NEW Clarion

SAM 1066 Newsletter

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

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

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Editorial

Hi folks, happy new year to you all and fingers & toes crossed for a somewhat less windy 2018.

Copy for this issue was a little slow appearing early on, then whoosh, it came from all angles. A case in point is the last event of the year, The Coupe de Brum. The unfamiliar benign flying conditions seems to have brought out the author in people as we have four separate reports on the event in this issue, an editor's dream. I even contemplated not reporting on my own attendance *(I say attendance as I left equipment at home again)* but I could not resist writing something.

Andy Crisp announces his retirement from promoting the Oxford Model Club Free-Flight Rally after 36 consecutive years. We owe him a big vote of thanks for his sterling efforts over the years. All is not lost however as Andy will be combining his organisational skills with Lawrence Marks to promote the Dreaming Spires Free-Flight Rally at Port Meadow in July 2018.

I would like to draw your attention to Don Thompson's letter to the editor advising of an international postal competition for Classic 1960's Coupes. Worth the effort I would suspect as the 60's must include some formidable designs.

The Engine Analysis piece this issue is a little different in so much as it is for an engine not produced. It was a 1.5cc development engine by Bert Rivers which never made the market place. I came across the piece on the internet whilst researching an engine query for a modeller.

Nick Peppiatt presses on with his indoor articles continuing his CO_2 engine analysis.

I'm finding Nicks articles particularly interesting to me as I have never even handled a CO_2 motor.

There is another batch of Black & White photographs from the Keith Miller archive. These pictures come with titles but I'm not too sure how accurate the information is, so take it with a pinch of salt. Case in point, the first pic on page 22 states the model is a 'Lanzo', but it looks more like a '39 Korda' to me.

I think the engine buffs should find something of interest in the old Aeromodeller Annual article on the format of most of the twin cylinder engines that were produced.

Roy Tiller's quest for info on Peerless Models is bearing fruit and a goodly amount of data is in his article this month. I am also holding more info for next issue.

I have penned a short piece on the Thorns Indoor Xmas competition, together with my excuses for not featuring on the podium. I used to be good at these comps but sadly no longer.

Spencer Willis has written an appeal to Wakefield owners to start using their models in the combined rubber comps that are being promoted by the BMFA.
I've got my Korda repaired after the vertical arrival under power into the path on its last outing on Salisbury Plane. The silk covered fuselage stood up to the abuse quite well but the nose block and prop wirework took a real beating and has had to be replaced.
In combined rubber the 100gm rubber allowance for Vintage should have a significant advantage over the paltry 50gm for BMFA Rubber.

Simon Dixon is taking a rest from F1C and writes of his excursion into 1/2a Power. I am hoping to get him to write follow-ups on trimming and competition activities.

Good luck in this new year. *Editor*

Southern Coupe Lg. 2017 & Fixtures 2018 - Roy Vaughn/Peter Hall

Southern Coupe League Final Results 2017

	Entrant	Club	Coupe de Brum	First Area	London Gala	Oxford Rally	Southern Gala	Odiham	Crookham Gala	Coupe Europa	Total
1	P. Hall	Crookham		11		16	9	11	15	11	64
2	R. Vaughn	Crookham	1	12		10				17	40
3	A. Brocklehurst	B&W		1			7		12	14	34
4	E. Tyson	Crookham		17					4	11	32
5	G. Manion	Birm'ham		9			13		9		31
6	K. Taylor	E.Grinst'd		6				11	11		28
7	R. Fryer					13	10			3	26
8	A. Moorhouse	Vikings	8	12							20
=	D. Thomson	Croydon	4	4					7	5	20
10	B. Dennis	Grantham	10	9							19
11	P. Ball	Grantham	15								15
12	T. Challis	Crookham						11	3		14
=	J. Paton	Crookham							6	8	14
14	C. Redrup	Crookham				12					12
15	C. James	Crookham		11							11
16	S. Willis	Vikings	9								9
17	W. Beales	Croydon	7								7
18	S. Philpott	Birm'ham	6								6
19	T. Winter	CVA	4	1							5
=	J. Andrews	Timperley								5	5
21	M. Stagg	B&W		4							4
22	M. McHugh	Peterboro	3								3
23	R. Elliott	Croydon	2								2
24	S. Darmon	Birm'ham	1								1
=	P. Jellis	Croydon	1								1
=	G. Ferrer	Timperley	1								1
27	A. Crisp	Biggles									0
=	T. Bailey	Biggles									0
=	M. Marshall	Impington									0
=	P. Gibbons	Peterboro									0
=	D. Taylor	Grantham									0
=	R. Willes										0
=	G. Pink	B&W									

Coupe League Fixtures 2018

Coupe de Brum	North Luffenham	3rd. December 2017
1st Area	Salisbury Plain	18th. February 2018
London Gala	Salisbury Plain	29th. April 2018
Oxford Gala	Port Meadow	t.b.c.
SAM1066	Salisbury Plain	17th. June 2018
5th Area	Area venues *	24th. June 2018
S Gala	Salisbury Plain	18th.August 2018
Odiham	RAF Odiham t.b.c.	t.b.c.
Crookham Gala	Salisbury Plain	2nd. September 2018
Coupe Europa	Salisbury Plain	30th. September 2018

* Area venues are: North Luffenham, Salisbury Plain, Beaulieu, Ashdown Forest, Sculthorpe, Merryfield and the CVA site.

Roy Vaughn/Peter Hall

Grande Coupe de Brum - Peter Hall

La Grande Coupe de Birmingham, First Round Southern Coupe League 2018
North Luffenham December 3rd 2017

I didn't get to the event. Normally this wouldn't inhibit me from making a full report but on this occasion we have Stuart Darmon's and Roy Vaughn's and my invention would lack their authority so I refer you to them. The latter mentions Phil Ball's giant coupe with a 25-inch prop. powered by a twenty strand motor - this would be not much more than five inches long and might take about 250 turns? This is all at the limit of coupe practice of course. I think Dave Hipperson described it in the 'Aeromodeller' two years ago. As you see it took third place.

Having the first round of the '18 season in December '17 is a little programming eccentricity we want to preserve but it can be confusing as might my short paragraph in November's Clarion which referred to a list of events for '18 that got lost in the post but should appear in this issue.

Results F1G

Entrant	R1	R2	R3	R4	R5	Flyoff	Total	Position
Roy Vaughn	120	120	120	120	120	219	819	1
William Beales	120	120	120	120	120	200	800	2
Phil Ball	120	120	120	120	120	175	775	3
Gavin Manion	96	120	120	96	119		551	4
Andrew Moorhouse	113	91	120	98	120		542	5
Don Thomson	75	102	120	95	120		512	6
Mike Marshall	60	118	120	81	110		489	7
Bill Dennis	78	73	104	109	89		453	8
Bert Whitehead	82	58	120	82	95		437	9
Ray Elliott	71	74	120	81	81		427	10
Terry Bailey	75	84	45	88	69		361	11

Results Vintage Coupe

Entrant	R1	R2	R3	Total	Position
Chris Redrup	120	114	120	354	1
Bill Dennis	109	120	109	338	2
Gerry Ferer	120	120	91	331	3
Dave Taylor	108	120	96	324	4
George Foster	86	120	105	311	5
David Beales	86	95	105	286	6
Steve Philpott	103	93	77	273	7
Walt Hodkinson	74	87	93	254	8
Spencer Willis	72	90	81	243	9
Kevin Smith	66	54	86	206	10
Terry Bailey	55	38	49	142	11

Special Award

Best result in both events - BILL DENNIS

Peter Hall

Coupe de Brum Report - Gavin Manion

Fourth Grande Coupe De Birmingham North Luffenham December 3rd 2017

Anyone foolish enough to organise a contest in December spends an inordinate amount of time checking favourite weather websites in the two weeks leading up to the event. Whilst good forecasts are eagerly accepted as evidence that all will be fine, bad ones are dismissed with hope that it's still days away and it can all change. As it turned out the indications during the run up week that it would be "OK" were too pessimistic and the day was blessed with as good a December flying day as one could wish for.
In all there were twenty two entries evenly split across F1G and Vintage Coupe. Like the curate's egg this was good in parts being little disappointing as several regular F1G exponents were missing and pleasing as so many turned out to fly Vintage. Perhaps recent Vintage publicity is paying off?
It was an ideal day to have flown both F1G and Vintage but only two flyers, Bill Dennis and Terry Bailey, put in the eight flights required. Bill was declared "man of the match" for his top overall performance and received a bottle of Bubbly for his trouble.
For a short account of the F1G flying see the Southern Coupe League report elsewhere in this edition, suffice it to say here that a fine three way fly-off was needed to determine final places.

Vintage really cried out for someone to max out and do the day justice, but top placer Chris Redrup dropped just 6 seconds in a fine series of flights and just 14 seconds covered the next three places.
Final scores saw Bill Dennis and Jerry Ferer take second and third respectively with Dave Taylor just out of the money (actually, out of the wine!). First and second places went to Etienvres indeed at times the air seemed full of them. Jerry flew his trusty Bagatelle to third and it was delightful to see George Foster back on the flying field with his Jump bis but Vintage Coupe is becoming a bit of an Etienvre benefit.

Last year's innovation of awarding a special bottle to the F1G flyer highest place with a classic (1960s) coupe was carried forward to this year. However, perhaps because of insufficient advertising, there were no takers.

Your scribe's day started frustratingly with a flat tyre, discovered in the pub B&B car park at 08:30 just as fellow B'Ber Ivan Taylor and I were due to leave for the 20 minute drive to the field. Even more frustratingly a rounded wheel nut defied all attempts to remove it and we waited a couple of hours for the RAC man wielding a proper socket. Eventually we arrived at the field at 11.15 with two flights needed to be done by midday. One drop and one model on a roof, though it had dropped off by mid-afternoon, kind of completed a memorable morning!
Despite playing catch-up most of the day, from what I did see most people appeared to be having a relaxed time. With the short retrieval distances there was time aplenty in a schedule which, at the outset, looks so tight. As an indication of just how calm it was at times, I did a round three flight of over three and a half minutes (Stu Darmon suggested just before I launched that a 2minute DT would likely put me on that roof

again so I wound on another turn or so) Inevitably it was in good air...but landed only yards out of the airfield.
Notable attendee was old friend Peter Tolhurst, for many years such a good friend of UK coupe flying. It was good to see that Pete is slowly recovering from his recent troubles; certainly he had a big grin on his face whenever I saw him.

Another mention must be of Phil Ball's two times winning huge coupe. Whenever I looked up its distinctive shape seemed to be gliding so slowly from a goodly height. Is it the best coupe in the UK at the moment? I can only hope it doesn't mean that we all have to build a 50g rubber model so that we can cannibalise it to make a coupe!

The traditional après fly hot drinks took place in the warmth of the golf clubhouse and guest Andrew Boddington presented the lovely A/M Trophy to the worthy, and obviously delighted, F1G winner Roy Vaughn. Artist Ivan Taylor then presented the new vintage coupe plate, painted by Ivan, to Chris Redrup who was no doubt relieved that the distinctive Boutillier Cup has now been retired. Chris now leads the inaugural Vintage Coupe League, next round is SAM 1066 at Salisbury on 17th June.
Wine and bubbly was handed to winners and placers though, as remarked above, the "top placed classic" bottle remained unclaimed. Stu Darmon quipped that he had been around the flight line asking "is that a 1960s coupe you're flying?" only to be met with abuse and denial...The problem was resolved by handing the final bubbly to CD Kris Best as a thank you for a good day's work.

Some discussions took place after the prize giving which subsequent emails suggest left people unsure what the future was for this event. The organisers have every intention of running next year's event in the same style and format as previous ones. We extend an early invitation to Luffenham next 2nd December where, hopefully, the fifth Grande Coupe de Birmingham will be as enjoyable as this one. Make your New Year's resolution be to build a vintage coupe and get it trimmed...though maybe not an Etienvre...

Gavin Manion

Coupe de Brum - *Roy Vaughn*

A Rare Treat - or, F1G at the Coupe de Birmingham

Dawn broke over the M1 as the Land Rover headed north at high speed, destined for North Luffenham and the premier Coupe event of the year. The low cloud and drizzle were as forecast for that time of the morning but the occupants were confident that it would clear before the start of the competition. More importantly, the wind forecast was good. They reached their destination in record time, before half past eight. A parascender unlocked the barrier and let us onto the airfield and other aeromodellers started to straggle in. Clearly we would be sharing today. Was this a bad omen?

Phil Ball agreed a line with our co-users and we started to set up. Then, at 0945, an organiser made a request that we move 50m to the left! This we reluctantly started to do before the order was rescinded amidst apologies. The hooter went at 10 o'clock prompt and we were off.

Steve Philpots winds his F1G for trim flight. Gave up and turned to Vintage

The wind was from the northwest at 5mph or less, still overcast but no precipitation. The comp was to be flown in one hour rounds with the last to finish at 1445. No time for messing around. The thermistor readout showed the temperature fluctuating barely a tenth of a degree now and again, which was the case all day. In contrast the wind varied a little more and there was a mild correlation between it and the temperature, a small wind drop and a small temperature blip. The air was expected to be generally neutral and this is how it turned out, ideal conditions compared to the battles with high winds we have experienced many times this year.

From here on things became a blur for your author. The first three rounds were relatively relaxed but a crash in the fourth and a timer failure in the fifth put paid to that to ensure that the last two rounds and fly-off were flat out. Had the breeze been any stronger it would have been impossible. Nevertheless, your author had a successful day as did his chauffeur.

There were three in the unlimited fly-off. For a change it wasn't an anti-climax and in what looked like neutral conditions all three made good flights. Phil Ball in third was flying his open rubber-based Coupe with its 26" diameter prop and 22 strand motor. William Beales flew a conventional balsa model into second and winner Roy Vaughn his wing-wiggler equipped high tech model. The day was rounded off with refreshments and presentations in the clubhouse, a welcome tradition at this event.

The turnout was poor for such a good day with eleven in F1G and eleven in Vintage (see Gavin's report). Retrieval was easy over recently cut grass with models landing on the field or just outside. The parascenders were nearly but not quite downwind of us and there was little interference. All-in-all it was a most enjoyable competition well run. Many thanks to the Birmingham club!

Roy Vaughn

My Coupe de Brum - John Andrews

Coupe de Brum Sunday 3rd. December 2017

Rachel and I attended the event, I say attended, as unlike my last visit to Luffenham when I forgot to load my model box, this time all I forgot was to actually look in the box. I had not loaded up the car until the morning of the event and, as two flights in F1G had to be made before 12 noon, it was all a bit of a rush. Upshot was, no fuselage in the box, still propping up the wall in the workshop. Why it was there I cannot recall as, on inspection when we returned home, there was no evidence of repair work needed nor completed and the fuselage still had a motor in it. I can only offer senile decay as an excuse, although chatting to John Ashmole he recalled occasions in rough weather when he hoped he had left something at home.

The weather this day was the best for some time, quite light winds and spoilt only by occasional spits of light rain.

I had a super lazy day making occasional excursions from the car to pass the time of day with folk and take a few pictures. Rachel on the other hand was running about like a long dog as we had parked next to Phil Ball and he was without Annette so Rachel was time keeping for Phil and in addition Steve Philpot also required her services. Must have been quite novel for Rachel to be timing maximum after maximum, not something she is used to. Even did a fly-off.

Phil winds his motors outside the model using a half tube for loading, Steve winds conventionally, breaking his motors in the blast tube.

Bert Whithead was also alongside us and winding conventionally. I do not recall him breaking motors and I think I would have known as Bert gets quite vocal when things go awry.

Breaking coupe motors is part of the game, I recall Phil, if memory serves, breaking 8 before his first flight in a comp earlier this year.

Steve Philpot seemed to have a day bedevilled with niggles' First problem was the wrong loading stick which required considerable attention with a file before he could load any motors. He then proceeded to break a few. I was on standby with the camera for so long I all but missed his first test flight launch.

Phil Ball was more on song and filled in his 5 maxes with seemingly little difficulty. Pictured below he waits for lift in fly-off, then up and away seconds before the signal to end the five-minute fly-off slot. He was out of luck having broken a motor winding for the fly-off leaving him little time to sniff out some lift, finished 3rd.

With the event completed most attendees retired to the clubhouse at the Golf Club where tea coffee and biscuits were welcoming nibbles as the temperature had dropped towards the end of the contest.

Gavin Manion was speechifying and dishing out the bottles of plonk to the winners. All in all a good event, roll on next year.

John Andrews

Letters to the Editor

Andrew Crisp:

Dear CLARION,

After 36 years with out a break I have decided to cease running the Oxford Model Flying Club Free Flight Rally. Old age, health problems and lack of local assistance are the main causes for my decision. A run of bad weather over recent years has not helped either.

However, all is not lost! I have decided to combine with Lawrence Marks to produce the Dreaming Spires Free Flight Rally. This will feature free-flight scale as well as a varied spread of duration events.

The chosen date is 1st July 2018, starting at 10 am. The venue is Port Meadow, Oxford.

Yours etc.
Andrew Crisp

The Rally details are in the event adds

Mark Croome: Dilly's airfields

Martin Dilly's list of places he's flown or attended certainly omits Port Meadow (WW1). RAF Newton Notts where team trials were held in the early seventies. He may also have attended at Larkhill on Salisbury Plain and also Keevil (Trowbridge) which were both used in the fifties. I also flew at South Cerney in the 1957 SW eliminators.
I'm sure others will suggest more.

Mark Croome

Hans van Leeuwen: ED3.46

Hi John,
I wonder if you or any of your readers can help me with some information about the English Channel crossing made in 1954 by the Radio Queen fitted with an ED 3.46 Hunter and flown by George Redlich and Syd Allen. I have a copy of the article that featured the crossing from Aeromodeller, November 1954 and the article called Channel Crossing Technicalities from Aeromodeller December 1954, I also have a copy of the ED 3.46 Hunter engine test featured in the Aeromodeller of April 1950 by L.H. Sparey.
None of these articles give much in the way of technical detail in the way of propeller sizes and things that may be helpful in assessing the performance and fuel economy of the ED 3.46. It states that they used something like 24 ozs of fuel but there is no mention of how long the crossing took. Sparey says that propellers from 9.5"x 6" to 11"x 5" are suitable but little else.
I'm particularly interested in some of this sort of info as I'd like to use an ED 3.46 for old timer Texaco and maybe 1938 Antique.
I've recently acquired an engine in very good condition but it seems that there is little useful technical info available that I can find. I could spend a lot of time doing my own analysis but that seems a waste of time if such info is available, thus anything helpful from your readership would be welcome.
I'm still working on the Madcap but as that is a "fun" model some of my competition models have priority.
Regards and compliments of the season, *Hans van Leeuwen*

Don Thompson: 1960's Coupes Postal Comp

Hi John
A pleasure to read the Clarion, as always. These things are always hard to get input for, I know. Perhaps you could draw your readers' attention to a little-known internet postal comp for 1960s published coupes d'hiver. Rules and plenty of ideas can be found here:

http://www.hippocketaeronautics.com/hpa_forum/index.php?topic=16375.0

Flight dates for UK are 1/12/17 - 31/3/18.

Southern hemisphere dates are June - Sept 2018. The models are generally delightfully traditional and straightforward, starting with the APS Garter Knight. It's just for fun, and there is a 4 month window to make the comp flights, so have a go!
Results to the organiser Mark Braunlich: mark.braunlich@yahoo.com

Merry Xmas, *Don Thompson*

Engine Analysis: Rivers Silver Bullet, 1.5cc - Adrian Duncan

From the website:- http://www.modelenginenews.org/ad/rivers.html

The Rivers That Never Was—The Silver Bullet

1960 was the banner year for the Rivers range, with contest successes coming thick and fast. The range was seemingly riding the crest of a wave at this time, with widespread consumer acceptance despite its higher-than-average price. It was presumably this situation which led to the company beginning to make plans for a further expansion of the range.

In Britain at the time, the 1/2-A class differed from its American counterpart in that engines of up to 1.5 cc (0.0915 cuin) were permitted. In the control-line field, both 1/2-A team race and combat were popular events, resulting in a steady demand for high-performance diesel engines of 1.5cc displacement.

The Oliver Tiger Cub was the most popular engine for 1/2-A team racing, while the 1/2-A combat field was in the process of becoming dominated by the light, powerful and durable PAW 149 which had been introduced in May 1959.

Clearly, Rivers felt that they had a good chance of competing successfully against these established models. Whatever the motivation, there's no doubt whatever that in early 1961 they commenced the development of a 1.5cc version of their basic design. In keeping with their established nomenclature, this was to be known as the Silver Bullet.

[Reference to Rivers Silver Bullet—Foreign Notes, Model Airplane News. August 1961]

As usual, Peter Chinn became aware of the Silver Bullet project during its developmental stages. In his "Foreign Notes" article in the August 1961 issue of Model Airplane News, Chinn made reference to the engine, stating that it was expected to appear shortly. However, I have so far been unable to find a reference to the engine in any British modelling publication. Chinn also referred to the Silver Arrow .19 model in the same article.

And that's where the story ends! The Silver Bullet never appeared in public, even in prototype form. However, there's no doubt whatsoever that at least one prototype was developed. In a recent post on one of the modelling forums, former 1/2-A team race exponent Alan Dell recalled being invited to go over to the Rivers plant at the North Feltham Trading Estate to assist in the evaluation of this prototype. He was asked to bring his best Oliver Tiger Cub along so that a direct comparison could be undertaken.

Using the selected test prop, the 1.5cc Silver Bullet ran well enough, allowing a fully representative prop speed to be sustained and measured. Alan then ran up his tuned Cub on the same stand, prop and fuel. Although he did not record the exact figures obtained, Alan recalls that his tuned Cub was between 1000 and 2000 rpm faster than the Rivers. In fact, according to Alan the performance difference was so great that Bert Rivers decided not to go into production with the 1.5cc engine.

Knowing Bert Rivers as he did, Ian Russell finds it a little difficult to believe that Bert would have abandoned the Silver Bullet solely on the basis of a single comparative test. After all, Bert had worked doggedly on his 2.5cc model until it was capable of rivalling the Oliver, at least in tuned form. Surely he could have done the same for the new 1.5cc design if he wished?

To Ian, it seems more likely that the test revealed not that the engine lacked potential but rather that the development of the engine to a suitable level of performance would require more time than Bert wished to devote to it. A further factor may well have been the realization that it would not be possible to manufacture the engine in quantity at a competitive price.

[1961 Rivers instruction sheet which includes the Silver Bullet]

It's clear that this was not an anticipated outcome, since the company did undoubtedly prepare a spare parts schedule, going so far as to include it in the instruction manual which accompanied their Mk II 2.5cc and 3.5cc models. This confirmed that the Silver Bullet used the same roller bearing crankshaft design as that employed on the larger engines. It also used the same four-port cylinder design as that of the Silver Streak. Overall, it appears that it was planned as more or less a scaled-down Silver Streak.

The text of the manual included some additional comments specifically aimed at the Silver Bullet. A 9x4 airscrew was recommended for running-in. Oddly, the manual specifically stated that there would not be a tuning option available for the Silver Bullet. It also failed to include a specific performance claim for the engine, presumably indicating that sufficiently encouraging test figures were not available when the manual was printed.

The cancellation of the Silver Bullet program is entirely understandable given that the tests on the prototype showed that the engine would require considerable further development to become competitive in performance terms against the best of the opposition. On top of this, the continued use of the Rivers needle roller bearing assembly in the Silver Bullet would have dictated a relatively high price for the engine, making it uncompetitive from a marketing standpoint as well. A further contributing factor may well have been an already-apparent negative trend for sales of the established range, likely due in large part to the cost factor. As 1961 unfolded, the company may have already been able to discern the writing on the wall and decided to defer any further financial commitment until the future of the range became clarified.

Adrian Duncan

Indoor is not for Everyone Pt.18 - Nick Peppiatt

CO_2 Motors Part 2

KeilKraft CO_2 Motor

In the last column, I was seeking more information on the KK CO_2 motor, a photo for which I had found on the internet. I should've searched my old copies of AeroModeller more closely. I found some mail order establishments listing the KeilKraft CO_2 motor for £1 1s 6d (£1.075 for the benefit of younger readers, if there are any!) in 1949 editions of the AeroModeller. In comparison a Mills .75 was 65/- (£3.25). Tracking back I found a picture and short description of the motor in the KK ad in the November 1948 edition. I don't know the cost of CO_2 cartridges at that time, but, remember, this motor required one for each run, which is not made clear here. I guess the relative cost per flight would be similar to using Rapier model jet propulsion units today.

Keil Kraft advertisement from November 1948 AeroModeller showing the infamous CO_2 motor.

This advertisement also explains why I remember examining one fitted to a Slicker Mite. But where was the motor actually made? It was clearly a short-lived product; there is no mention of it in Ron Knight's comprehensive review of the 1950 KK Handbook in SAM35Speaks December 2007 to March 2008. Was it featured in the 1948 KK Catalogue (shown in the KK ad above) or 1949 Handbook?

Brown CO_2 Motors continued.

In response to the previous article I was pleased to receive an interesting email from Chris Hutchinson via our esteemed editor. Chris is an experienced indoor model builder and flyer and is a previous winner of the Peanut Class at the Indoor Scale Nationals. Chris had acquired a couple of Brown Junior motors from John Stennard in the early 1980s and was wanting to

confirm their identity. One was clearly an MJ 140 twin, which apparently runs very sweetly. We eventually concluded that the other is a Brown Junior .005 cu in, and could well be the one shown in John's seminal article in 1972. The .005 cu in model was produced from 1969 to 1973. According to the article about Bill Brown on the Internet Craftsmanship Museum website

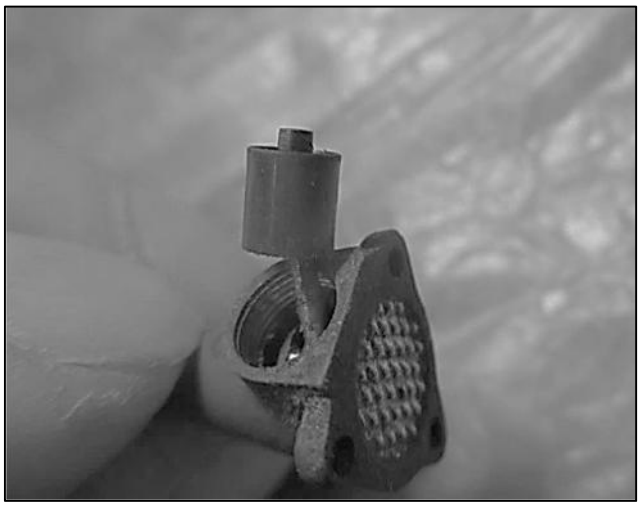
www.craftsmanshipmuseum.com/BrownJr.htm,

only about 1000 were produced, half with steel and half with plastic pistons. The visual differences between BJ .005 and the MJ 70 and MJ 140 are shown on the accompanying drawing by John Stennard, which I dug out from my files.
The problem with Chris's BJ .005 is that part of the cylinder head valve is missing, see photos below. My thoughts are that it is a steel ball which seats against the chamfer on the seat in the cylinder head, but of what diameter? Does anyone know any better? The integral cylinder and valve seat makes the cylinder bore effectively blind and, therefore, difficult to produce. The valve seats in later engines are hard plastic and fit against a shoulder at the top of the cylinder bore. The gas feed to the top of the cylinder has been modified, presumably to help overcome the problems of repeatedly twisting the copper pipe when screwing the cylinder in and out to adjust the motor speed.

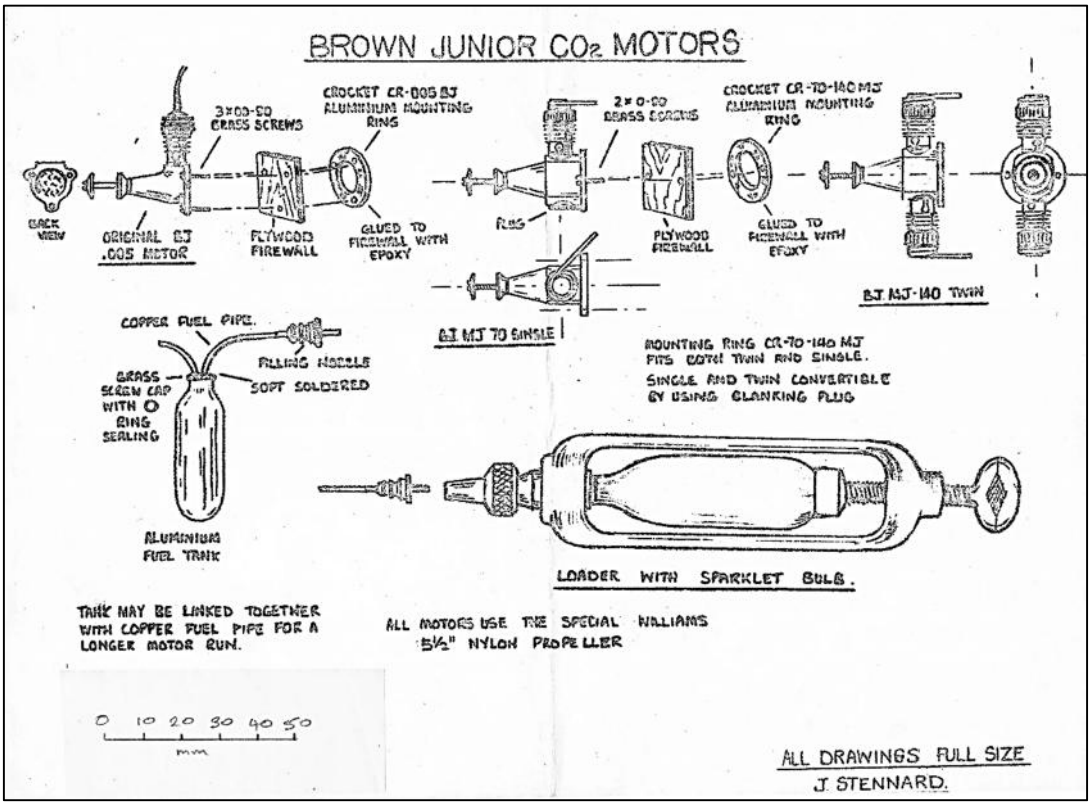
BJ .005. The pipe feed to the top of the cylinder has clearly been modified

Top of cylinder with cap removed showing the hole where the spigot on piston comes through to lift valve from seat.

Cylinder cap showing large recess to accommodate valve

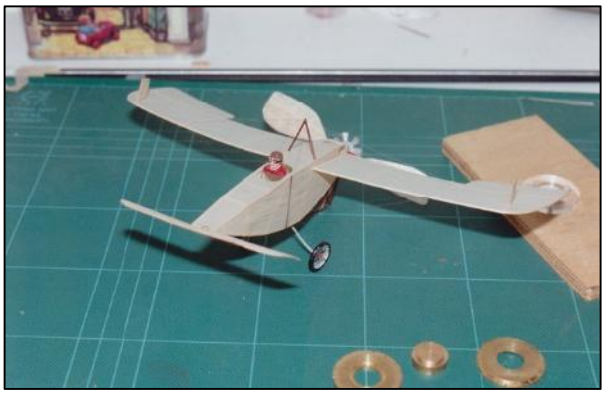


Crankcase con rod and plastic piston, with spigot to lift valve.



Chris Hutchinson's models

In the course of our correspondence about the Brown engines, Chris kindly sent me photographs of some of his rubber-powered projects, a selection of which I am sharing with you below.



Pistachio scale Bleriot XXV canard

Jigs for making the spoked wheels for the Bleriot. What patience!

Wallpaper foam Albatross DV. The fuselage has been made by binding the foam around a wooden form

Fuselage for a Pistachio scale Roe Triplane I 'Bulls Eye'

More on CO_2 motors next time.

Happy flying for 2018.

Nick Peppiatt

Extracted from Aeromodeller November 1976 & March 1977

Public Nuisance

Not so many years ago the model plane was a commonplace sight on our public open spaces, and most people had a good idea what a model plane looked like - some at too close a range. I know that when I used to fly my '1066 and all that' rubber models amid all the swooping spectacle of modern electronic wizardry that filled the air over the local common, the only glances I got were ones of sympathy. "Poor chap," you could almost hear them thinking, "either very poor, or very stupid, to be messing about with silly little elastic models. Probably both." But perhaps I wasn't all that stupid, albeit very poor, for all the heavy spectacle stuff has long since vanished, whereas my little elastic models are still very much a going concern. And when I do operate them in my own, non-progressive way, people not only watch the flights with intense interest, but ask me questions about the models - something totally unthinkable even five years ago.

This is rather odd, considering the amount of PRO stuff that has been going on over the past years. By strenuous effort the great indifferent public has been wooed and won, and it would love to see model planes in action and give them its support, if only the models were anywhere to be seen. At one time, people could happen upon, or even make a special trip to a Rally or Gala, but that was in the balmy days before the big bureaucratic crackdown, when you could fly without triplicated permission, and security just meant checking your braces. Now, when an airfield is grudgingly given over to model flying for just one day, the penal conditions attached, though ludicrous in the extreme, have one clause in common: the rigorous exclusion of the public on a, members only basis.

If PRO means 'for', we should now change it to CON (Can Operate Nowhere).

Baffled by Science

"Now, looke here, what's all this noise you're making?"

"To answer that I will have to refer to our meter readings, which, you will understand, we have only just made at 200ft above sea level, with a humidity factor of. . . ."

"Never mind about all that rubbish. You can hear the '……' thing for miles.

"1-367542 miles if I may correct you. This takes into account the considerable attenuation that occurs over . . . "

"£CE?£ ? just you listen to me . . ."

"Would you kindly not raise your voice. Our accoustic recording meter is adjusted to a 6db level only, and is very sensitive"

"£(E?£(E? your noise meter. I'll - I'll get the law on you. . ."

"A rather ineffective recourse, if I may say so. You will find, sir, that if you measure the distance to the nearest habitation, presuming you are not a resident of one of the allotment hutments in the next field, and apply the formula of SWL minus 20logR minus B, you will readily see that the Sound Pressure Level comes well within the requirements of the proposed D of E code. The same could hardly be said of the output of that ballistic piece you are pointing in my direction ..."

Just Ribbing

When I was a young modeller the big break-through in kit refinement was the printed rib. Unfortunately, the splotch-mess of the crude stamping machines on the soft balsa made out a very good case for the use of rib templates. Even so, I have always thought the rib to be the heart of the model, which may seem a bit odd anatomically, but then, it should be remembered, that Adam got most of his pleasure out of ingenious rib development - an example to be followed by every model builder.

It was in the rib structure that the quality of the model was to be found. There was the simple beginner jobs of the minimal framework type, with a sixpenny bus ride between the rib stations, while at the other end of the spectrum there as the expert's wing, an intricate web of ribs, reminiscent of a gothic screen, with under ribs, over ribs, cross ribs and riblets, all neatly skewered on built up spars. But what do we find in our convenience package times? Wings that should never be: great slabs of frothed up pap, with not an honest to goodness rib in sight. Gone are the traditions of sound craftsmanship and the deft skills of the balsa knife. No longer do we have the layout of proud design and finely cut templates, and soon, no doubt, you will merely go to your model shop and ask for, say, a six-foot length of six-inch chord wing, to be cut off while you wait.

"Thank you, sir. I might advise you that we now have our wing tapering machine working. You will appreciate how much more elegant a tapered wing looks . . ."

Pylonius

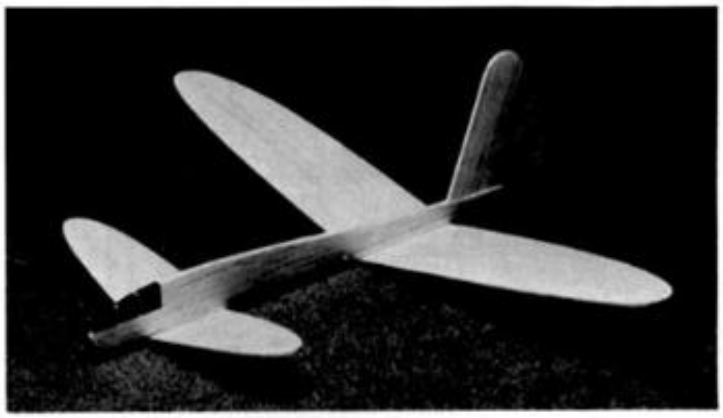
Canard Glider - Bill Dean

From Bill Dean's Book of Balsa Models

CANARD GLIDER

AN UNORTHODOX DESIGN WHICH FLIES TAIL-FIRST

BUILDING TIME:
3 HOURS

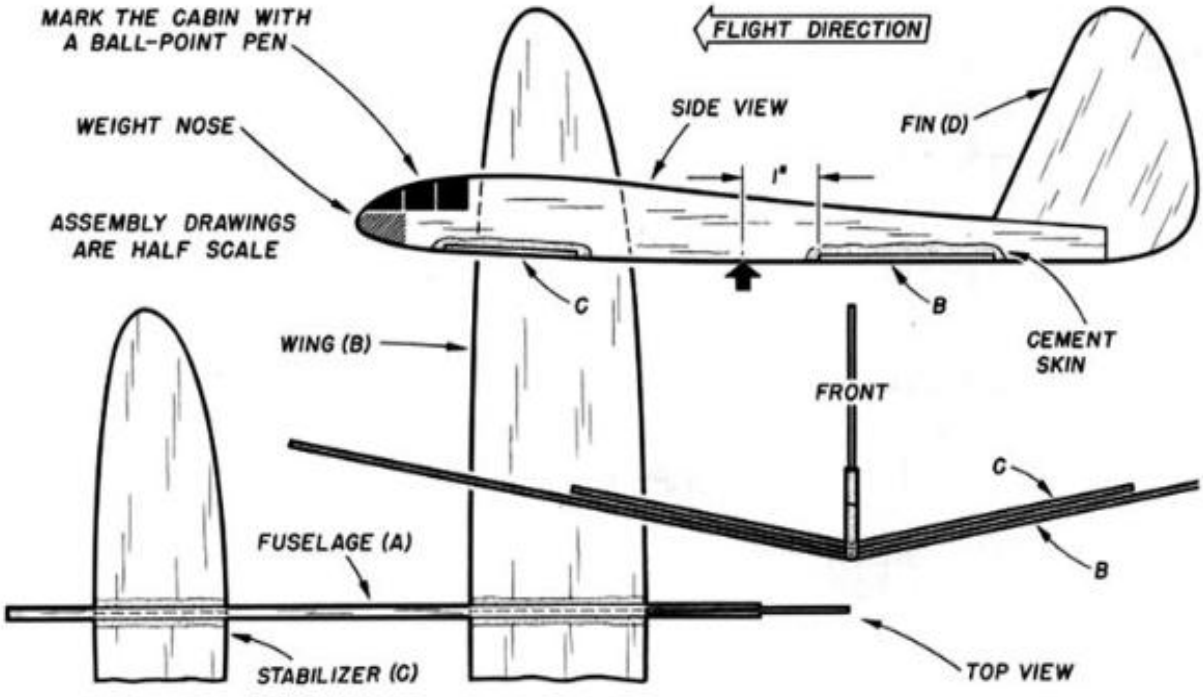


EVEN more unorthodox than the 'flying wing' on page 44, is this *Canard* or 'tail-first' design—which at first glance certainly looks rather like a normal glider with the fin stuck on the wrong end! However, in spite of its unusual layout, this tail-first model flies just as well as the conventional kind. In addition, the 'stall recovery' is remarkably good—a feature of all models of this type.

1. Trace the four patterns (A–D) on to greaseproof paper, cut them out, then cement them to medium (*M*) $\frac{1}{16}$-in. and medium hard (*MH*) $\frac{1}{8}$-in. sheet—with the direction of the grain as indicated. Cut out the parts with a razor blade, then use 'B' and 'C' to make duplicate wing and stabilizer panels—carefully cutting round the outlines of the former.

2. Draw in the cabin with a ball-point pen and indicate the location of the $\frac{1}{16}$-in. sheet dihedral packing (Z) on the underside of the left wing and tailplane panels. Draw a pencil line across 'Z', dividing it into equal parts horizontally.

3. Sand the wing and stabilizer roots to a slight angle to allow for the dihedral, then pin the right-hand wing panel (B) down flat on the building board. Cement the left-hand panel (B) to it, propping up with 'Z' until dry. Next, repeat the process for the tailplane panels (C)—packing up the left-hand one with *half* of the 'Z' dihedral



packing (see adjoining drawing)—after cutting in two along the dotted line.

4. Cement the fin (D) to the fuselage (A), making sure that it is upright. Note that in the assembly drawing side-view, only the location of the flying surfaces is shown—the dihedral being omitted for clarity.

5. Now join the wing to the fuselage, holding the two together with pins until the cement has dried—and carefully checking that the alignment is correct in the top and front views. Repeat the process for the stabilizer—then smear cement round the flying surfaces/fuselage joints as shown on the drawing.

6. Unlike all other types, tail-first models always balance in *front* of the wing, not underneath it. Push a pin into the fuselage, 1 in. in front of the wing—above the large black arrow on the fuselage side view. A small amount of nose weight will be needed to make the model balance level when held by the pin—in the same way as with the other flying models in this book.

FLYING

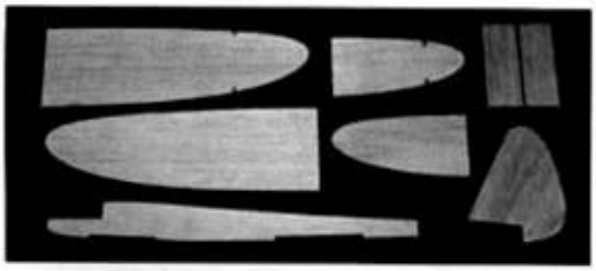
Adjust the flying trim by varying the amount of nose weight—adding a little if the model 'stalls' and taking some off if it dives steeply into the ground. Hold the fuselage between thumb and forefinger, just in front of the wing and launch into wind on a slightly downward flight path.

Any tendency to dive off steeply to one side can usually be traced to warped flying surfaces. Adjust for a circle by gently bending the rear edge of the fin. When the trim is correct, throw upwards with the wings tilted (for a circling flight), to obtain the longest duration. Launching straight ahead will give a graceful loop, but a much shorter flight. In the case of difficult trimming, the first thing to check is that the balance point is exactly the same as that indicated on the left hand plan.

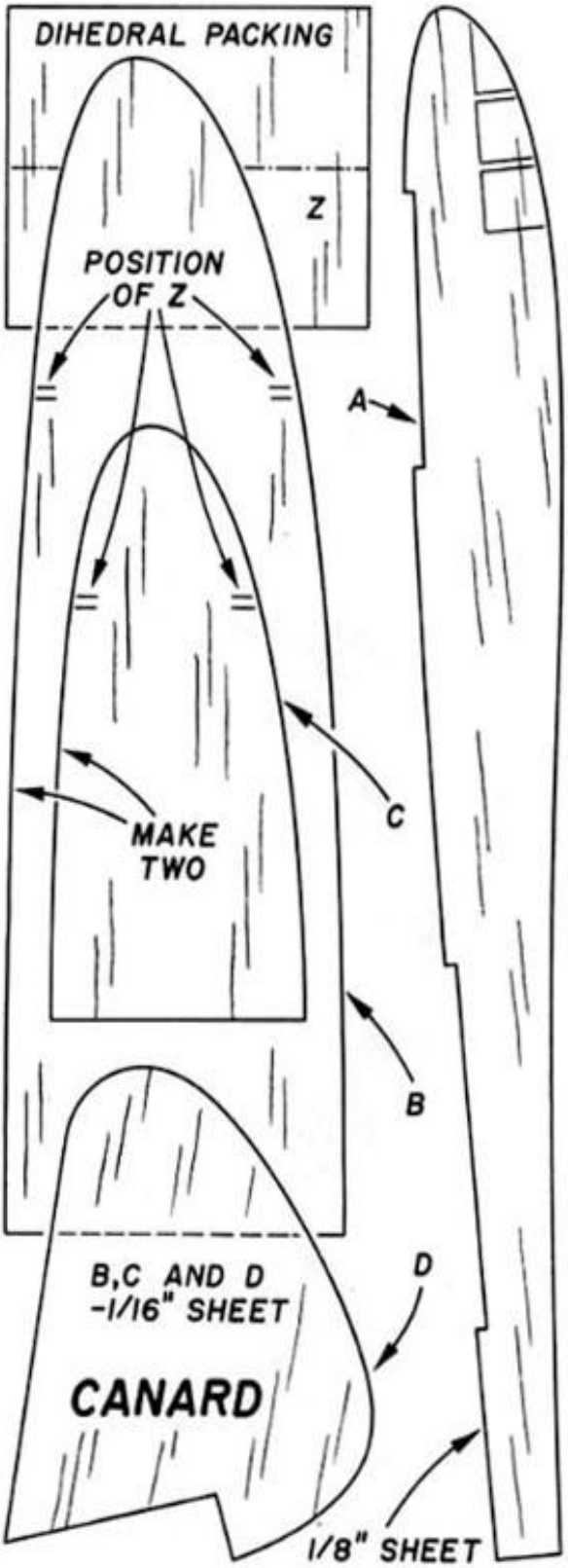
MATERIAL LIST

Sheet—1/16" × 3" × 22" (M) Sheet—1/32" × 3" × 9" (MH)

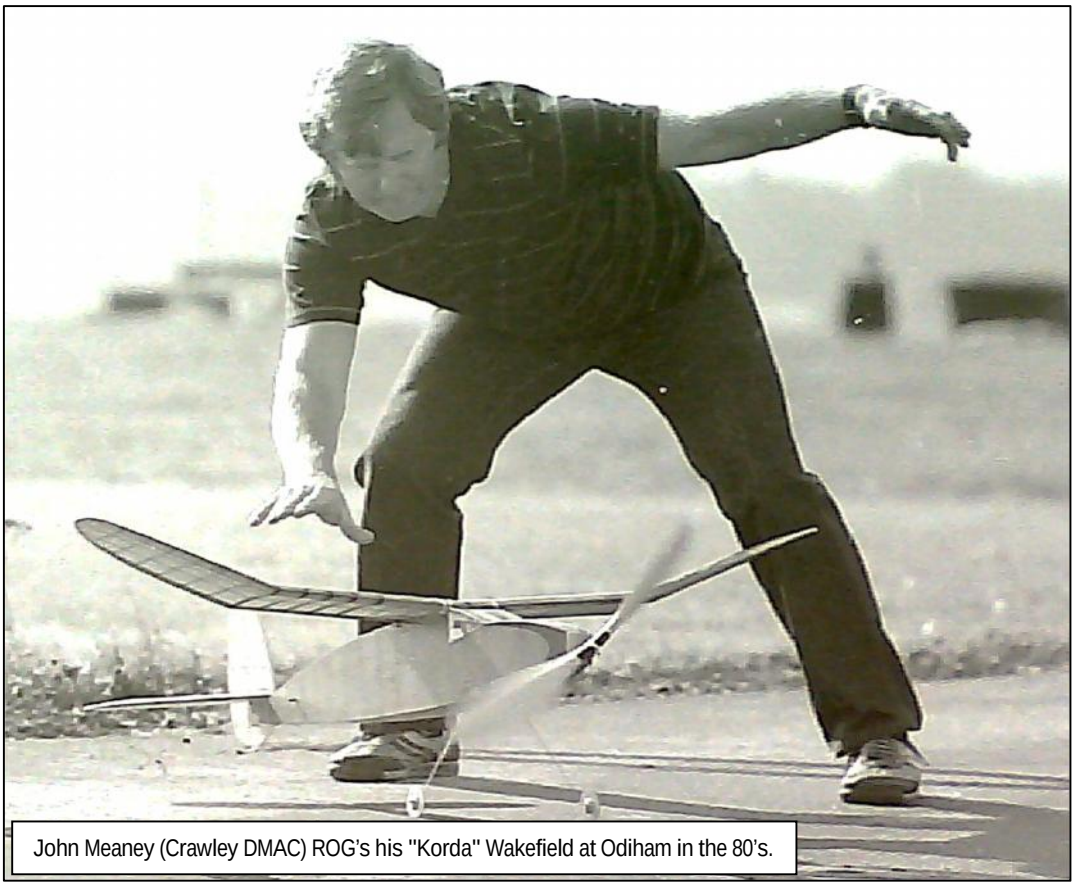
TOTAL COST: About 30c



Mark in the cabin on 'A' before assembling the parts.



Bill Dean

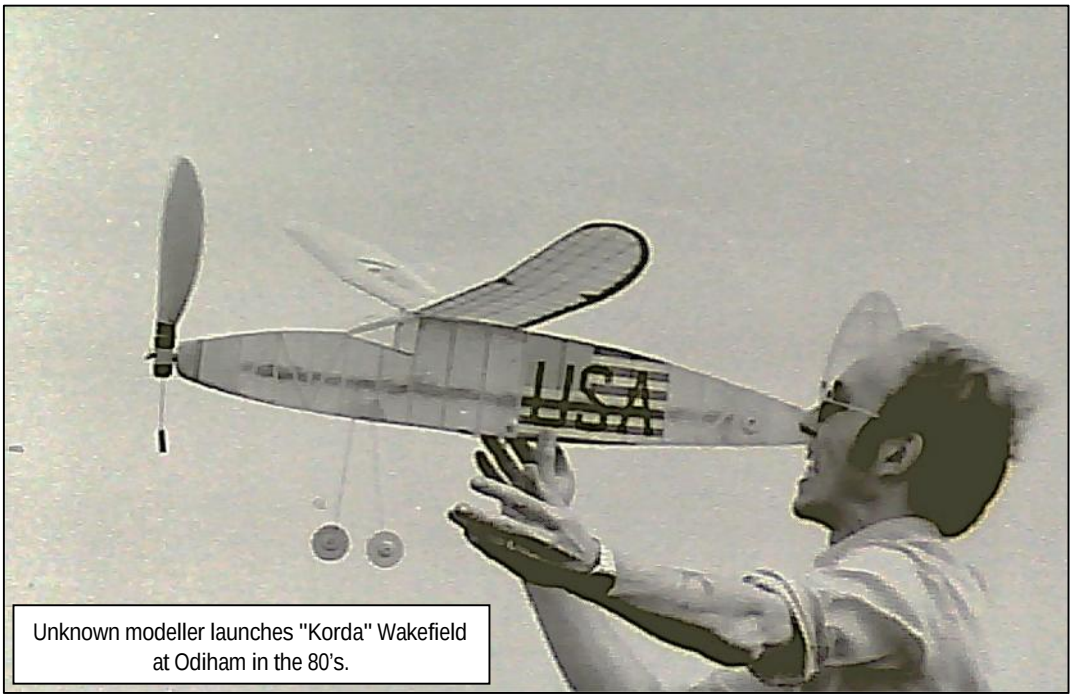


John Meaney (Crawley DMAC) ROG's his "Korda" Wakefield at Odiham in the 80's.

Peter Michel (SAM35) ROG's his "Isis" Wakefield at Odiham in the 80's.

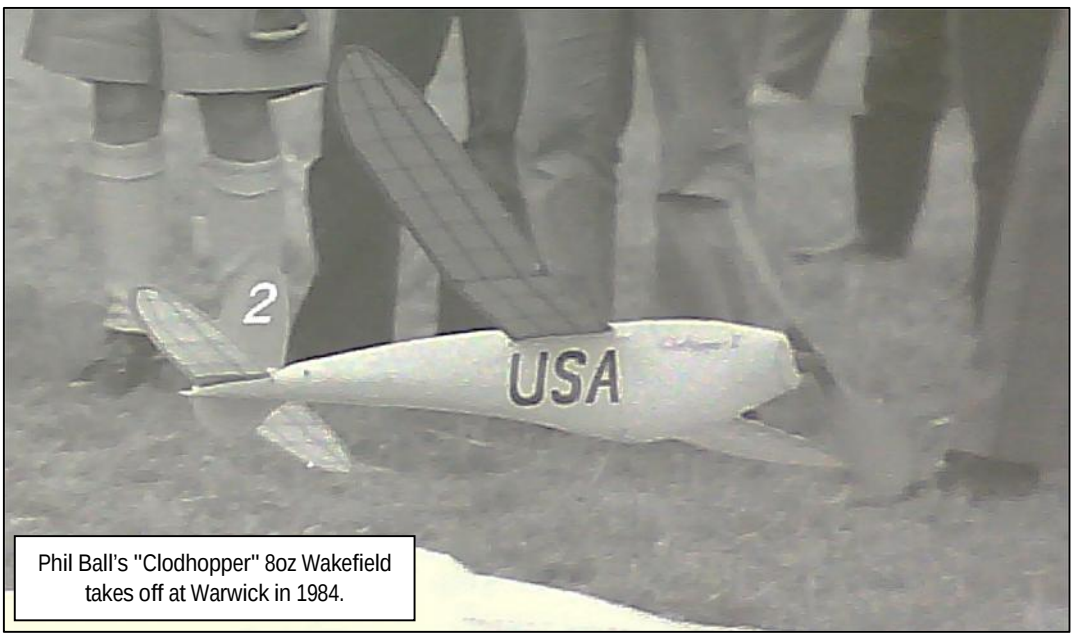
Mike Kemp (SAM35) ROG's his Blomgren Wakefield at Odiham in the 80's.

L to R Beverley Snook (Royal Aero Club Chairman). Vic Dubery (SAM35) and Norman Couling FSMAE inspect Vic's 'Judge 1936' Wakefield at Odiham in the 80's.

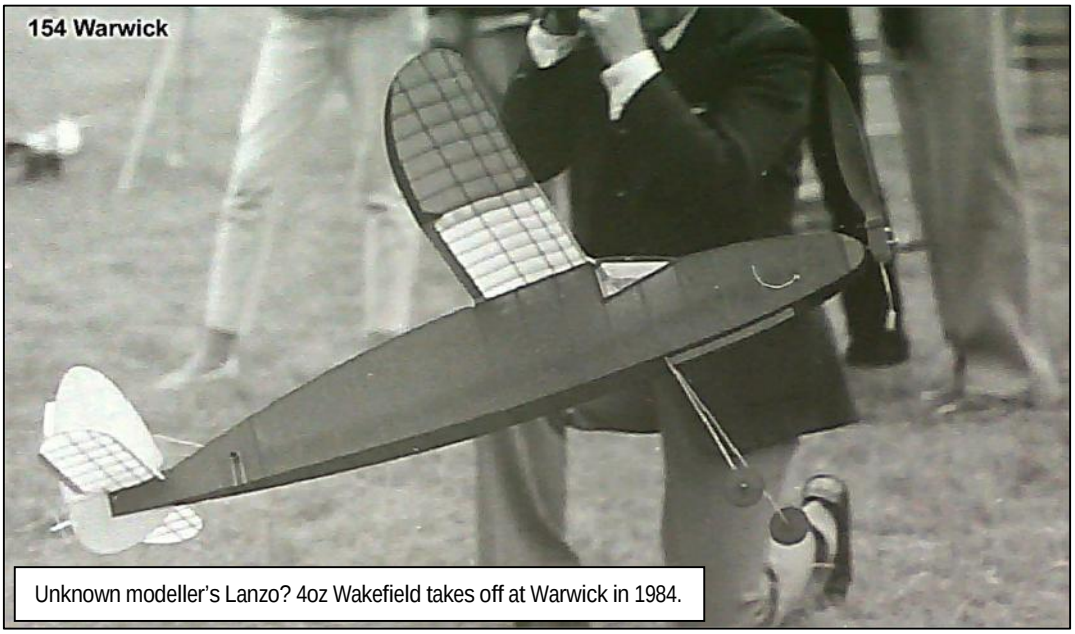


Unknown modeller launches "Korda" Wakefield at Odiham in the 80's.

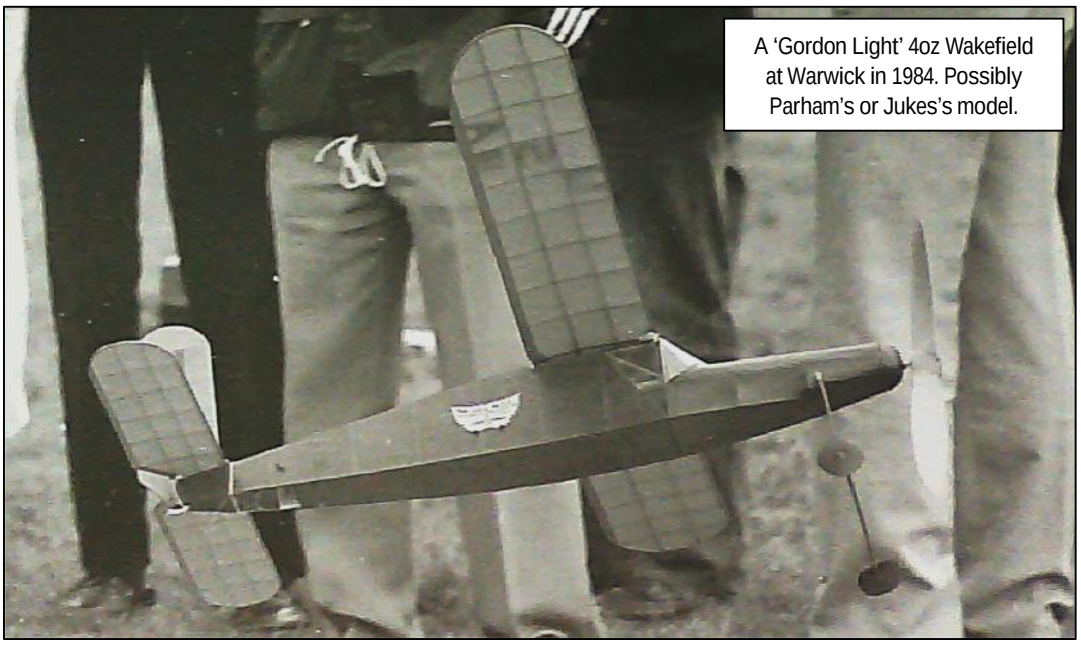
Richardson's 'Gordon Light' 4oz Wakefield flown by Dave Hipperson (CDMAC) at the 50th Anniversary of the 1934 Wakefield Trophy at Warwick on 24 June 1984.



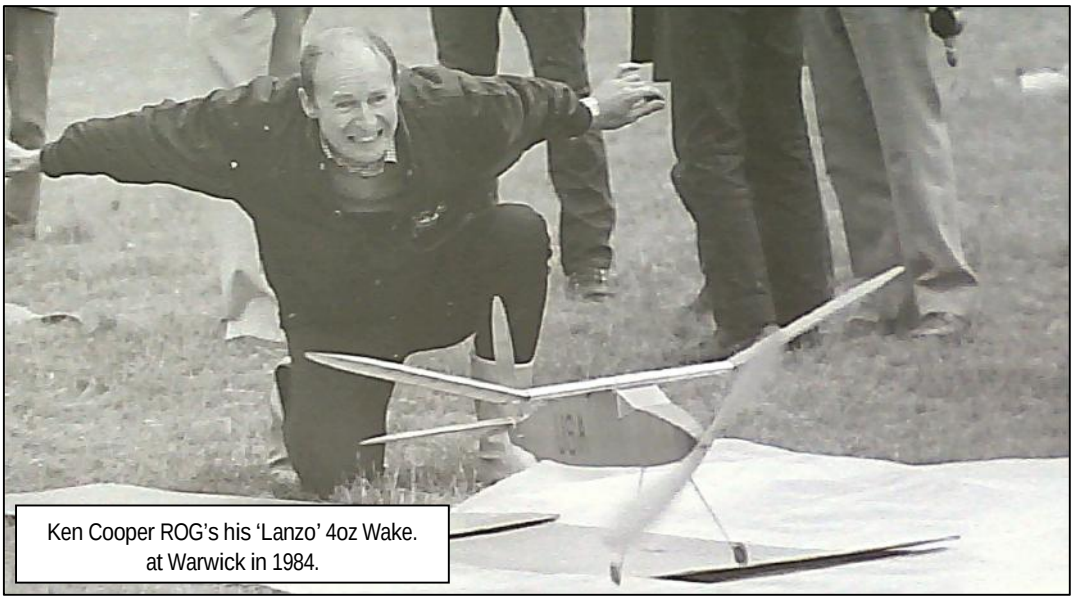
Phil Ball's "Clodhopper" 8oz Wakefield takes off at Warwick in 1984.



Unknown modeller's Lanzo? 4oz Wakefield takes off at Warwick in 1984.



A 'Gordon Light' 4oz Wakefield at Warwick in 1984. Possibly Parham's or Jukes's model.



Ken Cooper ROG's his 'Lanzo' 4oz Wake. at Warwick in 1984.

Keith Miller Archive

Twin Cylinder Engines - Ron Moulton

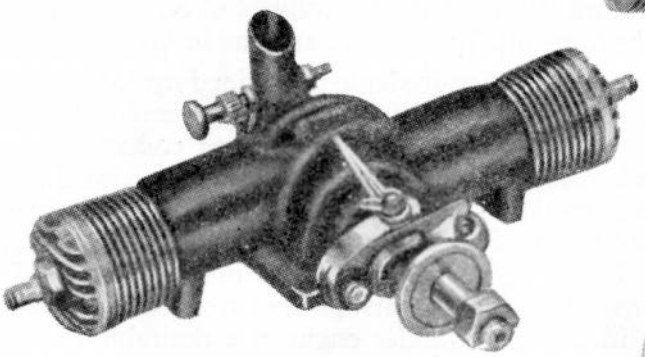
Extract from Aeromodeller Annual 1959-60

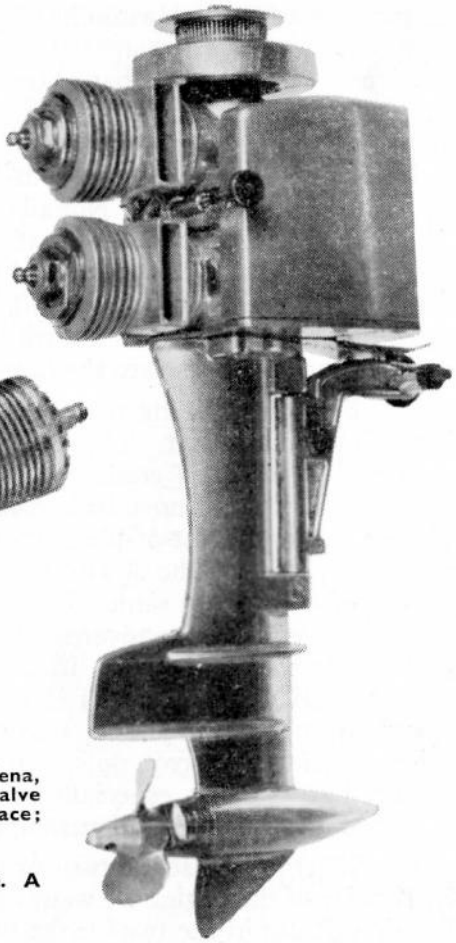
TWIN CYLINDERS

By RON MOULTON

WHY MAKE A TWIN? All the added complications of crankshaft alignment, frictional losses, bulk in design and symmetric induction seem hardly worth the bother when the end product is so rarely superior to its single cylinder counterpart. That may well be the first thought of any manufacturer proposing to enter the "twin" market. The problems *are* surmountable and performance can be turned to great advantage as recent introductions indicate, and for the rabid engine enthusiast, the charm of two "pots" in harmony outweighs any sacrifice that may be present at some stage of the engine's power range.

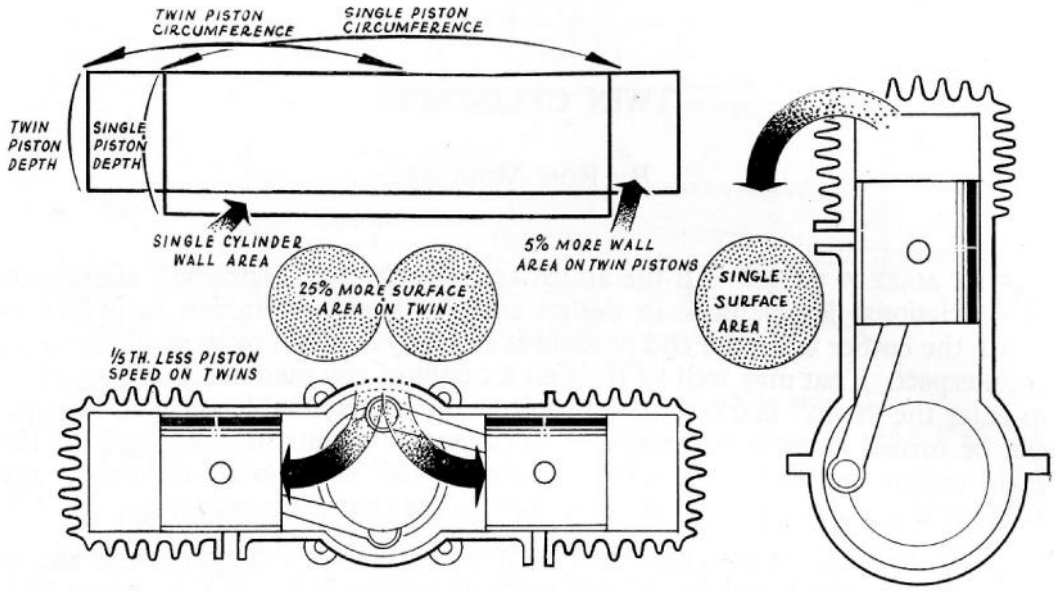
Twins are not new, they date back to pre-1909 model flying experiments and mass produced engines enjoyed great popularity in the U.S.A. in pre-1939 war years, notably the 20 c.c. O.K. twin, the small Elf twin and again in post-war years the Pal and Allyn twins have had moderate success. In Europe, the early Delmo diesel appeared as an awe-some double-unit guaranteed to shatter any light airframe, Kemp had a "Black Devil" two-pot diesel, Eric Curwen produced another, and at some stage or other most manufacturers have dabbled with the idea of getting more out of existing components by doubling up.





Above: American Wasp twin by Micro Model Co., Pasadena, was 10 c.c., bore ·74 in., stroke ·702 in., with rear rotary valve induction. Shaft ran on two bearings with a ball thrust race; sold at 35 dollars in 1946.

Right: K. & B. Allyn twin, 2·5 c.c. version for marine use. A fine example of superior quality die castings.

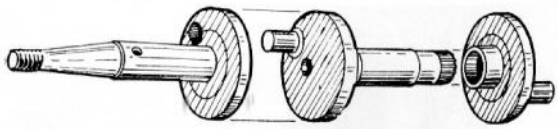


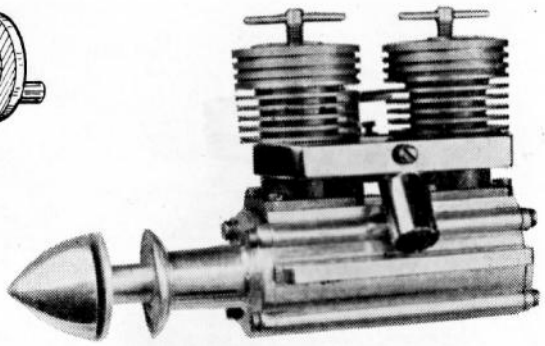
TWIN AND SINGLE CYLINDER ENGINES OF SAME CAPACITY

The main theory is that by dividing capacity into two cylinders, one gains 25 per cent additional piston head area for an increase of 5-8 per cent piston wall area (assuming near square bore/stroke ratio). If extra piston area is employed efficiently, logic has it that extra power should be derived, and the chain of thought next turns to alternate firing cylinders so that power is continual on the shaft and smoother running occurs. There are many tunes to be played on the twin fiddle. They can be Vee, in-line, horizontally opposed, side-by-side, split cylinder or head-to-head. Not all of these are practical through their mechanical disadvantages, and it took a great designer like Edward Turner a long while to evolve a successful 500 c.c. side-by-side simultaneous moving, alternate firing four-stroke twin for the Triumph motor-cycle company. So it will be appreciated that only two layouts are really within the capabilities of miniature engine manufacturers. These are the horizontally opposed, and the in-line.

Before discussing the others, the split-single or divided cylinder "twin" is worthy of comment. This is an ingenious two-stroke arrangement with two rods and a common crankpin, or sometimes an articulated connecting rod. The pistons do not move in harmony as the radius of throw varies for the two pistons and so the out-of-phase motion is turned to advantage. During transfer, the faster piston on the downward stroke is used to induce an earlier charge and on the up-stroke the same piston rises faster to feed the other cylinder. Improved scavenging, the advantage of increased piston head area for capacity and only single-shaft bearing as in a single-cylinder engine are desirable features. Port control via the pistons is not the easiest of designing tasks and in the double-piston, split cylinder one has little encouragement to fabricate a long series of trial and error pots. In the motor-cycle world, the split single has achieved great merit, especially in German machines : but to date, no one has managed a successful miniature unit of less than 10 c.c.

Whether to use the two- or four-stroke principle is decided automatically by the size of the engine we want to use. Power to weight ratio is critical enough for aircraft use in the two-stroke twin. For any valved unit, the desirable ratio



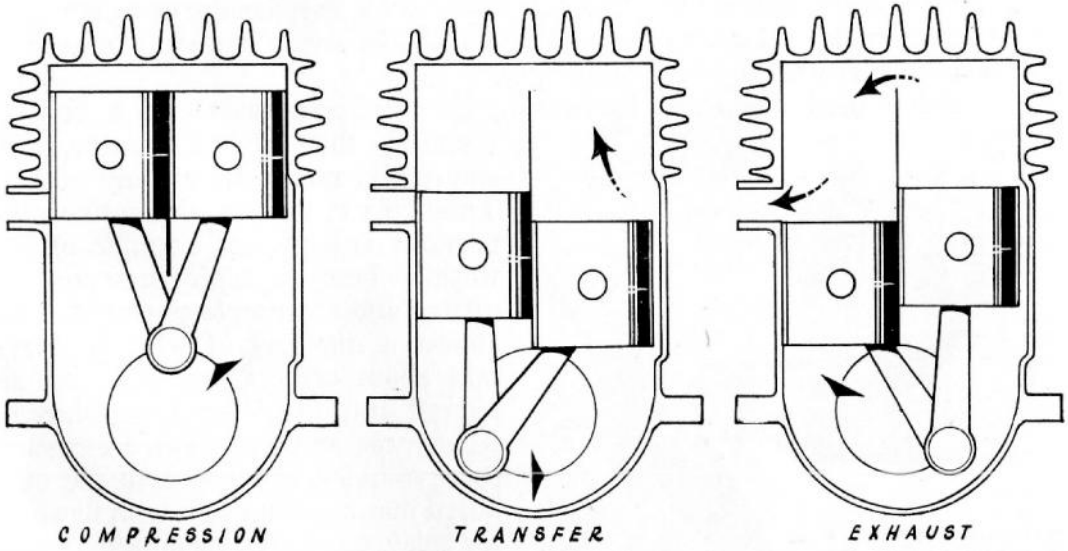


Col. Taplin's 7 c.c. twin is alternate firing and can employ common exhaust. Sketch shows press fit crankshaft assembly.

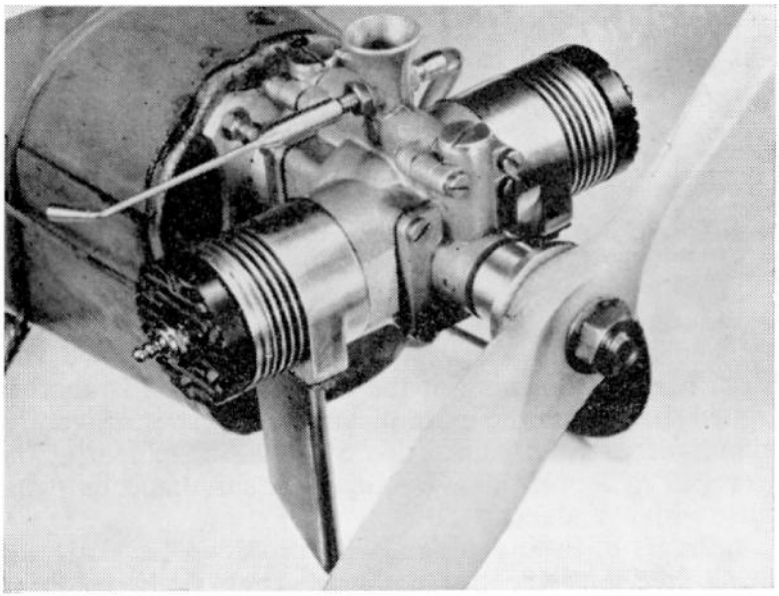
is virtually unattainable. The actual timing of the two-stroke twin is another matter. It could be argued that to use the extra piston area most effectively, it should be employed simultaneously, and since this common movement of the pistons can best be arranged in a horizontal layout, most simultaneous twins have a common crankcase with cylinders at 180°.

Conversely, the neatness of in-line design, with provision for a divided crankcase, alternate firing and subsequent smoother reaction from the firing strokes, has led to use of the upright twin. Colonel Taplin has for many years been a devotee of this type and following his success with a 7 c.c. unit using modified ED 3·46 components, he was encouraged to put the engine into production and its success as a "high-torque at low speeds" engine needs no enlargement. In marine and aircraft applications the Taplin Twin has established itself as the most flexible of all engines, with special advantages for radio control. In power development it rates no more in the graphs than a typical "19", but in the r.p.m. range from 600-9,000 it matches many single-cylinder units of slightly less capacity and throttles reliably to a tickover at the flick of a carburettor lever.

This engine uses side port induction from a common carburettor : actual intake areas are small, and induction periods short, the result being a docile, easy starter which is flexible in its control settings. To get the most out of a Taplin Twin, one has to adapt an "ear" for misfiring in either cylinder and



THE SPLIT-SINGLE 'TWIN'



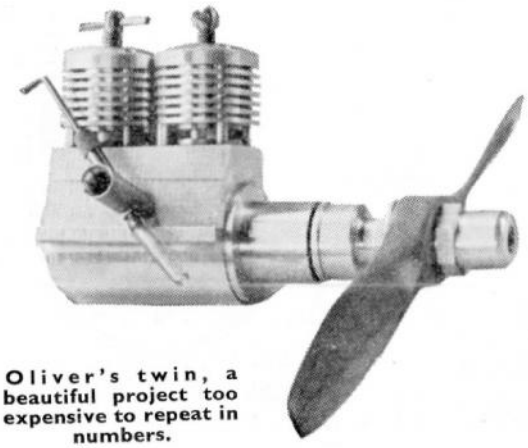
On test in a stunt controline design, the 5 c.c. D-C Tornado showed most useful power range and produced rapid increase in propeller r.p.m. as model became airborne. Has single carb for two valves.

adjust the individual compression screws according to symptoms. It is an art soon acquired, and once the technique is mastered, the "TT", as it has become known, is a first-time starter.

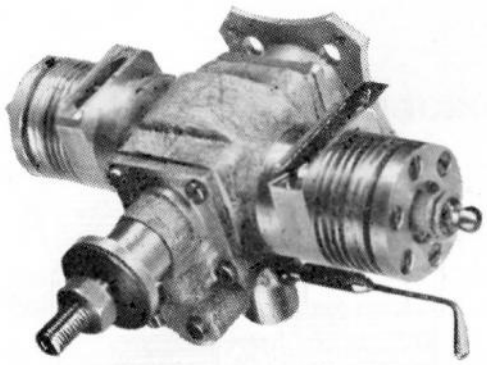
Constructionally, the alternate firing vertical twin can be a headache of major proportions. Crankshaft alignment is critical, crankcase seals must be good and the rotary valve, if used, must feed symmetrically to ensure maximum performance. A good twin could be rendered so ineffective by having to run rich on one pot for the sake of correct mixture in the other that the design effort simply is not worthwhile, especially with a diesel. Glowplug is more forgiving for there the "fire" disposes of any fuel excess. There have been many approaches to the problem (other than the simple Taplin way out with side-porting) and a particularly ingenious surface valve was used in the Oliver Twin.

This comprised a central flywheel with a radial port to its outer edge, feeding crankcases alternately. Though fits on such a system are at a premium, the Olivers made a fine job of it, and it would take a very large bag of gold to get them to part with their screaming pet.

Allyn used a split main bearing between crankcases and a bolt-up assembly that invited trouble, yet, amazingly, rarely caused any bother. This 2·5 c.c. unit of diminutive proportions is a perfect example of the world's best in high pressure die casting and the simple assembly made almost a mockery of what we have said about critical fits, etc. As an aircraft unit, the Allyn (later, K. & B. Allyn) was by no means the expected success and it was not until the outboard marine power unit with flywheel for balance and starting appeared, that this twin became popular in great numbers.



Oliver's twin, a beautiful project too expensive to repeat in numbers.



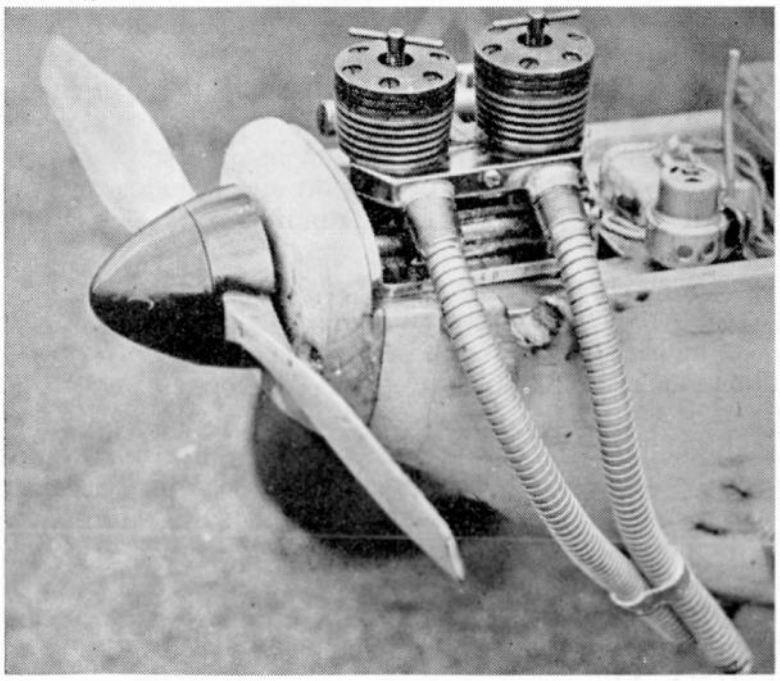
Compare prototype D-C twin with production version opposite. Manufacturers have to build many experimental engines before finalising design.

The Ruppert "Boxermotor" with throttle control and rear mounted vacuum pump. Short front bearing and small split crankcase are contributory to its lightness—and vulnerability.

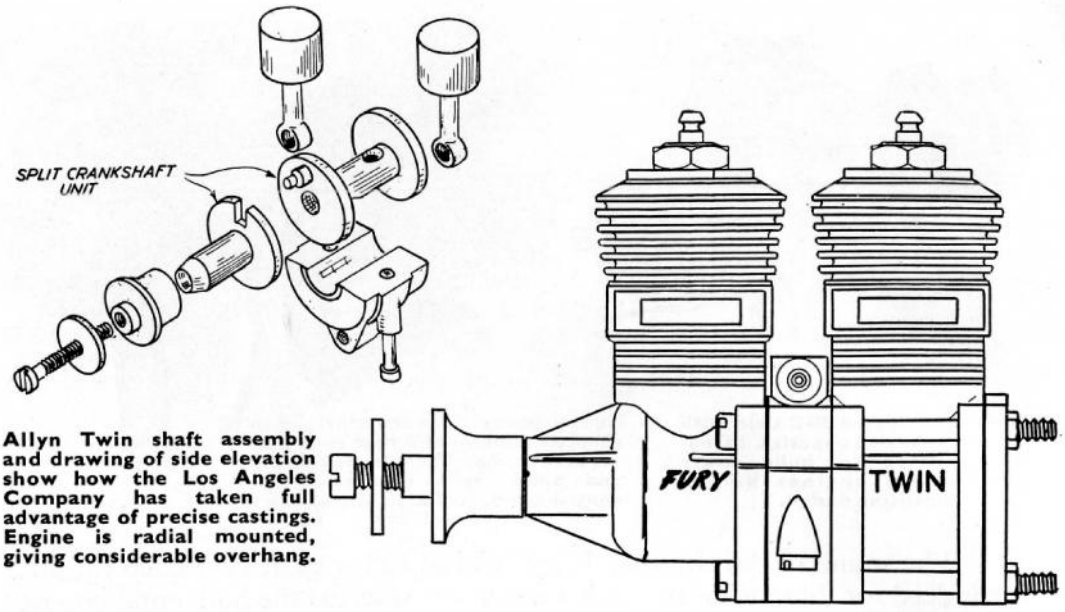
The sound of the alternate firing twin in full song at 12-15,000 r.p.m. is a joy indeed for those who like such amusement whereas the horizontal opposed twin is deceptively monotone.

Even 20 c.c.'s of OK Twin can be muted to low decibel level and yet its power has in our experience, lifted a 12 lb., 9 ft. model r.o.g., at 5,000 a.s.l. in sub-tropical conditions, and that takes some thrust ! It will drive props to 18 in. diameter, 8-10 in. pitch at constant revs. with (ignition permitting), moderate reliability. Many mourn the fact that such engines are no longer produced by the Herkimer factory. First counterpart to appear in European post-war skies was the Ruppert "Boxermotor" diesel of 8½ c.c., so-called because of the piston action resembling a pugilist at sideways jerks exercise.

The Ruppert is now reduced in capacity and produced by Webra in Berlin, complete with a vacuum pump driven off the rear shaft bearing (also



Taplin Twin belonging to Norman T. Jones of Crewe M.F.C. has flexible gas pipe twin exhausts. Motor speed control is actuated by Japanese KAKO motor with electric cigarette lighter accumulator for power. The neat aluminium top cowling has been removed in this photograph.



Allyn Twin shaft assembly and drawing of side elevation show how the Los Angeles Company has taken full advantage of precise castings. Engine is radial mounted, giving considerable overhang.

used for rotary induction), a very short front bearing and radial mounting. As a radio-model power unit, it has led the European contest sphere for several years and was in many ways influential in producing the D-C Tornado Twin of small 5 c.c. capacity.

Radio control modellers demanded a similar but smaller engine, not necessarily for vacuum servo gear ; but to develop peak power fairly low in the revolutions scale and still have a reserve of power for exhausting manoeuvres such as outside loops.

The Tornado is unusual in many respects, not the least being its two-shaft valves on a common crankcase and common needle jet. Bench work established this twin-valve system superior to the more simple direct induction, and the possibility remains that the valves with machining blank studs in convenient positions could be adapted for speed control. Flown in an aerobatic control-line model, the Tornado was most impressive, and the pick-up of revs. after take-off more noticeable than in *any other* engine of our experience—this on 6 in. pitch.

As with the Ruppert and full-size practice the D.C. twin is radially mounted and is vibration-free except when running on one cylinder and this coupled with a symptom of "drying up" as though running lean, is a warning that both pots are not firing.

Will the twin ever surpass "single" performance ? With all power units the answer to such a query depends on the ultimate purpose for which the engine is destined. For racing the answer is pretty certain to be NO. For slogging power in stunt models radio and control-line, development will bring a YES.

Remember that although old in conception the twin is young in heart and still needs a lot of fresh thought and engineering. Logic has it that the more surface area we can use to take the drive of a firing stroke, the more power should be transmitted to the shaft. Over-square bore/stroke ratios in single-cylinder engines do not offer ideal handling characteristics or show themselves generally superior, the answer must be to preserve the bore/stroke ratios, and increase piston area by dividing between two cylinders.

Come on the TWINS ! ! ! !

Ron Moulton

Report No. 83. Name not known, continued.

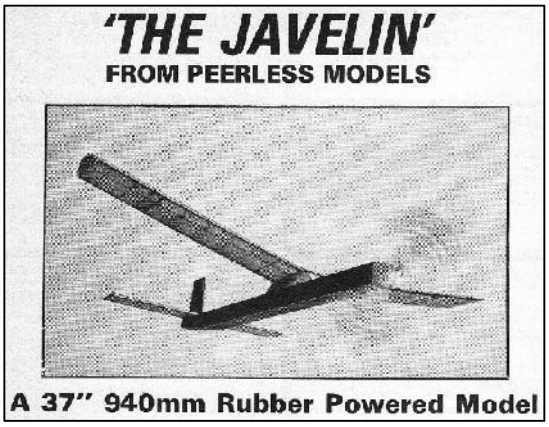
More information on Peerless Models has come in from Adrian Culf, who emailed from Canada, Keith Garbett and Simon Rogers throwing some light on "who, where, when and what models". Thank you all. Here is what we know from their emails and adverts in the Aeromodeller.

Wolverhampton Models & Hobbies of Bell Street, Wolverhampton was owned by Bill Daniels and advertised in the Model Shops Directory in Aeromodeller at least from Jan 1970 to Jan 1977. The next bit of information is that Bill's son Robert ran Peerless Models Ltd from 103 Wolverhampton Street, Walsall.

Just down the road at number 123 was Geoff Parker Models, any relationship or just competition?

The earliest Peerless advert found was a half-page display in Aeromodeller Jan 1977 offering a range of five glider and three free flight power models with a promise of boats, electric free flight, control line and scale to follow.

The next advert, found in Aeromodeller Dec 1978, included the Peregrine 33" span glider, then in March 1979 came the Predator 21" span combat control line model and next in April 1980 the Easi Flyer rubber stick model and the Javelin 37" span rubber built up model.

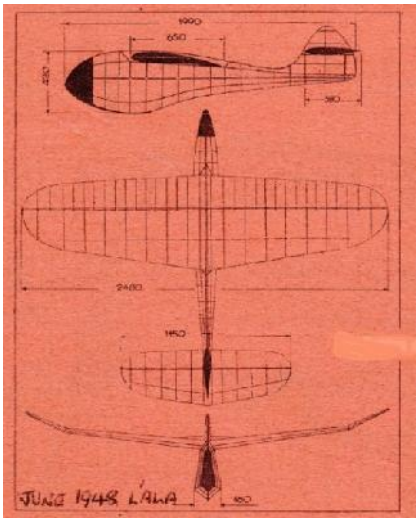


The other models listed below came from a poster in Adrian Culf's possession, unfortunately not suitable for photocopying, but Adrian kindly listed the contents for us.

Peerless Model Kits	Span	Type	Construction	First Advert Found	Plan From
Ganymede	38	Power	Built Up	Am Jan 1977	D. Scott
Marinda	38	Power	Built Up	Am Jan 1977	D. Scott
Ricktica	38	Power	Built Up	Am Jan 1977	D. Scott
Sky Queen	36	Glider	Built Up	Am Jan 1977	D. Scott
Chuck It	12	Hlg	All Sheet	Am Jan 1977	
Thermal King	18	Hlg	All Sheet	Am Jan 1977	
Zoomer, V Tail	24	Hlg/Clg	All Sheet	Am Jan 1977	
Yardstick	36	Glider	All Sheet	Am Jan 1977	
Peregrine	33	Glider	Built Up	Am Dec 1978	
Predator	21	Control Line	All Sheet	Am Mar 1979	
Javelin	37	Rubber	Built Up	Am Apr 1980 P231	
Easi Flyer	?	Rubber Stick	All Sheet	Am Apr 1980 P191	
Ring Leader	21	Control Line	All Sheet		
Little Miss Philly	32	Electric	Built Up		
Taylorcraft	30	Electric	Built Up		

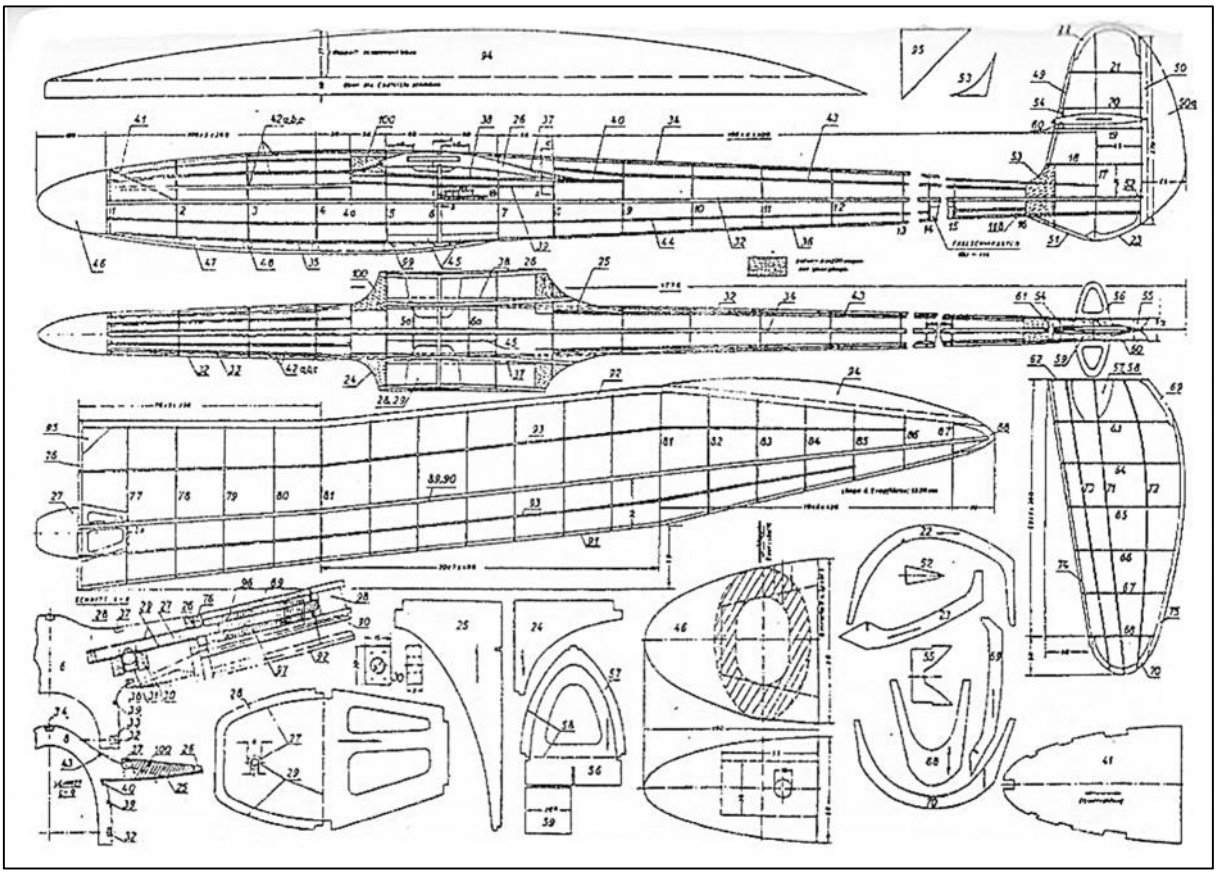
Is that the full list for Peerless Models and was Robert Daniels the designer?
I am assuming so until someone tells me otherwise.
The chart shows that Derick Scott, www.model-plans.co.uk has four of the plans, but should you have any of the others a copy would be appreciated. It could well be that in the case of the pre-cut all sheet models that no plan was issued, just an assembly instruction sheet.

Last month I sought the name of this "in the pink "glider from the rear cover of Clarion August 2004. Pino Carbini replied to advise that the model name is Donoalro designed by Alex Susli who was the President of Swiss Model Club of Locarno. Pino also provided photocopies of the relevant pages from L'Ala as confirmation. Thank you Pino.



Finally one more "name not known glider". Both the text on the plan and the style of technical drawing would seem to be German, so we need to be looking to our European friends, particularly readers in Germany or Switzerland for help on this one.

What is the name and date of this swept wing glider and the name of the designer?



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

Roy Tiller

Xmas Thorns Indoor - John Andrews

Pat Shepherd guards the Prize Table while Husband Colin gathers the attendees for the raffle & prize presentation.

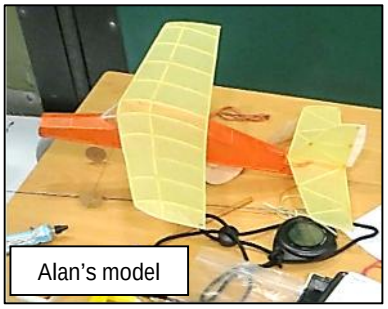
Rachel and I travelled the 60 or so miles from Rugby to Brierley Hill to attend the final 2017 indoor meeting in the Thorns Leisure Centre. This Xmas meeting was the last chance for competitors in the 2017 'Legal Eagle' competition to improve on their times. The comp is for the sum of the two best times achieved in the run up to christmas. My recorded efforts with my old LE were far from satisfactory as I had missed two meetings due to other commitments and a chest infection and the old model was on its last legs, as am I. I had managed to throw another model together but test flights at the November Sneyd meeting were far from OK and I had performed major surgery by shortening nose by ½", introducing R/H wing wash-in and trimming the top of the fin off.

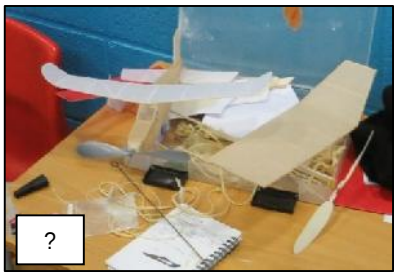
I had intended to re-trim at the xmas Sneyd meeting the previous weekend but the weather caused the meeting to be cancelled.
So, here I was with an untrimmed model and a shortened flying time of only 1½ hours due to radio slots and prize presentation. To cap it all I had a nose bleed to boot. That's the excuses out of the way but my new model was not competetive really and was certainly too heavy, bordering on 9gms. For those familiar with 'Eagles' the fact that the best time I eventually achieved was using .110" wide strip tells it's own story. The rubber was much too much 'but all needs must when the devil drives' and a visit above and round the roof trusses knocked the model down to a perfect height for a re-climb and cruise just below for the best time of the afternoon for me. I already had two times over 1-30 in the bag with my old model but with Peter Dalby having two 2min+ flights and others doing well over 1-30 I was not even close.

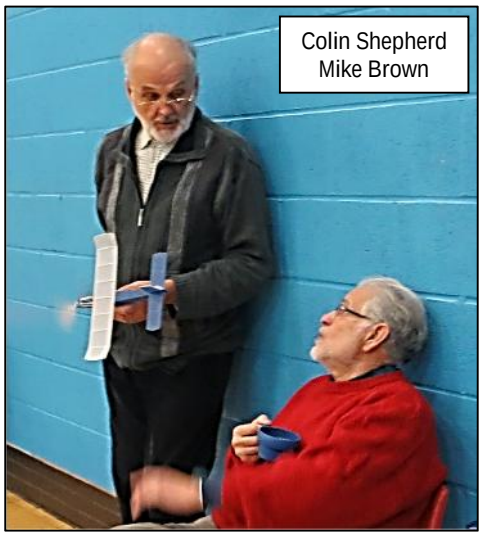
A few pics from Rachel's camera.


John Andrews


Alan Price


Alan's model


?


Colin Shepherd
Mike Brown


Steve Newton and his helicopter

The prize presentation was something of an anti climax as the winner Peter Dalby was not present due to family commitments so no pic with the trophy. Colin was 2nd. Eric Hawthorn 3rd. Alan Price 4th. The raffle was OK for us, Rachel won a bottle
The radio controlled lightweights slots are proving very popular with mainly 'Night Vapours' the weapon of choice. Colin was making noises about the possibility of a spot landing competition for 2018 xmas do.

John Andrews

Dove, C/L Twin - John Taylor

I noticed in the last Clarion Roger Newman mentioned twin engine C/L models in the 1950`s and in particular the APS Mosquito. In the 50`s I was a keen young member of the Watford MAC. At that time Watford was the home of the Aeromodeller magazine and on occasions our members built models for their trade review feature. One of our more senior members, John Darnell, who was a prolific builder of F/F scale models was asked to collaborate with Aeromodeller Staff on the design and build of a C/L Mosquito.The power was provided by two 2.5cc ED Racers.The model was flown on 52ft class B Team Race lines. It was fast, in fact too fast for John to keep up with it so it was always flown by a club mate Ken Batchelor. We had the use of a tarmac quadrangle in the grounds of an old orphanage but it was a tight squeeze as two opposite buildings only gave us about 10ft clearance either side of our circle.The technique to avoid hitting the walls was to to sit a junior member in the dead centre and the pilot would walk round him with one hand on the juniors head.The noise of those two motors echoing round those walls was music to our ears. Impressed by this model I decided to build a more modestly powered twin. As a keen 17year old apprentice at De Havillands Engine co at Leavesden my choice had to be the Dove.

The power was two Mills .75`s. As the Dove had high aspect ratio wings I designed the model to 42in span to get a decent wing area.The model flew sedately on 42ft lines and went on for a few years.

After a serious motorcycle accident which left him with a badly broken leg, John Darnell could not continue with his work as a carpenter with Scammell Lorries and started a small business making bespoke models of anything from cars to houses. He then became interested in developing R/C submarines and became one of the early experts in this field and much respected in the Model Sub Mariners association. He produced kits for his models and to this day fireglass hulls are available from his original moulds

Refs---For more history of Mosquito and Halifax production see a book Leavesden Aerodrome---From Halifaxes to Hogwarts.[ISBN 978-1-4456-0418-3]

John Taylor (BMAS)

Wakefields Awake - Spencer Willis

Wakefields, 4oz, 8oz and other Vintage Models

Since free flight at Middle Wallop has stopped it seems that so has Vintage Wakefield flying, at least for those who don't want to fly at Salisbury Plain. Understandable, as it can be hard on bodies and vehicles.

These models can be competitive against bigger models. They shouldn't be gathering dust in lofts and sheds.

As the Free Flight Technical Committee have laid on extra classes for Combined Rubber as well as Vintage Rubber/Power there will be plenty of chances to air your Wakefields this year.

If you doubt that they can be competitive - I remember a Vintage champagne fly off at Woodbury where Dave Hipperson won with a Lanzo Wake beating the likes of me and others with our large Lanzos etc. Annoyingly Dave also got an extra award for the highest placed Wakefield and he got his model back ! Many of us didn't. On another occasion at an area event for combined rubber the late John Godden won with a flight of around 20 minutes with a Korda (C) Stick just 38" span and freewheeling prop.

In the case of Combined Rubber the handicap of having a large cross section compared to a skinny little 50g model can become an asset if it becomes an eyesight competition.

I'm going to blow my own trumpet just to emphasize a point. I've won the Gamage trophy 3 times using the stick version of the Lanzo Wake so, as you can see, they really can be competitive.

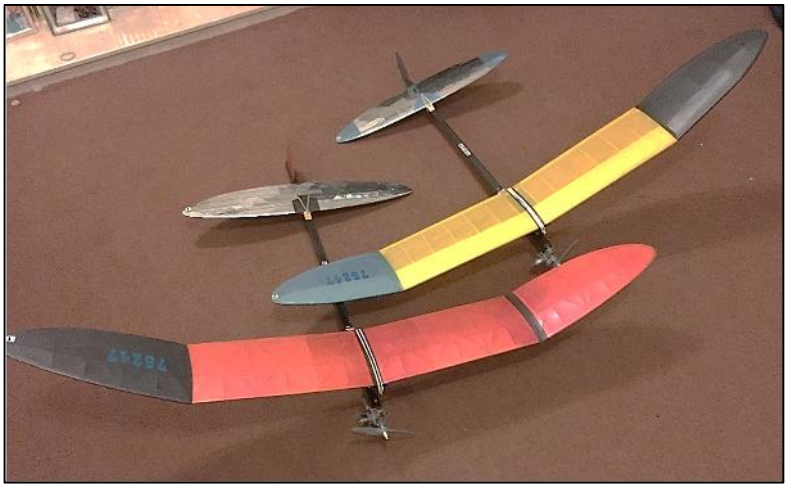
As John Ashmole is running a combined 4oz and 8oz event at the Nationals it would be nice to see some decent entries again. Last year there were just 3 in each class which is pretty sad.

The numbers have been falling in the area events of late so now would be a good time to dust off your Wakefields etc!

Spencer Willis

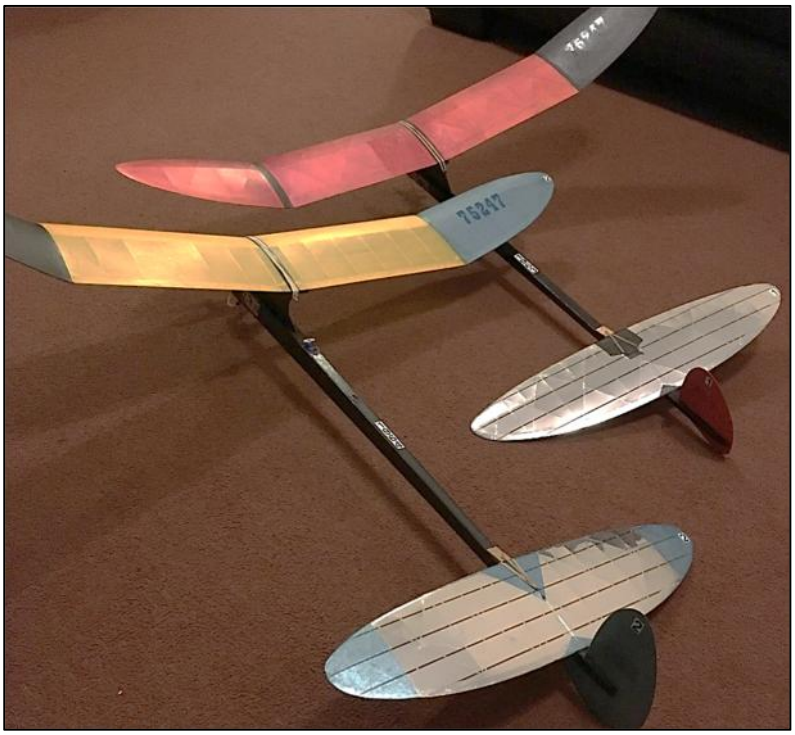
1/2a Power Excursion - Simon Dixon

As a boy I can remember picking up the Miniweaver 1/2a fus' that sat on the shelf in my Dad's model room and looking at the Cox Tee Dee 049 and imagining what it would be like to fly it. Alas, it was never flown and I never made a 1/2a myself, preferring to build and fly rubber models instead. So when my Father passed away 4 years ago it found its way to my model room. The fus' and tail were in a poor state but the wings looked pretty good albeit the tissue was very brittle and faded.



After 3 of years of intensive work/investment in F1C I managed a team Bronze medal with Ken and Alan at the 2017 World champs in Hungary - the highlight of my modelling career so far. However on returning home with no repairs to do from the trip I found myself yearning to build something made from stick and tissue.

I have always liked classic power models so the Miniweaver once again grabbed my attention, I stripped the covering off the wings and recovered with Mylar and tissue, built a new fus' and tail and bolted on a Norvel .049 on the front. I really enjoyed the refurb/build, the lines and the construction of this model are so pleasing.



Straight afterwards I got started on another classic 1/2a from around the time I was born, George French's 1/2 a train, again an enjoyable build, very similar size to the Miniweaver but with a balsa D box wing instead of geodetics, this time with a VA 049 up front.

Neither model have been flown as yet but I plan to fly them next year in 1/2a. Further research has resulted in acquiring the plans for Martin Dilly's Vindaloo 1/2a from the 60's and Dave Hipperson's Sloworm from the month before I was born - the engines for these are sat in my engine drawer ready, two projects for next year. There must be plenty of other 1/2a designs from the mid 1960's out there, be great to see some pics if anyone has built any of them.

So back to F1C, now where is that carbon capping strip....

Simon Dixon

Crookham 2017 Season - Trevor Grey

Crookham Contest Modellers 2017

The Crookham Club had one of their best seasons ever in 2017.

Firstly they won the BMFA Plugge Cup (Club League) for the 3rd time and for the 2nd year running. This win was dedicated to John Thompson their late chairman who had also been the 1066 chairman; sadly John died suddenly in May 2017 and is now much missed. John had his own unique way of motivating the club – he just told us all how bad we were... and it worked, in 2017 with a vengeance.

Secondly they won the BMFA Model Engineer Cup for team glider (John Hook, Geoff Smith and David Cox) at the 8th BMFA area meeting.

Thirdly Roger Newman received an SMAE Silver Medal and a Royal Aero Club certificate of merit for all his work in the BMFA Southern Area.

In addition they won F1Q electric at the Stonehenge Cup international and the National Championship for BMFA Electric (Trevor Grey); The Flight Cup for combined rubber at the Southern Gala (Jim Paton); the Falcons Trophy for SLOP at the Northern Gala (David Cox), and wins in combined power (Roy Vaughn), combined rubber (Ted Tyson) and CO2 (Trevor Grey) all at the BMFA London Gala. Also they had wins at 'all' eight BMFA area meetings throughout the season (Ted Tyson, Chris Redrup, Trevor Grey, Ted Challis and John Hook.

Finally as icing on the cake they won 'both' classes at the annual Coupe d' Brum (Roy Vaughn and Chris Redrup), and, last but not least, the overall win in the Southern Coupe League... truly a memorable season!

Trevor Grey

Secretary's Notes for January 2018 - Roger Newman

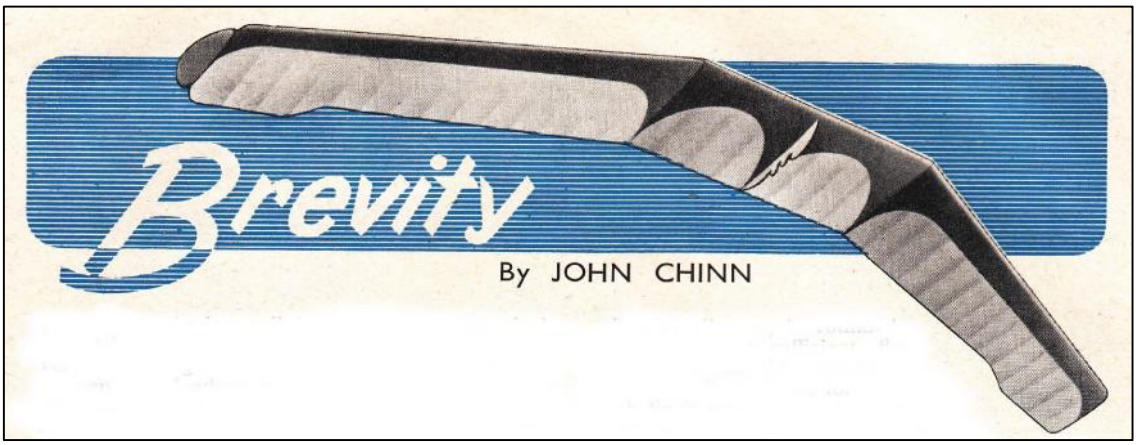
First up – brand new year, so all the best for a Happy New Year, with lots of building & good flying for all readers of the New Clarion.

With the running around for Christmas, there has been next to no modelling activity this month, plus it's been too wet & cold to venture outside to the model room. An indoor day at Totton beckons at the end of the month under the good auspices of John Hook, so a few models will have to be mustered – so far the count is a Giminie Cricket, Dart, a tiny Wakefield & a couple of Peanuts. I could always splash out on a Butterfly from John on the day as well. That should be sufficient to keep going, as there is always a fair amount of chat as well.

Support is provided in January to the London Model Engineering Show, to help the London Area with models on display & manning the BMFA stand, under the banner of the Southern Area, assisted by SAM 1066. Inevitably there is little on model aircraft other than the BMFA stand, but it's always an interesting show to attend as there are plenty of model railway layouts plus the usual trade stands. We always get visitors stopping for a chat, mostly of the grey haired generation remembering things they used to do many years previously.

David Baker with Polliwog from many years back

Anyway, amongst the model to be taken this year will be a 'Polliwog' superbly built by Tony Hansell of Crookham & kindly donated to the cause, a 'Brevity' flying wing glider from Tony Thorn & my completed 'Penny Rocket'. The reserve stock includes a Hobbies Seaplane – a little unusual both in pedigree & implementation being a rubber powered float plane from a Company not normally associated with aeromodelling. Brings back memories of Middle Wallop, the water tank & John White with his adventures on water! Plus a couple of Pete Shelton's nice little CO2 scale models & the "icing on the cake" is one of Ken Faux's F1C power models – this one he flew in the (I think) the 2013 World Championships. One might say not strictly SAM1066 modelling but a magnificent model & to a standard to which very few modellers can aspire, both in build quality & performance. It has to be greatly admired.




Penny Rocket

Comp Schedule for 2018

Now we have been advised the licence for Salisbury Plain is approved for 2018 (thanks to Peter Watson for this), our SAM 1066 program for the year is fixed – it is:

2nd April (Easter Monday): Salisbury Plain
Croydon Wakefield Day plus SAM 1066 events

Croydon events
F1B: 8oz Wakefield: 4oz Wakefield: Marcus Lightweights
(RAFF V, Bazooka, Dinah-mite, Supa Dupa)

SAM 1066 events
Combined Vintage / Classic Glider over 50": Combined Vintage / Classic CLG / HLG
Mini-Vintage (Combined)

17th June (Sunday); Salisbury Plain

SAM 1066 events
E36 Electric Power; Vintage Middleweights; Combined Vintage / Classic Glider under 50";
Combined Vintage / Modern Coupe d'Hiver; Vintage / Classic Open Power

15th July (Sunday): Salisbury Plain

SAM 1066 events
Under 25" Vintage Rubber; BMAS Club Classic; Vintage Coupe d'Hiver;
Mini-Vintage (Combined); Tomboy/Cabin duration.

2nd September: Salisbury Plain

Crookham Gala
Comp schedule to be confirmed, presumed same as this year

30th September: Salisbury Plain

Croydon Coupe Day plus SAM1066 events
Croydon events
F1G; Vintage Coupe.

SAM 1066 events
Ryback A2 Glider; Combined Vintage / Classic Glider

The date for the Southern Area Odiham Gala has yet to be confirmed but probably will either be 9th or 23rd September. As usual, we will share two meetings with the Croydon Club.

Reflections

Here is an interesting question – I came across it when browsing through web pages.

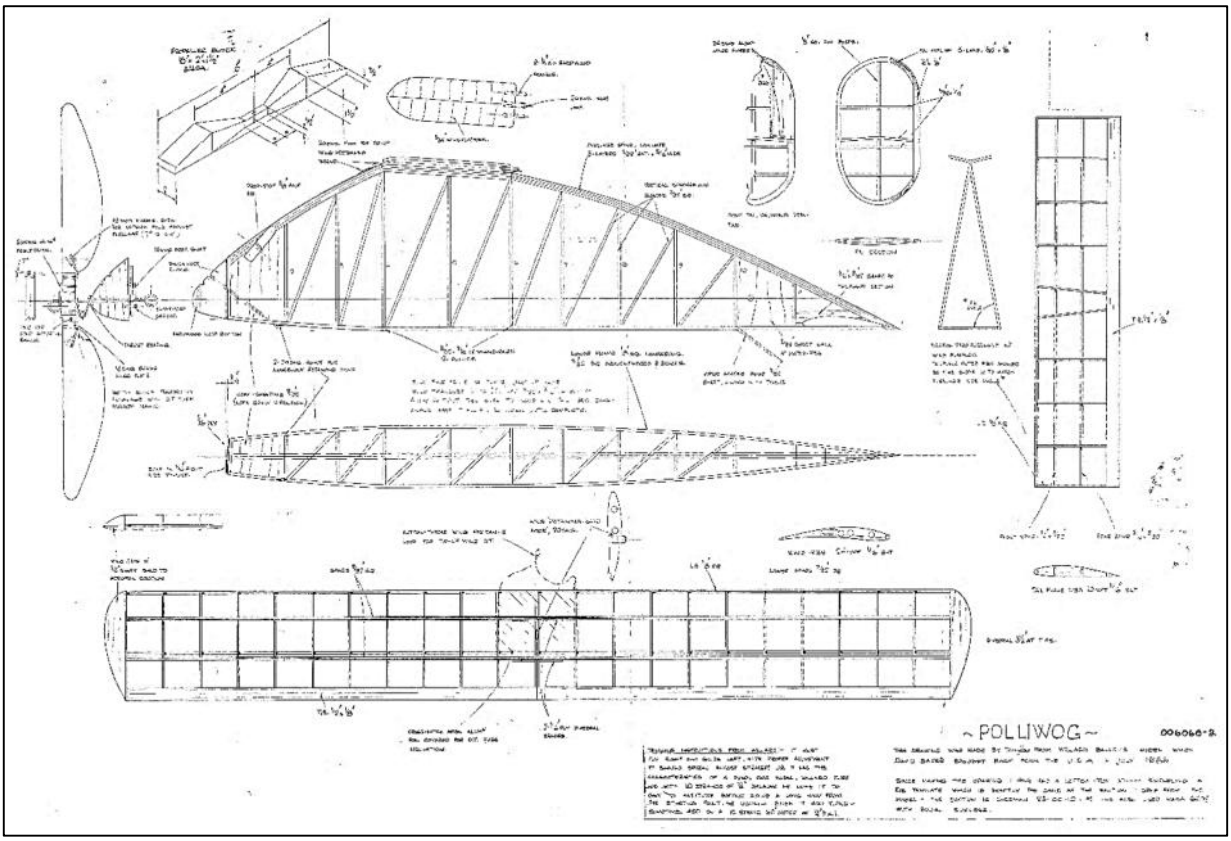
Q: What first got you started in aeromodelling? Answers are from a poll of some 800 folk taken in 2012.

Family - 33%; Show/club -13%; Friend -15%; Media - 6%; School - 4%; BMFA event - 0%; Can't remember - 29%

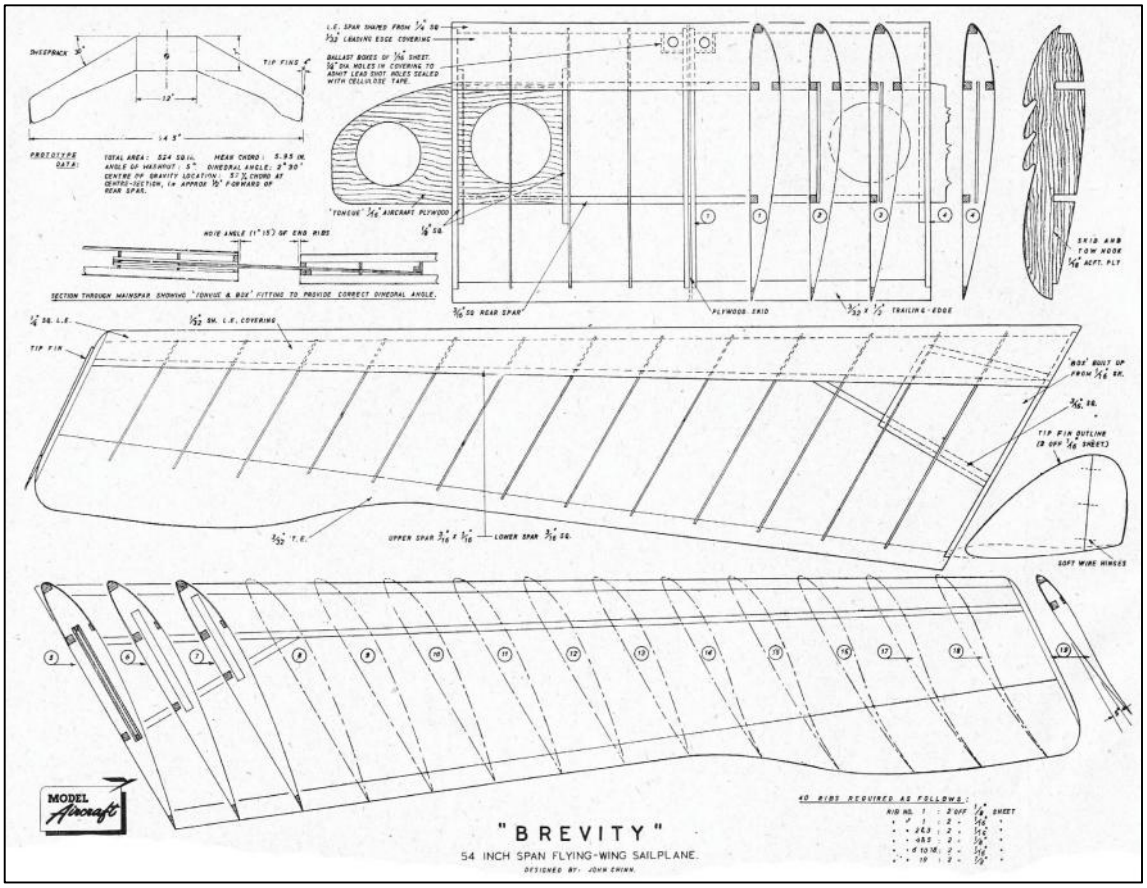
I suspect if the clock were to be turned back much further – for example to the early 1950's when I was young, the answers would be rather different. At that time, the UK had a flourishing if somewhat chaotic aviation industry & a great deal of popular support. Little restriction on model flying & ready availability of modelling materials, kits & engines with model shops in almost every town. Radio control was a black art pursued only by very few, with free flight & control line activities reigning supreme. Activities were supported by the "Authorities" with large crowds attending rallies & the Nationals. Now look at the situation! We are a (very) minority activity, hugely constrained by modern day rules & a threatened species. Enough! We have to look forward to 2018.

Plans for the month

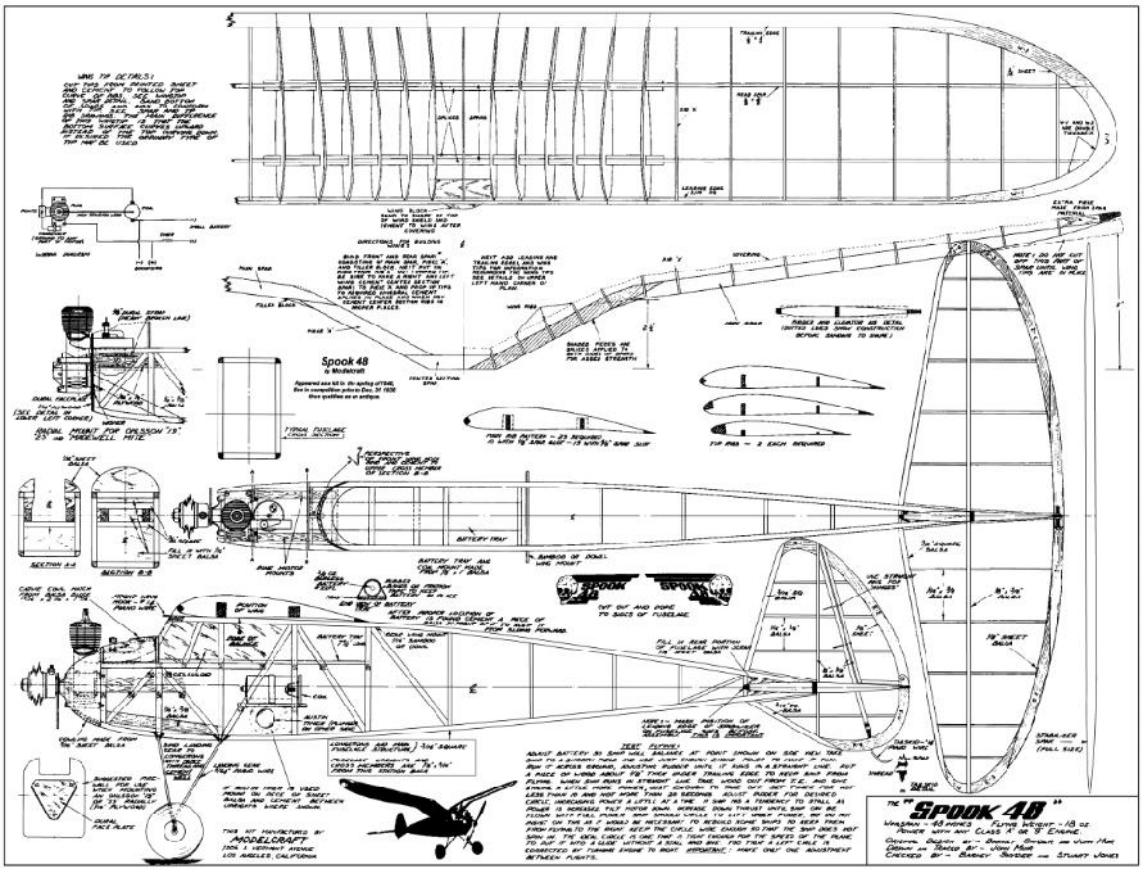
Rubber: has to be Polliwog. Andrew Longhurst tells me that this was quite a popular model some 25 years or more ago & flies well. It will be put to the test at Beaulieu in suitably good weather, assuming it survives the London Model Show.



Glider: Likewise Brevity. This is a Model Aircraft design from 1949(?) & Tony assures me that it tows up "like a dream". Fitted with a bob weight pendulum DT operated by a Tomy timer.



Power: Having wittered on about the Spook in previous iterations, here it is. Haven't decided power yet, but a DC Spitfire could be used as I have the 48" span version.



Roger Newman

Salisbury Plain Area 8. 2018.

Area 8, Salisbury Plain is available for Free Flight use every Saturday/Sunday, plus 3 Bank Holiday Mondays from January to December. This is always subject to confirmation the preceding Friday morning. An annual permit is available for sport flying/trimming, and is issued by the BMFA Office. Apply through donna@bmfa.org or by phone/letter. The conditions of use, code of conduct, and undertaking remain the same as in 2017. The annual permit fee has increased slightly to £18.

The permit is for sport flying/trimming only. Anyone entering a contest will be required to pay a 'field access fee' of £5/day, whether they have an annual permit or not. The exceptions to this are those BMFA Centralised contests, plus the Stonehenge/Equinox Cups, for which the contest entry fee, or if applicable, a BMFA Free Flight Season Ticket, also covers the 'field access fee'.

Anyone not having a permit can enter organised contests, or sports fly/trim on contest days, on payment of the appropriate fee.

This apparently cumbersome fee structure is considered to be the fairest way to raise the necessary income to cover the cost of the annual licence to use the Area.

SAM Speaks USA.

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!

L'AQUILONE SAM 2001

TOMBOY RALLY INTERNATIONAL POSTAL CONTEST 01/06/2017 – 31/05/2018

We wish to present this competition to all the lovers of this nice model with the only aim of having fun in a postal contest which is organized to provide some fun flying together or at the same time as are all postal contests.
The Tomboy Rally wants to prove the performance of this model along with the ability of the builder and pilot, without reaching the peak agonism of usual contests and only wishing to fly the model having fun in a relaxed manner. After having carried out some tests we have decided to admit the use of i.c. engines and electric motors trying to reduce the gap between them.
Model - The 36" or 44" wing span (as per plan Aeromodeller) and 48" (as per Boddington plan or 36 "scaled up) models are admitted;

- - Models may be fitted with floats as per plan (scaled-up for 48" version);
- - no minimum weight;
- - reinforcement or lightening the structure with respect of the basic outline of the original model is admitted;
- - materials to be used are those found on the plan;
- - plastic covering in place of tissue, silk or other is admitted.
- - More than one person can use same model;
- - Same model can flight in L.G. or float version;
- - Lone fliers can self launch and time

Engine/motors
I.C. engines and electric motors are admitted within the following limits:
36"-44" Wingspan - I.C. Engines:
Any engine with 1 cc. maximum displacement; - Fuel tank : 3 cc. - R/C carburettor is admitted.
Electric Motors: - Any electric motor is admitted with direct drive - The motor cannot be stopped and re-started: the motor must run continually without interruptions till the end of the battery charge or competitor's decision; - no folding prop is admitted; if a folding prop is used the blades must be held open.
freely assembled admitted batteries: - -450 Mah 2 cell LiPo - separate battery pack for Rx is allowed
48" Wingspan - I.C. Engines:
Any engine with 2, 5 cc. maximum displacement; - Fuel tank : 6 cc. - R/C carburettor is admitted.
Electric Motors: - Any electric motor is admitted with direct drive - The motor cannot be stopped and re-started: the motor must run continually without interruptions till the end of the battery charge or competitor's decision; - no folding prop is admitted; if a folding prop is used the blades must be held open;
freely assembled admitted batteries: - -500 Mah 3 cell LiPo - separate battery pack for Rx is allowed.

Flights and results
Each competitor may fly as many flights as wished during the admitted period but only the best flight will be considered for the final result. - Hand launches are admitted. - The flight time start when the model is released or takes off. The flight time ends when the model lands or hits a fixed obstacle. In case the model flies out of sight, the timekeeper will time for 10 seconds after losing sight of the model. Timing will continue if model is seen again or stopped after 10" deducting this time from the total time of the flight.
Awards: - A diploma for all competitors and prizes for the first three in each version rank. Special prize for best flight in float version.
Results: - Results, address, photos and technical specification about model must be forwarded to the Organization by the 15th June 2018 - to Curzio Santoni cusanton@tin.it - or - to Gianfranco Lusso gfl@orange.fr
Many pleasant flights and happy landings to ALL !!!!
Special Prize Vic Smeed - An extra Diploma will be awarded to the best flight by Tomboy floatplane version (36",44" or 48") taking off from water. The Editor will send to the winner a Diploma signed by SAM 2001 President and a bottle of special Italian Wine to drink to Vic Smeed! - Good ROW and flight.
Special Prize David Baker
We have scheduled a special prize for the three best flights obtained with 36" Tomboy Free/Flight. Only diesel engines max 0.75 c.c. shall be used. The other rules are the same for 36" or 44" wingspan type. It is possible to use an R/C Tomboy, however, being this a free-flight contest, the time must be stopped when transmitter is used, since the aircraft model should fly freely from any control from the ground.

Good thermals

DREAMING SPIRES FREE-FLIGHT RALLY 2018

DATE:— 1st JULY 2018, STARTING at 10 a.m

VENUE:— PORT MEADOW, Wolvercote, OXFORD

CLASSES:—

FIG (Coupe d'Hiver) } 5 FLIGHTS
FIH (A1 glider)

MINI VINTAGE RUBBER (max 34" span)
VINTAGE/CLASSIC GLIDER (comb) } 3 FLIGHTS
HI-START GLIDER
E30/P30/CO_2 (combined)

HLG/CATAPULT (comb.) 7 FLIGHTS
All towlines 50 metres

FREE-FLIGHT SCALE to "Dreaming Spire" rules — No Documentation, static judging, quality of flight. i/c motors up to 1·5cc allowed.

ALL FLIERS MUST BE INSURED
No streamers on poles, thermistors, bubbles etc.
No i/c powered models to be flown outside of the SCALE CONTEST.

CONTACTS:— LAURENCE MARKS
laurencemarks64@googlemail.com
& ANDREW CRISP
4 GROVE STREET OXFORD OX2 7JT
tel:- 01865 553800

Indoor Flying in Wales

Indoor Model Flying Events

Canolfan Hamdden Plas Ffrancon leisure centre
Bethesda LL57 3DT

I have organised a further series of indoor flying meetings. They are held on the first Sunday of the month, starting in September. All 1300-1600 at Plas Ffrancon Leisure Centre, Bethesda, Gwynedd, North Wales.
Anyone is welcome, seasoned aeromodeller, complete novice or child. I have a number of models ready for people to fly at each event. There are more details and some hints on how to build your own models on my Facebook page - Indoor Model Flying in Bethesda. *Martin Pike.*

Come and have a go at flying model planes. You can fly rubber powered models, gliders or even small radio models (<100g). I have planes you can borrow, or contact me for details of kits for you to build yourselves.

martin.pike.xray@btinternet.com 07831 141418

Find us on Indoor Model Flying in Bethesda

Indoor Flying with the South Birmingham MAC

Mainly Free Flight

Thorns Leisure Centre.

Stockwell Ave.
Off Thorns Road - Quarry Bank - West Midlands - DY5 2NU
Saturdays 1pm until 4pm

2018

Jan 13th - Feb 10th - Mar 10th - Apl 7th - May 5th

Admission - Flyers £6 - Spectators £2.00

Ultra-light R/C models may be flown for the first 15mins of each hour (quad copters or heavy fast flying models not accepted)

For further information phone Colin Shepherd 0121 5506132 or e-mail cosh43@hotmail.com

Bloxwich Indoor Flyers

Free Flight & lightweight RC

Sneyd Community School

Vernon Way, Sneyd Lane, Bloxwich, WS3 2PA

Saturdays 2pm until 5pm
Flyers - £8 Spectators £2
2018 dates
Jan 27th - Feb 24th - Mar 24th - Apr 14th

Contact:- Allan Price: Tel: 01922 701530
e-mail: montrose32@btinternet.com

FLITEHOOK

Indoor Free Flight Meetings

West Totton Centre,
Hazel Farm Road,
Totton, Southampton.
SO40 8WU

Café on Site

Contact Flitehook
E-mail flitehook@talktalk.net Tel. 02380 861541

Flyers £8 Juniors & Spectators Free

Sundays 10.00a.m. to 4.00p.m.

2017

10th September 2017 - 8th October 2017
12th November 2017 - 10th December 2017

Friday 29th December 2017 - 10.00a.m. to 4.00p.m

2018

Sundays 10.00a.m. to 4.00p.m.

14th January 2018 - 11th February 2018
11th March 2018 - 8th April 2018

INDOOR F/F MEETINGS

Waltham Chase Aeromodellers
in association with South Hants Indoor Flyers
announce the continuation of the Indoor F/F Meetings
at the Main Hall at Wickham Community Centre,
Mill Lane. Wickham. Hants PO17 5AL.
These meetings will he held on the following dates:

All Tuesday Evenings

3rd Oct 2017 - 7th Nov 2017 - 5th Dec 2017
2nd Jan 2018 - 6th Feb 2018 - 6th Mar 2018 - 3rd Apr 2018 1st May 2018 - 5th Jun 2018 - 3rd Jul 2018

All meetings will run from 7.00p.m. to 10,00 p.m.
The Main Hall at Wickham Community Centre is suitable for indoor free flight models of all types, with a ceiling free of obstructions. Tables and chairs will be available in the hall and the organisers are always grateful for assistance with moving furniture.
A hot drinks machine is available on site.
Admission to the meetings will be **£5** for fliers and **£1** for spectators, whilst accompanied children will be admitted free.
Junior fliers will be charged as adult spectators.
Fliers will be required to show proof of insurance.
No R/C models may be flown at these events.
Flitehook, who carry a large stock of indoor models and accessories, will attend many of the meetings.
Waltham Chase Aeromodellers welcomes all indoor F/F fliers

For further details please contact:
Alan Wallington. "Wrenbeck", Bull Lane, VValtham Chase,
Southampton. Hants. Tel. 01489 895157
or see our web site: www.wcacro.co.uk

BMFA South West Area

Indoor Flying

organised by

Cornwall Vintage Aeromodellers

at

Saints Health and Fitness Centre
St Austell Rugby Club
Tregorrick Park, St Austell
Cornwall, PL26 7AG

Flying from **1200** to **1600** on the following dates,

2017	2018
Sunday 24 Sept	**Sunday 14 Jan**
Sunday 22 Oct	**Sunday 11 Feb**
Sunday 19 Nov	**Sunday 18 Mar**
Sunday 17 Dec	

Mainly free flight
but some micro R/C (fixed wing & helicopters)

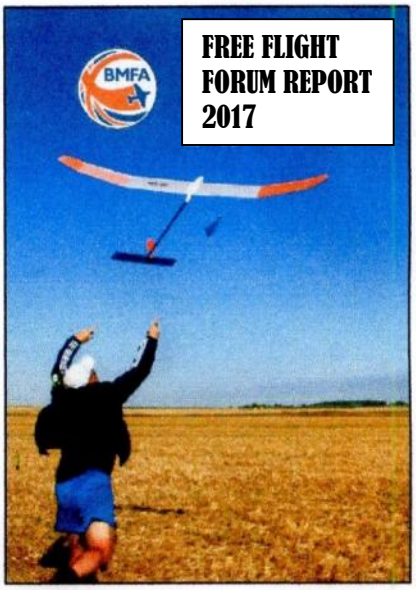
Admission: Flyers **£10** Spectators **£1**

Phone: David Powis on 01579 362951
Email: dave_powis@hotmail.com

THE NEW 2017 FREE FLIGHT FORUM REPORT

For thirty-three years these Reports have covered a wide range of free-flight topics and this year is no exception, as the following contents list shows.

A Lightweight Power Model Starter Box - Simon Dixon; Jigs and Fixtures - Mike Woodhouse; Measuring the Shape of Aerofoils: Knowing What You've Got and How to Evaluate it! - Alan Brocklehurst; Sopwith Snipe - Mike Smith; Encouraging Children to Fly Free-Flight - Martin Pike; An Altogether Different Man's Approach to F1A Glider - Stuart Darmon; Developments with Carbon Skin Wings - Mick Lester; Buying Parts and Subcontracting Work Out - Mike Woodhouse; A Removable Radio Dethermaliser - Russell Peers; Calculations on Non-Smooth Aerofoils at Low Reynolds Numbers: The Potential Benefits of Lumps and Bumps! - Alan Brocklehurst; Cheapo Carbon Tubes in Lightweight Flying Surfaces - Gavin Manion; Life as an Aeromodeller Editor - Andrew Boddington; Aeromodeller Covers - Andrew Crisp; To Buy or Not to Buy - John Carter; My Approach to Buying F1C Models and Components - Ken Faux; Notable Models of 2016.



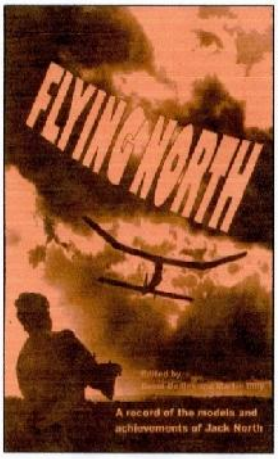
The UK price is £12.00 including postage; to Europe it's £15 and everywhere else £17. Sales of the Forum Reports help to defray the heavy expenses of those representing Great Britain at World and European Free-Flight Championships. Cheques should be payable to 'BMFA F/F Team Support Fund' in pounds sterling, drawn on a bank with a UK branch; you may also order by credit card, which is a lot easier (and cheaper).

Be the envy of your friends and get yours now.

Copies are available from :

Martin Dilly
20, Links Road,
West Wickham,
Kent,
BR4 OQW

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

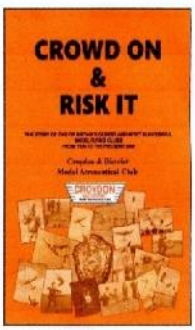


Flying North is a 163 page book covering the model flying career of Jack North, and including 23 previously un-published plans of his aircraft. Access to Jack's drawings and notes dating back to 1938 means that there are a number of designs in the book likely to be tempting to the nostalgia-minded.

Contact: Martin Dilly on 020 8777 5533 or write to: 20, Links road, West Wickham. Kent BR4 OQW or e-mail: martindilly20@gmail.com

The price in the UK is £18; airmail to Europe £20 or to anywhere else £22. Cheques should be payable to BMFA F/F Team Support Fund, in pounds sterling only, and drawn off a bank with a branch in the UK, you may also order by credit card, all proceeds help to fund the expenses of those representing Great Britain at World and European FF Championships

CROWD ON & RISK IT



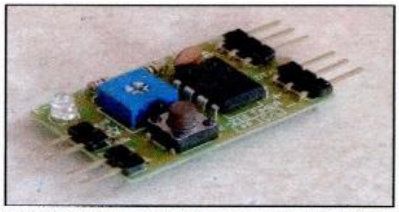
This is the story of one of Britain's oldest and most successful model flying clubs, Croydon & District MAC, from 1936 onwards. The club contributed much to aviation, both model and full-size, and the late Keith Miller compiled its history till around 1960. Now, this up-dated 73 page version of the club's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

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

Just £8 by PayPal or cheque.

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

E-Zee Timers



E-ZEE FF Combined Electric Motor Power and Servo Operated DT Timer Type EFF 1
Cost £15.00 + p & p

This timer controls electric motor power and run-time (via an ESC) and after a further delay drives a D/T servo to terminate the flight. The motor power is set by a single turn potentiometer and the motor run and D/T periods are set by a simple push button / LED interface

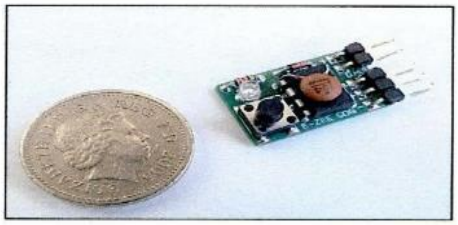
- motor run duration:-adjustable 1 to 30 seconds, set in 1 second increments
- d/t duration:-adjustable 10 seconds to 5 minutes, set in 10 second increments
- motor power:-adjustable at all times from zero to full throttle (by potentiometer)
- push button immediately stops the motor at any point during the flight profile
- duration settings are saved in memory a single button push serves to repeat a flight.

Length 30mm Width 20mm Height 11mm Weight 5gm

For installations where the timer is inaccessible remote pushbuttons and LED's are available

Servo operated DT Timer only Type SDG 1 Cost £12 + p & p

This timer was originally developed for use with 36 inch hi start classic gliders, but will be of interest to all sports free flight flyers not requiring electric motor control. The timer drives a D/T servo to terminate the flight, the D/T periods being set by a simple push button / LED interface. Driven by a small 30mAH battery and using a 2 gram servo the avionics can be used as nose ballast so there is no overall weight gain



- d/t duration:-adjustable 10 seconds to 5 minutes, set in 10 second increments
- push button immediately cancels the flight at any time
- duration settings are saved in memory a single button push serves to repeat a flight.

Length 22mm Width 13mm Height 11mm Weight 2gm

Timers are supplied with a comprehensive instruction manual and users guide

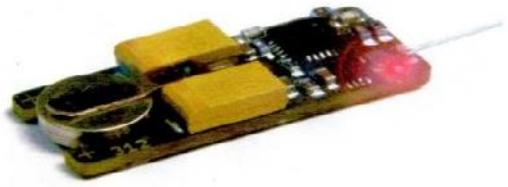
E-Zee Timers have been designed and are manufactured in the UK
Exclusively available from

Dens Model Supplies

On Line shop at www.densmodelsupplies.co.uk
Or phone Den on 01983 294182 for traditional service

BUGS

Free Flight Model Tracker



£50.00 - each including 6 batteries
Ready to use radio tracker
Suitable for most handheld receivers
Powered by one 312 ZincAir hearing aid battery
27mm long, 11mm wide, 5mm thick 3 grams including battery
Run time around 10 days
Red LED flashes when transmitting
Available in any frequency from 140MHz to 980MHz
Supplied in protective heatshrink
Very quick delivery, often next day
On sale at
http://www.leobodnar.com/shop/index.php?products_id=217
or contact Peter Brown 07871 459291 for options

Provisional Events Calendar 2018

With competitions for Vintage and/or Classic models

February 18th	Sunday	BMFA 1st Area Competitions
March 4th	Sunday	BMFA 2nd Area Competitions
March 25th	Sunday	BMFA 3rd Area Competitions
March 30th	**Friday**	Northern Gala, North Luffenham
April 2nd	Monday	**SAM1066 Meeting, Salisbury Plain** (Croydon Wakefield Day)
April 28/29th	Sat/Sunday	London Gala & Space, Salisbury Plain
May 20th	Sunday	BMFA 4th Area Competitions
May 26th	Saturday	BMFA Free-flight Nats, Barkston
May 27th	Sunday	BMFA Free-flight Nats, Barkston
May 28th	Monday	BMFA Free-flight Nats, Barkston
June 17th	Sunday	**SAM1066 Meeting, Salisbury Plain**
June 24th	Sunday	BMFA 5th Area Competitions
July 8th	Sunday	BMFA 6th Area Competitions
July 15th	Sunday	**SAM1066 Meeting, Salisbury Plain**
July 21st/22nd	Saturday/Sunday	East Anglian Gala, Sculthorpe
August 18th	**Saturday**	Southern Gala, Salisbury Plain
September 2nd	Sunday	Crookham Gala, Salisbury Plain
September 16th	Sunday	BMFA 7th Area Competitions
September 30th	Sunday	**SAM1066 Meeting**, Salisbury Plain (Croydon Coupe Day)
October 14th	Sunday	BMFA 8th Area Competitions
October 27th	Saturday	Midland Gala, North Luffenham
December 2nd	Sunday	Grande Coupe de Brum, Luffenham

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

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

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

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

Useful Websites

SAM 1066 -	www.sam1066.org
Flitehook, John & Pauline -	www.flitehook.net
Mike Woodhouse -	www.freeflightsupplies.co.uk
GAD -	www.greenairdesigns.com
BMFA Free Flight Technical Committee -	www.freeflightUK.org
BMFA -	www.BMFA.org
BMFA Southern Area -	www.southerarea.hamshire.org.uk
SAM 35 -	www.sam35.org
MSP Plans -	www.msp-plans.blogspot.com
X-List Plans -	www.xlistplans.demon.co.uk
National Free Flight Society (USA) -	www.freeflight.org
Ray Alban -	www.vintagemodelairplane.com
David Lloyd-Jones -	www.magazinesandbooks.co.uk
Belair Kits -	www.belairkits.com
Wessex Aeromodellers -	www.wessexaml.co.uk
US SAM website -	www.antiquemodeler.org
Peterborough MFC -	www.peterboroughmfc.org
Outerzone -free plans -	www.outerzone.co.uk
Vintage Radio Control -	http://www.norcim-rc.club
Model Flying New Zealand -	http://www.modelflyingnz.org

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*