lodged in the hedge a few feet up. Had it been on the ground it's very unlikely that the signal would have propagated so far, about ten kilometres to first contact. By now it was nearly 8 o'clock, the search had taken the best part of 5 hours. The landing was 18Km from Port Meadow. A good distance but not the best, that was the 14 mile flight from Middle Wallop to the Wylie valley. Good old Biotrack! I've only lost one Coupe in the thirty years of flying them. It was due to a change of model during the competition but forgetting to move the bug, that mistake coinciding with a DT failure.

I still have the Bicester model, now covered with a lightweight fibre reinforced film called Cuben. This is a lightweight film, 11g/m2, reinforced by Dyneema fibre. I imported some in the hope that it might be a tear-resistant equivalent of mylar. It turned out to be wishful thinking, it was no match for Chobham gorse unfortunately.



Coupe 3/2

Cuben covering

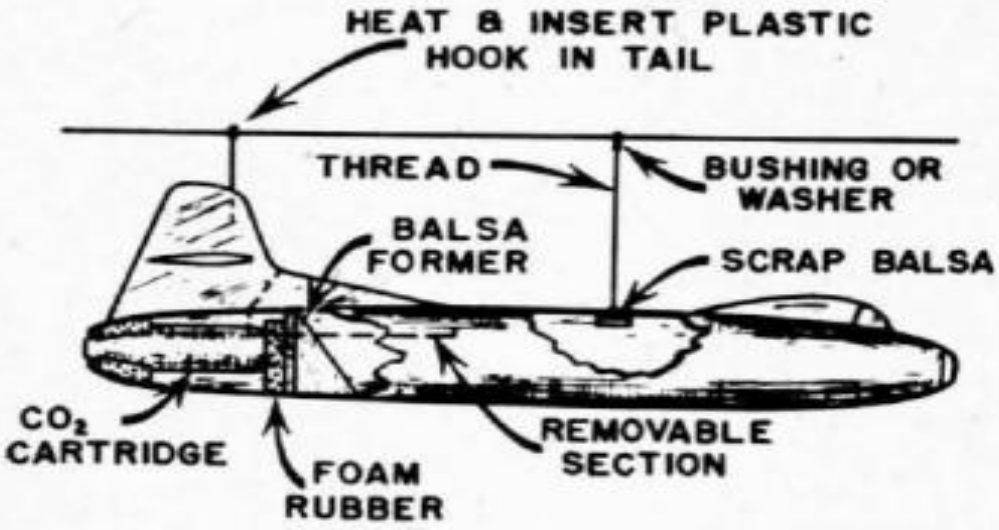
Roy Vaughn

Fly by Wire - Martin Pike

I found this snippet in an old 1950's magazine.
Fly by wire exists even in aeromodelling, or so it would appear.
Not quite the same as in full-size aviation.
Must go at one hell of a lick.
Puncturing the CO2 cartridge cannot be easy.

Powering a Display Model

I recently purchased an Allen D55 Skystreak, which is normally a display model, with the express purpose of making it fly on a line. To accomplish



this, I had to make the top rear of the fuselage removable so that I could easily insert a CO_2 cartridge for power. The retaining wall consisted of foam rubber, cemented to a balsa former shaped to the inside of the fuselage. Wire loops, one fastened to the rudder and one fastened to a string above the leading edge of the wing, enable the model to fly a prescribed course on the wire line. — HARRY GABLER, Weirton, West Virginia.

Martin Pike

Cardington Airship Sheds - John Andrews

bbc.co.uk/news/uk

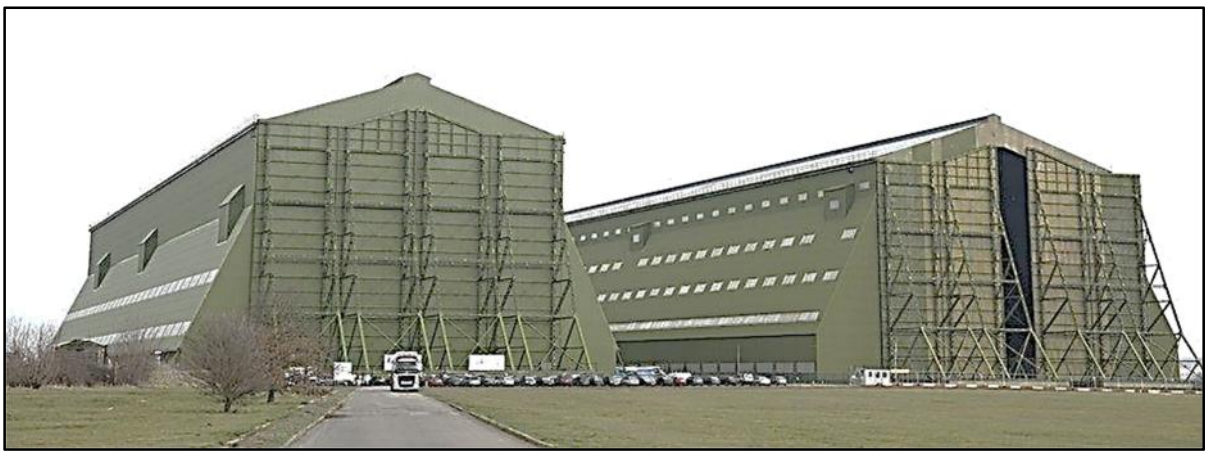


Image source, Getty Images

Hangar 1, on the left, has been sold, while Hangar 2 is home to a film and production studio

A former home of the UK's airship industry has been sold for £10.5m.

Hangar 1, a Grade II-listed building at Cardington airfield in Bedfordshire, once housed the world's longest aircraft Airlander 10.

The building, which is leased to filmmakers Warner Bros, and surrounding land was bought by Gallagher Developments. Both companies have declined to comment.

Supporters of the building are hopeful it could mean the return of airships.

The purchase is revealed on Land Registry documents, but the buyer has given no indication of what the future could hold for the building, also known as a shed.

It was previously owned by developer Fosbern and millions of pounds has been spent restoring the shed in recent years.

Alastair Lawson, vice chairman of the Airship Heritage Trust, said: "Personally speaking I would have liked the shed to still be available for airships and lighter than air activities, and its historical significance appreciated with a visitors/education centre/library, with perhaps tours made available to the general public."

Image source, Getty Images

Hangar 1 housed Airlander 10 which carried out its first test flight from the building in August 2016

The building of Hangar 1 at Cardington began in 1916 and it opened the following year.

It used to house the R101 aircraft which crashed on its first long-distance flight in 1930 after taking off from Cardington.
Trevor Monk, who grew up in Cardington and is a supporter of the sheds, said: "I always think one day airships and balloons will come back to Cardington and I just hope that as Warner Brothers haven't purchased the building, the possibility of their return is alive still."
A spokesman for Gallagher Developments said: "It is not our policy to comment publicly on our business plans."
Plans have previously been submitted to Bedford Borough Council to build about 600 houses on land to the rear of the sheds.
Neighbouring Hangar 2 is home to Cardington Studios, a film and TV production studio.
It was used to film the Batman trilogy starring Christian Bale, as well as other movies including Inception and Pan.

Image source, Getty Images

Hangar 1 also used to house the R101 aircraft which crashed on its first long-distance flight in 1930

Indoor model flying

I had the pleasure of flying indoor models in Shed No.1 from 2007 to 2009 under the leadership of the late Laurie Barr, until the shed was sold for renovation.


A typical meeting of the period. - The doors would never close completely.

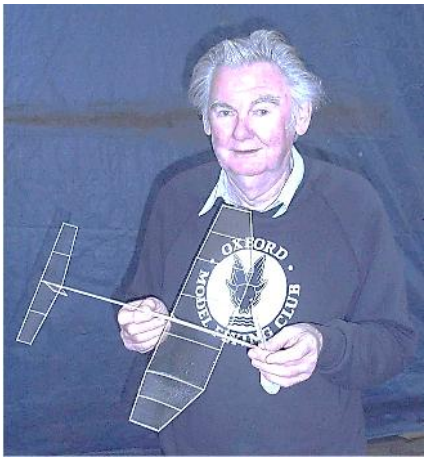

These pictures give you some idea of the size of the place

I've dug out a few pictures, out of my archive of models & flyers, of those memorable times.
One meeting in May 2008 we had a Gyminnie Cricket duration contest


Laurie Barr - winner


John Andrews - also ran


Cambell



Dudley

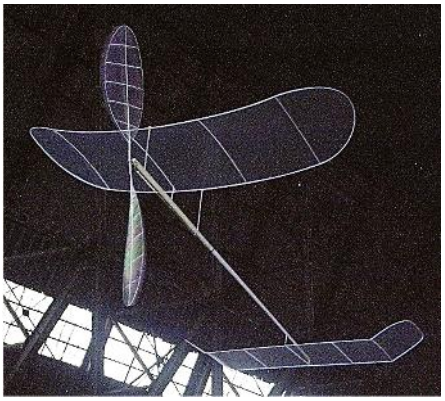

Barfoot

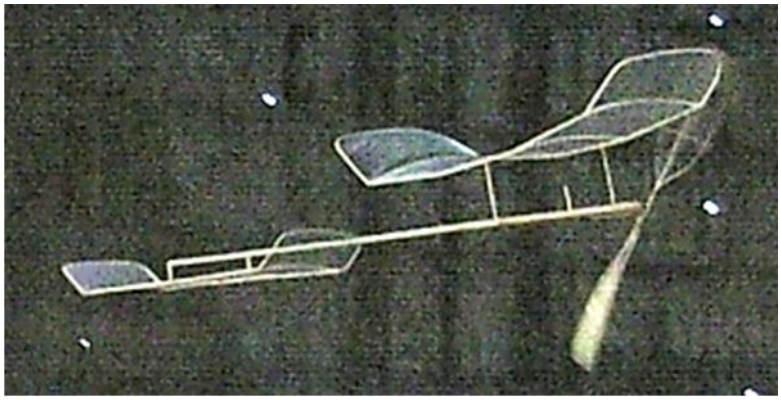
Laurie came out on top, but then he was an international competitor. The rest of us maintained that he cheated by using an enlarged tailplane. Laurie had a bee in his bonnet about the Gyminnie tailplane, he always maintained that it was too small but to the rest of us it seemed adequate. He won the event with a time in excess of 14 minutes which was one or two minutes better than the rest of us.

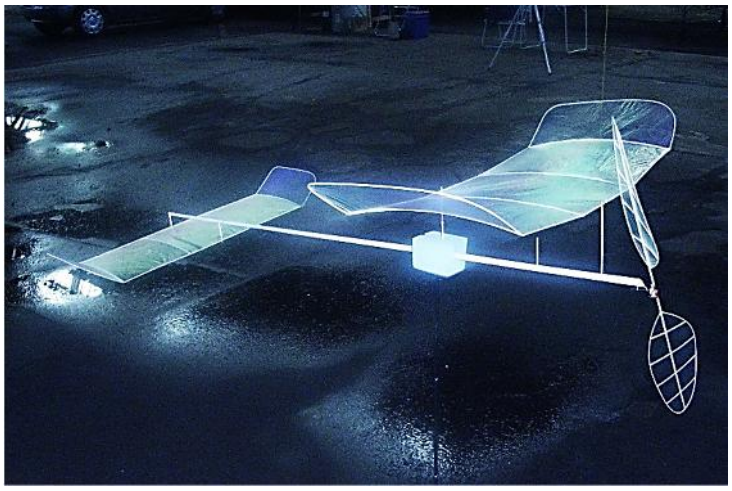
During the time we were using the shed it was used as a storage unit, from time to time there were fleets of cars, hundreds of huge water butts packed in nines, and one time there were hot air balloon sections laid out on the floor, I think, by Cameron Balloons Co.

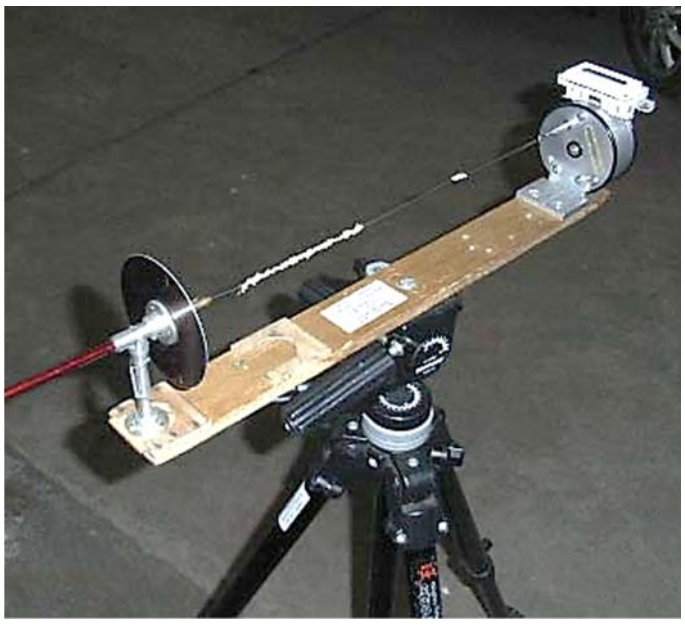
When the water butts were there, I lost an Ezebee model which strayed down the shed and over flew the piles of butts. I climbed all over the stacked piles but never found my model. There was also netting up in the roof to stop debris falling on folk below, I lost another model which flew through a gap in the netting and came to rest on the upper side.

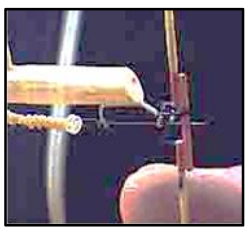
A few pictures from an unforgettable era











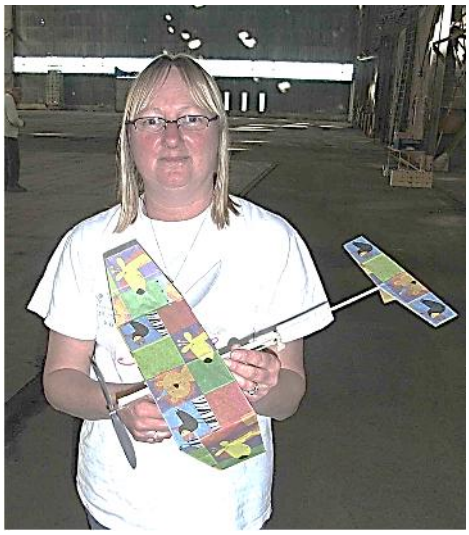
The models are very light, a couple of grams at most, and need super careful handling, including very slow walking about. The winding jigs were an art-form in their own right.

The variable pitch prop hubs, once again very delicate with tiny hair-like springs. It's difficult to see in the picture above but the blades twist slightly in the paper hubs to give what effectively is a two position prop pitch. Setting is an art in itself, with tiny adjustment screws & screwdriver.

The late John Shaw managed to source some prop hubs from the continent somewhere.

The late Clive King with a couple of F1D models

Bob Bailey transfers wound motor from winding jig to model and then sets his Ezebee on its way



Not all comps were for flimsies

Laurie dishes out the prizes

Not all competitions were for the super lightweights and F1D jobs, nor men only. There was one comp for standard Gyminnie Crickets won by a female of the species.
Cardington was a wonderful place to fly indoor models, sad it's no longer available.

John Andrews

Blast from the Past II - Jim Wright

Editor: *The error in identifying Al Wisher in the February NC brought about a small flurry of emails from Jim Wright which made up this article and may prove of interest.*

Reading the Feb 2026 Clarion page 14, 'Blast from the Past by Tony Shepherd'
I knew Al very well and often travelled with him to Chobham in his Mini Van.
I consulted my old friend Martin Dilly and he agrees it is not Al and we think it is Dave Tipper who I also knew from when I was a St. Albans club member back in the 1960's.
One memory of Al Wisher, who was a very successful glider flyer, took place at the car park on a small hill at Chobham known as the clump; it was maybe 100 yards by 30 or so and the fact that it was a public car park didn't stop us from running most contests, (with a helluva lot more entrants than today) from it when the wind dictated.
Anyhow, it was a breezy day and Wisher, who was quite used to towing and feeling for lift, towed his model to the top of the line and then hitched the winch to the door handle of his car. Can't recall how long he left it there before unhooking it and letting the model off into the bump.
If you want an historic photo of Al Wisher the attached is one taken by either Martin Dilly or maybe John O'Donnell when I was challenged to lift Al because those who knew him also knew he was shall we say, a very large fellow.

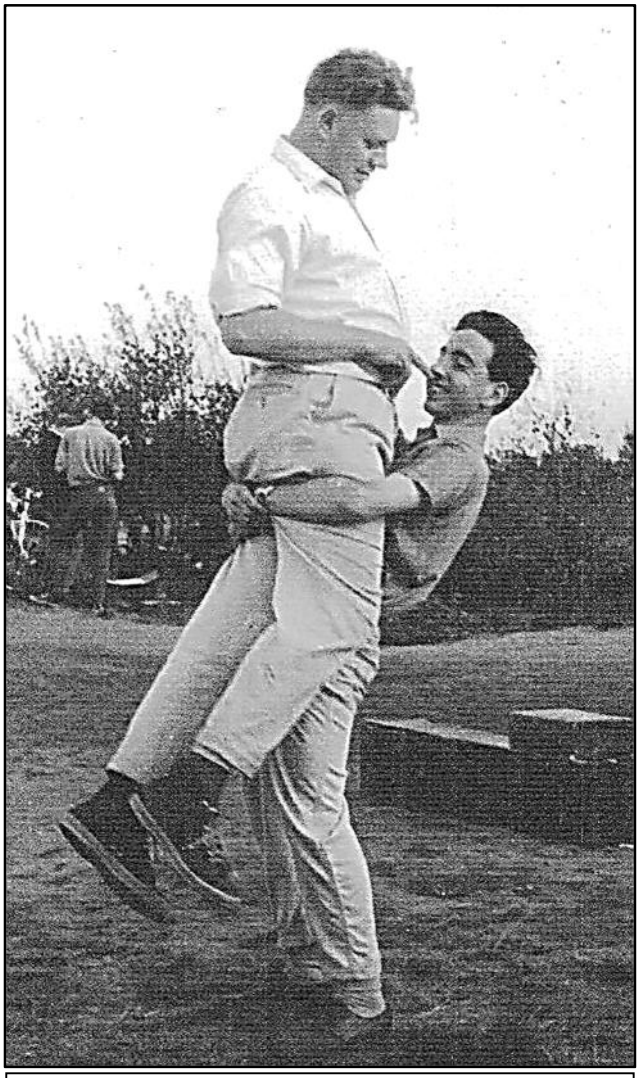


Photo taken at the Croydon Gala at Chobham on 2nd Sept 1962 when I was 17 years old.

After flying on Sunday evenings, we would go to the cafe at Longcross Halt near Chobham. Al would sometimes order a 'double helping' of sausage, egg, chips etc. etc. washed down with a bottle of Tizer or something similar. He would also enjoy a large portion of fruit cake if he was still hungry after a days' flying.
We would then drive back to London in his Mini Van and he would drop me and my model box at the Oval underground station where I would take the tube to Baker Street my nearest station to where I lived in Marylebone High Street.
Al married the waitress from the Chobham Cafe and later moved from free flight to R/C Thermal soaring and became successful at that as well.
His popular R/C soaring model the 'Blue Beast' was a plan published in one of the R/C magazines and one of my club mates in the Ivinghoe Soaring Ass. built one just a few years ago.
Sadly, Al suffered declining health over about ten years preventing him from flying as much as he would have liked and he passed away in mid-December 2012.

Oh happy days with great friends and many memories.

Jim Wright

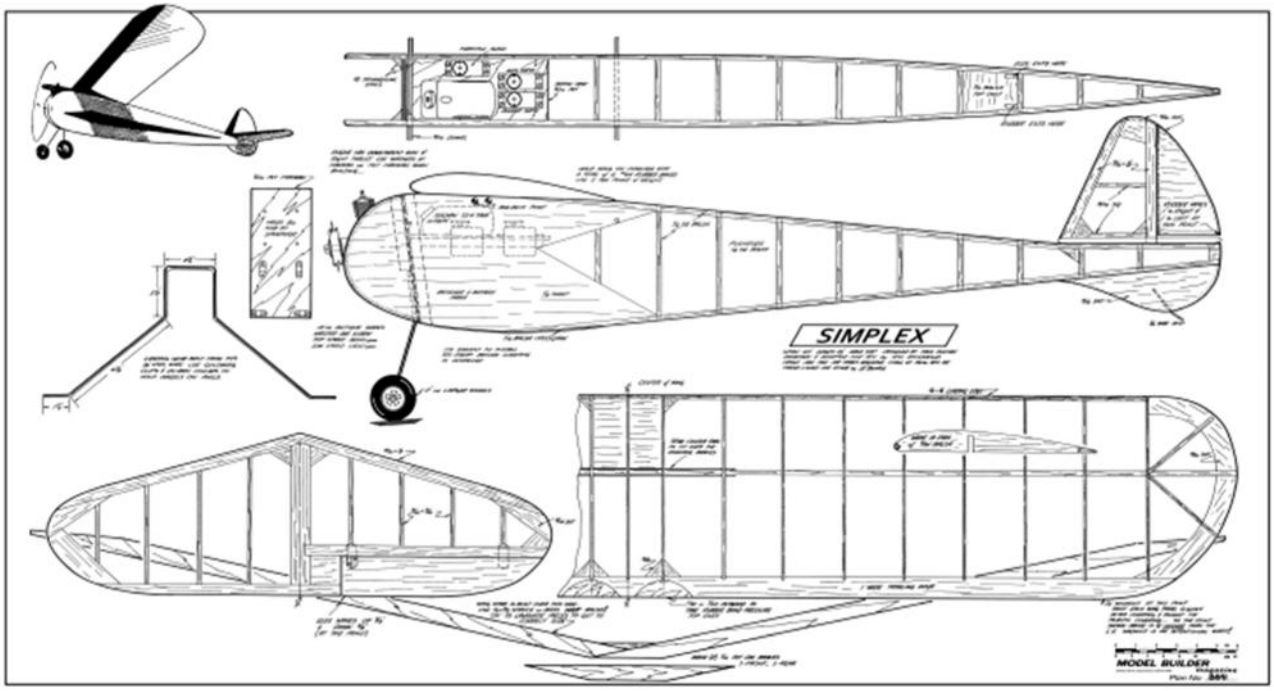
Notes from North Wales - Roger Newman

Occasional Notes from North Wales: March 2026

What's about this month?
Having very recently built replacements for a long Hanger Rat & equally ancient BMFA Dart just to get the feel of a bit of balsa again, I've homed in on
a) my legs get very tired after a fair amount of walking;
b) I want to do some building & flying this summer.
The conclusion was that perhaps it's time to bite the bullet & have a go at radio assist. As I have no experience of flying "controlled" models, the thought process was to build something that flies by itself - e.g. a free flight model but that has been adapted for radio assist, then should I make any mistakes, as is highly probable, take hands off the controls & the model will sort itself out. The Simplex 60 fills the bill perfectly as I've already built & flown a couple for many happy hours powered by an AM25 & a Chinese Yin Yan 2.5 respectively.
Furthermore, the guys at Delyn have club RC trainers & seem happy to encourage a complete novice, so it's game on.

A plan of the Simplex 60 adapted for radio assist was found, published in Model Builder around 1989, which has rudder & a single elevator on one side of the tail plane. Even better, it has an accompanying article full of useful information. My well used old print shop in Gosport kindly printed off the plan & posted it to me – excellent service as always. However the plan shows a sparkie & I need to get my mind round going electric – which leads nicely to the next topic. That is how to learn a new language concerned with watts & voltage amongst other things, for which more help will be required. For starters, the AM 25 produced around 0.2+ bhp, which equates roughly to about 150 watts. Quite how 150 watts relates to the selection of an electric motor, volts, amps, batteries & prop size etc is all a bit of a mystery at present, but no doubt things will eventually become clearer one day.

Anyway, in trying to find out the approx output of the AM25, I came across yet another new website that may be of interest: www.sceptreflight.com . It has a really comprehensive set of engine test for both diesel & glow plug engines. Well worth a look if information is needed.



Progress so far is that the wing rib template is done & all the ribs cut out, but as always progress will be slow due to other tasks & duties to fulfil! Nevertheless, the target is to get something in the air for the summer – that's a sufficiently broad ambition!

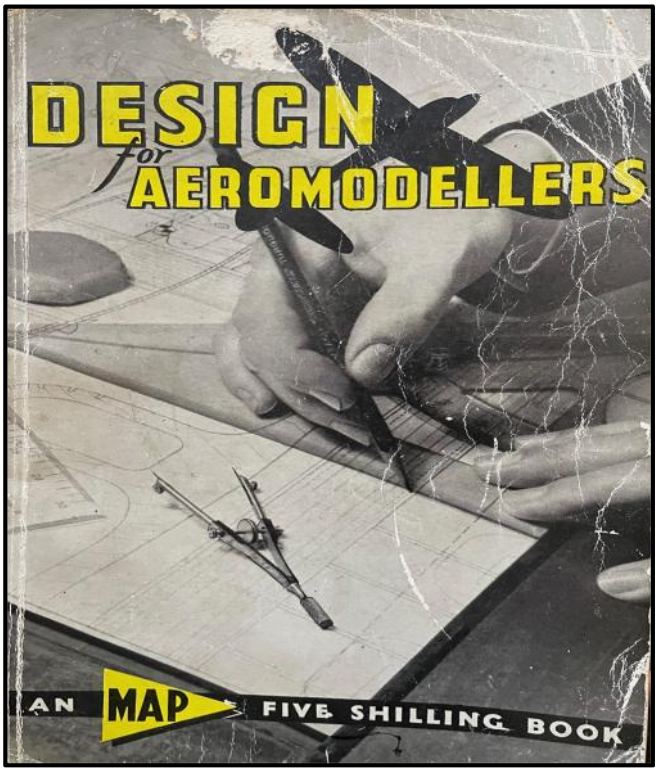
RFID et al

This month brought an email from the CAA reminding me that my Operator ID runs out shortly & would I kindly fork out £11.79 to renew it.
No problem, but it made me think again about the very recent CAA consultation as (in my mind) the long term goal of the CAA is to constrain model flying to "designated" flying fields preferably with or possibly without RFID & I wondered what is going on the USA with the FAA as there is a "tendency" for the CAA to follow meekly behind both the EU & the FAA regulation making processes.
I may be wrong?
The BMFA are pursuing exemption from current CAA plans for further restrictions on model flying concerning RFID but the jury is still out on the final decision.
The FAA in the meantime are ploughing down the path of designated airfields having consulted with interested parties, including the AMA.
For those who are interested, the AMA has written up a fairly recent summary & guidance on the subject for its members – which, to me, is all getting very complicated.
Could the CAA & BMFA pursue a similar strategy of designated airfields but without undue & needless complications? Even if they did, would they work as policing minority activities is not exactly easy or even possible.

For interest the AMA guidance can be accessed via this link.

https://amablog.modelaircraft.org/amagov/2025/2/14/frias-versus-rides-explained/

As usual, free flight doesn't warrant any mention, there are too few left who practise the art!



Blast from the past

Rooting through more stuff & this appeared.
When purchased, it was read assiduously from cover to cover – probably without understanding a great deal of what was in it!
At the time of publication, it was a really comprehensive little book, covering all aspects of aeromodelling that existed at that time
(published in 1963).

Roger Newman

Secretary' Notes for March 2026 - Ray Elliott

CONTEST NOTICE

Croydon "Cagnarata" Rubber/SAM1066 Day
6th April 2026 (Easter Monday)
Salisbury Plain Area 8. Start 10.00

Croydon Contest-
This will be an all-in contest, with scores adjusted using K factors, for the following classes: Vintage Rubber, Classic Rubber, F1G, Vintage Coupe, Mini Vintage Rubber, P30 & P20.
F1G and Vintage Coupe scores will count towards Southern Coupe League.

SAM1066 Contests

- Combined Vintage Glider, Classic Glider, A1
- Combined Vintage Power, Classic Power, SLOP
- Mini-Vintage Glider/Power

Motor runs:
Vintage Power 15 sec; Classic Power 12 sec;
SLOP 10sec glow, 12 sec diesels; Mini-Vintage 20 sec.

For further information please contact Ray Elliott at:
ray.elliott8@btinternet.com, - tel 07513 649734

K factors

	K factor	Max
Vintage Rubber	1	150
Classic Rubber	1	150
F1G	5/4	120
Vintage Coupe	5/4	120
Mini Vintage Rubber	5/4	120
Tailless Rubber	5/4	120
P30	5/3	90
P20	5/2	60

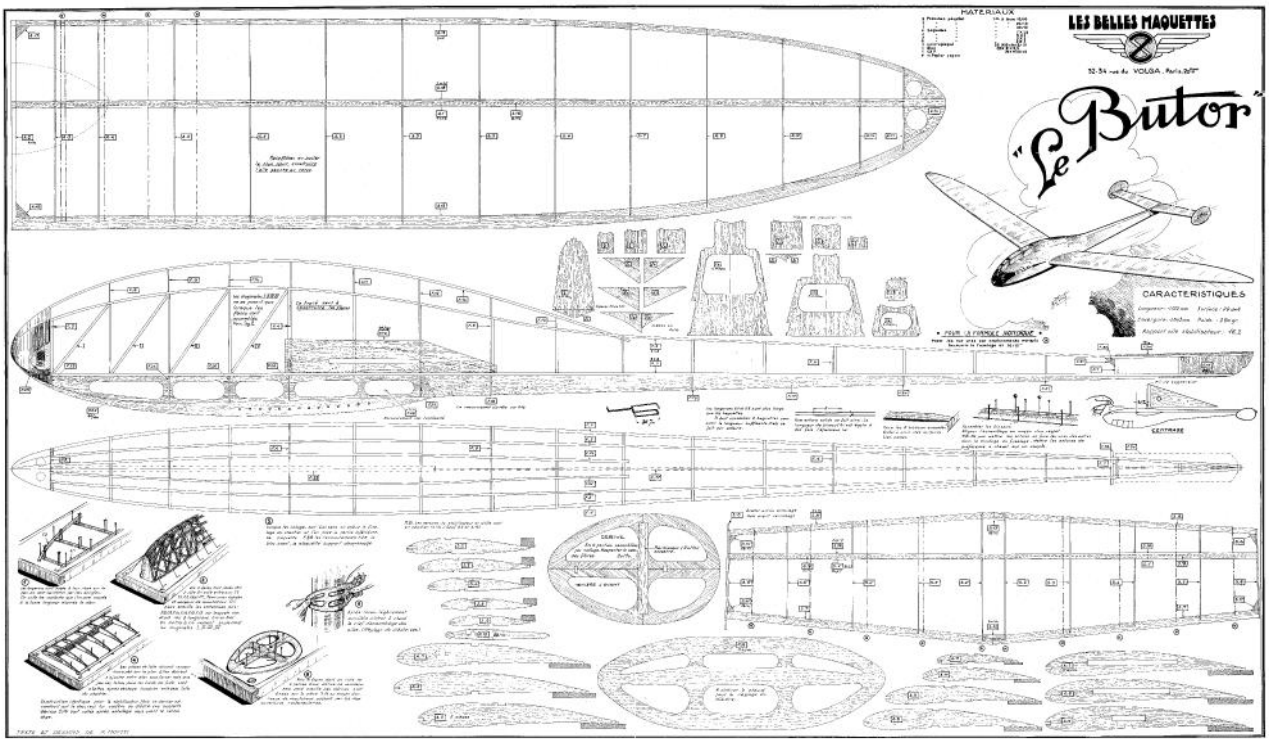
As I write this it's a little over a week to the first Area meeting. It will be interesting to see what impact the new arrangement of classes will have on participation.

Here's hoping for good weather.

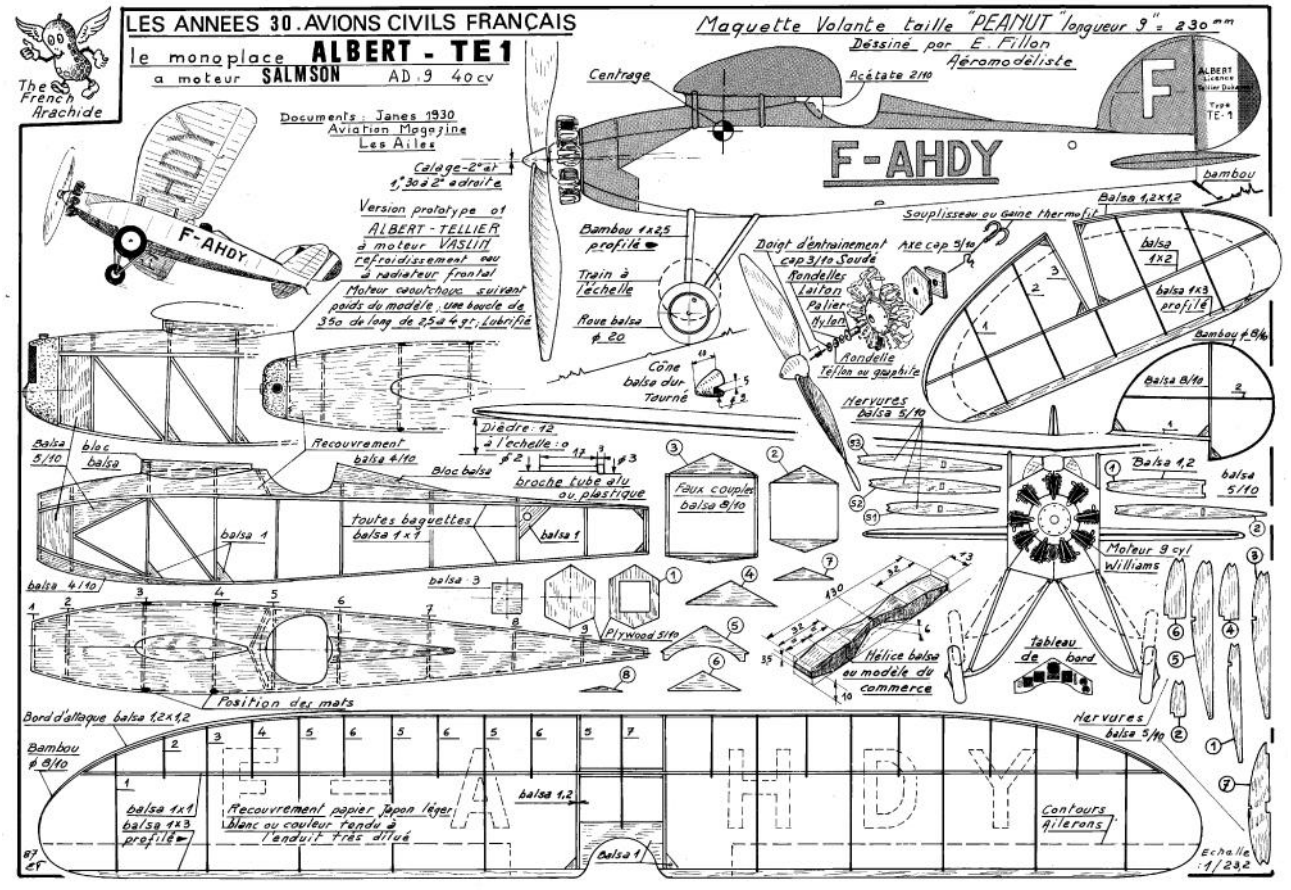
Ray Elliott

Plans for the Month - Roger Newman

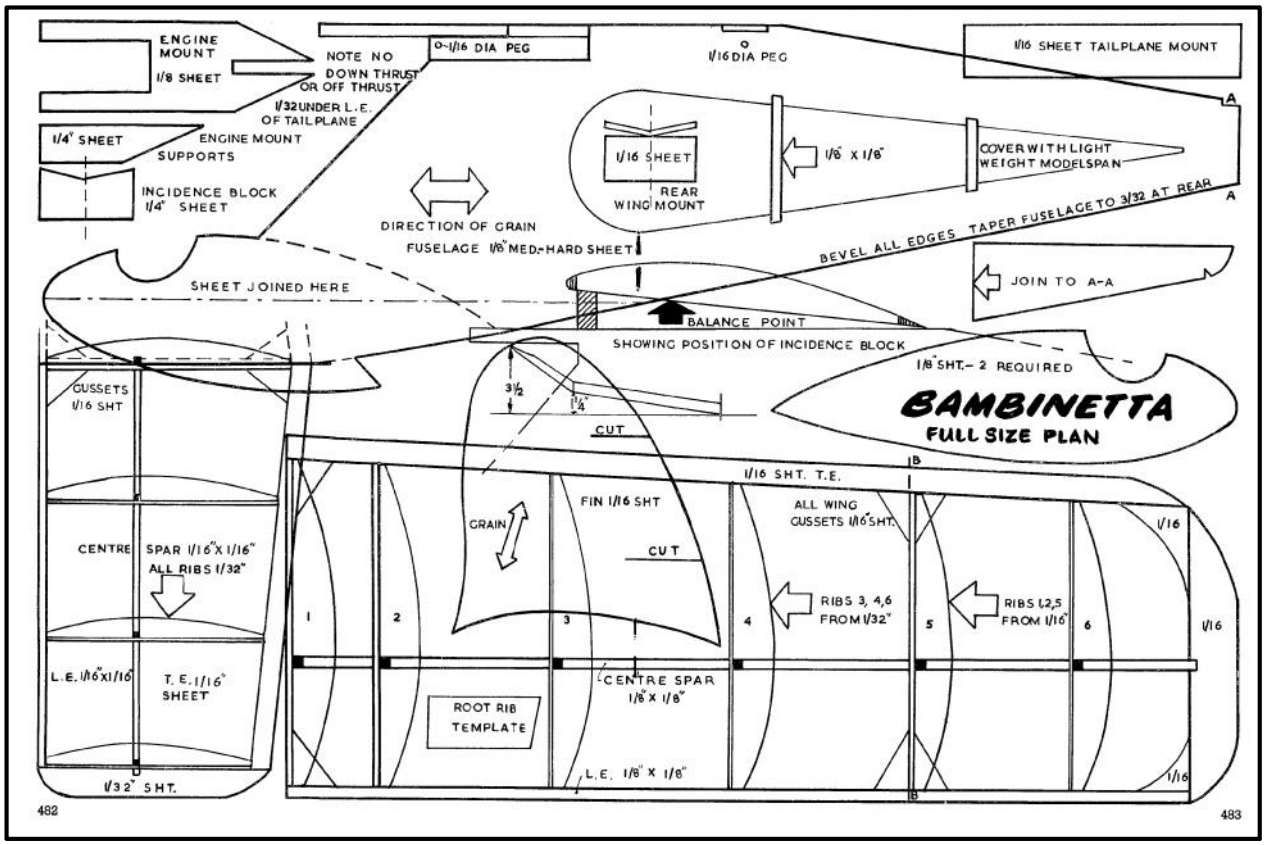
Glider: Le Butor – tricky build from France, no auto-rudder & twin fins – there's a challenge!



Rubber: Albert TE1 – a nice little peanut from France



Power: Bambinetta – a Ray Malmstrom classic for the Albon Bambi



BAMBINETTA

FULL-SIZE PLANS OF A DIMINUTIVE FREE-FLIGHT JOB FOR THE BAMBI DIESEL

by Ray Malmström

WHEN I lovingly caressed my Bambi diesel for the first time I knew I had to wrap something very special around this minute bundle of power. At the risk of having my head referred to as being rather larger than normal size (!) I think Bambinetta is that "something." An all up weight of less than 2 oz. ensures that your Bambi won't have to tear its heart out hauling Bambinetta aloft, and there is no fear of bending that precious metal prop. on landing.

The fuselage is from medium hard ⅛ sheet thinned to 3/32 at the rear. Cover the cut-out portion with lightweight Modelspan. Cement in position the ⅛ ply engine mount supports, and the rear wing mount Add the pod sides, made from ⅛ sheet, and round off all edges with fine sand-paper. Complete by adding wing pegs, and give two coats of clear dope after water-stretching the tissue. Fuel-proof the engine mount.

The wings need little explanation. Check for correct polyhedral angles and do be sure your wings are free from warps. Water-stretch and give one coat of clear dope. Fuelproof the three centre panels.

Add the tailplane mount to rear of fuselage. The fin is cut from sheet; note the small trim tab. Tailplane is perfectly conventional, and of simple construction. Give fin and tailplane one coat of thin, clear dope.

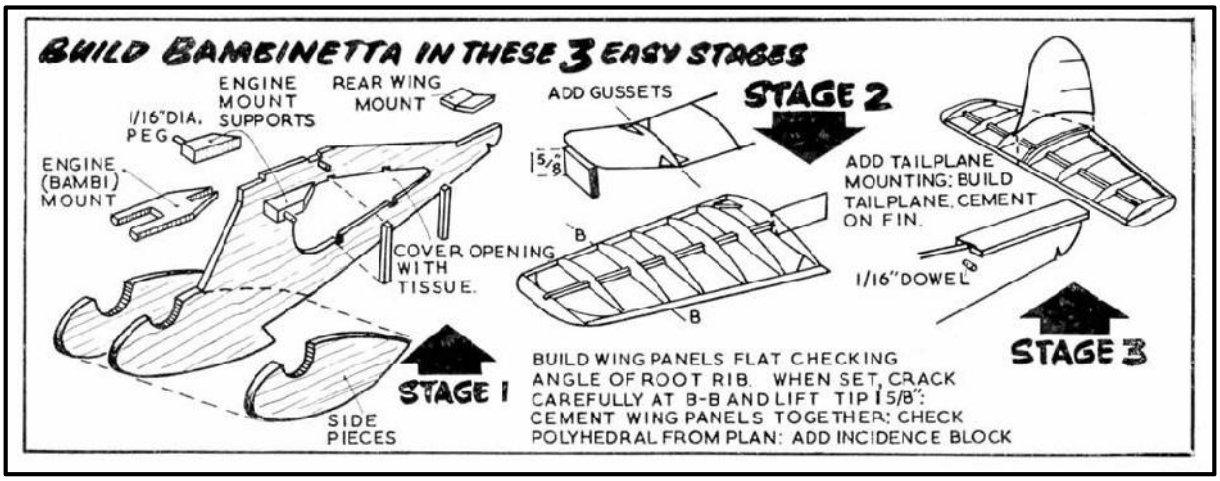
Flying

Make sure your balance is correct (see plan); original balanced without any weight adjustment, and has ⅛ packing under leading edge of tailplane. Test glide over long grass. Obtain a reasonably flat glide, without any suspicion of a stall, or turn to the right. Then with your Bambi giving less than full revs, try your first power-on flight. A gentle climbing turn to the left should result. Avoid a sharp left turn by slightly offsetting the fin. Do make all adjustments gradually. On full power, Bambinetta should fly into a left hand climbing circle. When the engine stops, the model should settle into a flat glide with a wide left-hand circuit. Avoid any tendency to turn to the right, which on this type of model can be very dangerous.

Less than 2 oz. is not much to battle against half a gale so please fly Bambinetta on calm days! It is my hope that Bambi owners will try this little job, as I feel sure they will get a great deal of fun flying it.

I should be delighted to hear from any aerobod who builds Bambinetta. Please write c/o MODEL AIRCRAFT.

FULL-SIZE DRAWINGS OVERLEAF



Roger Newman

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

Oxford Model Flying Club - Spring Duration 12th May 2026

E20 –	Total of three flights, 20s motor run, 60 s Max. Flown to NFFS rules. CD Colin Sharman
P30 –	Total of three flights, 90s Max. For P30 rules see our postal rules that define a P30
36" Hi-Start glider –	Peterborough Hi-start, Total of three flights, 60s Max, RC models allowed but clock stops if the transmitter is picked up.
Under 25" Vintage Rubber Cabin -	Total of three flights, 90s Max. Flown to the same rules as previous years postal events
Catapult glider –	60s Max, total of 5 flights.
CD Gary Law.	9:30 am start – 1:30pm finish for the competitions, fun-fly all day. Open to all BMFA Members. All flyers must abide by the OMFC club rules which can be downloaded here

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;

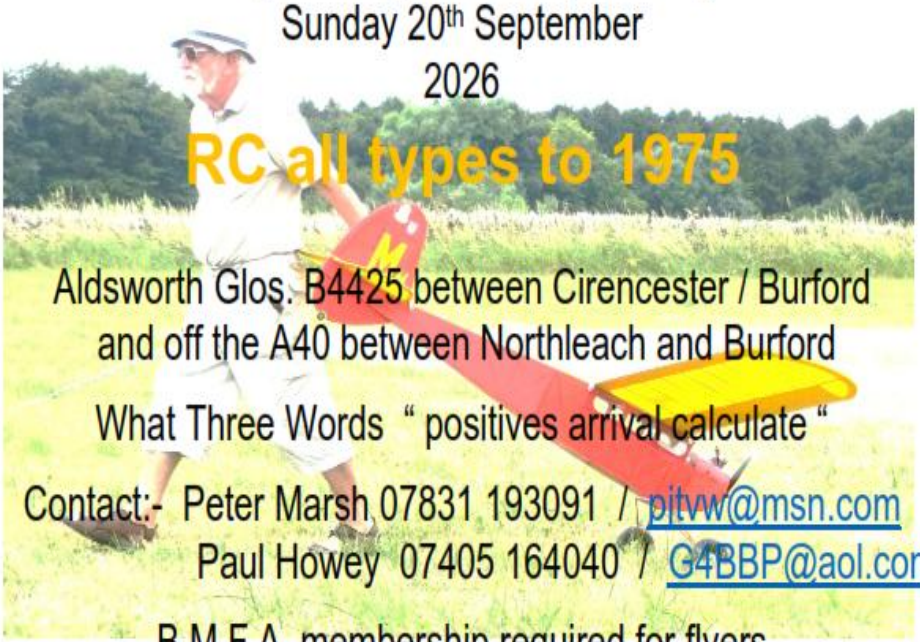
Coupe d' Hiver
Mini Vintage (power 15 sec. motor run)
BMFA Classic Glider (50 m. Towline)
Classic A1 Glider
E36+ 1/2 A Power (7 & 8 sec. run respectively

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 / pitvw@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

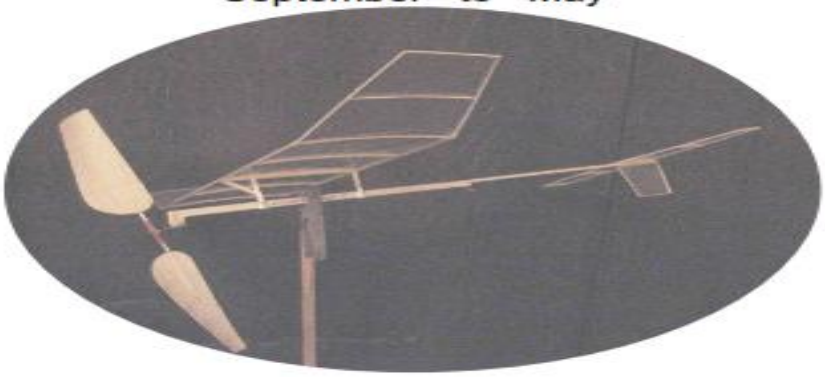
There is a tab on the free Flight Technical Committee website
Where you can apply and buy the permit that you require on line
The costs are:
£30 for Salisbury Plain - £35 for North Luffenham

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

Indoor Model Flying In Bangor

Brailsford Centre, Ffriddoedd Road,
Bangor LL57 2EH,
what3words : ///drizzly.chained.neck

Regular flying meetings in a 22x20x9m hall
September to May



- **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.**

£20/3hr session - Contact: members@sam1066.org

Beginners Welcome

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

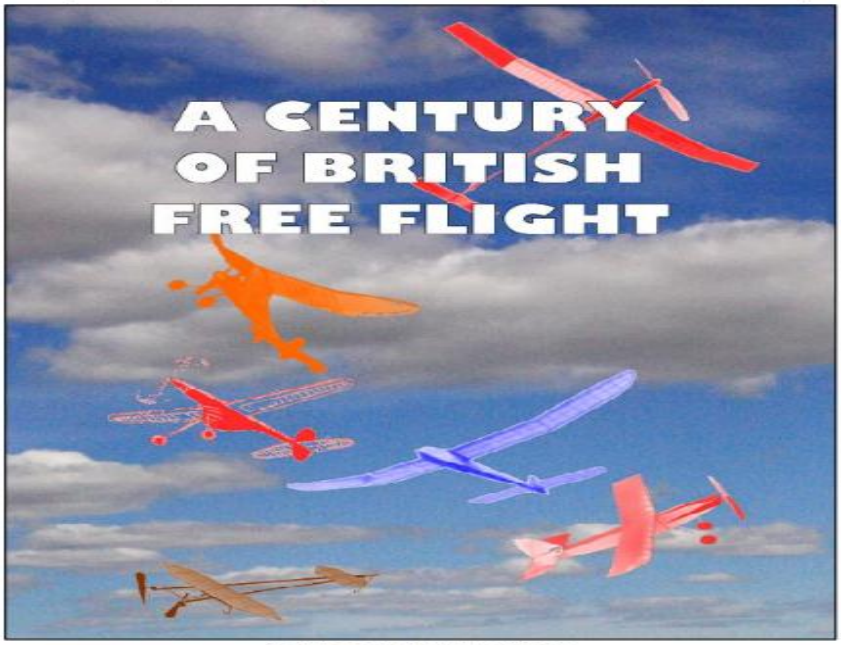
Contact Ken Brown 02380578866 or 07913814492 brown53hh@gmail.com

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 0QW
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: martindilly20@gmail.com

INDEPENDENT REVIEW OF DILLY JAPANESE TISSUE

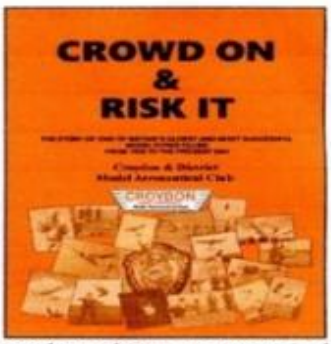
The following appeared on the Hip Pocket Aeronautics Builders' Forum. Nine different tissues were tested, doped and un-doped.

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

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

So far, the Dilly Jap tissue has the highest specific strength of all the tissues and 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!"

CROWD ON & RISK IT



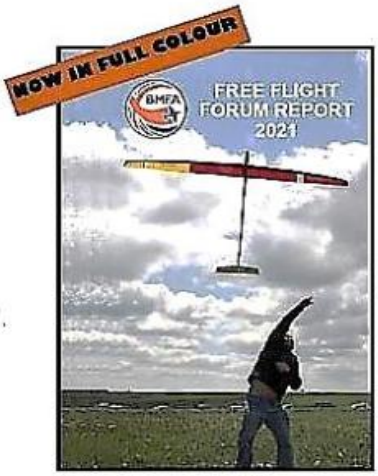
This is the story of one of Britain's oldest and most successful model flying clubs, Croydon & District MAC, from 1936 onwards. The club contributed much to aviation, both model and full-size, and the late Keith Miller compiled its history till around 1960. Now, this up-dated 73 page version of the club's 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 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@gmail.com

FREE FLIGHT SUPPLIES

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

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

ORDERS and PAYMENT

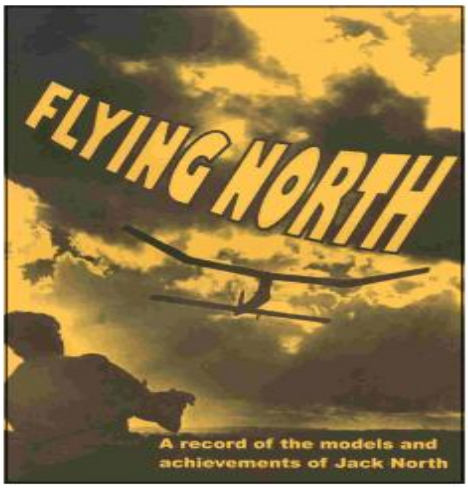
Place your order by telephone, by e-mail, CASH, DIRECT TO FREE FLIGHT SUPPLIES BANK ACCOUNT, CREDIT/DEBIT CARD, MORE!
WESTERN UNION, PAYPAL

AVAILABLE

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

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

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"

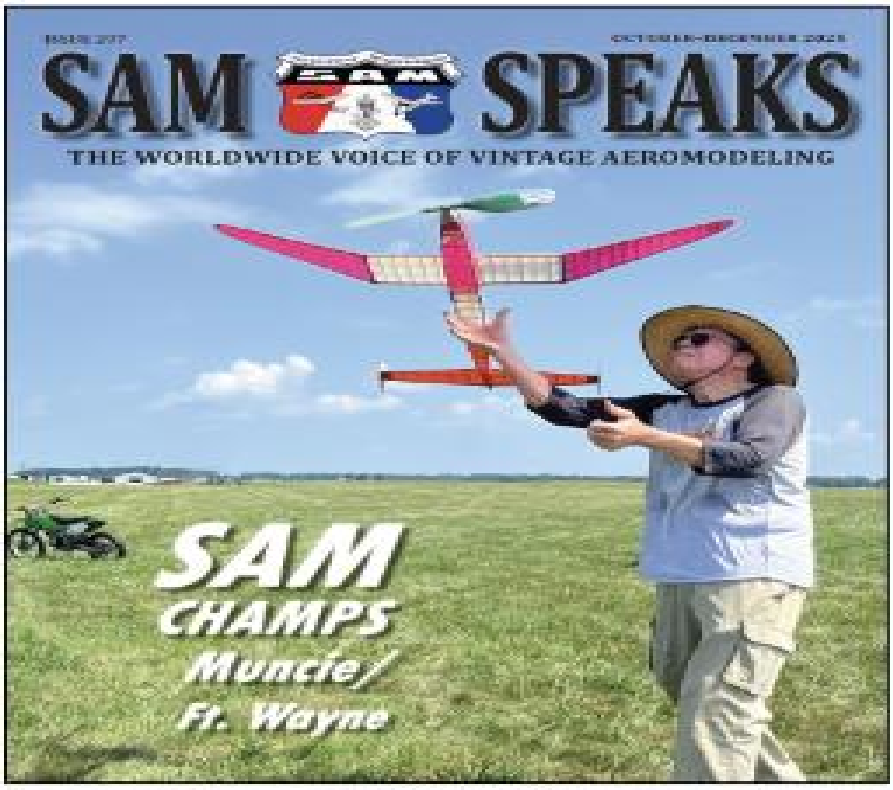
"... am immensely impressed. A splendid effort"

"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.antiquemodeller.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 16th	Saturday	Oxford Duration, Port Meadow
May 23rd to 25th	Saturday - Monday	May Welsh Bangor (see add)
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