NEW Clarion

SAM 1066 Newsletter

Society of Antique Modellers Chapter 1066

Issue nc072026

July 2026

Affiliated to SAM 1066 Website: www.sam1066.org

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Editorial

A new society, **SAM UK**, will come into being on the first of January 2027

Its members will be those of the current SAM35 and SAM1066 and these societies will be disbanded, and their current assets transferred to the new Society.
Committee members of the existing two societies have been meeting and a solid foundation for the new Society has been agreed. There will be a new hard copy magazine, SAM UK Speaks, and an online version subject to certain conditions.

(All this, of course, subject to approval by motions to be put to General Meetings of SAM35 & SAM1066 in due course.)

Whilst we still exist, what have I drummed up for this issue:

- Barrie Russell, editor of New Zealand's 'Propwash' magazine, sent this article written by Bernard Scott, editor of NZ 'ADVANZ'. We editors stick together.
- Next we, with regret, report the death of another much appreciated iconic aeromodeller, Colin Hutchinson.
- Pylonius in 1957 expresses sympathy for the solid modeller, who is now faced with a plethora of plastic kits that little Jonnie can stick together in no time at all that equal his own firewood carved efforts.
- Mark Harper is in possession of a large number of engines for sale.
- Alan Brocklehurst pens a short report on the 'London Gala'.
- Martin Pike seeks the identity of a part built model he has acquired.
- 'Here and There' from 1951 remarks on the overhead conditions that the senior fliers in the London Area Wakefield eliminators launched into. The existence of a genuine 5 min wakefield in the USA is seemingly confirmed.
- Vintage sparkies are the subject of a piece written by one John Toyer.
- 1955 'Heard at the Hangar Doors' reports on the poor response to the S.M.A.E sponsored cross word. Further it reports on the chaotic situation concerning Word Championship meetings.
- An American flier, Rolf Christophersen, having accidentally run across the 'New Clarion' wrote a small item on his own modelling.
- Engine Analysis from the Aeromodeller 1953 is the OK Cub .149, a motor intended for FAI international competition.
- This issue sees the 100th 'Indoors isn't for Everyone' written by Nick Peppiatt. He highlights the 100th anniversary of the kit manufacturer GUILLOWS. Well done Nick.
- The Kawanishi Baika, the Japanese suicide bomber, is the full sized aircraft I've picked out for this issue.
- Roger Newman sends in his usual 'Notes from North Wales', he has purchased a copy of 'Aeroplane' magazine which prompted him to a nostalgic look at kits from his past. He also reports on some of the bizarre Drone air delivery services. He concludes with observations on the X 59, an American research aircraft investigating the possibilities of quieter supersonic flight booms.
- Our secretary's report for the month is a warning of flying in high temperatures, he rounds off with a poem.

Editor

Email from New Zealand - Bernard Scott, NZ, via Barrie Russell, NZ

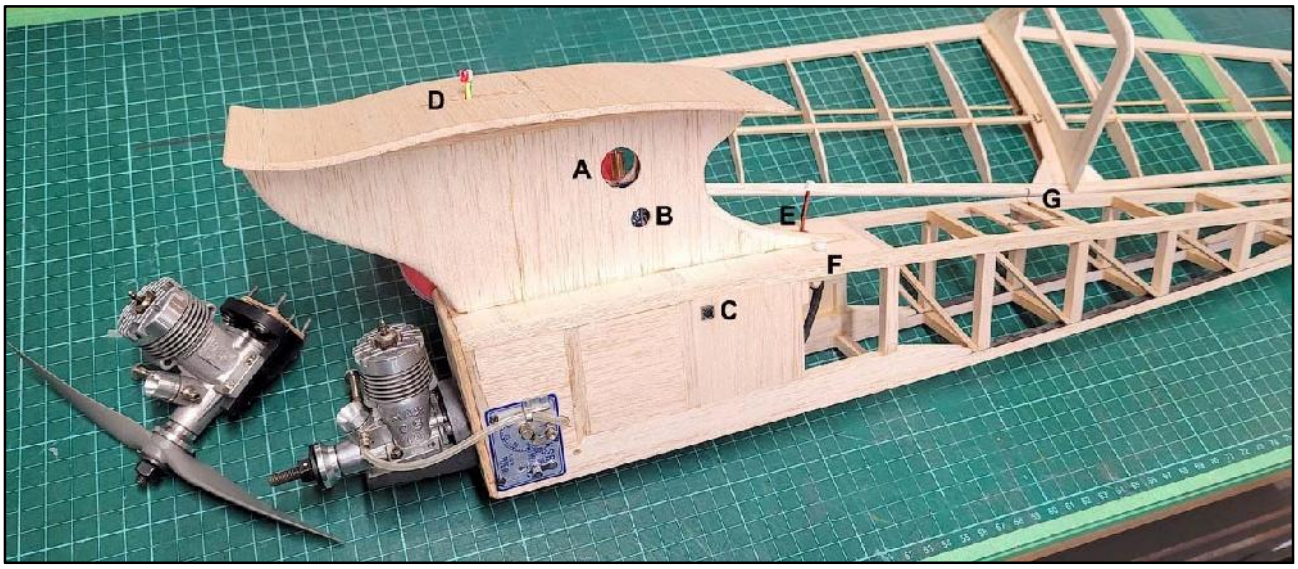
Hello John,

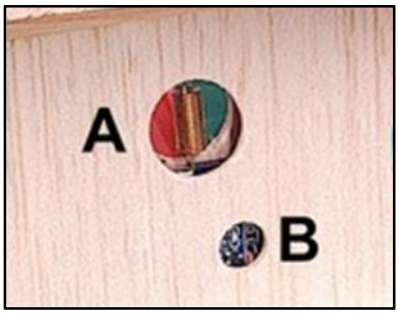
Thank you for yet another fine New Clarion, filled with news of what is happening at the other side of the world. With each issue, it comes home that I should be providing feed-back in one or more of the forms that all bulletin editors appreciate - model builds, event reports, and really anything that can be shared to the benefit of others. So, below are some comments on my latest project, a question, and an observation.

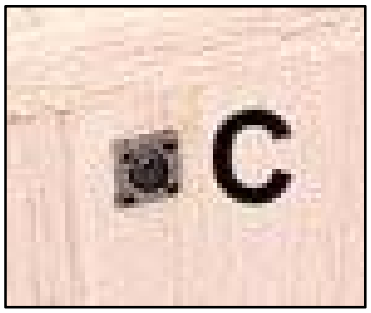
For many years I have flown a *Stratostreak* in Vintage Power Duration events. It has had moderate success, not so much from its performance as from its consistency and ease of flying. From one year to the next it would come out of storage to fly in the Nationals without re-trimming. Here it is at my local field near Hamilton (New Zealand). You will spot quite a few drag-inducing protrusions around the pylon area, related to the fitting of a remote dethermaliser and GPS locator.

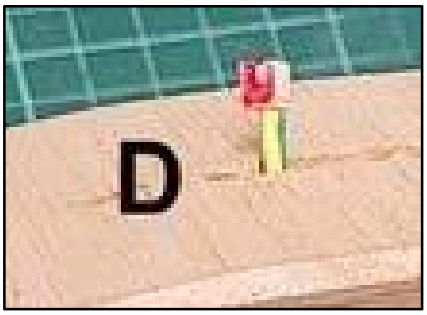
It is serendipitous that, since I started free flighting, the decline of my physical fitness and endurance have been compensated for by advances in retrieve technology. A long retrieve today is done at a slower pace, yet being able to go straight to the model means retrieve times that are not much different - sometimes shorter. A far cry from the days when tools for retrieval were a pair of sharp eyes and a path determined by the environment: "Maybe a quarter, or a third, of a mile away, just to the left of that bush next to the large tree ... No, not *that* tree ... *that* one".

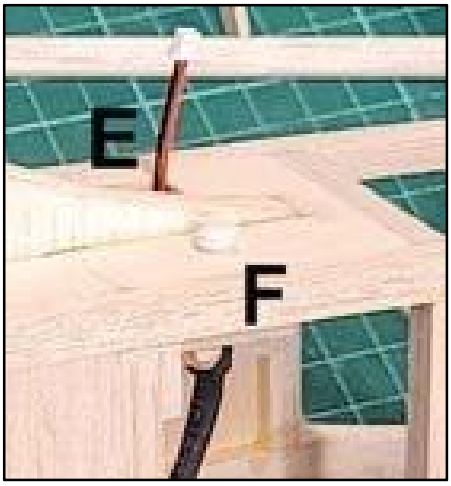
Back to the *Stratostreak*. It has been retired and is being replaced by a similarly sized *Jimp*. Like the SS, it will be powered by an OS 15. The wings are still in progress but below is the nearly completed fuselage showing how all those drag-inducers have been tucked away. A 200 mA lipo powers the DT and GPS. Smaller capacity cells work fine, however the tiny amount of weight saved by a 100mA battery is less important to me than knowing that the cell will last all day. I use traditional clockwork timers for engine run as it is easy to confirm before launch that the engine timer has indeed been started.











A - BMK GPS transmitter
B - View hole for LED indicator
C - RDT programming button
D - Battery slot and connector
E - GPS slot and connector
F - Spin-off DT, scroll protruding
G - DT mouse-trap

Spin-off DTs are new to me. They are lighter than a servo and have so far proved effective when used with a "mouse trap" to reduce tension on the scroll. Both the motors and scrolls were obtained from Ali Express. Either handed scroll will work as the motor can be reversed to suit.
An older OS.15 is mounted and is what I would prefer to use. The OS.15 with the propellor is a later FP version which is 27 grammes heavier - to be used if the completed model needs nose weight.

Which brings me to the question. What is the *Jimp's* recommended balance point? I have read *Jimp* articles by Trevor Hahner and Roy Vaughn in the New Clarion, and respectful references to the *Jimp* of Dave Cox, but no indication of CG other than Roy's need to move it well forward. If any readers can disclose what they have found to work well it would be much appreciated.

Finally, your account of *Urchin* retrieval reminded me that I have an *Urchin* stored away somewhere - time to get it out (and fit RDT and GPS!).

Keep up the good work

Bernard Scott, NZ - scott.scott@xtra.co.nz

Colin Hutchinson RIP - Nick Peppiatt

With deep regret we report the death of Colin Hutchinson.

Sadly, with Colin's passing, we have lost a rare example of a complete aero-modeller.

His interests ranged across free-flight, indoor and outdoor, RC, indoor and outdoor, and control-line, and all the power systems, including rubber, CO_2, electric and I.c.

He was particularly keen on the unorthodox from Magnus effect machines to man-powered aircraft models.

Colin's G-28 CO_2 powered Rambler at Wycombe Leisure Centre.

He was a very skilful RC pilot, as can be seen from his results in various SAM35 competitions.

Particularly impressive was the way he flew a relatively large three channel Avro Avis, built by the late Rex Oldridge, in the confines of the Trinity Sports Hall. This was the first known flight of the model.

Please see:
https://youtu.be/LE06kpcW90w

Rex Oldridge's three channel Avro Avis, which Colin flew brilliantly at Trinity.

In addition to his model flying activities, he was very much involved in promoting the hobby. He was editor of SAM35Speaks for nearly twelve years, taking over from Ron Knight in 2014 and updating the process of producing the magazine. Unsurprisingly, he claimed that this editorship took a month out of every year. He also found time to compile the recent SAM35 Yearbook, number seventeen in the series, which was first published in 2025.

He will be much missed by his fellow model flying enthusiasts.

R.I.P. Colin

Nick Peppiatt

Extract from Model Aircraft July 1957

Topical Twists

by PYLONIUS

Build-it-yourself

Some solid enthusiasts have such a burning zeal for their chosen hobby that they even turn their model out from scrap firewood, after which they scrap among themselves over such essential details as the colour of Von Richthofen's socks. But the solid fan is having a bad time of it just now. After working painstakingly for months on that piece of scrap firewood, he is confronted with little Johnnie's plastic masterpiece and wishes that he had used the piece of scrap firewood on the fire after all.

The plastic kit is the new wonder of the age, and for a very good reason. Balsa and tissue might be all right for those craftsmen-like blokes who enjoy suffering, but if you're not going to finish the beastly model anyway, why go through all the misery of that sort of fly-it-yourself material? That's what the modern, glue-it-yourself modeller asks himself as he gazes into the solid splendours of the plastic kit.

He might feel a bit ashamed about taking the easy way out, but as he is now told that his solid achievements, as opposed to his fragile catastrophies, are beneficial to the movement, he can hold up his solid head in triumph.

We are not told, of course, what movement is benefited, but it certainly couldn't be the movement of model flying machines through the air.

Life begins . . .

We are informed by a correspondent that life, contrary to popular belief, does not begin at the roundish figure of 40, but at the ripe old age of 39, when the figure is still not too round for a spot of model chasing. At this stage of his boyhood he confesses to having been severely bitten by the model bug. Not too severely, of course, as to galvanise him into model building action, but badly enough to give the matter enough serious thought to tell us ex-beginners what nitwits we are to fly any type of model other than the one he hasn't yet made up his mind to build.

From this we can gather that the spot where the model bug bit him was that portion of the anatomy which the boots of irate speed and duration flyers must be itching to get at.

When modelling was a simple hobby for the simple minded, three degrees of affliction were generally recognised: beginner, aeromod and expert. The beginner knew nothing; the areomod knew enough to be sorry about it; and the expert knew too much. Nowadays the beginner comes forward with such a staggering knowledge of the hobby that we are faced with a new threat; the beginner-expert.

Mostly they are of the youthful genre which infest the club rooms and discourse glibly on the more technical aspects of multi channel R/C, but secretly wishing they'd been able to finish that 3s. 6d. kit. The more affluent equip themselves with a large, obscure make of engine which has already enjoyed up to 20 similar owners without ever working for it's living. Generally, the club members regard these young supermen as quite harmless, and hardly notice their disappearance when the subscription fee becomes due.

The elderly variety of beginner-expert is more of a menace. A spot of expertising around the local clubroom is not enough; he has to find a means of establishing himself in the model world with some more subtle device than a second-hand engine. What does he do? Why, he writes a letter to the model Press, full of the most violent denunciation of the whole silly, boys for toys hobby, with particular emphasis on the futile, imbecilic practice of duration flying. If his scorching letter is published the beginner/expert can retire from the modelling scene with honour satisfied; having enjoyed a short but brilliant career.

A Spell of Quiet

A garden shed is not the most commodious of club rooms, but provided the membership is on the sparse side or limited to the garden rake type of adolescent, at least you don't have to pay for the privilege of holding an indoor riot. The chief drawback is the space restriction on the activities of junior members. All-in-wrestling and rock 'n' roll are definitely out, so what to do whilst the chairman is calling for order, apart from shouting at the top of your voice?

One garden shed club answered this by introducing a hypnosis act in the proceedings, and thereby hitting the national headlines. This was taken to be a great joke at first, until it was noticed that one junior had kept still for a whole five minutes, without shouting, jumping or displaying any other anti-meeting symptoms. His anxious and concerned friends frantically tried to shake him out of his trance, but without success. Help was sought, with the result that the offending book on hypnotism was confiscated by the law.

Rumour now has it that noise-bedevilled club officials are urgently scouring the libraries and bookstalls for this valuable volume.

Horse Sense

In the matter of flying space our hobby is having its Epsom Downs, and I was interested in the new restrictions which apply to this hoof trampled flying field, particularly that bit about a gentlemen's agreement on flying models only after midday.

I must say that it comes as a revelation to me that only gentlemen fly models on the downs, and that such gentle- are of the old-worldly vintage who think it indecent to venture out-of-doors until the day is well advanced.

From this I can only come to the shameful conclusion that I am no gentleman. My crude ideas on model flying are to rise at a positively obscene hour in order to avoid the gentlemen with their out-of-radio-control jobs and catapult missiles.

Ray of Hope

People timidly observing one of our old friend Ray Malmstrom's freakish creations cavorting over the grass have often remarked that " That thing should be kept on a lead."

I see that Ray has now taken this to heart by equipping his latest creation with a pair of control wires.

SKETCHES BY—————————ALI

Extract from Model Aircraft July 1957

Engines for Sale - Mark Harper

Classic British Diesel Engines - Good Homes Required.

In late 2024, a very good aeromodelling friend of mine sadly passed away. He was an exceptional professional design engineer and this was reflected in everything he did, including aeromodelling.

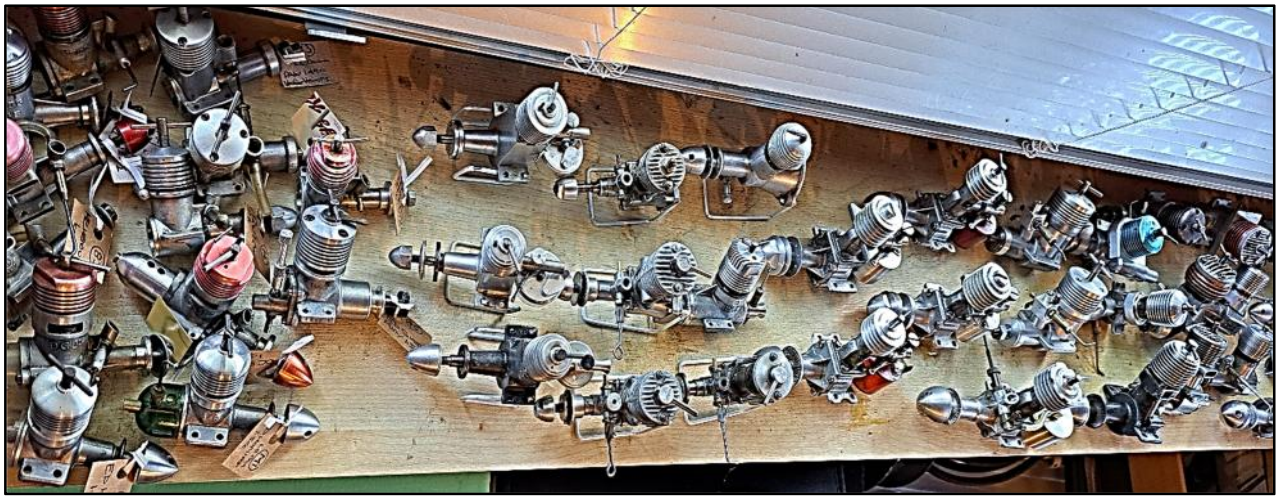
In his later years he gained much pleasure from putting together a collection of British made diesel engines and even in this he applied his unique approach to things. Rather than buying expensive examples of the engines he wanted to acquire, he searched the internet for much cheaper examples that often required some level of refurbishment.

He was never happier than when he was alone in his amazing workshop working his magic on his latest purchase. He would dismantle each engine, determine its internal condition and if considered practical, make any replacement/missing components necessary (including moulding new fuel tanks). After carefully reassembly the engine would be test run & its performance recorded. He kept notes on the engines that he tested and or worked on, which included, initial condition, what work, if any, he carried out and the running/starting performance.

I am currently helping his family in trying to find good homes for these engines. Ideally to fellow aeromodellers who might put them to good use, or just look at & reminisce!

Before I went through all the engines to sort them into manufacturer etc, I took photographs of them on the shelf in his workshop.

(please note there is a degree of over-lap in the shots).



This collection includes engines made by; Albon, AM, Amco, DC, ED, Elfin, Frog, JB, Kemp, ME, Mills, PAW & Sparey.

I have already managed to re-home quite a few of these engines within my local circle of aeromodelling buddies and several are now in models & back in the air, which is amazing.

I have not run any of these engines, but from the notes I have, most of them seem to be in some sort of running order.

I have a list of all the remaining engines requiring new homes, as well as a few sheets of photographs.

So, if anyone is interested in buying one (or more) of them and wants to find out more specific information, please drop me an email at the address at the bottom of this article.
There are a some really nice engines amongst this assortment.

Regarding prices: None of these engines have boxes or original papers and are therefore not collectable examples. Therefore, I am very happy to entertain any reasonable offers.
For all serious enquiries, I can provide a list of all engines available, group photos and if available, copies of the notes made by my good friend.

This whole collection of engines, represents hundreds of hours, enjoyably spent by one of the nicest, most modest & skilled engineers/modellers that I have had the pleasure to know.

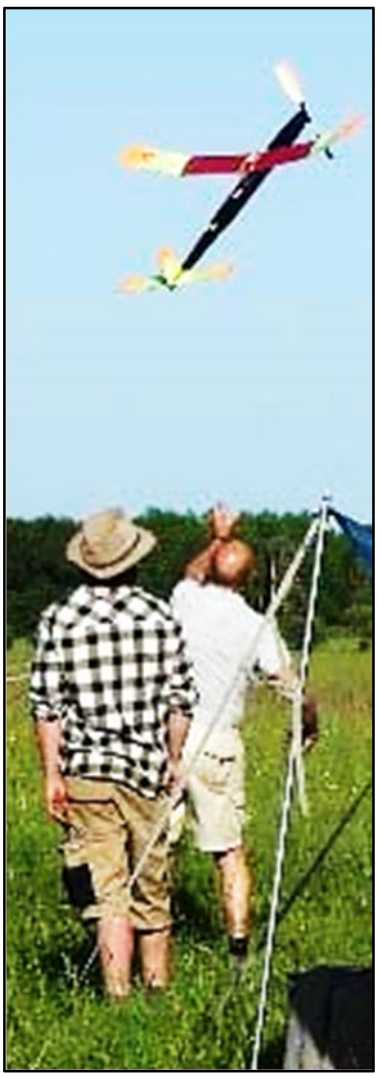
Mark Harper
Email: ml_harp@yahoo.co.uk

Mark Harper

London Gala - Alan Brocklehurst

London Gala - Salisbury Plain Sunday May 24th.

Sorry to be slow at forwarding you some pictures from the London Gala last weekend on Salisbury Plain.
I wasn't there on the Saturday, and was fully occupied flying Coupe on Sunday.
I came 3rd in F1G/F1H, Gavin Manion beat me by 3 seconds with his 2:04 in the fly-off.
Overall winner was Richard Jack flying his F1H with a 3:51 fly-off.
No doubt Chris Redrup or Ray Elliot will have reported the event and sent you the results by now.
Anyway, if you can squeeze them in, here are some photos I took of the first fly-off on the Sunday of Phil Ball launching his C/R model, Peter Watson's power and Phil Ball (again) just after he launched his SLOP model in the same fly-off.

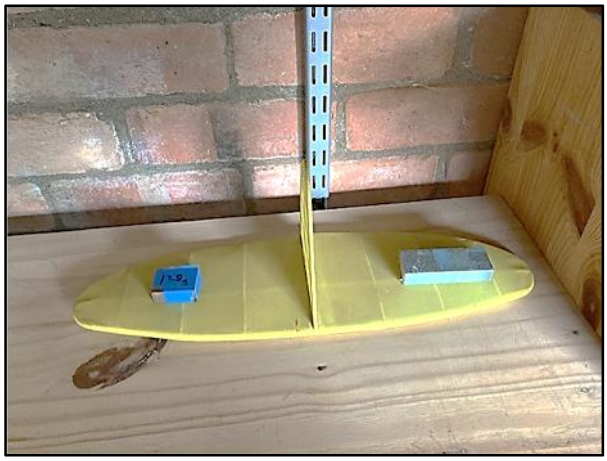


Alan Brocklehurst

Aircraft Identity - Martin Pike

A personal request this month:

At Modelair I bought this 36" free-flight power model (intended for the MP Jet 040/.6cc).
It needs some repairs and I would prefer to work from the plan.
Does anyone know what the model is called or who designed it?



Any Information please email or phone me, Martin Pike:
email - martin.pike.xray@btinternet.com
Tel: - 07831 141418

SAM1066 Membership Secretary

Martin Pike

Here and There

THE EDITOR COMMENTS ON CURRENT TOPICS

CONTEST TECHNIQUE

At the London Area Wakefield Eliminations we were considerably impressed by the technique employed by one or two of the top men. Like everyone else, they picked their particular time to fly, but instead of flying when conditions *overhead* were good they chose to take off when sky conditions way *downwind* were favourable. The day was dull, with dark, heavy clouds drifting over. Models had a habit of passing out of sight against this drab background in three minutes or less. Most of the long times were put up when the models were flying away against a lighter sky background—a point some of the experts made full use of.

It seems that they had confidence in their models to get up high and turn in long flights, regardless of the " ground " conditions. They simply chose their flying time to line the model up against the best possible background for the benefit of timekeepers, and their own flight times !

One other feature of these trials impressed. Most of the competitors took advantage of the new rules enabling the fuselage to be held prior to release (instead of wing tip and prop). A few still preferred the old method, but the general opinion was that, in windy weather at least, it is an advantage to let the propeller revolve for a second or so before releasing the model. This is, of course, possible with a " fuselage " launch, but highly dangerous with " wing tip " technique.

AMERICAN WAKEFIELD TRIALS

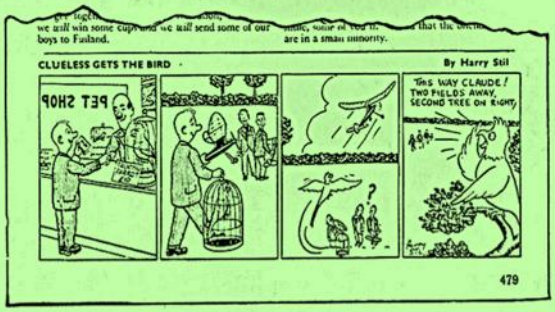
We have just received a preliminary report on the American West Coast Wakefield preliminaries. Rather than the results, we were impressed by our correspondent's remark that the winner has, in his opinion, a five minute plus model, *under any conditions*. The name of this modeller ? Red Everett. A month or two ago we went out in search of more details of this machine and these are given on pages 326-7 of this issue. We thought at the time that it was pretty good. Now events seem to be proving that it *is* good.

Red Everett did not record three five-minute flights in the eliminations for the simple reason that the last round flights were flown off in the late evening and his model disappeared in the darkness after some three minutes. Nevertheless, his aggregate was some three minutes better than that of the next man. As far as possible, these (American) area trials were flown off in non-thermal conditions. They appear to have made the mistake of concluding the event too late in the day. Last flights in the third round were taken in almost total darkness.

WE ARE FLATTERED !

Into our Editorial office each month come modelling publications from all parts of the world, including those countries which are behind the Iron Curtain. Looking through the current issue of the Czechoslovakian journal *Mlady Technik* we were surprised to see a cartoon which bore a more than striking resemblance to the Harry Stil cartoon strip which appeared in our December, 1950, issue. The fact that only the first drawing had been altered to any extent puzzled us quite a bit until we spotted the clue. It will be seen from the accompanying reproduction that the words " Pet Shop " are reversed on the window and it seems that the Czechoslovakian artist found the translation of this more than he could manage !

We have also noticed that our American contemporary *Model Airplane News* has now adopted the title " Over the Counter " for its trade feature and our keen-eyed readers have not been slow in noticing other examples of MODEL AIRCRAFT's lead being followed by other publications. Do we mind this sort of thing ? Not a bit !—after all, " Imitation is, etc., etc."



THE TANDEM SET-UP The tandem machine with front and rear wings of identical size is not new to model aircraft—or full-sized aircraft for that matter—remember the *Flying Flea* of Monsieur Minet a few years back ?—but it has never achieved a great measure of popularity in the model world, probably due to the one-third tail area rule.

Now that the F.A.I. have abandoned the tail area restriction and taken the total area into account, the question of handicap is relieved and the tandem machine is given a sporting chance of showing its paces.

One may therefore expect to see more machines of this type evolved in future, and we note from the American Press that there is a revival of interest in this class of machines on the other side of the water.

Our remarks apply, of course, to tailless models as well and the handicap, which they received under the one-third tail area rule is now eliminated.

Owing to the small span of the tandem type machines torque reaction has to be watched more closely.

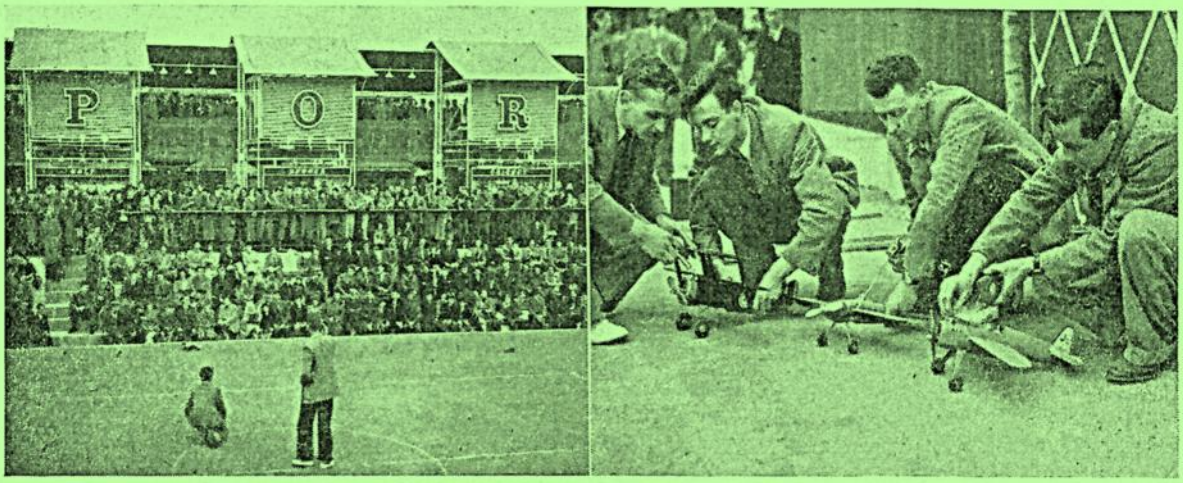
THOSE FIVE-MINUTE WAKEFIELDS Having given very considerable thought to that problematical creation, the five-minute Wakefield, we have decided that the only sure way to produce that model is on paper—and then hold forth on its theoretical performance possibilities ! Just how to check on the " still air " performance of models, we do not know. Still air is so rare that we have almost come to the conclusion that it must belong exclusively to Finland !

We would hazard a guess that there are some half a dozen new Wakefields in this country which, in still evening air, can turn in flights of between 4 and 4½ min. with regularity, but we have seen at least a couple of examples of models of this type drop over a minute duration under different " still air " conditions. Frankly, " still air "—which most people would be satisfied to define as evening air with little or no drift—very seldom appears to be still in the vertical direction. It seems either to be rising or sinking as a mass.

Perhaps there is more to be learnt about the meteorological factor affecting performance than in refinements to model design. After all, the requirements for a five-minute model in true still air do not appear all that stringent. An altitude of 400 ft. can be achieved by many good Wakefields and, by stretching the motor run a bit to 100 sec. (the usual average is more nearly 80 sec., or somewhat less), that only calls for a sinking speed of 2 ft. per sec. or less for a 5 min. flight. Either our best models sink faster than this through the air (which is doubtful), or the air mass itself commonly has vertical velocity.

A 900 CLUB ? Ron Warring recently suggested to us the formation of a " 900 " club with a special badge for all those fliers who have achieved a maximum score (three five-minute flights) in any one S.M.A.E. contest. As far as our memory serves us, we can recall only three present qualifiers. Others have come near to it and quite a number have achieved two maximums out of three.

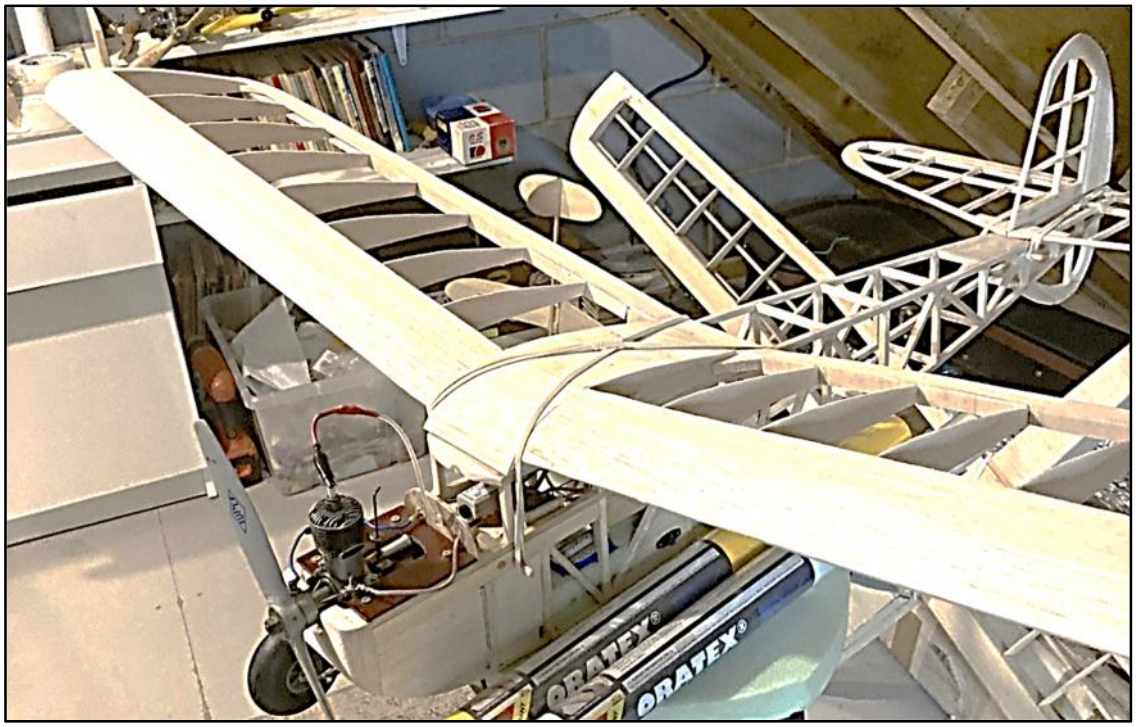
It would seem a fitting reward to have a special badge inscribed for all top-score men—qualification for the " 900 " club being three maximums out of three in any S.M.A.E. contest. We do not think there would be a great run on these badges—but what treasured souvenirs of " a good day's flying " they would be ! What do you think of the idea ?

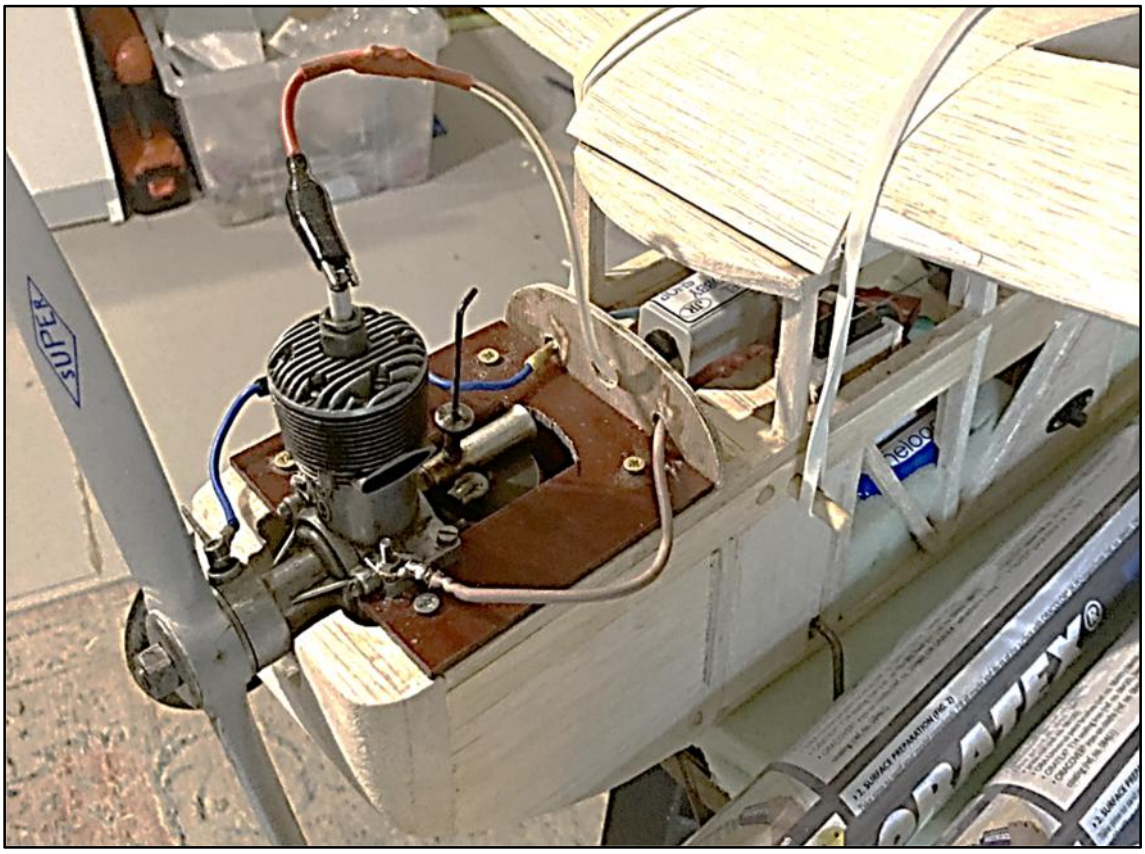


The demonstrations of C/L flying which have been organised by the S.M.A.E. at the Festival of Britain Exhibition have been a great success. The photographs above were taken at the first of these demonstrations on May 13th, which attracted large crowds, so large, in fact, that those watching from Waterloo Bridge caused a traffic jam and, so the Exhibition Authorities complain, the crowd at the Sports Arena interrupted the flow of visitors round the South Bank site. The first photograph shows a small section of the crowd in the Arena, and the second some of the fliers who took part. They are (left to right) :—S. C. Draper and J. Moore (Brentford & Chiswick) ; P. Landray (Wimbledon) ; and P. Donavour-Hickie (Zombies). The " star " of the show, Brian Hewitt, of S. Birmingham was not present when the photographs were taken.

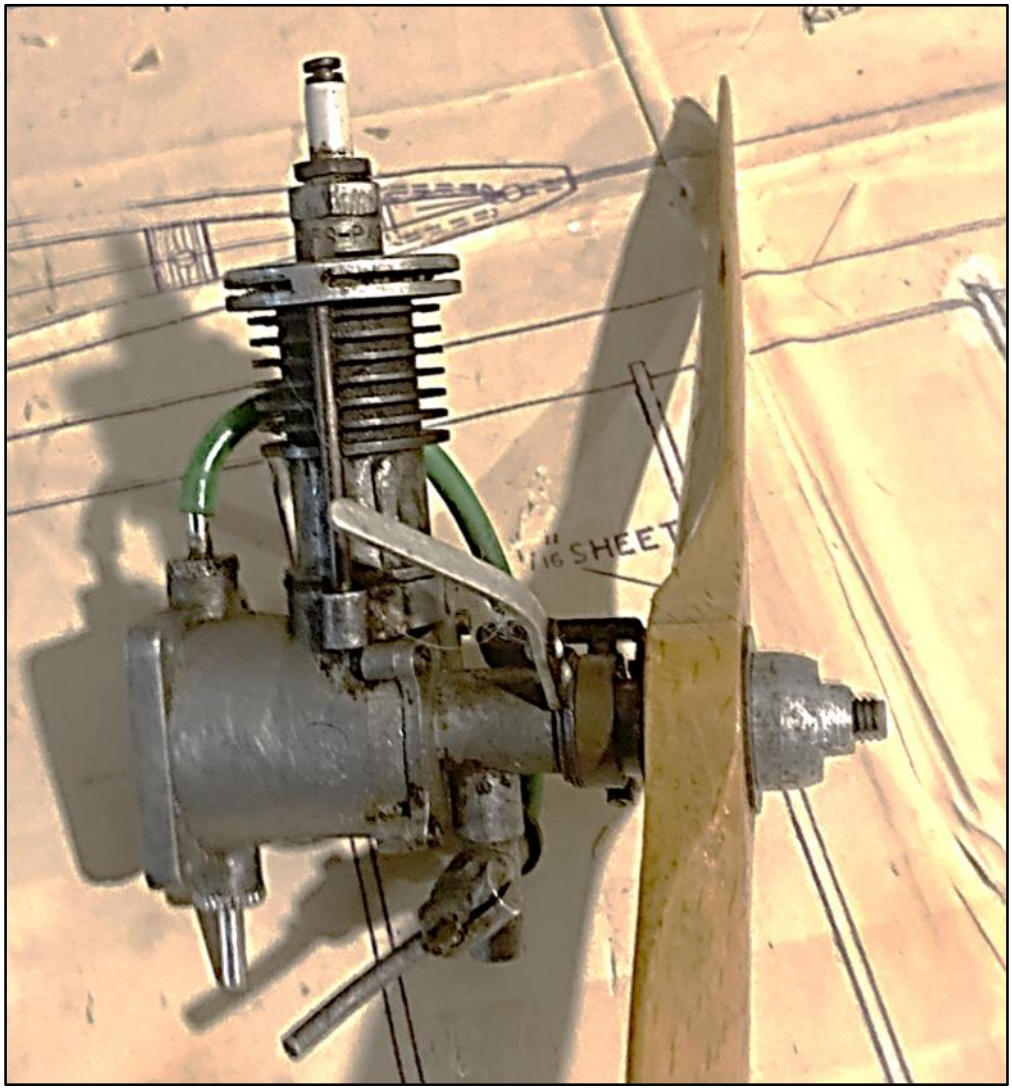
Vintage with Sparkies - John Toyer

Thought I would send you some photos etc. of my modelling activities. And to show that petrol engines are still championed for models, I have nowhere in my area to fly free-flight anymore but still enjoy building the old designs, the junior 60 is ready for covering all the ignition system is tested and ready, I've installed 3 channels r/c 1 channel is ignition cut out, set on what would be the throttle servo working on a repurposed r/c on off switch (this is important to save the coil should the engine stop with the points closed) , the engine is a Forster 29 which is a really very nice engine to run .

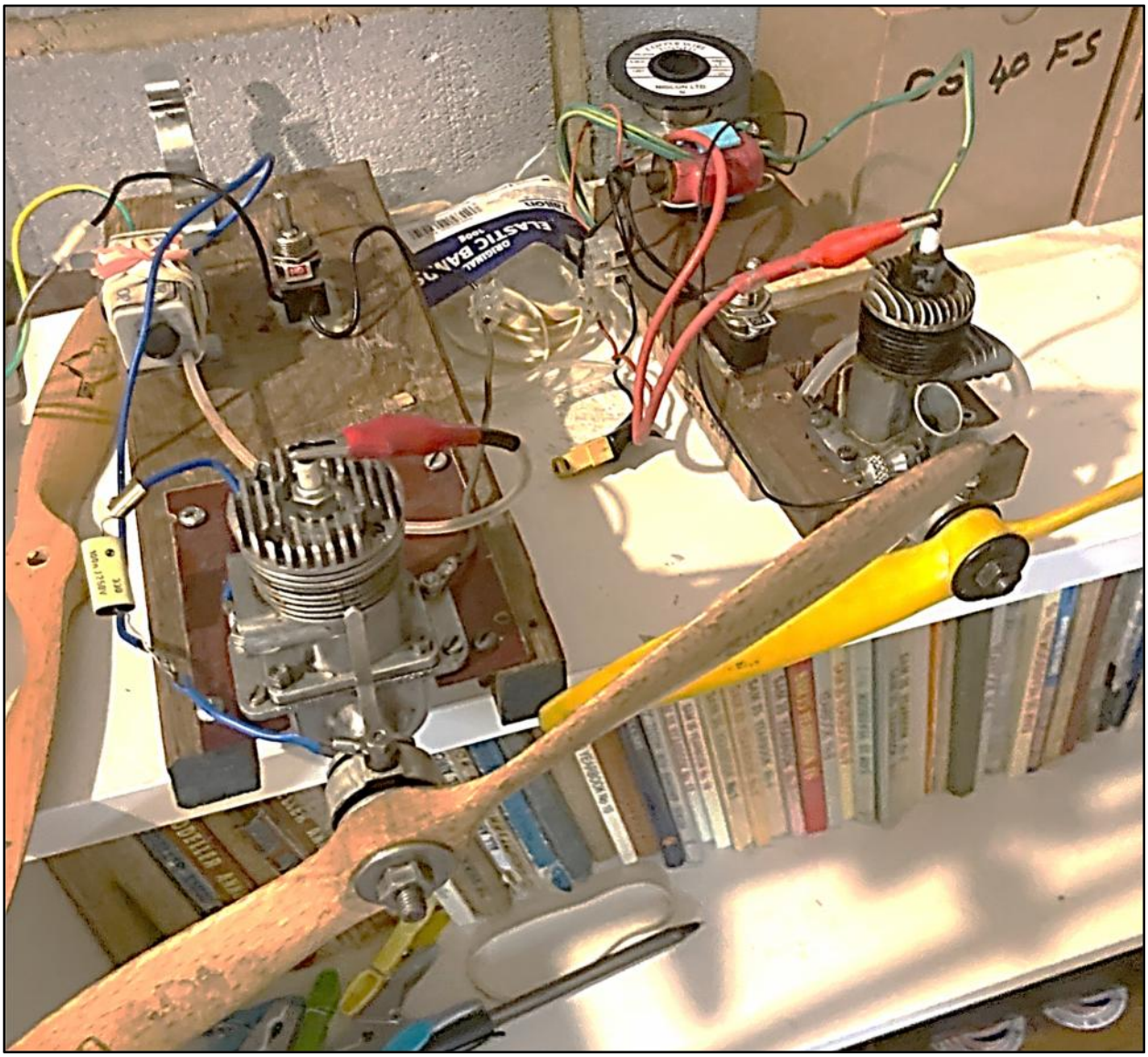


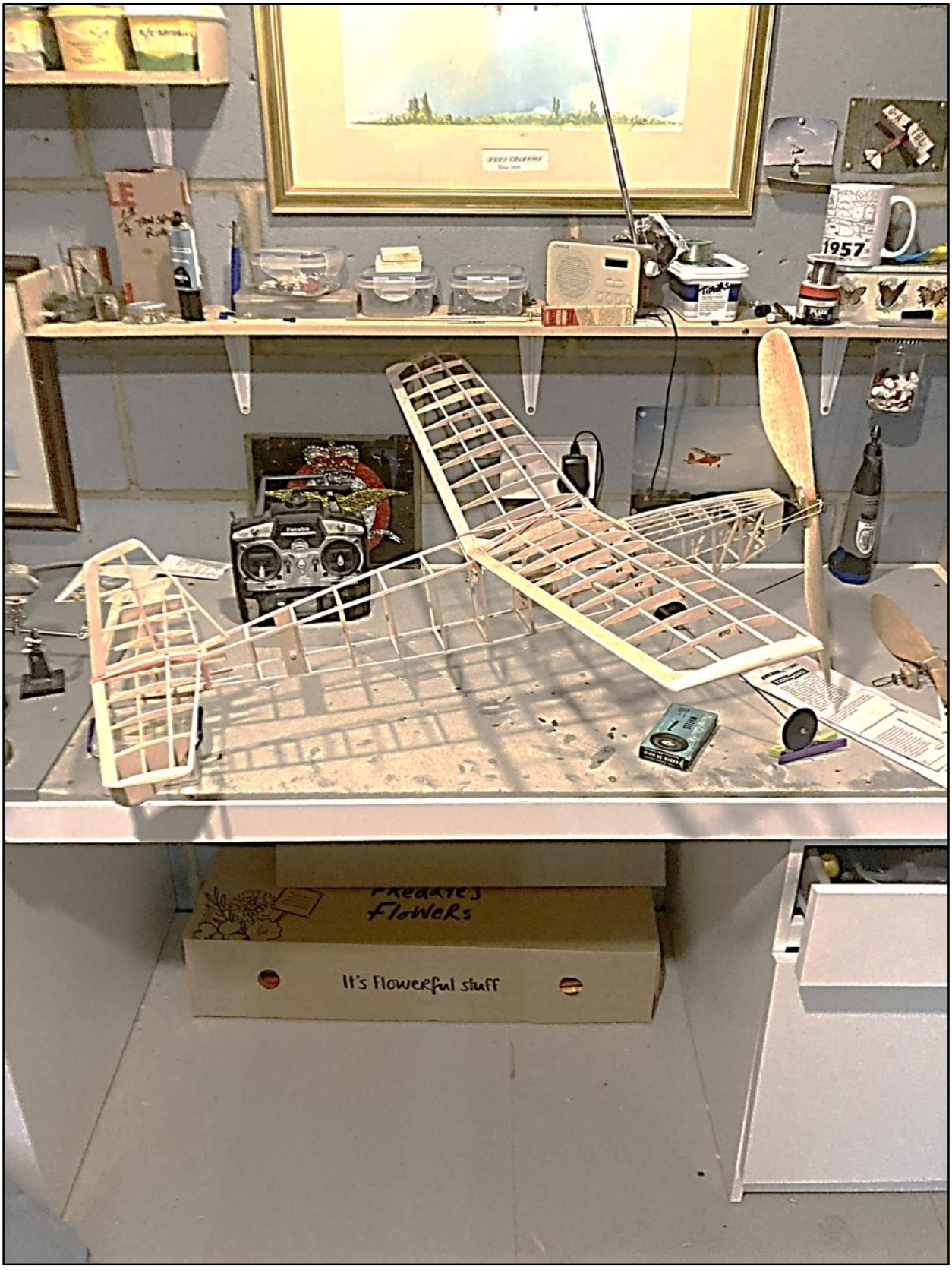


I'm also in the process of building another Little Vagabond for a FROG 1.75 petrol engine this will be a free-flight example as is my other Little Vagabond powered by an old faithful Mills .



I have been running a Doolin 30 and a ubiquitous O&R 23 FRV recently I'm hoping to use the O&R for a Ben Buckle Utility again for free-flight (the last time I flew this combo was at Middle Wallop many moons ago)





I've also included a photo of a nearly complete KK Gypsy just to show I'm not just a power struggler.
Anyway hope you might find this useful and maybe other members will find my activities interesting.

John Toyer

HEARD AT THE HANGAR DOORS

Outside the Hangar Doors

We could not let the above photo of all three prototype Vautours pass without reproduction. This remarkable, but little publicised aircraft, (in this country anyway) is deserving of close attention. For this reason the Vautour is the subject for John Enoch's "Aeroplanes in Outline" this month, and a full description together with detailed drawing appears on our centre pages.

Crossword result

Many anxious competitors have written us from time to time enquiring the result of the S.M.A.E. Crossword Contest, to which we donated considerable free space and publicity in the interests of adequate participation in International events by modellers from this country.

To say the response to this worthy object was disappointing is to put it mildly, particularly so from the contest minded section of the aeromodelling public, which stood to gain most by the provision of funds sufficient to send teams abroad as required. As a result, the total amount subscribed fell far short of the sum announced as the prize for the best solution received, only £30 2s. 10d. finding its way into the Society coffers.

We are happy to announce that the winner, Mr. R. G. Williamson of Nuthall, Nottingham, has offered to waive his right to the full sum offered, and a cheque for the amount collected has been accepted by him. We place on record our sincere appreciation of his action, which has saved the S.M.A.E. a considerable slice of its slim finances.

Thus, the S.M.A.E. has achieved no addition to its International Contest Fund (but has not lost any monies either); Mr. Williamson is the richer by £30—or poorer by £70, whichever way you care to look at it; and the only losers are ourselves of the "AEROMODELLER" for the amount of space and staff time devoted to this abortive effort. Woe is us!!

International R/C Contest at Essen

The King of the Belgians Cup returns home again to Belgium as a result of the efforts of the formidable Gobeaux team which won in 1953 when it was first presented. Young Jean-Pierre put up a praise-worthy performance under the guidance of father Dr. Gobeaux. German participation in the hands of Karl-Heinz Stegmaier, 1954 Champion, and Hans Lichius was disappointing and never came within striking distance of the winner. Perhaps their duties as host country proved too onerous! France's Albert Wastable again showed what a fine flier he is though still unversed in contest requirements. Ted Hemsley and George Redlich put up a good show for G.B.

Alfred Bichel of Switzerland proved an outstanding glider winner; Robert Laiy of Belgium snatched a last flight victory in the rudder-only event.

Outstanding memories of the contest will surely be Arnold Degen's magnificent towing technique—200 metres vertical every time!—and poor Lichius's monumental prang with his lovely scale Cessna in a hasty landing with 30 seconds left, and throttle control stuck at full speed!

Seven countries competed and Russian observers were present to "gen up" for promised participation in 1956!

What Happened to the Radio Enthusiasts?

News of the International Radio Contest at Essen-Mulheim, as reported above, brings to mind the disappointing eliminator held at R.A.F. Station Debden. Admittedly notification of this venue was somewhat late in forthcoming, due to a last minute cancellation by the authorities at the original venue—Halton, even so, the support given was very poor indeed.

There were, in fact, only nine competitors of which four had multi-control and five rudder only. Conditions were appalling with wind almost at gale strength (could it have been this that kept the others at home?) and it was decided to run the two events, *i.e.* The Ripmax Trophy and the Aeromodeller International Trophy as one contest. Every contestant made a gallant attempt in spite of the impossible weather and most of them recorded scores—if nothing else. The final result was Ted Hemsley and George Redlich tying for first place in both contests, neither having a model in a fit state to fly off a decider! As it subsequently turned out, the Aeromodeller Trophy was postponed by the S.M.A.E. Competition Secretary, and this event will be held in conjunction with the South Midland Area Rally at Cranfield on August the 21st.

In view of the great strides being made abroad with radio-controlled model aircraft, we are

disturbed at the lack of support that this important eliminator received, although our humorous appetite was whetted when we discovered that two of the competitors were named Airey and Breeze! Perhaps they should be blamed for the strong wind that ruined the event?

World Championship chaos

To say that the position regarding the various World Championship Meetings this year is unsatisfactory would be a definite understatement. Take the World Control Line Championships for a start. Our French friends stated that this event could not be combined with the other championship meetings in Germany as "arrangements to hold it in France were too far advanced". What has happened to this unfortunate affair since the French gave the original venue as Paris hardly bears witness to the above statement.

Starting in Paris it was then announced that the meeting would be moved to Poitiers and held in conjunction with the French National Aviation Festival. This meant a change of travel arrangements, etc., for the organisers of the British team, which had hardly been completed when we espied in a French aviation journal a note to the effect that the Poitiers Festival had been cancelled. This information was passed to Doug. Gordon, the manager of the British Team, who wrote immediately to the French Aero Club. They eventually confirmed that this was so and that the event was being shifted back to Paris. So much for the earlier statement that the meeting could not be combined with the other World Championships because arrangements were too far advanced! It is a pity that this partisan attitude prevented what could have been a World Olympics Event with Control Line Speed, Wakefield, A/2 Glider and International Power, all taking place at the same venue. However, the situation with the three free-flight events is anything but satisfactory as there is a complete lack of information regarding venue at the time of going to press.

We sympathise with the German Aero Club who, once they knew the Americans proposed holding the event in Germany, agreed to hold the Glider event in conjunction with the Wakefield and Power. Having made this gesture, they have been waiting ever since for the Americans to finalise a venue. It is uncertain who is holding up arrangements, the A.M.A. or the U.S.A.F. Whoever it is, can we request that they show a little of their traditional hustle, otherwise this first real approach to a Model Olympics will not even sprout wings—let alone get airborne!

B-47 Gen

Solid modellers who are making the Boeing B-47 from our scale drawings first published in the May issue will be interested to know that the numbering indicated on the aircraft drawn, 12363, refers to the seventh B-47E, actual USAF contract number being 51-2363. First B-47E was 51-2357, with fin numbered 12357 and first RB-47 would be 15258. For those not wanting to model the internal ATO type, numbers 2509 to 2514 give a good range of fin numbers to select. For this information we are indebted to Harold Edwards, a keen modeller and Boeing Engineer.

We might also thank those readers who were quick to spot the error in our S.6B plan and have written to tell us that sections given for AA and BB should have the lettering reversed . . . . sorry!

New Blood

Many people, including ourselves, feel that aeromodelling could do with a shot in the arm. New aeromodellers are not coming into the hobby at the rate they should, probably through lack of encouragement.

In an effort to interest youngsters we have produced this special Junior Modellers' issue and coupled with it the Golden Wings Contest complete with handsome prize list. Full details of this contest will be found on pages 353-354, and we ask the co-operation of all senior modellers, particularly clubmen. Seniors may ask "What has a junior contest to do with me?" The answer is that they can give guidance and help to the many thousands of juniors up and down the country who will be building Golden Wings gliders, and who will gain more from ten minutes discussion with an experienced modeller than we can ever tell them in print.

We have deliberately chosen an A/1 glider for this contest as we believe it is the ideal size for a youngster; is inexpensive to build and thus in keeping with junior pockets, and, furthermore, is a practical proposition for operating in the relatively small flying fields generally available.

So many would-be aeromodellers are turned from this grand hobby of ours through failure with their first model. In many cases, the model or kit is unsuitable, or they become disheartened by the difficulties of building. In most cases a kindly word of advice or a little practical demonstration would add another keen enthusiast to our ranks.

We invite Juniors to let us know their problems, the "AEROMODELLER Query Service" is at their disposal, or where the difficulty cannot be dealt with by post, we will endeavour to put them in touch with their nearest club or experienced modeller.

Radio Jottings

We regret that the article by Ted Sills on an Electronic Pulse-Width Modulator in our last issue contained an error and an omission. The error lay in the formula given as

$$\left(\frac{P_1 - R_1}{2}\right)$$

which should, of course, read

$$\left(\frac{P_1}{2} + R_1\right)$$

The omission was the values for *Fig.* 1, which are as follows:—P_1 1,000 ohms. R_1 and R_2 100K ¼W Tol ± 20%. R_3 and R_4 47K ½W Tol. ± 20%. C 0·1 μF for pulse-rate of 4 per second. *Relay:*— resistance immaterial, for sensitivity see text. V_1 and V_2 see text. It should also be noted that the On/Off switch may be combined with P_2.

My Gliders - Rolf Christophersen USA

I'm 88 years old, not much of a competitor, just build and fly off the grid; I like these old gliders and Hi-start.
When our son, Curt, was ten years, we built a Thermic 12, took it down the hill to a field and we stood 30 feet apart and he tossed the model glider toward me.
It was taken by the thermal breeze, flew over my outreached hand and went OSS!
That's when I came to love gliders. I'm 88 years now and stumbled on your newsy letter with pictures and plans.
Keep up the good work.

I fly these one meter model gliders that I build from scratch.
The orange one, a 1944 StormBird from Sweden,
the French 1947 CB 36
and the Vic Smeed (maybe?) Meteorite.
I build the hand launchers for the grand kids when they come to visit.
I can do Hi-Start by myself, here in Solon, Iowa USA, where I can get to the field very early so I don't have to chase my models and I can enjoy the peace and quiet of a nice free flight glide.
I've been building FF models for about 80 years.

Nice newsletter,

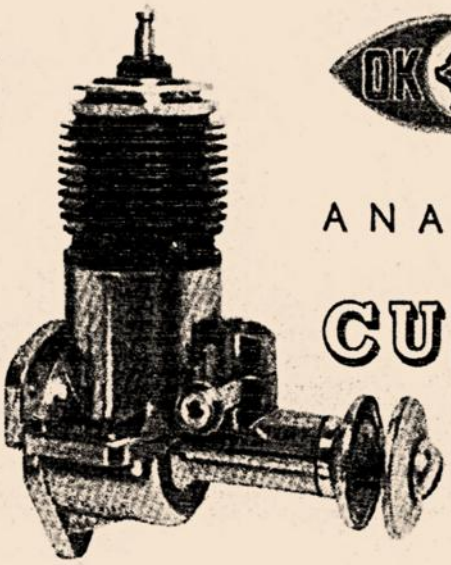
Rolf Christophersen USA

Engine Analysis: OK Cub .149 c.ins - Aeromodeller July 1953

OK Cub

ENGINE ANALYSIS

The O.K. CUB ·149 c. ins.



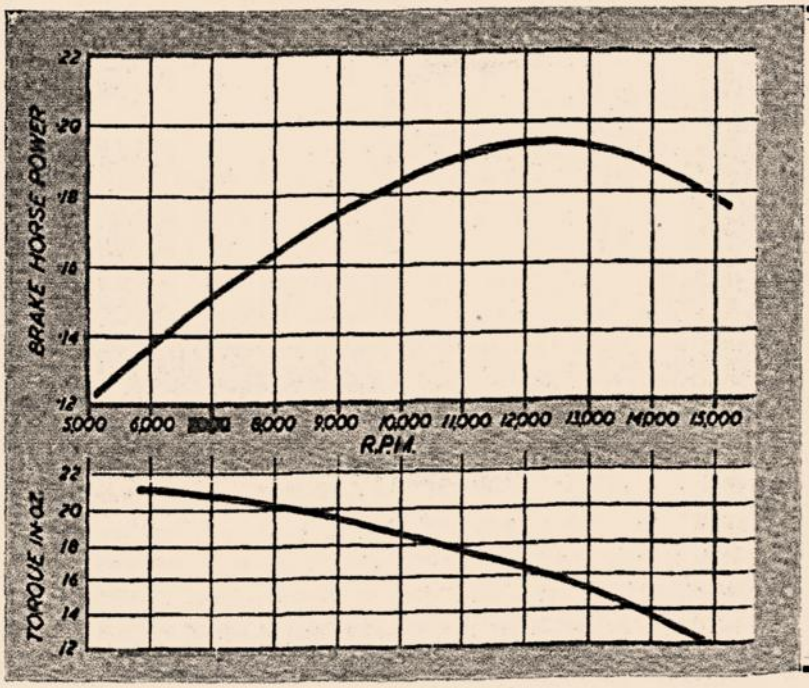
No. 12
NEW SERIES

BY
RON WARING

HOW well the Americans can produce miniature aero motors. Just as we had begun to get almost complacent about the finish and design details of contemporary British production jobs, along comes the new O.K. " Cub " which, placed alongside its English cousins, makes many of them look quite drab and ordinary by comparison. No unnecessary parts, quite beautiful die castings with a polished finish and even the usual " square edges " rounded off to give just that little extra sales appeal. That and real production-engineering " know how " is the backbone of all the leading American engines.

On the performance and handling side, however, we have not the same flattering comments to make. In fact, after a couple of hours running and testing we are still undecided on this aspect. Being the first glow plug engine of this size which has turned up for a long time we expected it to have different handling characteristics—which it did. The main impression, however, was that it was far more critical on fuel supply, so that things had to be " right " to keep it motoring, rather than the liberties which can be taken in this respect with many good diesels.

To be perfectly fair, we swapped the American glow plug for a British one—chiefly because few American glow plugs will stand up to a 2 volt accumulator for any time and one of the secrets of successful starting with a glow-motor, especially when new, is a nice hot, but not too hot, plug. Accordingly we used a standard K.L.G. plug, the



O.K. 'CUB' ·149

Displacement : 2·456 c.c. (·149 cu. ins.).
Bore : ·600 in.
Stroke : ·530 in.
Bore/Stroke ratio : 1·13.
Bare Weight : 2¼ ounces.
Mountings : Beam or radial.

Material Specification

Crankcase : pressure die cast, light alloy.
Crankcase bearing : Plain.
Cylinder : Steel
Cylinder head : Light alloy.
Piston : Plain.
Connecting rod : Drop forged light alloy.

Manufacturers :

Herkimer Tool and Model Works, Inc., Herkimer, New York, U.S.A.
Retail price (in U.S.A. $8·95.)

virtual equivalent of the American standard, but which will take a 2 volt supply indefinitely without burning out. Also we used a standard British fuel, not necessarily the best for this American motor. But switching from Mercury No. 7 to Mercury No. 5, handling characteristics were roughly the same.

For the first few runs, starting was very easy, employing finger choking only. Priming through the exhaust was tried and rejected as swamping the plug too readily. This engine does not need an excessive charge of fuel to fire and run. On subsequent runs, with the same setting and same fuel, the " Cub " frequently petered out soon after starting. It would stop dead when the glow plug was switched off. So we left the plug switched on all the time and got long, satisfactory runs. Later with the same procedure for starting, switching the plug off as soon as the " Cub " was running, worked " as per the book ". In other words, the " Cub " would now run properly. And so we began to wonder a little where this was all leading. At the end of the test period we would still not say that we entirely " knew " the " Cub " and would guarantee its trouble-free operation on the flying field, if necessary.

One thing we will certainly grant the " Cub ". That is, it really seems to like high speed running. Unlike a diesel of the same capacity, too, it gives the impression of being less dangerous or potentially dangerous at speed in excess of 13,000 r.p.m. Diesels flat out in this speed region frequently seem in imminent danger of blowing up, although they never do !

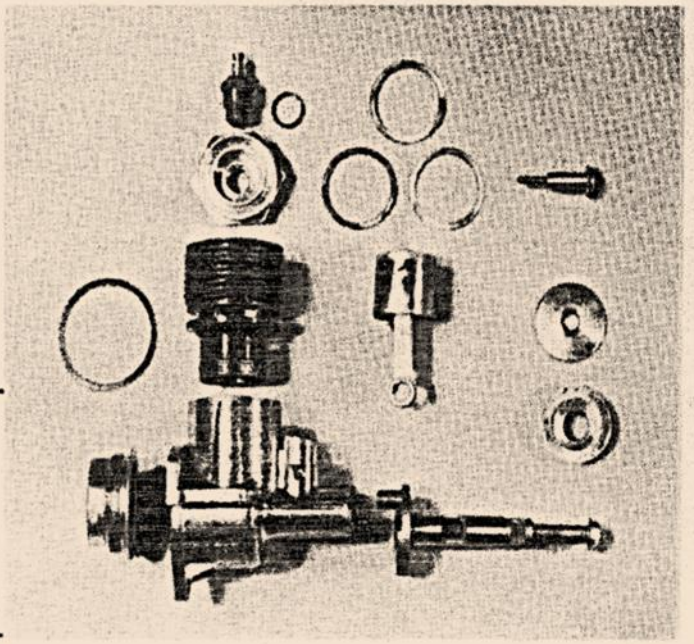
The apparently critical fuel supply remains a bit of a mystery since the needle valve was essentially non-critical. This could be altered over two or three turns without much affecting the running. Provided it was open far enough you did not need to worry about fine adjustment. When tried the effect on performance was negligible. An air bubble in the fuel line, however, might be sufficient to stop the engine, so a sound tank design and hook-up would be essential in a model. Another interesting feature was the almost instantaneous response to cut-out action. Squeeze the fuel line near the needle valve and the engine stopped dead in less than a second —again an interesting comparison with many diesels. Yet fuel consumption is very low for a glow motor of this capacity.

Studying the only control, the needle

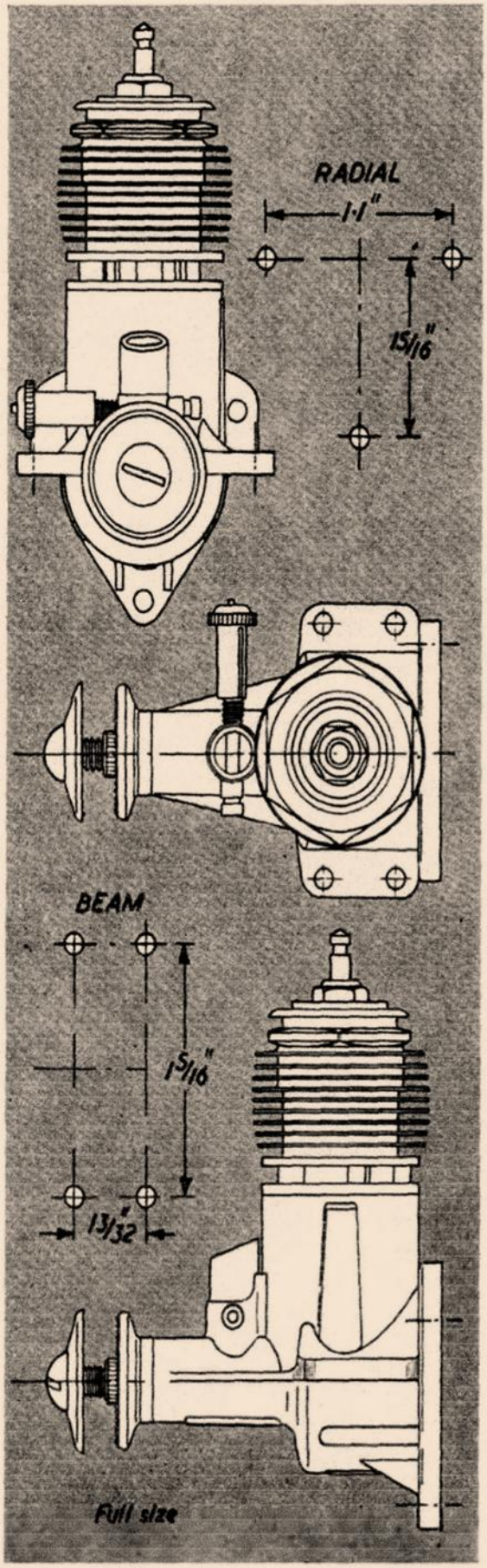
" You'll know my husband, he is tall, dark and reeks of Glo-fuel ! "

valve, we admired its neat appearance, but cursed the stupidity of locating a small knurled knob close to the propeller disc. It *could* be adjusted with the motor running, but not with any confidence in the safety of the operation. Otherwise there was little to find fault with in the design and construction of the " Cub ". The method of fitting the propeller on a machine screw locating in the front of the stub crankshaft (protruding just beyond the propeller backplate) was unusual, and, at first sight, awkward. Yet it was soon found that it was just as easy to change propellers with this type of fitting and, after all, a screwdriver for the stub shaft is probably handier to carry in the pocket than a spanner for handling a conventional prop. nut.

The interior design of the " Cub " does not lend itself to careless handling. In other words, this is an engine which one should not normally dismantle or, if absolutely necessary to take apart, this should be done with care. The steel cylinder



Crankcase casting is one of the outstanding features of this motor, being beautifully finished and amazingly light. Spray bar is not dismantled in this view as it is a drive fit in the crankcase and it was thought best not to disturb same. Note the milled crankshaft for driving washer and the screw-in prop securing bolt that permits different width props to be fitted.



screws into the light alloy crankcase casting and an appreciable area of these threads is cut away to pass the gases from the bottom of the crankcase. Careless handling or excessive tightening down may well distort the bottom of the cylinder. For the same reason excessive force should not be used in tightening or removing the plug from the head, which itself screws into the top of the cylinder. The use of copper gaskets throughout makes excessive tightening unnecessary. The head is sensibly shaped, incidentally, so that the glow plug can be grasped with a suitable spanner, or even pliers, without fear of damaging or marking the rest of the assembly.

An interesting external feature is the cast-in mounting lugs. Lugs for beam mounting are incorporated in the normal way, but a flange cast onto the back of the crankcase provides three attachment holes for alternative radial mounting. This is done without adding any apparent bulk, or weight, to the motor. Bare weight (without propeller) is only 2¾ ounces, which is exceptional for a high performance motor of this size.

The performance curves shown on the graph do not necessarily represent the optimum power output of the "Cub". Possibly with different fuels, better results could have been obtained. In common with other small capacity glow motors, however, the "Cub" appears to develop revs. at the expense of torque. In other words, it is capable of high speeds, but not such high torque values as might be expected from a first rate diesel of the same capacity. The peak of the power curve occurs at around 12,500 r.p.m. although the top of this curve is quite flattish so that if a propeller size is selected to give, say, 12,000 static r.p.m., there will be little appreciable loss of torque in the air when the engine r.p.m. will go up due to the decrease in load on the propeller.

The O.K. "Cub" is the first American production engine designed to F.A.I. limits for International competition (up to 2·5 c.c. maximum displacement) and, as such, its performance will be compared directly with British diesels of similar capacity. In spite of its good looks and brilliant engineering features, however, it is not necessarily a superior engine as regards performance.

Fuel: Mercury No. 5 and Mercury No. 7

NOTE: For overseas readers the formula for MERCURY NO. 7 FUEL is:—

METHANOL	55%
CASTOR OIL	25%
NITROMETHANE	20%

Propeller Tests

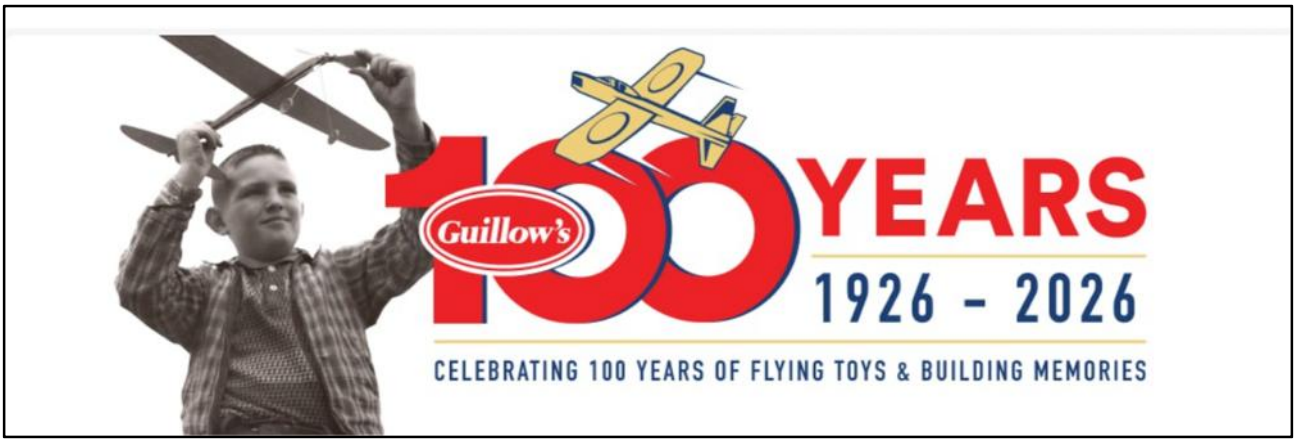
Propeller Dia. × Pitch	R.P.M.
10 × 6	7,850
10 × 4	7,700
9 × 6	7,200
8 × 8	7,750
8 × 6	9,450
8 × 5	11,600
8 × 4	12,100
8 × 3	10,900
7 × 6	11,550
7 × 5	12,900
7 × 4	13,850
7 × 3	15,250
5 × 5	

Standard, Constant Geometric Pitch, Carved Wood Propellers.

Indoor isn't for Everyone No.100 - Nick Peppiatt

One hundred years of Guillow's and the Dime Scale Swallow

It should not have escaped your notice, dear reader, that the still active American model company Guillow's is one hundred years old this year and various events are being held to celebrate this. Incidentally, I understand that the correct pronunciation of Guillow is that it rhymes with willow, hence 'Gwillo'. Up until now, I have never built a Guillow's kit or design, but I did find a five inch diameter red moulded plastic propeller with their engraving in my stash.



The Flying Aces Club (the Flying Aces Club – the Official FAC-GHQ Website) are organising several competitions, including an indoor postal, which closes at the end of the year. The FAC Leadership have divided the range of the Guillow's scale aircraft production over the years into two classes, Classic Era and Modern Era. The Classic Era designs are from the 1930s through to the 1950s and have light, all balsa construction with tissue covering and no plastic parts, apart from glazing. Some later designs with plunge moulded nose blocks, which were first introduced in the late 1940s, but otherwise have light construction are also included in this class. These models, but not the Modern Era designs, can be entered into the indoor postal. The Modern Era kits, some of which are still produced, have die-cut (or laser cut) parts sheets, a robust keel and former construction, decal sheets and robust plastic parts, typically for the nose area and wheels.

There are a considerable number of plans for the Classic Era models available on outerzone (Oz : Free plans : Collection of free vintage model aircraft plans to download), including about twenty of the 'F' series, which are of sixteen inch wingspan and thus a good size to attempt to fly in the confines of the Trinity sports hall, where I fly most regularly. I was particularly taken by the Swallow (F82), partly because it has a half size brother, a proto-Pistachio number D2 in the D series. The rest of the eight inch span D series appear to be semi-scale. The Swallow is, in fact, a representation of the Swallow Model C Coupé, of which three were built in the latter half of the 1930s. It is a two seat light plane with the pilot and passenger side-by-side. These had registrations NC15818, NC18586, and NC19450, so the number given on the plan appears spurious. One of the Swallows crashed in a fog, killing the company president E. B. Christopher and his passenger, and another was re-registered in Chile as CC-DVC.

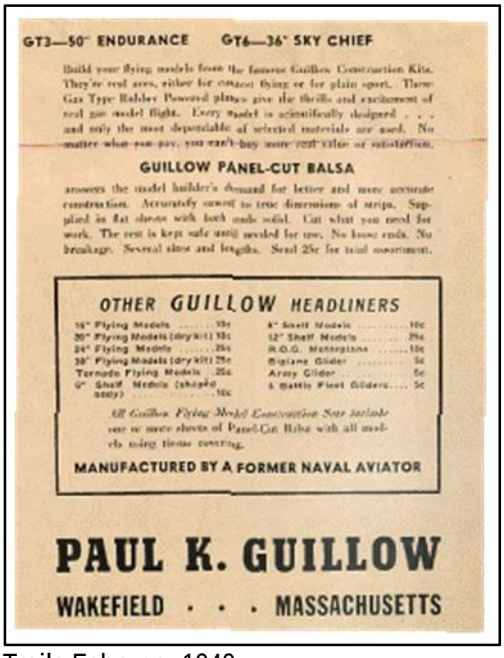
I have not found a Guillow's catalogue for this period, but I have tracked down a couple of contemporary advertisements. It is clear that the kits for the eight inch span models cost a nickel and the sixteen inch ones a dime. I assume that the kits included print-wood, strip, tissue, nose plug, prop shaft wire and a propeller. No details of the propeller are given on the

plan, apart from a sketch of the nose plug assembly, indicating that it is wood. There is some doubt that the Cellophane for the windscreen was included. I do not know whether there were further instructions in addition to the plan itself. Was a rubber motor supplied? If any reader has further information on the Guillow's kits of this period, I would be very interested to know.

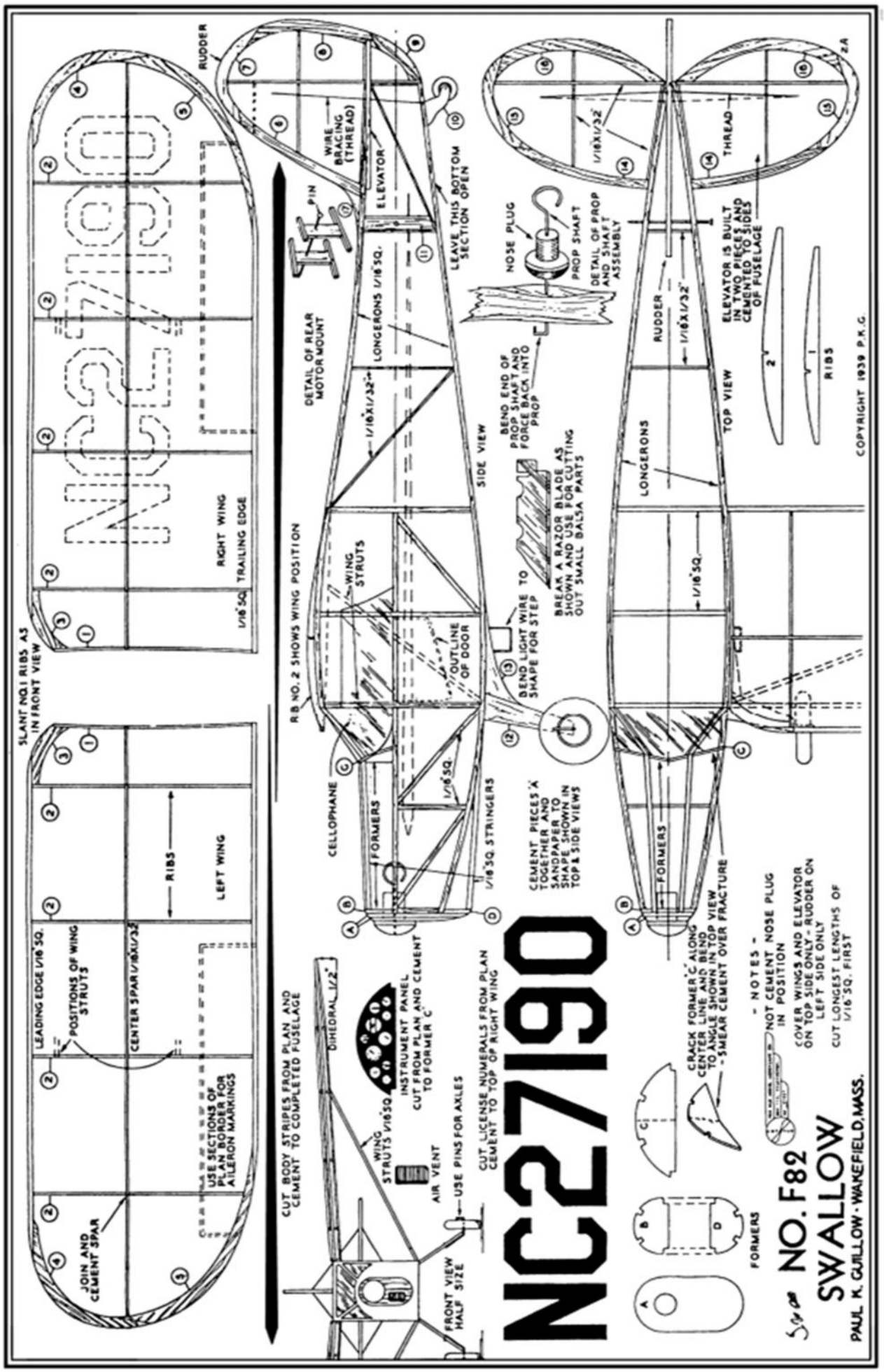
Swallow Model C Coupé NC18586

NC15818

Advertisement from Model Airplane News July 1940



Advertisement from Air Trails February 1940


NC2790
SWALLOW
NO. F82
PAUL K. GUILLOW · WAKEFIELD, MASS.
- NOTES -
NOT CEMENT NOSE PLUG IN POSITION
COVER WINGS AND ELEVATOR ON TOP SIDE ONLY - RUDDER ON LEFT SIDE ONLY
CUT LONGEST LENGTHS OF 1/16" SQ. FIRST
COPYRIGHT 1939 P.K.G.
RIGHT WING
LEFT WING
TRAILING EDGE
LEADING EDGE 1/16" SQ.
RIBS
RUDDER
ELEVATOR
WIRE BRACING (THREAD)
PIN
LEAVE THIS BOTTOM SECTION OPEN
SIDE VIEW
TOP VIEW
NOSE PLUG
PROP SHAFT
DETAIL OF PROP AND SHAFT ASSEMBLY
DETAIL OF REAR MOTOR MOUNT
LONGERONS 1/16" SQ.
1/16X1/32"
WING STRUTS
OUTLINE OF DOOR
BEND END OF PROP SHAFT AND FORCE BACK INTO PROP
BEND LIGHT WIRE TO SHAPE FOR STEP
BREAK A RAZOR BLADE AS SHOWN AND USE FOR CUTTING OUT SMALL BALSA PARTS
FORMERS
CELLOPHANE
1/16" SQ.
1/16" SQ. STRINGERS
CEMENT PIECES 'A' TOGETHER AND SANDPAPER TO SHAPE SHOWN IN TOP & SIDE VIEWS
ELEVATOR IS BUILT IN TWO PIECES AND CEMENTED TO SIDES OF FUSELAGE
THREAD
ZA
RB NO. 2 SHOWS WING POSITION
CUT BODY STRIPES FROM PLAN AND CEMENT TO COMPLETED FUSELAGE
SLANT NO. 1 RIBS AS IN FRONT VIEW
USE SECTIONS OF PLAN BORDER FOR AILERON MARKINGS
JOIN AND CEMENT SPAR
POSITIONS OF WING STRUTS
CENTER SPAR 1/16X1/32"
DIHEDRAL 1/2"
WING STRUTS 1/16 SQ.
INSTRUMENT PANEL
CUT FROM PLAN AND CEMENT TO FORMER 'C'
AIR VENT
USE PINS FOR AXLES
CUT LICENSE NUMERALS FROM PLAN CEMENT TO TOP OF RIGHT WING
FRONT VIEW HALF SIZE
CRACK FORMER 'C' ALONG CENTER LINE AND BEND TO ANGLE SHOWN IN TOP VIEW - SMEAR CEMENT OVER FRACTURE
FORMERS
RIBS
2"
1"

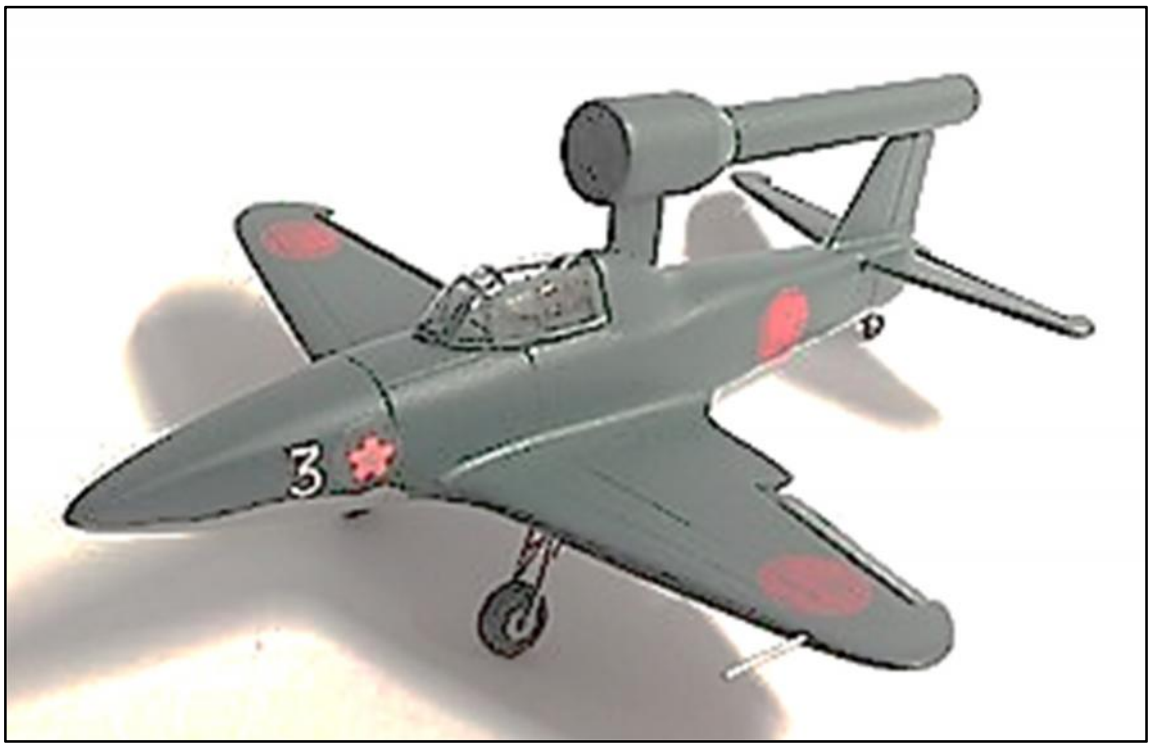
Looking further at the Swallow plan, it is clear that there are some challenges.
The FAC Dime Scale rules obviously encourage building as closely to the plan as possible.
Wood can be added for reinforcement, but not taken away, but there is not much to take away in this one!.
The stabiliser, as shown, is constructed in two halves, with very little to mount them onto the fuselage; fortunately, the rules allow one-piece tail planes.
The tail wheel, item 10, is also attached to very little. I shall have to use the dreaded sheet segments for the flying surface outlines – laminated outlines are taboo.
The wing to fuselage attachment looks a challenge, but there are struts, which will help.
The undercarriage is wooden and rigid, but, hopefully, the model will end up light enough for this not to be too much of a problem.
There is a nice printed instrument panel on the plan, but this is stuck to former 'C' in the path of the rubber motor.
The model is clearly a lightweight; the wing and stabiliser are covered on the top surface only, and the fin on the left hand side only.
The stabiliser area looks rather small, but I will proceed with it, and make an enlarged one if flying trials show that it is necessary.
The FAC rules do allow for the stab and rudder areas to be enlarged or reduced moderately.

Indoor isn't for everyone number 100

How time flies! It does not seem that it was just over ten years ago that our former chairman, the late John Thompson, invited me to write a column on essentially indoor flying models, but here we are. The indoor scene in the UK appears a bit patchy, with the south coast venues struggling, but the recent Indoor Scale Nationals was very well supported, and the Trinity indoor group in Newbury, my nearest for free-flight and a spot of gentle RC, remains very active. I've no intention of stopping yet!
As a reminder I took the title of this column from a strapline from The Hangar Pilot, the delightfully idiosyncratic MIAMA Newsletter, produced for many years by the late Miami dentist Dr John Martin. I am sure he would have approved.

Nick Peppiatt

The Kawanishi Baika - Wikipedia



Baika	
General information	
Type	Suicide attack aircraft
National origin	Japan
Manufacturer	Kawanishi Aircraft Company
Status	Cancelled
Primary user	IJN Air Service (Intended)
Number built	0

The Baika ("Ume Blossom") was a pulsejet-powered kamikaze aircraft under development towards the end of World War II. Designed by the Kawanishi Aircraft Company for the Imperial Japanese Navy (IJN), the conflict ended before any were built.

The impetus for developing the Baika emerged in 1943 as the strategic bombers of the Allies were proving to be increasingly effective to the extent that existing piston-engined fighter aircraft were viewed as inadequate for defence of the Japanese home islands. Following negotiations between Imperial Japan and Nazi Germany in late 1943, the former secured access to the latter's advanced aeronautical technologies, including the rocket motor, turbojet, and pulsejet propulsion, as well as technical data for platforms such as the Fieseler Fi 103R Reichenberg (the piloted version of the V1 flying bomb). In July 1944, Kawanishi was directed to work on an affordable successor to the rocket-powered Yokosuka MXY-7 Ohka and the turbojet-powered Nakajima Kikka that would be disposable enough for the kamikaze mission.

In early August, the company received a contract for a single prototype and ten trainer aircraft to be delivered only one month later. While intended to consume as few critical materials as possible and be suitable for unskilled labour to produce, the production documentation was never completed prior to the Surrender of Japan, at which point the project was put on immediate hold.

History

By late 1943, Japanese officials had witnessed of the strategic bombing of Germany, and there was a growing suspicion that the Allies would soon attempt to bomb the Japanese home islands with their increasingly capable bombers, such as the Boeing B-29 Superfortress. Recognising that existing piston-engined fighter aircraft, such as the Mitsubishi A6M Zero and Mitsubishi J2M Raiden, would not be sufficiently capable against the looming bomber threat, there was an identified need for a better counter to this upcoming threat and motivated Japan to look towards the latest innovations of the Axis powers. Japanese military attachés had become aware of Germany's wartime aeronautical advances, such as the Messerschmitt Me 163 *Komet* rocket-powered interceptor aircraft, which motivated Japan to enter negotiations with Germany to secure their technical assistance. In late 1943, these talks led the granting of a licence to produce both the Me 163, its Walter HWK 509A rocket engine, and various other advances.

Accordingly, Nazi Germany would supply the Japanese with a great deal of technical data, including details of the Argus As 014 pulse jet engine and the Fieseler Fi 103R Reichenberg (the piloted version of the V1 flying bomb. Wartime U.S. intelligence reports stated that the Japanese were aware of the V-1 by October 1943; furthermore, one report stated that Japan received one example in November 1944. These reports also suggested that the Japanese were very interested in V-1 air-launching techniques. One U.S. Army Air Force document from 1946 shows the Baika as being a copy of the Reichenberg. The cargo manifest of the Japanese submarine *I-29* lists a single V-1 fuselage as being included in a shipment of equipment. Some contemporary Japanese historians have debated on what, if any, data on the V-1 and Fi 103R that the Japanese had actually received and whether the Baika may simply have been an independent design. The only tangible outcome of the Axis cooperation, however, was the construction of prototypes of the Maru Ka10 pulse-jet engine which was to power the *Baika*.

On 2 July 1944, the Imperial Japanese Navy Aviation Bureau of the Ministry of the Navy directed the Kawanishi Aircraft Company to commence work on what would become the Kawanishi Baika. To support this endeavour, Kawanishi subsidised studies conducted by the Aeronautical Institute of the Tokyo Imperial University. According to the historian William Wolf, the Baika, being intended as a pulsejet-powered *kamikaze* aircraft, had been envisioned as the replacement for the rocket-powered Yokosuka MXY-7 Ohka as well as the turbojet-powered Nakajima Kikka.

On 5 August 1945, at a conference held at the university attended by Kawanishi's senior designers and ranking officials of the IJN, the Baika was selected over a competing proposal, the Model 43B Okha, which had been dismissed as being too complex for mass production, especially due to its use of the Ishikawajima Ne-20 turbojet engine, which had been prioritised for the Kikka fighter. Consequently, Kawanishi received an order for a single prototype and ten twin-seat trainer aircraft, which were to be delivered during the following month. Furthermore, the finalised design was to be completed in October 1945 and mass production of the type to commence that same month.

The Baika visually resembled the Fi 103R Reichenberg. As a result of the Japan's declining military position and the Allied bombing campaign having targeted Japanese industrial locations, various materials were in short supply; accordingly, decision makers had stipulated that the Baika would be manufactured using the highest proportion of non-critical materials as was

feasible to achieve. The design was also to be straightforward, to the extent that unskilled labourers would be able to produce most of the airframe at austere dispersed workshops if required. On 8 August 1945, a team of 60 designers at Kawanishi were scheduled to start on the production documentation for the Baika. This process was delayed, no more than ten engineers had arrived to work prior to 15 August 1945, the date on which the Surrender of Japan was issued. Consequently, the Baika project was put on hold before it ever progressed beyond the design stage or finalised the production specifics.

Variants

Type I
Pulsejet intake located above and behind the cockpit, droppable landing gear. Intended for conventional take off on own power (possibly with the help of droppable rocket boosters).

Type II
Similar to Type I, but with pulsejet moved forwards, no landing gear. Intended for submarine launch.

Type III
Pulsejet mounted ventrally, no landing gear. Presumably, this version was intended to be air-launched by medium bombers such as the Mitsubishi G4M, Nakajima G8N or Yokosuka P1Y.

The currently accepted illustrations of the Baika come from the 1953 published book *Koku Gijutsu No Zenbo* in which Technical Commander Iwaya (the man who brought the Me 163 and BMW 003 info to Japan) provided drawings of all three versions of the Baika with all versions shown with tricycle landing gear in place.

Specifications (Baika, as designed)
Data from Japanese Secret Projects
General characteristics
Crew: 1
Length: 6.97 m (22 ft 10 in)
Wingspan: 6.58 m (21 ft 7 in)
Height: 3.99 m (13 ft 1 in)
Wing area: 7.58 m^2 (81.6 sq ft)
Empty weight: 750 kg (1,653 lb)
Gross weight: 1,430 kg (3,153 lb)
Fuel capacity: 600 L (132 imp gal)
Powerplant: 1 × Maru Ka10 pulse-jet engine, 3.53 kN (794 lbf) thrust
Performance
Maximum speed: 648 km/h (403 mph, 350 kn)
Cruise speed: 485 km/h (301 mph, 262 kn)
Range: 278 km (173 mi, 150 nmi)
Service ceiling: 2,000 m (6,600 ft)
Time to altitude: three minutes and 55 seconds to 2,000 m (6,600 ft)
Wing loading: 188 kg/m^2 (39 lb/sq ft)
Thrust/weight: 0.2

Armament
1 × 250 kg (550 lb) warhead

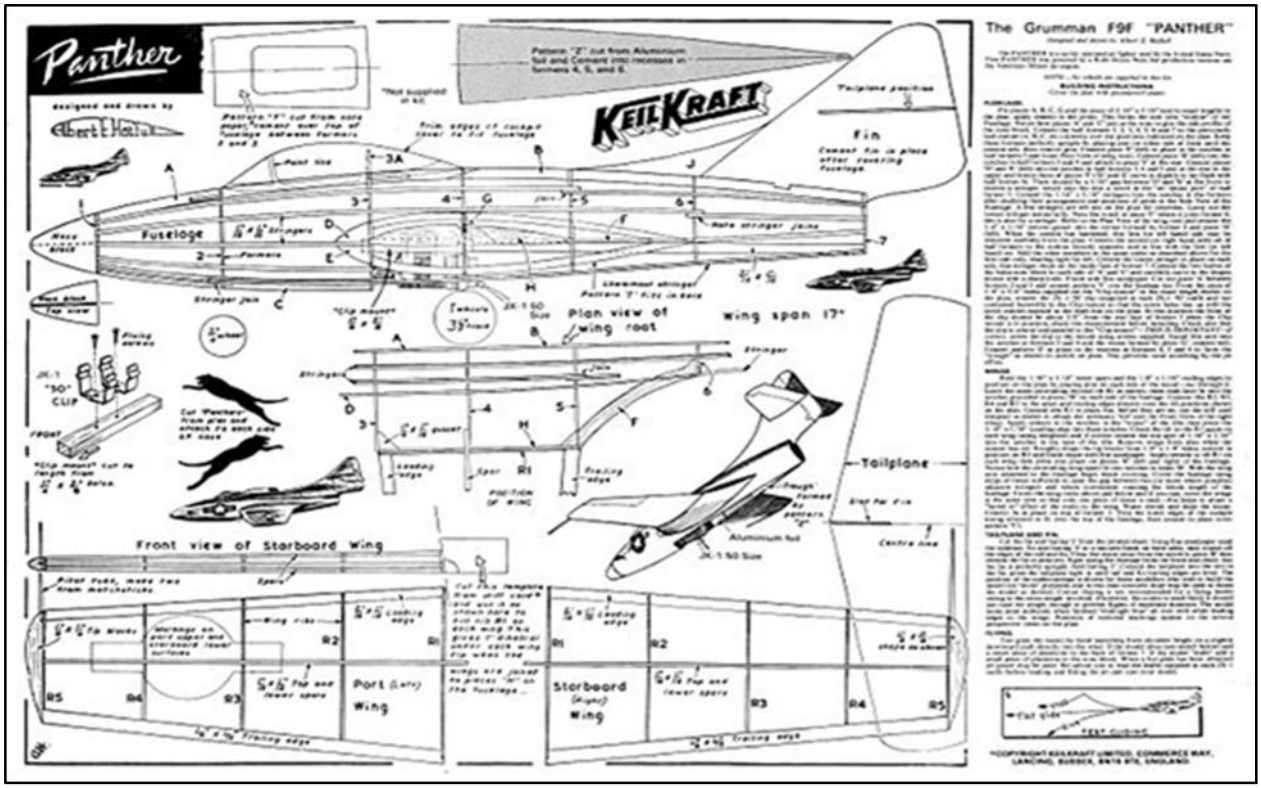
Wikipedia

Occasional Notes from North Wales - Roger Newman

July 2026

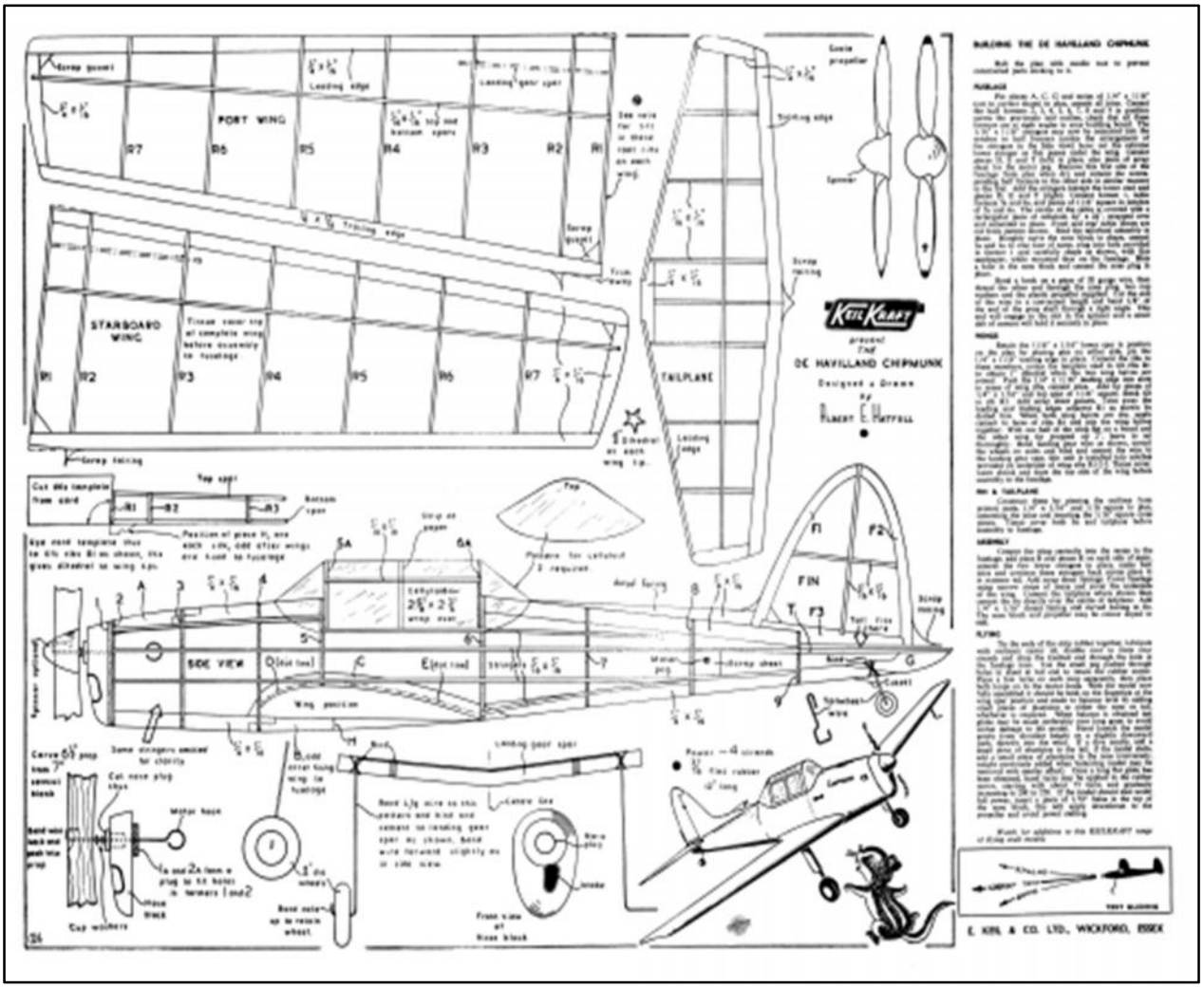
This month kicks off with a fairly rare event for me, a purchase of the current Aeroplane magazine as it lists UK Aviation Museums 2026. A very useful edition as it details exhibits on display at each location. Yet again it served as a nostalgia kicker!

There was a quite lengthy article on the Grumman Panther, a jet fighter of the 1950's. This triggered a recall that the Keil Kraft Grumman Panther was a very early & abortive attempt to get a Jetex powered model to fly. At the tender age of 13 yrs, it never did! One could say with hindsight – inevitable & doomed to failure but that was life in those days. KK Flying Scale kits were within the pocket money range & enthusiasm reigned supreme, but not the necessary skills.



Next another article in the same magazine reminded me that it was the 80th anniversary of the first flight of the de Havilland Chipmunk in May 2026 & more to the point – many were produced at the Hawarden facility of de Havilland, which is very local to me & now a hive of activity for Airbus UK producing wings for various Airbus jet liners. Thus it happened in late May that a flight of a fairly large quantity of Chipmunks appeared in the sky over Flintshire celebrating the event.

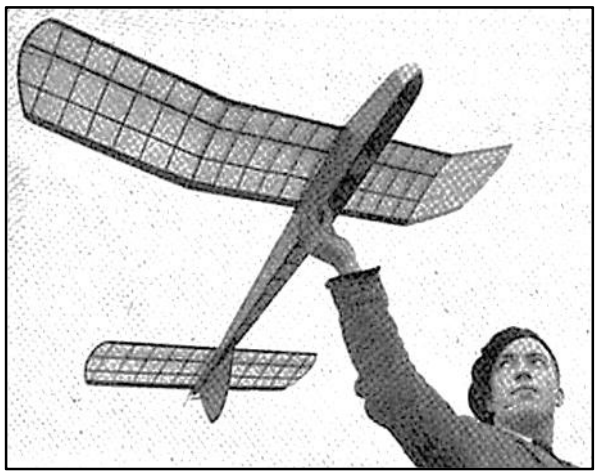
It seems there had been a gathering at Wolverhampton Halfpenny Green Airport, Stourbridge, on Fri, 22 May with over 70 Chipmunks booked to fly in & some of these must have ventured north maybe in search of their origin. Here are a few over North Wales.
Once again reading this article raised long gone memories of further abortive efforts with yet another Keil Kraft Flying Scale product.
In this case a Chipmunk kit build followed by the traditional heave, fairly immediate contact with the ground & the somewhat fragile u/c parting company with the model. All good fun & part of the (extensive) learning curve.



I often wonder what percentage of the Flying Scale series built by junior modellers new to the hobby ever flew successfully, probably quite a low figure? The kits must have been produced in their thousands in the heyday of Keil Kraft. Maybe some of our readers have past experiences to recount? Veron of course had their own Tru-Scale range as competition, but our local model shop (part of Lake's Hardware Store in Wolverton & now AL's Models selling a vast range of RC stuff) from memory only ever stocked Keil Kraft kits, never Veron?

Anyway, my friend & I moved on to Keil Kraft gliders. He to a Dolphin & me to an Invader, both of which proved to be far more successful in achieving proper free flight, learning how to tow & trim (perhaps not very well) & again all part of the learning curve, including climbing of trees for retrieval purposes! I then graduated to a Corsair, published in the June '53 Aeromodeller & he to a Seraph, free plan in Dec '53 Aeromodeller, both flew admirably for young teenagers. My Corsair eventually broke free & disappeared in a thermal before we knew about thermals. The remains were recovered from a local farmer after his cows trampled most of the model & he contacted my Mother. Even then a name & address label worked! Some 60 years later another Corsair was built, fitted with a fuse dt & finally with RDT - flown mostly at Beaulieu with great satisfaction & enjoyment. I still have it but towing now! Very difficult.

Seraph



Corsair

Simplex 60 radio assist progress? Quite slow – wings, tailplane, rudder & both fuselage sides are all built. I think (?) all the requisite electric bits have been identified & purchased. The tricky bit is how they all join together & eventually work, notwithstanding apparent incompatibilities in connectors between the various bits that have yet to be addressed! No doubt it will get sorted. Next task is to draw out some sort of wiring diagram in order to understand how to connect everything, then set up a bench rig to check it all to see if it really works. But before that occurs, I need to understand how a Spektrum DX6i transmitter operates & how to set it up. The actual model will end up as a "sorta Simplex" as the front end has been extended by about a couple of inches to get the "heavy" bits up front (like the battery) – this has to be as the original model had a 10cc SI engine which weighed quite a bit & my two free flight versions had 2.5cc diesels with a largish lump of lead to get the cg in about the right place. The electric motor purchased apparently produces a similar amount of power as the 2.5 diesel & weighs next to nothing! But the cg still needs to be about right!

What is happening in the big world? Wing (a subsidiary of Alphabet who own Google & Waymo of self driving cars) who are in partnership with Walmart (latterly but no longer owners of ASDA) have announced an "expansion" of drone deliveries in the USA, following a prototype phase. Now a Wing drone currently has a stated payload of 5 lb (say two bags of sugar), so it can't deliver the weekly shop for example – which could be viewed as being much more beneficial. However the expansion suggests customers are using Wing's drone-delivery service enough to warrant growth. Wing said its top 25% customers are using the service three times

a week. Some of the most commonly ordered items are apparently eggs, ground beef, fresh tomatoes, avocados, limes, lunch snacks & coffee. Is this an economic & sensible service – no way. But does it matter? Well in the broader & longer term scheme of things, probably so as airspace will become further restricted if more drones inhabit the skies yet again impacting model flying – & all pointing towards a restriction of flying with mandated & designated airfields. Free flight will have long gone by then.

Wing drone carrying a 5lb payload

The two companies recently announced plans to bring the on-demand drone-delivery service to an additional 150 Walmart stores. The rollout, which builds off existing services at stores in Dallas-Fort Worth and Atlanta, will occur throughout this year and into 2027, according to Wing's new chief business officer.

Meantime NASA's X-59 quiet supersonic research aircraft completed its first supersonic flight Friday, June 5, 2026, marking the first time the aircraft exceeded the speed of sound. The milestone represents a major step in flight testing as the aircraft expands into the supersonic portion of its flight envelope. The X-59 is designed to fly at supersonic speeds while creating only a quiet thump instead of a loud sonic boom. For this flight, a NASA F-15 chase plane flew nearby to monitor the test. Its loud sonic booms obscured any sound made by the X-59. The X-59 will conduct flights focused on its sound profile during a later phase of testing & is the centrepiece of NASA's Quesst mission, which aims to demonstrate quieter supersonic flight *and to help enable commercial supersonic flight over land (quote/unquote!)NASA's Quesst mission, which features the one-of-a-kind X-59 aircraft, is aimed at demonstrating technology to fly supersonic, or faster than the speed of sound, without generating loud sonic booms. NASA intends then to survey how people respond when the X-59 flies overhead, sharing these reactions to the quieter sonic "thumps" with national and international regulators to inform the establishment of new data-driven acceptable noise thresholds related to supersonic commercial flight over land.* Well I never! *Quesst is supported through NASA's Aeronautics Research Mission Directorate.*

The X-59 is not a commercial prototype, and findings from flight testing will be used to inform future FAA noise certification standards rather than enter service itself. If the program demonstrates that quiet supersonic flight over land is achievable at scale, it validates the commercial case for overland routes. If it falls short, the network economics of supersonic travel contract significantly, and the business case for the entire category becomes harder to make, if not impossible. Few NASA programs in recent memory have carried more direct commercial implications. Will the findings be subject to both political & business pressures? I guess so.

X-59 in flight

Roger Newman

Secretary's Notes for July 2026 - Ray Elliott

Flying in very hot weather

As I write this the temperature outside is approaching 34 C, with temperatures as high as 37-38C having been forecast. This has triggered Extreme Heat warnings, from the Met Office, for large parts of the country.
See; UK weather warnings - Met Office
It was thought possible that the UK all time temperature record of 40.3C in 2022 could be broken. This did not happen but the record for June is now 36.4deg C.
Whist this heatwave will have only lasted a few days there is no reason to think there won't be more such events over the next couple of months. After all this year has seen the highest recorded temperature for May of 35.1C. Given this and the age of many aeromodellers and the fact that we don't generally fly our models in the shade, it is worth taking cognisance of the following information from the NHS.
While many people enjoy warmer summer weather, hot weather can cause some people to become unwell through overheating (becoming uncomfortably hot), dehydration, heat exhaustion and heatstroke.

- older people aged 65 years and over (note change from previous guidance of 75 years of age and above) are particularly at risk
- likewise, people with underlying health conditions particularly heart problems, breathing problems, dementia, diabetes, kidney disease, Parkinson's disease, or mobility problems
- people on certain medications
- people who are physically active and spend a lot of time outside such as free flight aeromodellers!

You should;

- drink plenty of fluids and limit your alcohol intake
- know the symptoms of heat exhaustion and heatstroke and what to do if you or someone else has them
- try to avoid direct sunlight, especially between 11am and 3pm when UV levels are highest
- cover up with suitable clothing, wear a wide-brimmed hat and sunglasses, seek shade where possible and apply sunscreen liberally and re-apply frequently

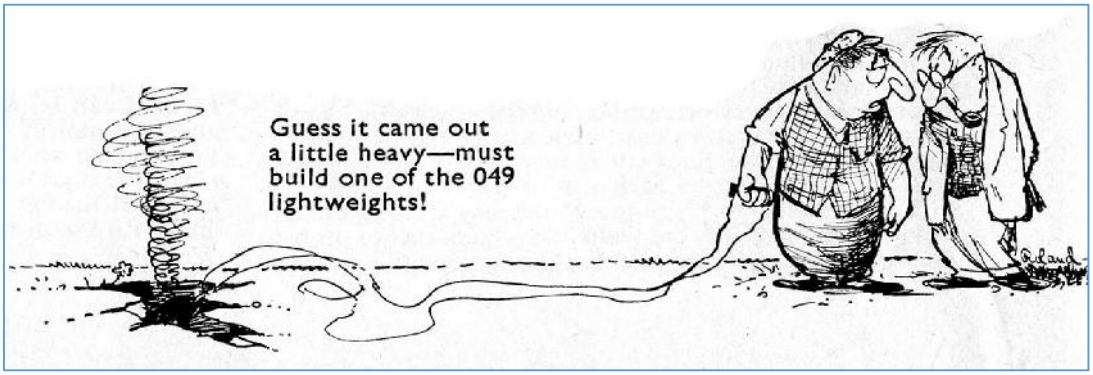
This may seem obvious but how many people do you see not wearing suitable headwear, nor sunglasses, and how rigorous are we about applying sunscreen or drinking enough water.
For further information see;
https://www.gov.uk/government/publications/beat-the-heat-hot-weather-advice/beat-the-heat-staying-safe-in-hot-weather
Now, I'm neither a meteorologist nor a medic so if any reader who would like to comment or add anything feel free to do so.

For some obscure reason I was reminded the other day of a song called Wooden Planes, written by Jimmy Webb and recorded by Art Garfunkel in 1979 on the album Watermark. I think it sums up nicely what SAM is about. Here are the lyrics.

Wooden Planes,
Propeller's spinning in the
West Texas wind,
We ran behind
You know we laughed, we thought
our little flight would never end
You were my brother and I,
I knew you were my friend
I wish we
were chasing after wooden
airplanes... once again
The road's been long
You know I've done some good, and
yes, I guess I've done some bad,
I've sung my song
You know sometimes I swear I think
I've gone completely mad.
If the story of my life ever makes
you sad
Remember when
we were a chasing after wooden
airplanes
Yes, I believe that was the finest time

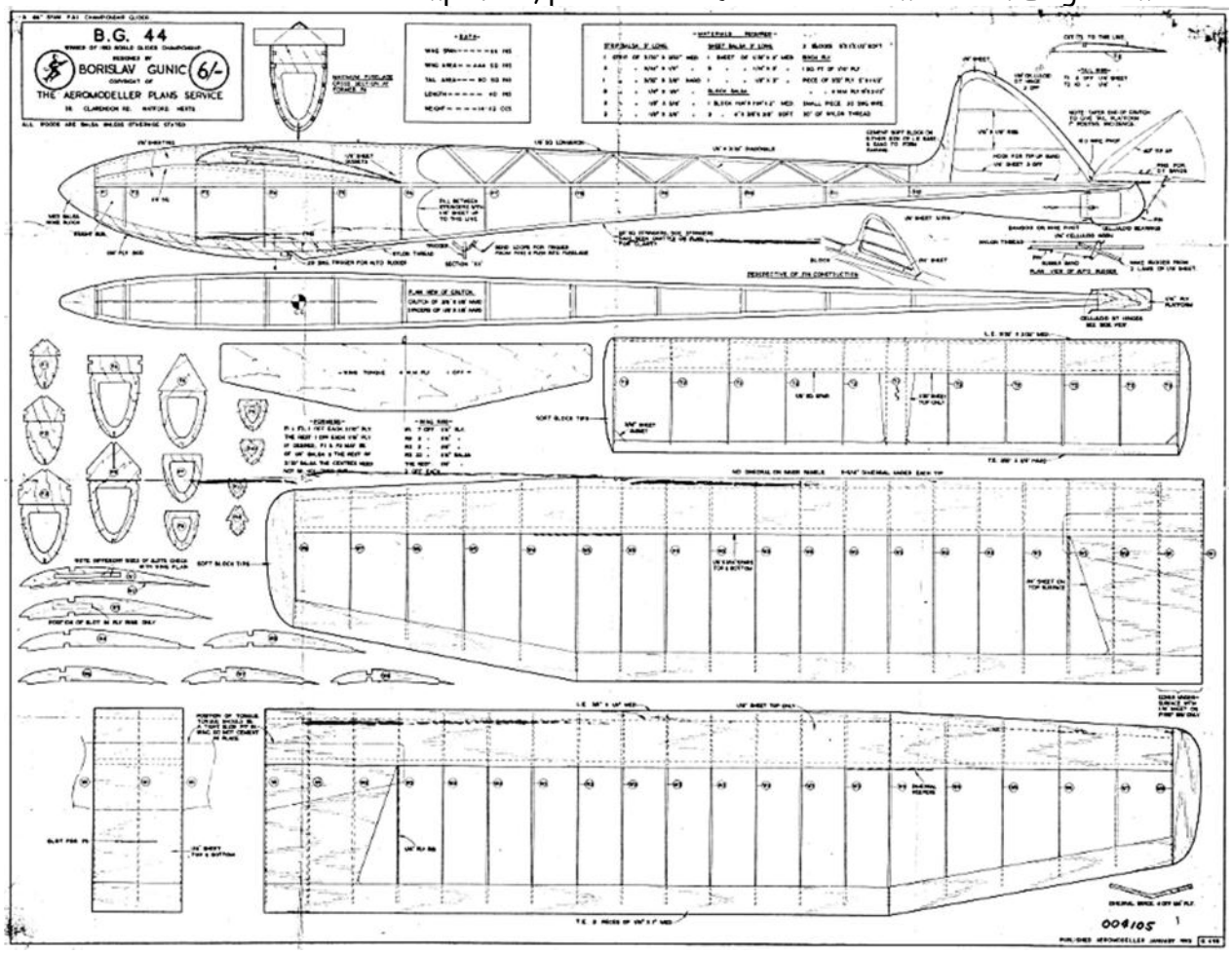
Here's the recording;
Wooden Planes (Album Version) - YouTube

Ray Elliott

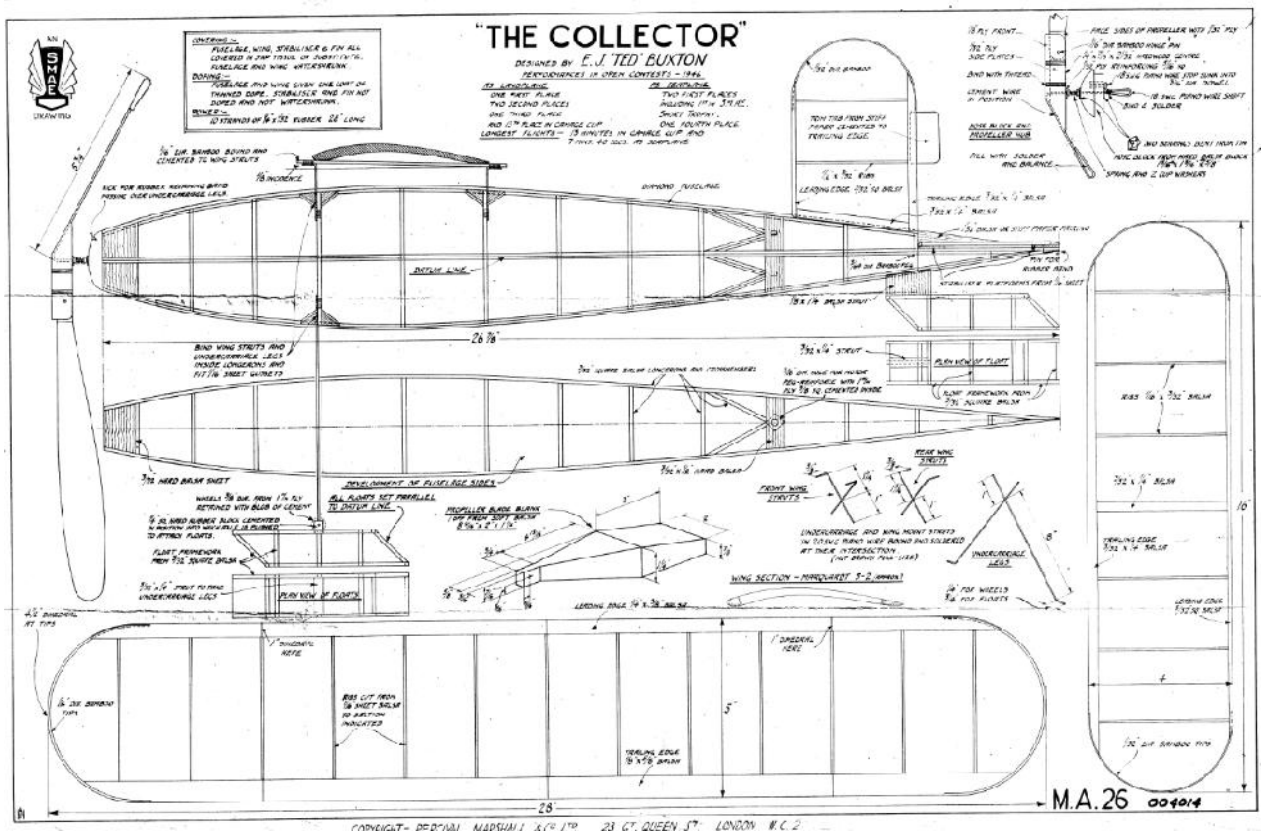


Plans for the Month - Roger Newman

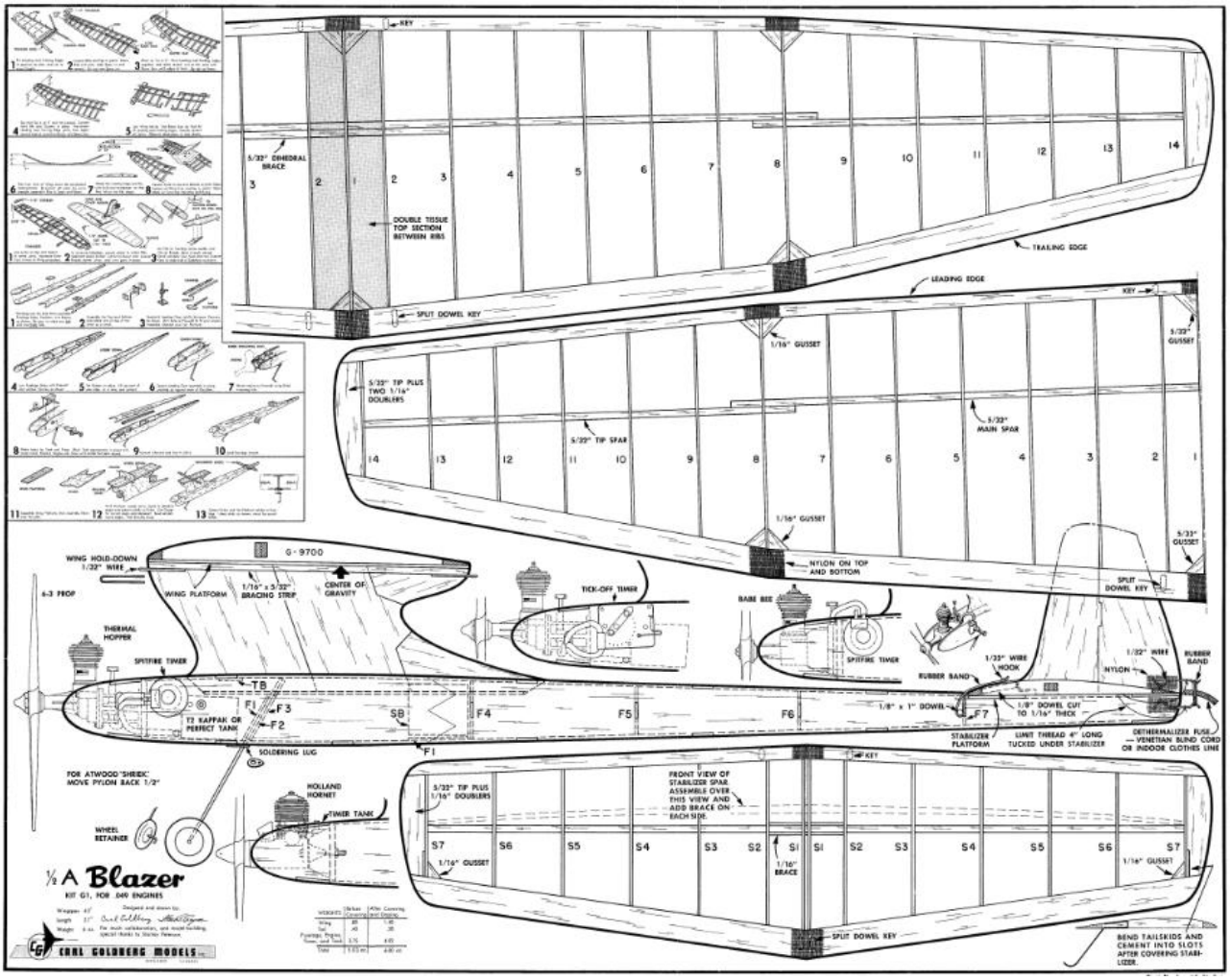
Glider: BG 44 - World A2 Champ 1952, published in Jan '53 Aeromodeller. Elegant model



Rubber: Post war parasol lightweight The Collector from Model Aircraft - MA26



Power: Carl Goldberg kit design for Cox Thermal Hopper. Half a Blazer. Use imagination for fuselage formers! None on plan. Nice little energetic model.



Roger Newman

Events & Notices

2026 SAM Champs Free Flight Schedule, Tangent, OR

Sanction #20308 Class AAA

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

Championship Events Awards will be given out Saturday Night at Dinner

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

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

A Pylon, B Pylon, C Pylon, A Fuselage, B Fuselage, C Fuselage, 20 Second Antique

Large Rubber Stick, Small Rubber Stick, Large Rubber Fuselage, Small Rubber Fuselage,

4 Ounce Wakefield, 8 Ounce Wakefield, Commercial Rubber

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

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

AMA, NFFS, and National Cup Events

Start any day/finish any day Thursday-Sunday

1/4A Nostalgia, 1/2A Nostalgia, A Nostalgia, BC Nostalgia, Early Nostalgia, Dakota, O&R .23 Event, One Design, Golden Age,

AMA 1/2A Gas (J+SO), AMA A GAS, AMA BCD Gas, AMA Super D

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

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

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

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

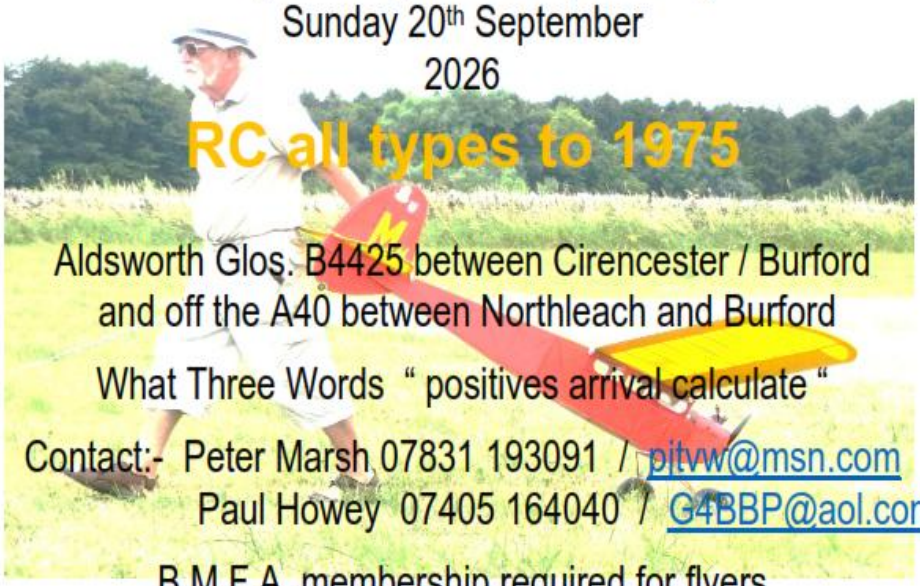
Entry Fee $30 covers all events, register on field. Round events $10 each

Sponsored by Willamette Modelers Club # #536

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

COCKLEBARROW VINTAGE RALLY 2026

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



RC all types to 1975

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

What Three Words " positives arrival calculate "

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

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

Southern Rally 2nd August 2026

This non BMFA event will be held on Area 8,
Salisbury Plain.

**All entry fees will be returned as cash prizes –
more entries = more prizes.**

Contests:

Combined Power - Combined Rubber
Combined Glider - Combined Electric
Combined Mini
(F1J, 1/2A, F1G, F1H, P30, E30, Co2,
E36, E30, Mini Vintage)
All flown to 2026 BMFA Rules.

Entry Fee £5 + Site Fee £7
Contest starts 10.00 ends 18.00
All enquiries to chrisredrup@yahoo.com

Cleemac K.K. Rubber Models

Celebration Event

Monday August 10th

At B.M.F.A, Buckminster 10am til 4pm

Fly anything kitted by Keil-Kraft

Easy competitions (not too energetic)

1. - KK Elf **2. - KK Achilles**
3. - KK Ajax **4. - KK Ace**
5. - Best Scale Model

Late afternoon
Mass Launch any KK kit model, last down winner

This day is designed to be an opportunity to fly and Generally enjoy time together with like-minded enthusiasts

Queries - Tony Rushby - Tel. 01472 814864

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

TWIFF

(Totton West Indoor Free Flyers)

(Free flight only)

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

Admission for flyers £15.00 Free for spectators and helpers

2026

17th.May - 14th.June

20th.September - 18th.October

15th.November - 13th.December

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

There is a Tesco Local nearby for coffee and snacks.

Location :- Hazel Farm Road, Totton,

Hampshire, SO40 8WU

www.google.com/maps/place/West+Totton+Centre/@50.9103094,-1.5097122,15.5

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

Contact Ken Brown 02380578866 or 07913814492 brown53hh@gmail.com

DILLY JAP IS BACK –AGAIN

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

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

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

INDEPENDENT REVIEW OF DILLY JAPANESE TISSUE

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

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

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

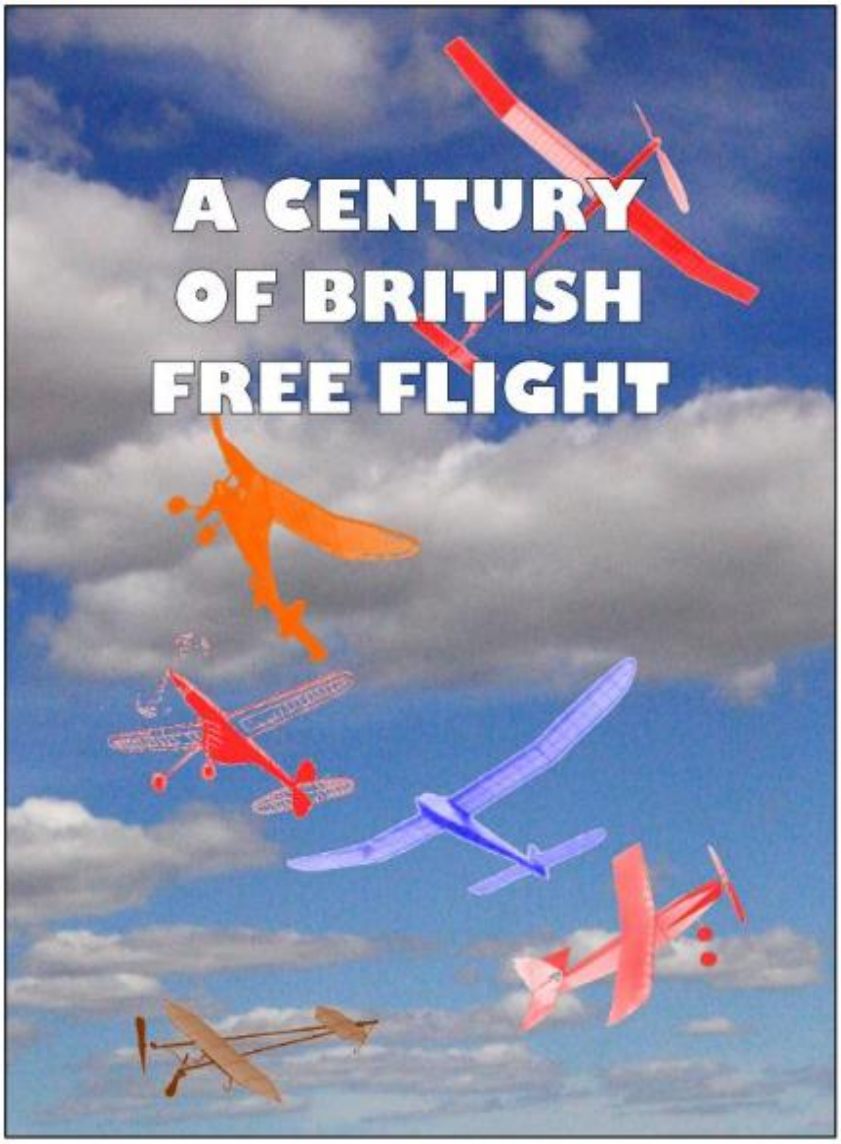
So far, the Dilly Jap tissue has the highest specific strength of all the tissues and Silkspans tested. Doped Dilly Jap has nearly double the strength of doped Japanese Esaki tissue and yet doped Dilly Jap weighs 0.1 grams per square foot less than doped Esaki. Dilly Jap can't be beat for weight critical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

A CENTURY OF BRITISH FREE FLIGHT

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

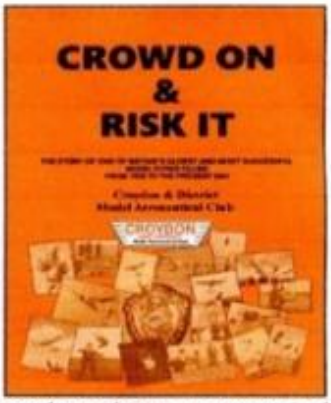
The histories of gliders, scale, rubber, electrics, power models and indoor are all explored by people who've spent most of their lives flying their classes. Although there's no 2022 Free Flight Forum Report we think A Century of British Free Flight will more than fill the gap. All proceeds will go towards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

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



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

CROWD ON & RISK IT

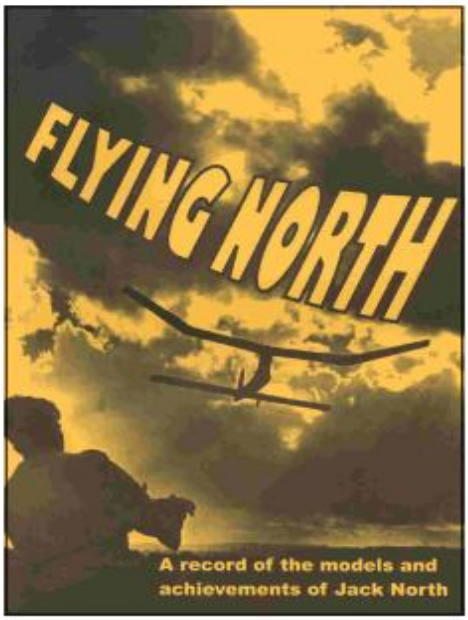


This is the story of one of Britain's oldest and most successful model flying clubs, Croydon & District MAC, from 1936 onwards. The club contributed much to aviation, both model and full-size, and the late Keith Miller compiled its history till around 1960. Now, this up-dated 73 page version of the club's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

THIRD RE-PRINT JUST ARRIVED



FLYING NORTH
A goldmine for vintage and nostalgia model flyers -

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

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

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

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

READERS' FEEDBACK

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

"I hope it becomes a classic."

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

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

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

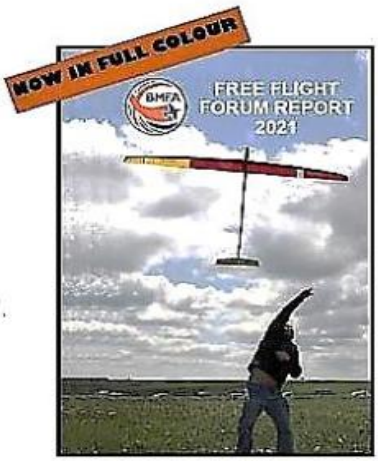
"A very balanced record of Jack's modelling and professional activities"

"The best aeromodelling book since the Zaic Yearbooks"

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

FREE FLIGHT FORUM REPORT 2021

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



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

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

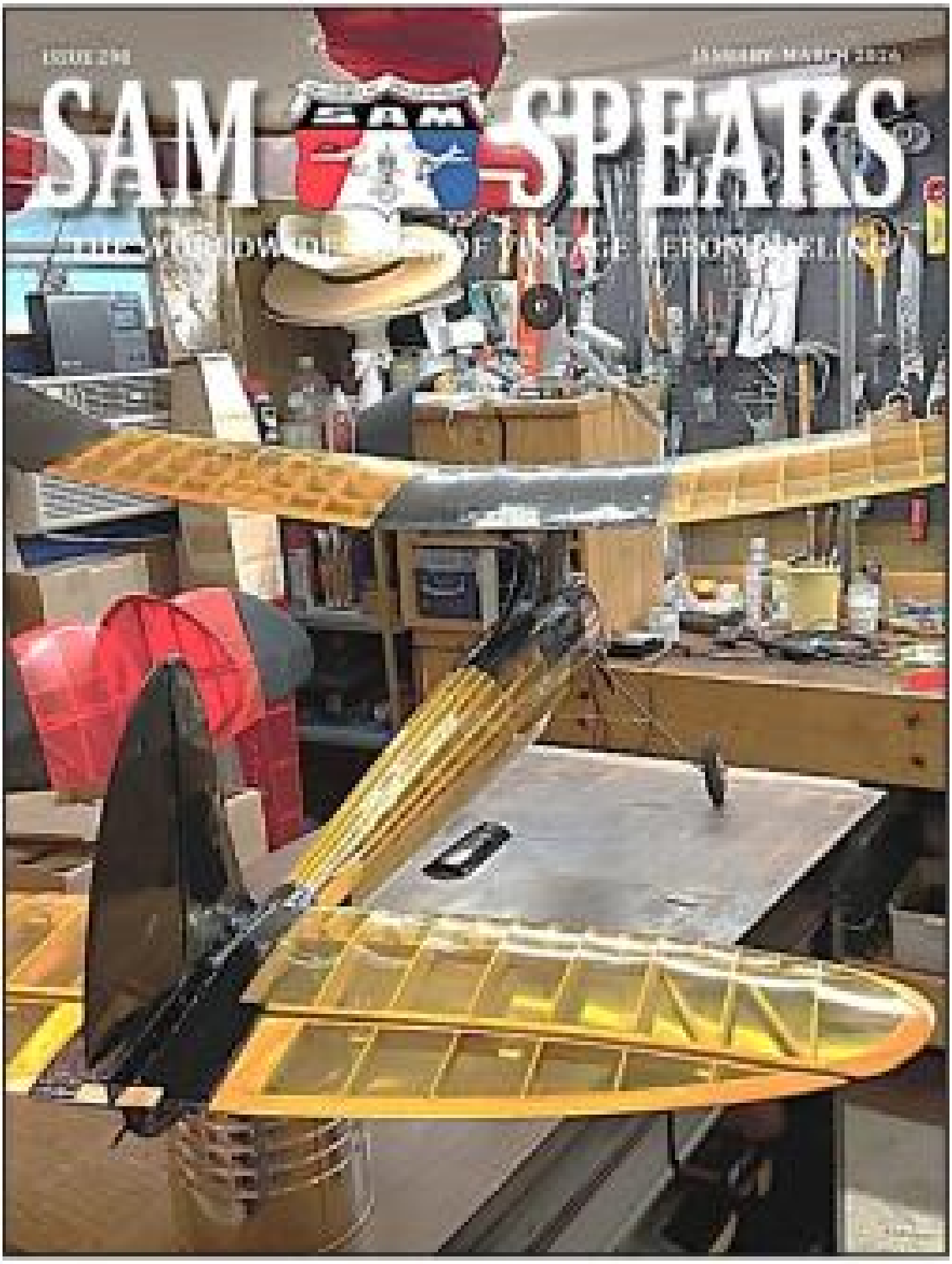
ORDERS and PAYMENT

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.



This bi monthly emagazine can be obtained from the Society of Antique Modellers. Web site

http://www.antiquemodeler.org/

for the modest cost of $30 pa.

Quite a few UK people already belong,

but a few more might help our Parent Body!

Provisional Events Calendar 2026

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

March 1st.	Sunday	BMFA 1st Area
March 22nd.	Sunday	BMFA 2nd Area
April 3rd.	Good Friday	Northern Gala, Luffenham
April 6th	Easter Monday	Croydon & **SAM1066**, Salisbury Plain
April 26th	Sunday	BMFA 3rd Area
May 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 10th	Monday	Cleemac KK Event, Buckminster
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

SAM 35 Events Calendars - Sam 35 Speaks

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

What's on in 2026

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

Please email details of your event and your contact details for inclusion in "Whats On" to Andy Green at sam35events@gmail.com

THE POWER STRUGGLE

By Wes Denton
modelhangar@hotmail.com
01964 268204

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

The SAM35 Buckminster events 2026

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

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

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

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

Useful Websites

SAM 1066	-	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