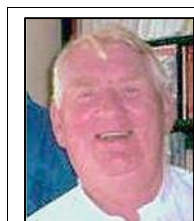


	<h1>NEW Clarion</h1> <h2>SAM 1066 Newsletter</h2> <p><i>Happy New Year</i></p>	Issue nc012022
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Club No. 2548
www.sam1066.org



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

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

IPad users: If you are having trouble opening the New Clarion, hold your finger on it to display a menu, then select "open in new tab". You will find the new tab to the right of the SAM1066 tab.

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Editorial

Here is wishing you all a happy new year and I trust we will have a little brighter aeromodelling year ahead. It's in the lap of the gods though the way covid is currently behaving, we just have to cross our fingers hope for the best.

Thanks to our Chairman the Zoom AGM was completed without too much fuss and SAM1066 is up and running again with the same crew steering the ship. I completely forgot about the meeting, for that I apologise. Roger picked up the slack and his report on the meeting follows. I have listed the relevant meetings from the FF Tech Committee's published Calendar, there will be additions when some of the club meetings are finalised. Croydon Wakefield day, Croydon Coupe and the Crookham Gala have yet to be announced.

OK so much for the editorial waffle, what is in this issue of the NC for your delectation?

In the never ending search for content I cast my mind back to sometime over 20 odd years ago to the time that our founder David Baker put together an aeromodelling exhibition in his local Library. I dug into my old photo albums and produced a few pics of the event.

The Pylonius piece has a bit of a poke at UK flying conditions and international team uniforms.

Nick Peppiatt weighed in early with his 'Shed Times 7', to hopefully allay my editors twitch. He continues with the trimming of his Cessna 195.

1947 Model Aircraft's 'News Review' announces their new plans service, has extensive results on Italian competition and details for a wind tunnel, suggesting it would be a good club project.

John Taylor unearthed a few bits and bobs on the Bournemouth MAS giving a flavour of this historic club which sadly like many more is now desperately short of members.

Another paper airplane from the Nick Robinson book is offered, I've never tried to make one, I suppose I ought to have a go. Do any of you guys try them out?

My visit to the B'ham club's indoor meeting is my offering this issue. Did not do much but it was good to be there, felt like things might be returning to something akin to normal.

Engine analysis this month comprises two engines. The annual published them without power curves so I fitted in the two of them.

Roy Tiller our archivist continues delving into our old magazines and has picked out early issues of the Practical Mechanics magazine when model aircraft plans began to appear.

Roger Newman found a full blown article in 'Flight' magazine, reporting on the 1952 Northern Heights Gala held at Hawkers Langley airfield.

Roger with the help of others sorted out the extensive stock of vintage Wakefields built by the late Robin Kimber. These models need to find good homes to continue their active use. Maybe the 2022 Centenary Exhibition could house one or two.

I intended to reproduce a 1956 Aeromodeller article on the 'Havard' but reproduction was poor so I ferreted out a few details off the internet to form my own article.

We sadly report the passing of yet another of our ever dwindling vintagents, **Lindsey Smith**. Lindsey a long-time supporter of SAM1066 and one of our influential contacts with the military. His good offices with authorities at Middle Wallop helped David Baker to run the events at this idyllic venue in the society's hey-days.

I've put in a bit of extra content in the shape of pictorial memories of Wallop at its best.

Finally we wrap up with our secretary's monthly report and plans.

Editor

SAM 1066 AGM for 2020/2021

As a consequence of Covid 19, there was no AGM in 2020. The AGM covering the period 2020/2021 was held as a remote meeting using the web based Zoom facility.

A total of 19 members responded to the Zoom invitation issued by our Chairman (to whom grateful thanks are given by the Secretary, as his knowledge of such things is in the region of zero!). 10 members enrolled with one apology.

The Chairman opened the meeting by welcoming those signed into the Zoom arena. He stated that as all Officers reports had previously been published in the most recent New Clarion, there was no merit in Officers re-reading their reports. There were no comments.

The Treasurer stated that the only expense of any significance was for website expenditure. The few meetings that have been held in this period have been self-financing (note that no flying field licence fees have been incurred). Given the current balance & level of expenditure, the Club should be able to operate for another three years without any significant injection of funds. There was one minor correction to the published accounts, due to a typing error regarding a date.

The statement of accounts was then proposed, seconded & unanimously approved.

All Officers of the Committee were re-elected via a unanimous vote.

Annual subscriptions remain at a zero fee.

In AOB, the Membership Secretary commented on the problems encountered recently with the Club website provider & the website, but recommended staying with the provider on the time honoured basis of the devil you know... This view was generally supported, however Mike Woodhouse suggested that a check is made with the BMFA Club Support Officer (Andy Symons) as the BMFA offers Club website support. The Membership Secretary will follow up on this suggestion.

It was noted by the Secretary that there appears to be little new on the (Drone) regulation front that will have any further short term detrimental effect on model flying in the near future.

Regarding the 2022 competition program, it was noted that SAM 1066 would continue to collaborate with Croydon Club in events at Easter (Wakefield Day & the Autumn (Coupe Day). No dates have yet been set for these meetings as the publication of the FFTC calendar is awaited.

A date of Sunday 24th July has been confirmed for a Cagnarata Day at RAF Colerne (courtesy of the South Bristol Club & subject to a licence being granted).

Tentative enquiries about possible use of Middle Wallop have made little progress - the only mildly positive comment was that "the door remains ajar, but the prospects remain low. It is possible that a meeting date could be set at short notice" (quite how a licence application can be made & processed in a short time scale is a challenge that will have to be taken up if the situation arises).

There being no other business the meeting was closed by the Chairman, who thanked everyone for their participation.

Roger Newman, secretary

Way back in the late 1990's David Baker, our founder, put on a week-long exhibition of model aircraft in the foyer of the library on the first floor of the Weston Favell Centre. I'm not sure of the year but the little guy in the photograph below is my grandson who is now 27 years old.

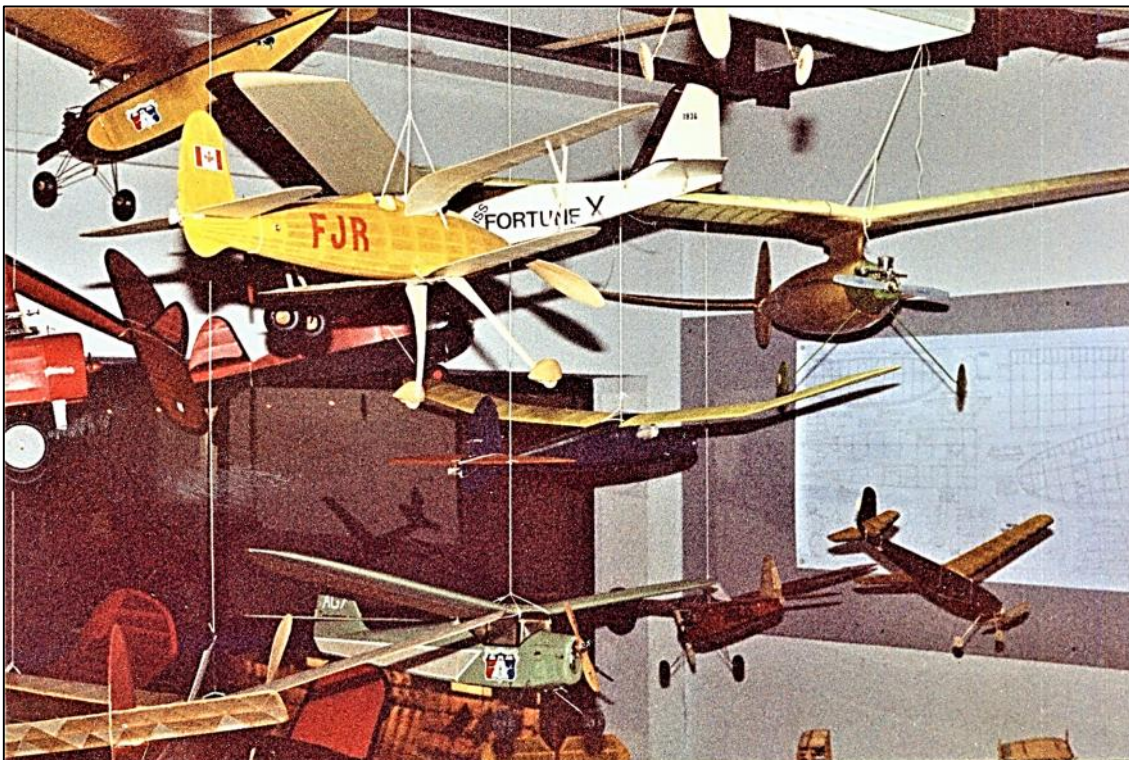


David had put on an exhibition once before but it was this second one that I got involved in. The foyer was quite large as can be seen from the photographs, which incidentally are scans of faded film camera prints and which produce somewhat less than perfect pictures.

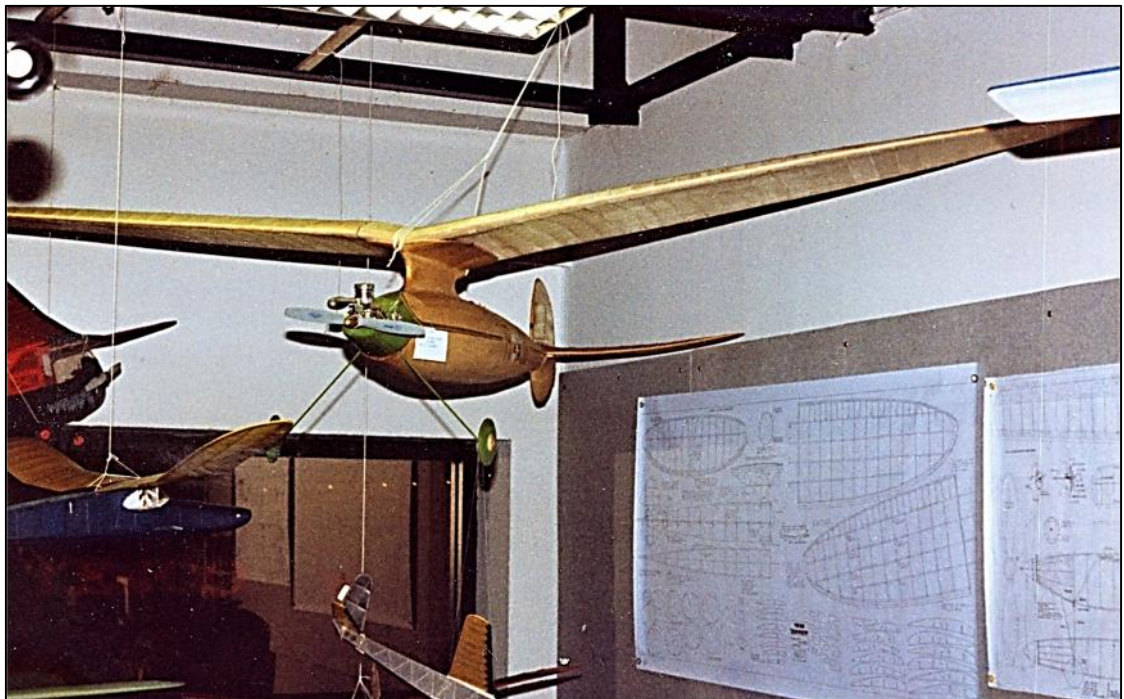


David had sourced models from all and sundry, there was even one of George Fuller's Dixielanders. For my part I had provided my R/C Majestic Major but it was my other inputs that were somewhat different.

First up I borrowed a very large box tv set from John Bickerstaffe, which incidentally took some getting up to the first floor library, and coupled with a VHS tape player there were continuous videos of various model aircraft subjects being played for the spectators. At that time I had been making videos to show at my radio club's monthly meetings, quite a few were Free-Flight oriented as the majority of my R/C club were not fully conversant with FF. The stand was manned each day by a couple of 1066ers who answered queries etc.



My second input to the exhibition was quite entertaining. There was a lot of space in the foyer where the exhibition was staged and I erected a round-the-pole pylon and on the end of about an eight foot length of nylon fishing line was my Polystyrene winged Hangar Rat. The model would take off and do several circuits before landing again. The Rat was trimmed for right-hand FF circles and I flew it anti-clockwise around the pole. Worked a treat.



Visitors to the Library showed great interest in the exhibits and many members of Joe Public left much wiser to the activities of Aeromodellers. It's impossible to gauge whether anyone would have been moved towards taking up the hobby. Some folk had been modellers in their youth and the exhibition brought back memories, perhaps one or two may have started up again, who knows. I do not recall if David managed to recruit any new members.

It was a worthwhile exercise and good fun.

John Andrews

TOPICAL TWISTS

by pylonius

Extract from Model Aircraft January 1953

Topical Twists

Holing Out

New fashion, we note, is the punching of holes in the wings of full-size gliders. This, apparently, delays the separation and reduces the wake.

The effect on punctured model wings, however, does not seem to be quite the same. Experiments with my ancient Wakefield, 'Ole Glory, have proved that whereas separation is accelerated rather than delayed—the wings parting company with the fuzz on launching—the wake is certainly reduced—to matchwood.



The Forgotten Isles

A few years ago, on a typical English summer's day, modellers from all over the world were given ample demonstration of the reason why British model design is of such robust character. Flimsies and floppies, nurtured in the calm, dry air of alien skies, were left strewn across our wet landscape in splintered array as the battered and bedraggled survivors of four continents limped wearily home to the sheltered sanctuary of their own shores. A few, unable to face the rigours of our Customs procedure for a second time, fled to the hills. Which accounts, say some, for the recent outbreaks of modelmania in the more remote parts of these wind-swept islands.

Chastened no doubt by that one stormy experience, foreign modellers, since that time, have shown a marked reluctance to face the model mangling violence of our rugged climate. This decline in the tourist trade seems to have had a depressing effect upon our contest organisers, who have tried every possible inducement to bring back that gay cosmopolitan flavour to our native airfields. Almost every major event has been given an international rating, and enticing pictures of English aeromods sporting



"That's funny; the man in the shop just said they would make it go faster."

with Holiday Camp bathing beauties widely circulated abroad. Yet all without result. Not even the excited chatter of a single continental diesel has come to relieve the monotony of our all too familiar airfield idiom.

Now, unbelievable but true, comes this amazing news from Blackpool; a British-held International contest has at long last attracted a foreign entry. His arrival was most unexpected and caused quite a local sensation. The contest officials, who were expecting the usual International support of a couple of the local lads with chuck gliders, were thrown into confusion. But somehow or other the contest was got under way, and would have proved quite a success had there been any other competitors.

Perhaps on his next visit our foreign friend will seek to avoid the pretentious international event and concentrate on some local club comp., where no doubt he will meet a more substantial opposition.



Keeping to the topic of international affairs, I was distressed to learn that one of our teams competing abroad had been so un-British as to provide themselves with a standard uniform. What incensed them to make this blatant and quite unworthy departure from the traditional scruff order I am at a loss to know. Other nationals might submit to the regimentation of stylised rompers and playsuits (one well-inboard country flaunts a quite nautical rig) and we are the first to admire their chic, dashing appearance, but such sartorial foibles are not for that most conservative of all individualists: the English Traveller Abroad. He should remain steadfast to the time-honoured convention of frayed tweeds and crumpled flannels. Particularly so if he wishes to avoid the dreadful stigma of being mistaken for a foreigner.

Lighting my despair, however, I noticed amongst all the photographs of recent international events one cheering gleam of typical English character. Amidst all the gay finery of sportive haberdashery and uniformed elegance one gallant and undismayed English competitor had shed his colourful blazer to reveal himself in the homely habit of the typical Englishman at play: shirt sleeves and braces.



Shock Tactics

One modeller, we hear, received a severe shock when flying his model too close to an overhead power pylon. This nowadays, seems to be quite a common hazard. I myself have received many a nasty shock through coming in too close a contact with dangerous pylons. The remedy is, of course, to steer well clear of power comps.



Duck!

A well-known scale enthusiast has been rebuked for indulging in an abandoned orgy of spectator prancing at a recent rally. If, this is the same scale enthusiast who is also responsible for a certain supersonic creation, I can only view with trepidation the description of it as a "striking trophy."

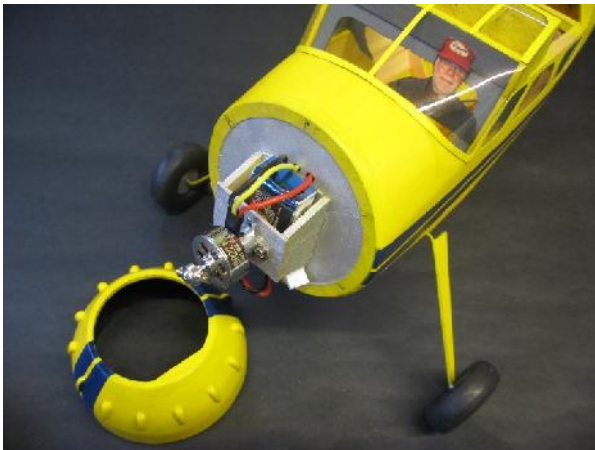
Speaking of trophies, who is this Victor Ludorum who bears the name of that magnificent trophy presented at the R.A.F. Championships?

Must be a big pot!

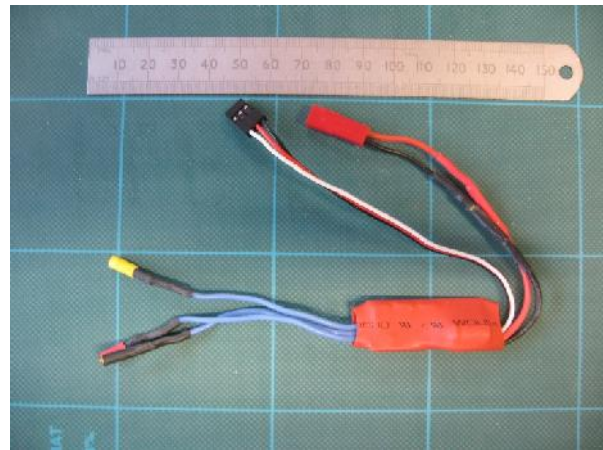
Pylonius

Earl Stahl Cessna 195 and ESC flashing

In the November edition of NC I reported that initial flight trials were less than satisfactory, mainly because of the behaviour of the throttle. I found that the problem was with the electronic speed control (ESC), itself. At higher throttle settings the motor speed gradually slows down. Closing and opening the throttle repeats the process. Deep in the reviews of this Banggood supplied 'SimonK Program Supportable Brushless 10A ESC', I found a mention of a similar problem. It appears that the firmware in some versions of the ESC is not quite correct and the solution is to flash the ESC illustrated by the mysterious comments: - *'I flashed two of these ESC's with tgy_8mhz.hex and now they work properly. They go full throttle and stay there. It's not easy to connect to these ESC's but it only has to be done once.'* I'm not sure I should be reporting such activities as flashing in this august publication, but, in fact, I found that it involves connecting six pins of the Atmel Atmega8 chip to a computer loaded with suitable software through a programmer plugged into a USB port.



Cessna 195 nose, with cowling removed to show the battery location, behind the brushless motor. The ESC is located in the compartment behind the firewall



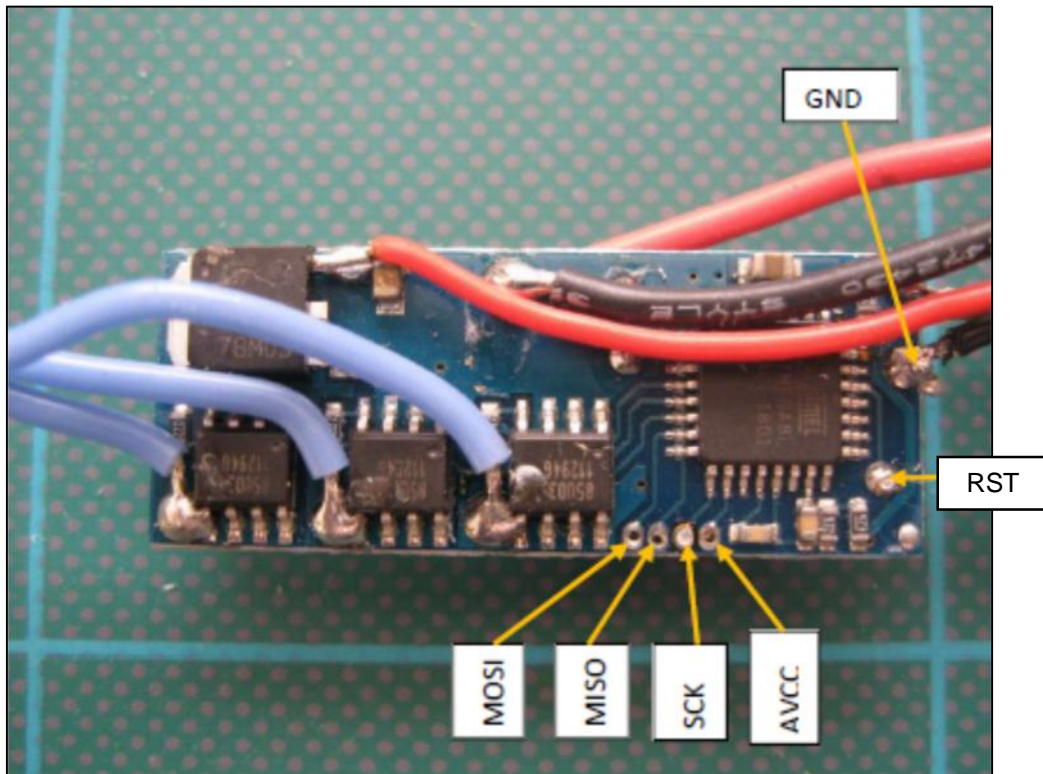
The offending ESC. The battery plugs into the red JST socket, the black plug goes on the pins of the Rx throttle channel (or free-flight timer) and the three blue wires feed the brushless motor.

I tackled the problem with the Cessna in two ways. The easier one was to acquire a Hobby King 10A ESC and fit that to the model, since when it has flown successfully with a number of ten minute plus flights. Fortunately, with the removable wing and nose cowl, replacing the ESC did not turn out to be a major task. The removable cowl allows the battery to be fitted, and the removable wing obviously also helps in the storage of the model.

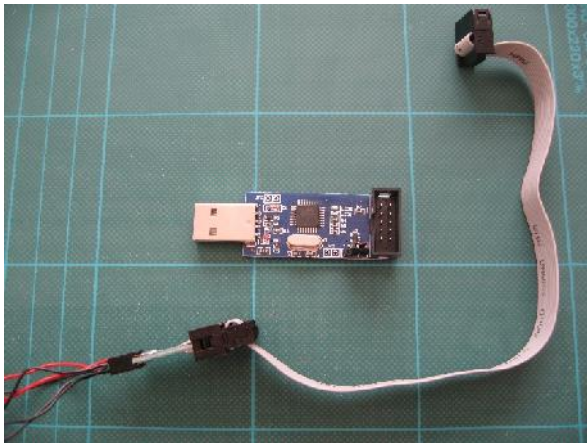
However, I also found the challenge of fixing something that was not working properly irresistible. Robert Cowan's video [SimonK Firmware Flashing Tutorial \(Brushless Drive\) - YouTube](#) was a great help in providing an excellent starting point in de-mystifying what was required. This video has links to a firmware flashing tutorial on RCGroups, which is very useful as, amongst much else, it includes a diagram of the pin locations of the Atmega8 chip, photos of many ESCs showing contact pad locations, and a spread sheet of compatible ESCs, but I could not find this particular one!

The heat shrunk cover over the offending ESC must first be cut away and the six programming contact pads located. The next photo shows the programming contact pads for this particular ESC. It appears that many speed controllers use this Atmega8 chip, but the configurations of the boards vary considerably, as do the locations of the contact pads.

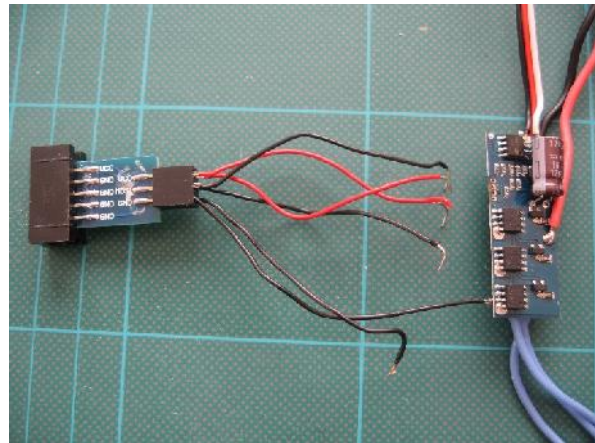
These pads must be connected to a USBASP programmer, which are remarkably inexpensive (much less than a tenner), by temporarily soldering wires to them.



10A ESC showing locations of the six contact pads for firmware flashing the Atmega8 chip on the right, using a programmer



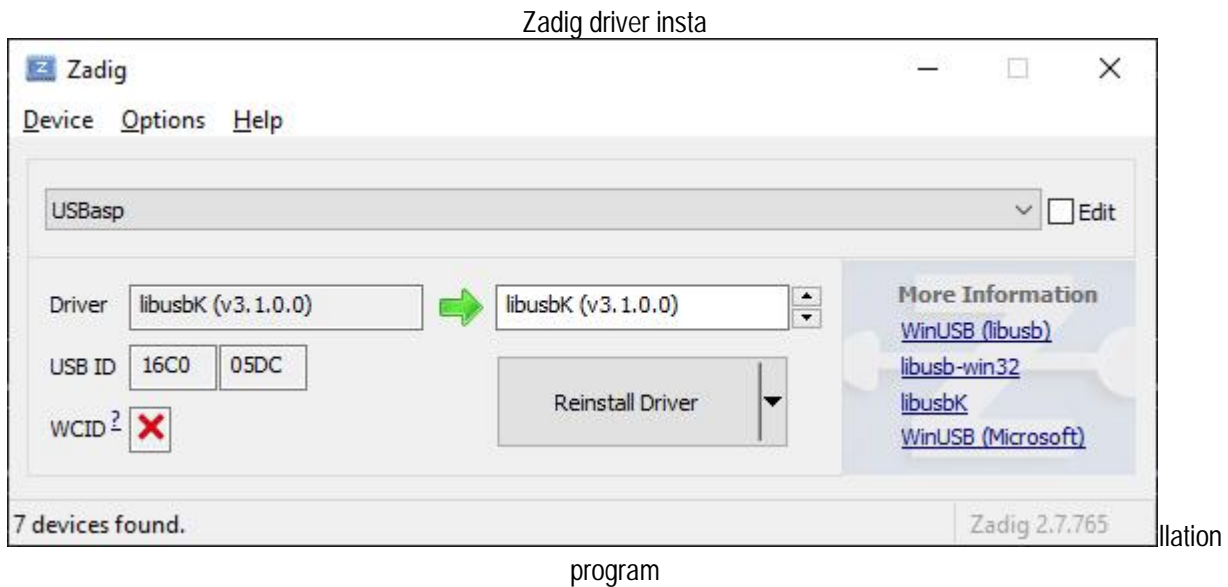
USBASP programmer with ribbon cable to the six pin connector.



Six pin connector with wires to connect to the ESC, right. The connector has labels corresponding to the required contact pads

The next step is to download suitable software for both the USBASP programmer and the firmware flashing program. Both these are available for free. The drivers are from [Zadig - USB driver installation made easy \(akeo.ie\)](http://akeo.ie) and the flashing program from [en.modellbau:kkmulticopterflashtool \[lazyzero.de\]](http://en.modellbau.kkmulticopterflashtool.lazyzero.de). There is a useful RCgroups thread on this flash tool at [KKmulticopter Flash Tool - RC Groups](http://www.rcgroups.com/forums/showthread.php?p=1153). Of course, this did not all work straightaway. The access in the Flash Tool to the repository of the SimonK firmware files was not working at the time of use, but there was a link to them in the RCGroups thread (Post #1153) [Die Molls - f.k.a. chrmoll.de \[lazyzero.de\]](http://www.rcgroups.com/forums/showthread.php?p=1153). The tgy_2015-04-19.zip file, which appeared to be the most recent, was downloaded to my PC, extracted, and accessed using the KKmulticopter Flash Tool program. The required tgy_8mhz.hex file was among the many listed. The other required inputs are the programmer (USBASP clone) and controller (Atmega 8 based brushless ESC). The initial runs of the flash tool did not get very far. From some of the comments on the RCGroups thread I determined that the red lettering indicated that the programmer was not properly set up with its driver.

When using the Zadig driver tool it is necessary to fit the programmer in the USB port, list the devices using the Options menu, select USBasp and the driver. For my Windows 10 PC, I found the libusbK driver worked. Once this driver was installed, I ran the KKmulticopter Flash Tool and, mirabile dictu, it ran with white lettering and concluded 'Flashing of firmware was successful'. A hardware test on the ESC showed that this was indeed the case and the throttle response was now as required.



KKmulticopter Flash Tool, showing successful flashing.



I think this exercise provides another example of what a wonderful hobby we have. The pursuit of getting a miniature aircraft that you have built to fly can take you into areas that you would otherwise be totally unaware of and be reluctant to venture into. In contrast to my comments last month about the lack of information on the Z Model compressed air motor, these days, of course, this process is helped by access to the vast resources of the internet and the invaluable input of its combined contributors.

Happy New Year, and may your modelling adventures be even more fulfilling than mine!

Nick Peppiatt

January 1947



Cover Story

Our cover picture this month was taken at Baildon Moor by W. Titterington on the occasion of the second Northern Area Rally and it shows Tony Lanfranchi launching his petrol model under the watchful eye of his famous father, Silvio.

It typifies the increased interest taken in model flying by the youth of the country; an interest which it will always be our desire to foster, since the youths of today will be our designers of tomorrow and the sound basic knowledge of the requirements of aircraft which are obtained from model flying are the soundest possible foundations to work upon.

New Year Topics

This issue of MODEL AIRCRAFT marks the commencement of another year of issue, and we would take this opportunity of thanking our readers for the encouraging support which they have given us during the past twelve months and to assure them that their comments and criticisms are always appreciated, together with any suggestions for the improvement of the journal.

While the paper restrictions are still with us we are unable to increase the number of pages per issue, but we will contrive to provide our readers with even better material than before, and particularly with details of the more prominent machines which make their appearance in competitions.

In this issue we are giving details of Mr. A. H. Wilson's Bowden Trophy winner, which has distinguished itself by registering several additional successes during the season. We also provide you with details of G. W. W. Harris's Wakefield model, which has proved a consistent performer during the competition season.

In response to many requests, we have established a full-size working plan service in connection with the models described in our pages which includes those presented during the past year. Details of these will be found on page 26, and this service will be appreciated by those who have neither the time nor the facilities for carrying out this essential preliminary to construction.

It has been noted during the past season that many of the designs which are produced by later recruits to the movement possess weaknesses of construction which display a lack of appreciation of the fundamentals of structural design, and we propose to deal from time to time with this important aspect of model design.

The Editor will endeavour to provide you with up-to-date news and articles of special interest during the coming year, and takes this oppor-

tunity of wishing all readers a pleasant and prosperous new year.

Italian National Contests

Results of two important Italian contests have just come to hand. They are the Gran Premio Italiano Motomodelli (Italian Grand Prix for Petrol Models) and the Arno Cup for sailplanes and rubber-driven models, both of which were held in Florence in September, the power contest on September 28th and the sailplane contest the next day.

These two contests were organised by the Italian aero magazine *L'Ala* in conjunction with the firms Aeropiccola, of Turin, and Fram, of Milan, both manufacturers of compression-ignition engines for models.

The power contest was run on the usual basis of duration on a limited engine run, which in this particular instance was 20 sec. maximum, and an interesting feature is the fact that flights of under 45 sec. duration were considered "no flight," enabling the contestant to have another attempt, three such attempts being allowed. The contest was divided into three classes: Class "A" for models with engines having a capacity between 0.1 c.c. and 3 c.c., Class "B" for models with engines between 3.01 c.c. and 10 c.c. and Class "C" for control-line models of any displacement up to 10 c.c.

All classes were limited to a span of 3.5 metres as a maximum and Classes "A" and "B" had to comply with the fuselage formula $L^2/200$. In the control-line category the models had to complete five circuits with a control-line length of 20 metres and speed attained was the basis of the final placings.

It is interesting to compare the results with those obtained in the recent power duration contest held at Leicester, although it must be borne in mind that the points were allotted on the basis of the order of placing in each round,

MODEL AIRCRAFT

January 19

something after the style of our Plugge Cup points and that consistency of performance was therefore of importance.

GRAND PRIX FOR POWER MODELS Class "A"

Competitor	Engine	Club	Points	Best flight	
				min.	sec.
1. R. Pavenello	Giglio	Florence	9	2	26
2. P. Gnesi	Delta	Milan	13	2	31
3. L. Rossi	Movo	Milan	15	1	42
4. P. Frillici	Delta	Viterbo	21	1	44
5. P. Raggi	Movo	Milan	24	2	5
6. R. Pavenello	Giglio	Florence	24	1	22

Class "B"

1. I. Maina	Elia	Turin	10	3	45
2. G. Garlato	Osam	Venice	15	4	9
3. E. Servadei	Osam	Edera Forli	18	3	5
4. C. Presenti	Presenti	Florence	19	2	11
5. A. Ghezzi	Ghezzi	Milan	26	3	21
6. V. Pecorari	Pecorari	Monfalcone	26	2	6

Class "C"

Competitor	Engine	Club	Time for 4 circuits	Speed.
			sec.	Km/h.
1. A. Lazzari	Osam	Bologna	23.3	86.04
2. A. Carretto	Osam	Bologna	24.2	74.988
3. L. Tosi	Osam	Bologna	24.4	74.987
4. G. Pelegi	Baby			
	Cyclone	Genoa	25.3	72.0
5. A. Elia	Elia	Turin	26.2	69.84

ARNO CUP Sailplanes

Competitor	Club	Points	Best flight	
			min.	sec.
1. G. Barbiera	Turbine Parma	24	33	54
2. M. Riosa	Trieste	30	2	39
3. E. Morandi	Arsizio	36	2	28
4. G. Naldi	Edera Forli	37	3	3
5. A. Mauri	Monfalcone	38	2	36
6. A. Pelati	Milan	41	3	32

Rubber-driven Models

1. F. Conte	Turin	11	8	9
2. L. Nustrini	Florence	12	7	7
3. S. Gagliotta	Naples	17	18	52
4. A. Castellani	Cremona	18	9	26
5. R. Giua	Florence	24	3	14
6. R. Pavanello	Florence	26	3	46

From the above it will be seen that the performances are of a high order and quite comparable with those obtained in this country. Judging from photographs received of the event, it was blessed with sunny weather, which probably accounts, in some measure, for the high performance recorded, particularly the 33 min. 54 sec. of the winning sailplane.

It is also interesting to compare the entries with some of our own. For instance, there were 107 entries in the Grand Prix and 150 in the Arno Cup, both good figures for a country just emerging from defeat in a total war. From a perusal of the engines which powered the

winning machines in the Grand Prix, it would appear that the production of model internal combustion engines has progressed more rapidly in Italy than it has here and some nine different makes of Italian engines appear in the list of the first six winning machines in each class, the only "foreigner" being a solitary Baby Cyclone in the U.-control class.

We do not appear to be getting away as fast as we should with our own post-war manufacturing programme, somehow!

Equipment and Demonstration

In these days of intensive investigation into the mysteries of low-speed flight, every additional investigation is a step forward in revealing its hidden problems. For this reason we are publishing in this issue particulars of a simple wind tunnel which can be made from everyday materials and which lends itself admirably to club construction.

Clubs will be well advised to consider the construction of such a tunnel to instruct their younger members and give their older members the opportunity to indulge in some useful research work and settle their arguments in practical fashion.

We are indebted to the L.S.A.R.A. and its Palestine member, Dr. F. J. Piatelli, for providing us with the details and permitting us to publish them.

Publishing Date

Commencing with the January issue MODEL AIRCRAFT will, until further notice, be published on the 10th of the month and not on the 1st of the month, as heretofore. When the 10th falls on a Saturday or Sunday the nearest convenient publishing date will obviously be chosen.

This step has been taken in order to increase the topicality of the news included in the pages of the journal and simplify its production.

The S.M.A.E. Annual General Meeting

In accordance with the present constitution of the Society the Annual General Meeting will take place at the Waldorf Hotel on Feb. 23rd, 1947, at 11 a.m.

As there are a number of important matters relating to the future of the Society to be settled at this meeting, it is of importance that all those interested in its welfare should attend. Keep this date open!

Just a few bits and bobs about the society.



(The following as an extract from Alex Imrie's article on the society published in the *Aeromodeller* February 1993)
I don't know whether it is due to something in the air of Bournemouth, or to some peculiar merit in its open spaces, but the fact is well established that this pleasant health resort is one of the most active centres of model aviation interest we have in this country,* So wrote the editor of *The Model Engineer** Percival Marshall on June 9 1932. He was referring to the Bournemouth Model Aircraft Society (BMAS) a club that owed much to the enterprise of its chairman G F Baster and the efforts of its founder and Hon Sec H F Weller. It was the enthusiasm that these gentlemen infused into the members that made the BMAS one of the foremost assemblies of aeromodellers of the time and was a situation that would extend into later years.

The BMAS was founded on 11 October 1930, as a practical, living memorial to officers and men who lost their lives in the accident to the large British rigid airship R.101 which crashed at Beauvais in Northern France on 5 October, Among the 48 who died in this greatest of all air disasters up to that time was the President of the SMAE Sir W Sefton Brancker. Present day readers may see this as a strange reason for the formation of a model aeroplane club, but one has to understand the severe shock to the nation and the even more staggering blow to the aeronautical world that the loss of R.101 was.

The BMAS initially comprised six members but after 12 months this had increased to 36 and by the end of 1932 the Society had some 50 members and was the only local body, with interests solely devoted to aeronautics.



Only Gordon Merrifield (third from left) is identified in this group of BMAS members apparently awaiting a lull in the wind at Wallisdown in 1932 before flying in the 'Farrow-Shield' inter-club competition.

The Society had its own circulating library, meetings being held twice a month (Friday evenings), and flying meetings were held at Wallisdown every weekend (Saturday afternoons and Sunday mornings) even during the winter months.

At the first AGM it was reported: "In spite of adverse weather, excellent flying had been witnessed at Wallisdown during the year, including some of the best duration flights made by any model aeroplanes in the country. The standard of workmanship displayed by members was high, the machines designed and produced by members had enabled the Society to gain second place in the SMAE Inter-Club contest (Farrow Shield). One machine (G F Easter's 'Whale') had established a British record. The Club spirit had been very prominently displayed and had, no doubt, played a very important part in the Society's accomplishments.

In The Beginning

Gordon Merrifield's interest in model aeroplanes started in the late 1920s when he was given a ready-to-fly stick model as a Christmas present. This was probably a Warneford model although several other makes were on the market at the time.

The simplicity of the stick layout inspired Gordon to make other models of this variety and he also built A and T frame twin pushers with bentwood propellers as well as tractor models. All of these were, of course made from the materials common at the time, birch, spruce, plywood, piano wire and silk, and there not being any magazines available devoted to the hobby, his knowledge was gleaned from the then infrequent coverage of model aeronautics in the pages of "The Model Engineer".

It was inevitable that modellers ploughing their lonely furrows met up with each other and a giant step forward for Gordon happened when he joined the BMAS shortly after it had been formed, This was his introduction to balsa and tissue construction, although in his early days with the Society many models were still of the hardwood and silk sort. The adherence to the traditional British materials was due in part to the majority of Modellers considering that the new-fangled balsa wood was 'unsuitable for the British climate'.

The stick models had gradually given way to models with built-up fuselages and these with their fretted plywood formers, still generally of hardwood construction, were heavier and of lesser performance than the emerging balsa models and were known at the time as 'heavyweight' models, but as we all know balsa was here to stay. In a letter Gordon comments on the relative scarcity of model photographs from the early period, Cameras were not nearly so common of course and were in general much less sophisticated and less suitable for taking pictures of models, I did develop an interest in photography and started taking pictures of my models as they were constructed.

Pictures of models in flight though were difficult with those Box Camera lenses, slow shutter speeds and slow films. A small and meaningless speck in the sky being the usual result.

Gordon Merrifield at Wallisdown in 1931 with one of his early models, all hardwood and wire, single-surfaced wing covered in silk. He liked the low-wing layout although less stable in flight and more prone to damage on landing than a high-wing model.



The Heath Glider Trophy 1933



Maurice Hunt with his model seaplane 'Seagull' at Queens Park pond, Bournemouth, after breaking the existing British R.O.W. record with a flight of 1 minute 46 seconds. Overall length of model 39½ in., with a wing span between 5 and 6 ft. and weighed 10 oz. Used twin skein motor.

After Maurice Hunt died in 1974, the Heath Glider Trophy, he had won outright in the early 1930's, passed into the care of his son Clifford. A few weeks before the Bournemouth Club Rally in 2007 we were searching for a trophy for the Classic Glider free flight competition.

Out of the blue a week before the event I had a surprise phone call from Clifford Hunt asking if I would like the trophy back. We had no idea of its existence and were pleased to receive its return. And quite a trophy it turned out to be. So the trophy was used at our 2007 rally.

Our annual free flight rally was started in 1998 by Pete Redhead. It proved to be one of the highlights of the competition calendar, always held at Middle Wallop, the home of Vintage and Classic free flight competition. In 2012 the rally had grown in popularity and too big for our dwindling membership to manage. At this time we were also required to undertake risk assessment and all the attendant Health and Safety requirements. So reluctantly we discontinued the rally.

The trophy was loaned to SAM 1066 and competitions for the trophy were held up to 2015. With the closure of Middle Wallop for all free flight flying the Bournemouth club have decided to loan the Heath Glider Trophy to Chris Hague. It was competed for in his 600res. glider competition. This seems very appropriate as most competitors are designing, flying and developing their own models. It is just this kind of endeavour that the original donor, Mr Heath, wished to encourage.

A Few More Thoughts

It's interesting to note the attire of Maurice Hunt when out with his model. Anoraks and jeans were not invented then I suppose.

After Maurice won the Heath Trophy outright he presented the club with another trophy for Gliders which we still have, it's a chrome plated glider 7" wingspan mounted on a dome shaped plinth.

When the old Heath Trophy was lent to the Wessex Aeromodellers' League for the 600RES model competition we saw real aeromodelling re-appear. The competition was for R/C Gliders up to 2.4M span. Radio control was rudder, elevator and spoiler (optional), hence the RES.

All models used the Multiplex Permax 600 can motor and the same 7 cell 2200 battery pack driving the Graupner 9" x 4.5" folding prop.



Models are launched in groups of 4 and the timekeepers would count down 25 seconds power run after which all motors are switched off. The last model down took 4 points, the first 1 point. The rounds were arranged so that everyone got to fly against everyone else. Times were not the decider, it was the flyer who could find the best air in any round.

There was a max of 10 minutes. The popularity grew locally and flyers started to design and build their own models. Realising that lightweight models flew best, foam models were sidelined and it was refreshing to see the ingenuity of genuine model engineers once again. Unfortunately the competitions ceased when the organiser Chris Hague stepped down.

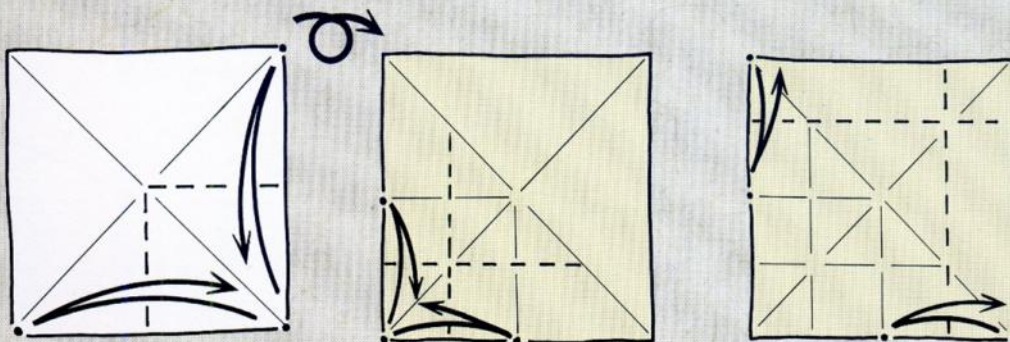
ONE-WAY TRAY

JOHN SMITH

This paper oddity doesn't fly in the conventional sense, but it has one fascinating property; no matter how you launch it, the One-Way Tray will always land the same way up! You can ask your friends to do their worst, but you will always be able to predict how it will land. The principle was

discovered by John Smith and this design is my variation on his original tray. To make the final tray look sharp and clean, the bulk of the creases are put in before assembly.

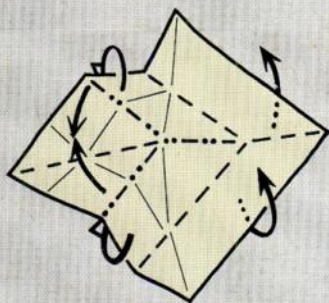
Start with a square, coloured side down, with both diagonals creased.



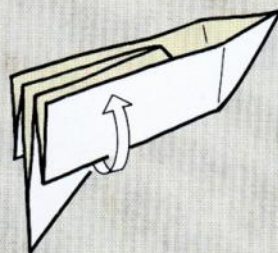
1 Fold in half both ways, but only crease half the width each time. Turn over.

2 Add the quarter creases, again only creasing where shown.

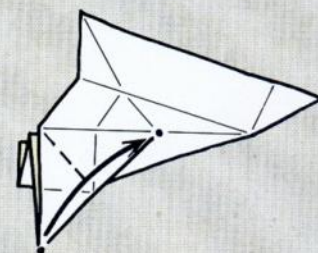
3 Add the remaining two creases across the full width.



4 Start to collapse the paper using the creases shown. You will have to change the diagonal crease in places. Take your time and try not to force the paper.

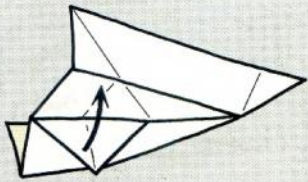


5 This is the result. Open out the first flap.

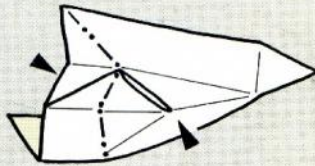


6 Fold the lower corner to the centre point.

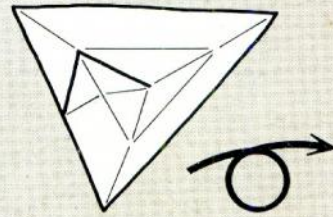
ONE-WAY TRAY



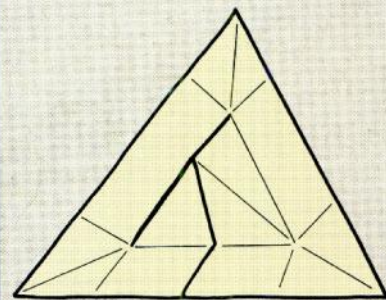
7 Swing the triangular flap to lie flat.



8 Make the fold triangular by making the existing crease into a mountain from corner to corner . . .



9 . . . like this. Sharpen all the creases and turn the paper over.



10 Here is your One-Way Tray.

FLYING HINTS

None: just release it from as high a place as possible.

From the book 'Paper Airplanes' by Nick Robinson

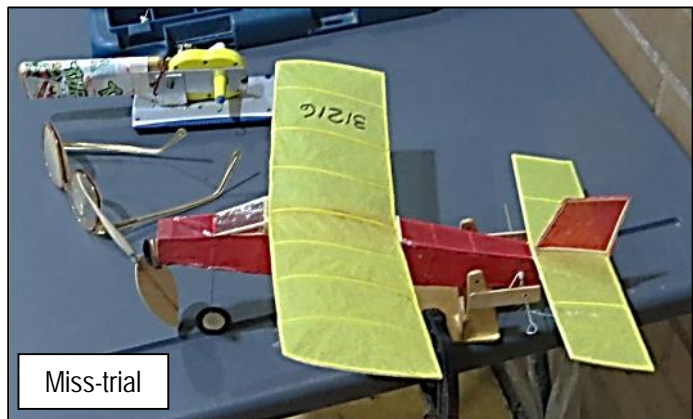
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We, that is Rachel & I, decided to go to the South B'ham Club's indoor meeting at Leasowes High School gym in Halesowen on Saturday 11th December 2021. We were not able to attend the second meeting at this new venue in November as we were in Louth at my granddaughters wedding. Not remembering the times from the first October meeting, I looked in the New Clarion at the meetings add, Whoops!! no times, had to ring Pat Shepherd to find out what time to be there. (add now corrected)

We loaded up the car with the indoor flight box and a couple of 'Legal Eagles' to amuse myself with, fired up the Sat-Nav and set off around 1-00pm. The sat-nav wants us to go up the M6, over the top of B'ham and drop down the M5 to the venue. I do not like that route as its too congested and I go south around the bottom of B'ham on the M40 & M42. It's quite amusing listening to the lady under the dashboard trying desperately to turn us around to follow her route. We travel about 12 miles before she gives up and gets onto my way of thinking. It was a miserable drive in rain and we get into the hall with wet boxes, not a good start.



Miss-trial



I set up with a couple of school tables and then my winding jig loses one side panel when I fit it to the table. Repairs hampered by lack of cyno kicker, empty squitter. After sticking relaxed about then and settled down for a cup of tea and a batch from Rachel's ever ready snack bag. I was ready to fly having looked back in my flight log book and fitted a 14" x 110" motor but it was the 15minute R/C slot and the air had quite a few 'Night Vapors' flitting about so I had to wait.

Eventually the air cleared and I jumped up from my chair (ha! ha!) and put about 800 turns onto 'Miss-trial's' motor. Wandered out onto gym floor and cast the model into the air (just gently released it actually). Flew away a treat so the

long sojourn in the damp garage had not affected the model in any way. It's a wonder as there is no dope on the tissue, just stuck on, not even pre-shrunk.

I had one or two more flights working up to about 1,400 turns, every one rock steady. No idea of the times, I never unlimbered the stopwatch, but I doubt the best would have been much over two minutes. Got real high, just below the lights, text book flights really and still in trim after about nine years. I built it and flew it at Boulby in the 2012 Indoor Nationals, came second or third if memory serves.

Next modeller but one to me, name of John Cooper I've been informed, had a beautiful scale Sopwith biplane. I could not recall his name as I'm hopeless with names and I'm not sure I've seen him before anyway. Model flew pretty well, after a persistent stall was ironed out



In the final R/C slot things got a little hectic, Colin Shepherd's 'Night Vapor' wandered off to dump itself further down the hall after Colin had made repeated attempts to loop the model.

Eric Hawthorn managed to get his tangled up in the hall divider netting and it took the combined efforts of the hall staff and a couple of roach pole wielding modellers quite some time to free it. I do not know if it got damaged but as the model is no longer in production spares will be difficult to find. I've just been on the internet and I found a boxed spare airframe at £50. I also saw several new models offered for sale at prices from £130 to £160, old new stock one assumes.



Pat seen here guarding the raffle prizes prior to the uproar that was heard when the man in charge of draw, Mick Chilton, drew his own ticket.

It was good to see quite a few flyers at the meeting, bodes well for next year and keeps the meetings viable.



John Andrews

Engine Analysis: Byra 1.5cc & Schlosser 2.5cc

Aeromodeller Annual 1957-58



BYRA 1.5 c.c.

Manufacturers:
F. Batllo, Barcelona, Spain.

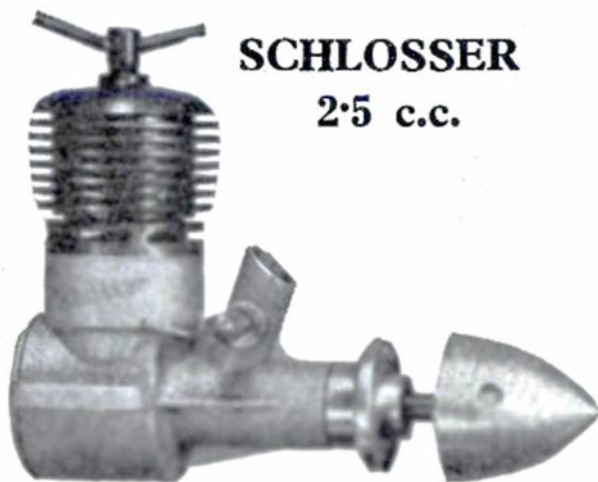
Max. B.H.P.: .114 at 12,000 r.p.m.
Max. torque: 11.4 ounce-inches
at 8,500 r.p.m.

Power rating: .08 B.H.P. per c.c.
Power/weight ratio: .0314 B.H.P.
per ounce.

Bore: .494 in.
Stroke: .455 in.
Displacement: 1.43 c.c.

Bore/stroke ratio: 1.085
Weight: 3 $\frac{3}{8}$ ounces.
Price: 515 Pesetas.

PROPELLER	R.P.M.
dia. × pitch	
8 × 5 (Stant)	9,500
8 × 4 (Stant)	10,400
7 × 8 (Stant)	10,300
7 × 4 (Stant)	11,500
6 × 4 (Stant)	13,600
6 × 4 (Frog nylon)	16,000



SCHLOSSER 2.5 c.c.

Manufactured in
Eastern Zone Germany.

Bare weight: 3 $\frac{1}{2}$ ounces.
Max. B.H.P.: .215 at 14,000 r.p.m.
Max. torque: 20 ounce-inches at 7,500
r.p.m.
Power rating: .086 B.H.P. per c.c.
Power/weight ratio: .0575 B.H.P. per
ounce.

Bore: .603 in.
Stroke: .521 in.
Displacement: 2.496 c.c.
(.1488 cu. in.)
Bore/stroke ratio: 1.16

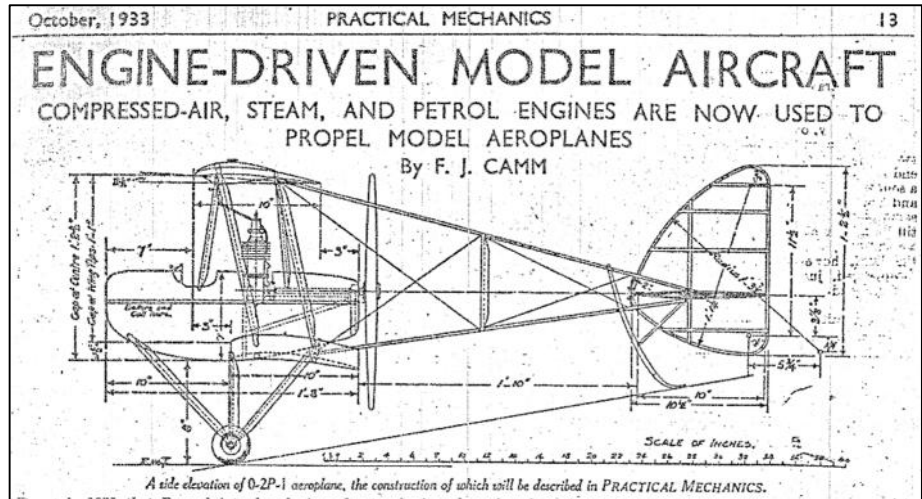
PROPELLER dia pitch	R.P.M.
9 × 4	9,500
9 × 8	7,300
9 × 4	9,800
8 × 8	9,250
8 × 5	11,400
7 × 6	13,350
7 × 5	15,000

Report No. 131

Our earliest magazines continued.

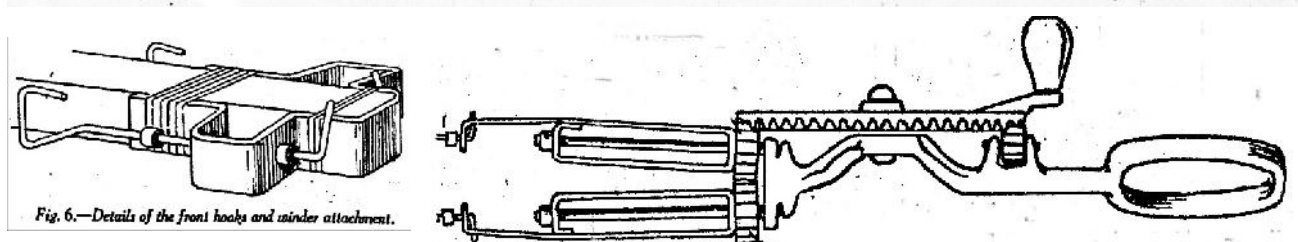
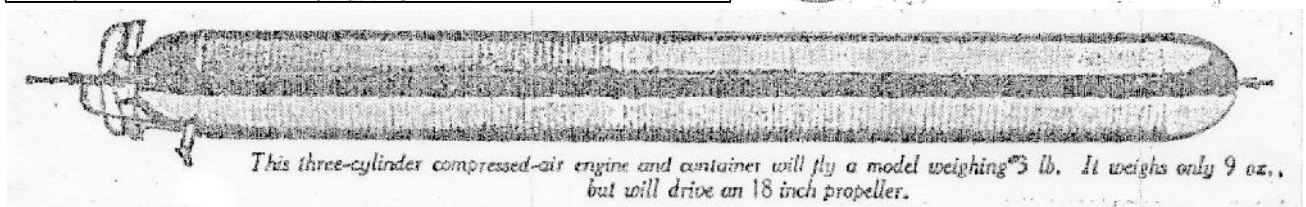
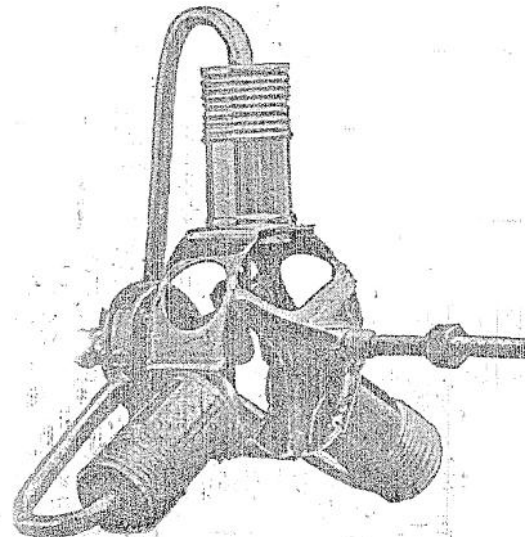
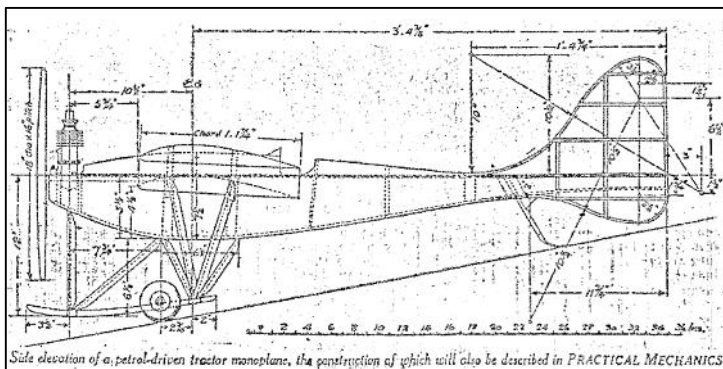
Continuing with a look at the earliest magazines held in the library we come to *Practical Mechanics*, another magazine with a very broad range of content and a quite small amount of aeromodelling interest. Our earliest near complete issue is that of December 1935 published by George Newnes Ltd. and edited by F. J. Camm. This is Vol III No 27, so working back on the assumption that publication was monthly the first issue would have been late 1933.

Not surprisingly our earliest items are in the form of photocopied pages of the aeromodelling content. This starts with the October 1933 issue which has an article by Camm titled "Engine-Driven Model Aircraft".



This reads as a broad based review and includes pictures of the author's compressed-air engine and side views of a couple of petrol engine models, both designed by E. W. Twinning, to be described in future issues.

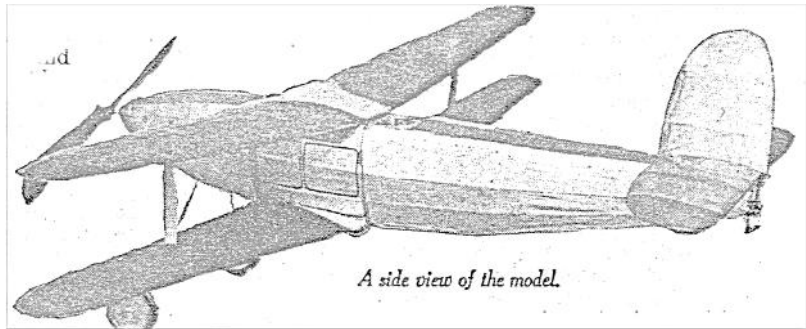
Next we have just a couple of pages from the January 1934 issue with the concluding part of instructions on building "A Model Aeroplane of the Flying Spar Type" but with no designer's name given.



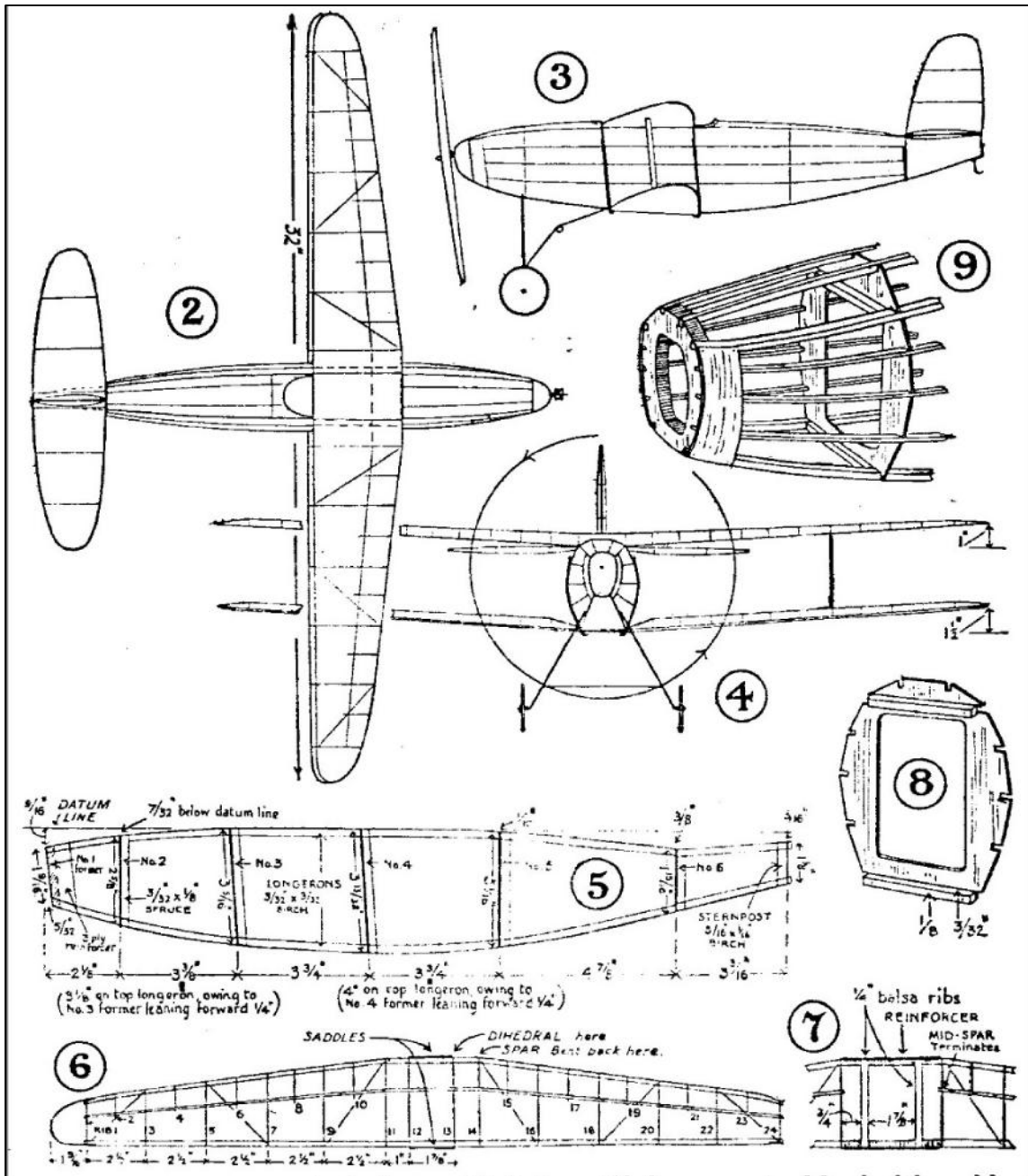
It would seem to be a Twin Pusher, probably not an A Frame but a T type, comprised of a single motor stick and a braced cross piece to hold the propeller shaft bearings.

Details are given of a twin winder and the motor hook arrangement on the model which reveals that at this time there was no thought of stretch winding. It looks as though a very steady hand is required of the winder and his assistants. Specifications of the rubber motors were given in an earlier issue, but the author advises here that the motors should take 600 turns, achieved by 200 turns on his 3-1 ratio winder. Readers are advised to carefully check the ratio between big and little wheels of their winder.

Next, October 1934, again just photocopies, in this case rather pale. Dimensioned plans, for the reader to produce his own full size plans, and building instructions are given for a 32" span Fuselage Model Biplane

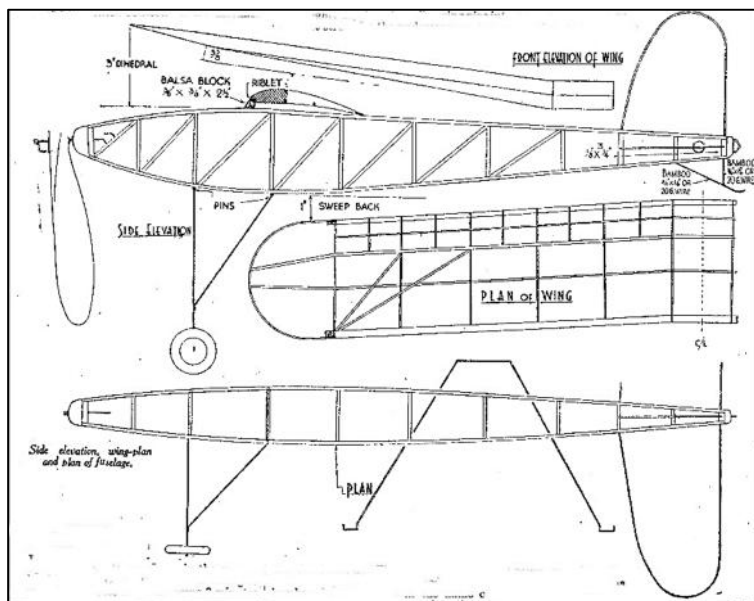


A side view of the model.



designed by M. R. Knight.

The November 1935 issue has an article entitled "Building a Balsa Model Aeroplane" which describes the Australian Wakefield which came fifth in that years Wakefield Contest held in England. The model is called the "Milton Special" and was proxy "flown by Mr. S. R. Crow, the English Autogiro record holder, its best time being 3 minutes 33.5 seconds."



Showing the finished model in the hands of a model aeroplane enthusiast.

Who was this designer and builder of the model that came fifth in the Wakefield Contest? Nowhere in the article does it tell us, the caption to the photo above reads "Showing the finished model in the hands of a model aeroplane enthusiast." He would not have been very enthusiastic about *Practical Mechanics* reporting if he ever read it, let us make amends with a "Good on yer mate" to Mr. Milton Boss.

Returning now to the December 1935 issue which I describe above as near complete, we have a total of 98 pages including the front cover but the back cover and perhaps more is missing. The cover announces that this is a "Great Christmas Double Number" with "Ingenious ideas for HOME ENTERTAINMENT, Magic, Theatricals, Radio, Chemistry, Electricity Etc."

Not a lot of promise for the aeromodeller and so it proves to be. A two page article describes "A new 4 Cylinder Model Aeroplane and Boat Engine" The author, F. J. Camm reports on the purchase of two French CO₂ engines powered by Sparklet bulbs but he found it difficult to obtain a reasonable duration of run. He then tried a Japanese made 4 cylinder engine imported from America. This engine required a high pressure supply of "AC.CO Gas" derived from a brass container filled with carbide and dry ice and then inverted, best left to the boats Captain C. E. Bowden is allocated two pages to describe his 5ft wing span biplane, the Bowden Mouse powered by a 10cc engine and that's it for this month!

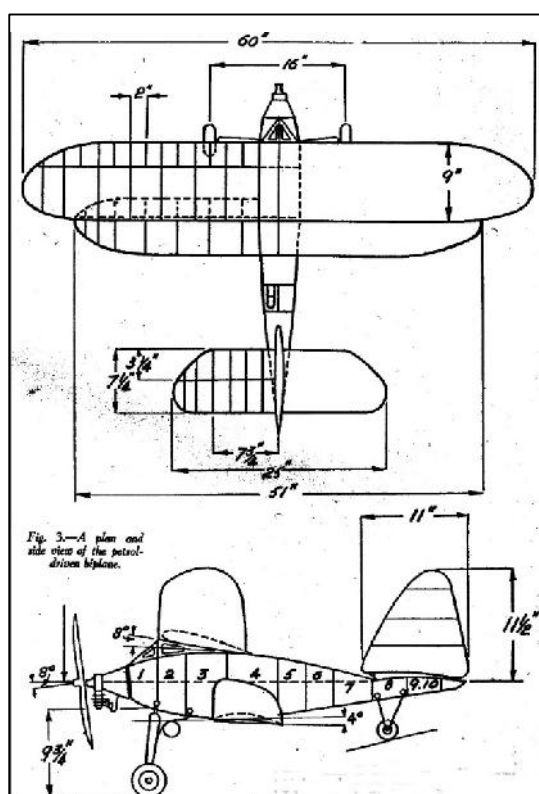
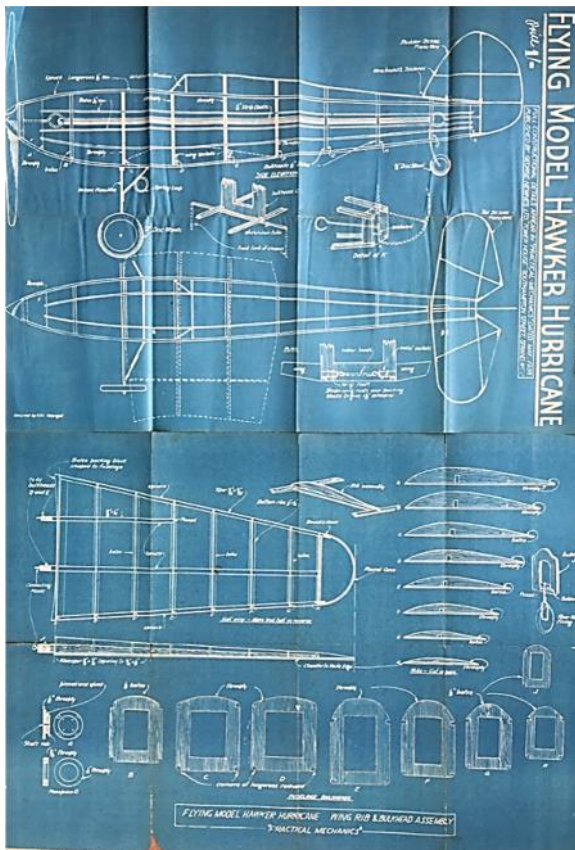
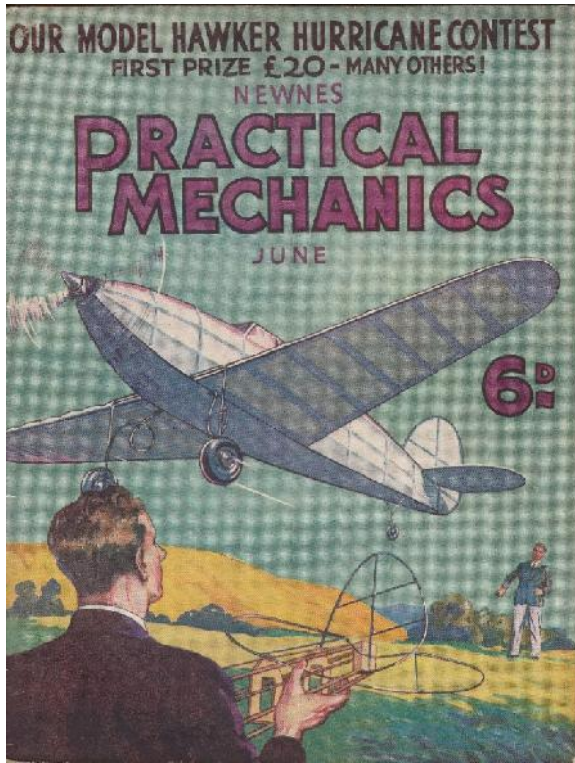


Fig. 3—A plan and side view of the petrol-driven biplane.



The first aeromodelling on any of our covers of *Practical Mechanics* is found on the issue of May 1938 and again on the June issue. This was to publicise a competition with a first prize of £20 cash, and I am sure that they meant cash, four big white fivers arriving by registered post. The accompanying article is not signed off nor is there a designers name on the full size blueprint supplied with the magazine.

GREAT NATIONAL MODEL AIRCRAFT COMPETITION!
 Build this Flying Model of the Hawker Hurricane
FIRST PRIZE: £20 cash and many other Special Awards

The article is written in the first person and suggests that the writer is the designer, so presumably the editor F. J. Camm designed the model Hawker Hurricane whereas it was his brother Sydney Camm, Chief Designer of Hawker Aircraft who designed the prototype, an early example of "just in time" supply.

Before we leave *Practical Mechanics*, let me give a thank you to Geoff Smith and Roger Newman for recently and respectively donating and delivering to the library a further 1938 issue.

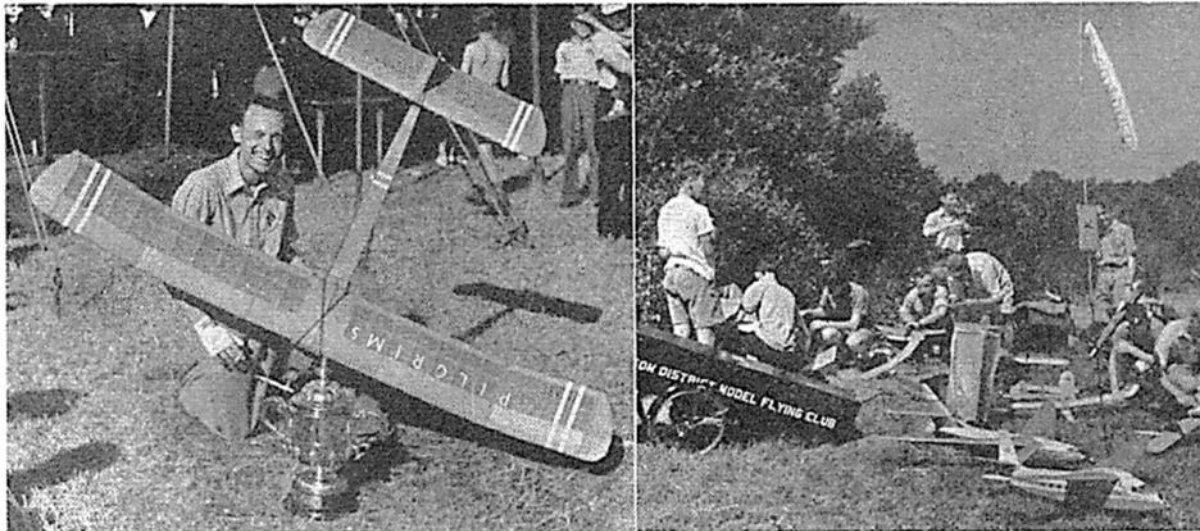
Roy Tiller, tel 01202 511309, Email roy.tiller@ntlworld.com

Roy Tiller

Flight Magazine almost 70 years ago, see who won the 'Fairey Cup', none other than our ex Treasurer Ed Bennett. His two flight total was 566seconds, (average 4-43 per flight).

FLIGHT, 4 July 1952

21



Vic Smeed, winner of the Queen Elizabeth Cup, is a 29-year-old timber-yard manager; he has spent much time in the R.A.F. (Right) This view of the Epsom club getting settled in was typical of hundreds of similar groups at Langley last Sunday.

MODEL DAY at LANGLEY

Annual Northern Heights Gala at the Hawker Airfield

NOT even the relentless sun of last Sunday, June 29th, could impair the activity of the 20,000-odd model aircraft enthusiasts who, by the kind permission of the directors of the Hawker Aircraft Company, once again spread themselves evenly over the airfield at Langley, Buckinghamshire, throughout the day.

The occasion was the fifteenth annual meeting of the Northern Heights Model Flying Club, at which the Queen Elizabeth Cup, and several other trophies, are competed for. This year the club came of age, and great indeed are the advances in models that have been made since 1931.

It is so much easier to experiment with models than with full-scale aircraft that it is not surprising to find a variety of (to the uninitiated) strange shapes at such a gathering, including fixed-wing models of all possible forms, rotary-wing designs, all-wing machines and some with no wings at all—lift being produced by inclining the airscrew axes. It must have shaken the Hawker test pilots Neville Duke and Frank Murphy, who were present, to find the Langley sky housing such unfamiliar forms.

As in previous years, the Queen's Cup was the principal event, this trophy being now known as the Queen Elizabeth Cup, Queen Elizabeth the Queen Mother being the donor. This is open to power models of up to 5 c.c. capacity, the marks for duration being augmented by a bonus awarded for all landings made within a prescribed area. The winner was Vic Smeed, a well-known modeller from the Canterbury Pilgrims Club. He gained a bonus on each flight and his aggregate time of 4 min 51.5 sec (for three flights with a maximum of 15 secs under power on each) beat by ten seconds Mr. J. Lewis, of the Northern Heights Club. The cup was presented to Mr. Smeed by Lady Boyce, the Lady Mayoress of London, who spent much time at Langley last Sunday and found the proceedings of absorbing interest.

The Flight Trophy, an open duration contest for gliders, was won by E. Wallace, of the Surbiton club, with two flights totalling 523 sec. Second was I. Wheatley (Sutton By-passers) with 402.75 sec. The corresponding trophy for rubber-driven models, the Fairey Cup, was won by E. Bennett (Croydon) with an aggregate time of 566 sec for his two flights. He was followed by R. Atkinson (Ipswich) with 515 sec and P. Allaker (Surbiton), who clocked 504.2.

The Thurston Helicopter Trophy—donated by Dr. A. P. Thurston, president of Northern Heights—was won by M. Inzram (Jetex), with P. Bashford and V. King (both of Pharos Club) second and third. An impressive collection of helicopters was gathered for this event, employing both shaft- and tip-drive. The de Havilland Trophy, for power models, was taken by J. Swaniways

(W. Middlesex) with 430 sec; N. J. Marcus (Croydon) and F. Chatwin (Birmingham) were runners-up, with 384 and 352 sec.

Noisiest event was the control-line team racing, for which two trophies can be competed. Class A (up to 2.5 c.c.) qualifies for the Coronation Cup, won by H. W. Langston (High Wycombe) at 50.5 m.p.h.; B. Jones (Bristol) and Wiltshire (Slough) also being placed. Class B (2.5 to 5 c.c.) compete for the "Model Engineer" Cup, awarded to W. Morley (W. Essex) at 66 m.p.h., the second and third finishers being Wright (St. Albans) and C. Taylor (W. Essex).

The R.A.F. Review Cup, awarded to the winner of the radio-controlled spot-landing contest, went to R. C. Lawyer (W. Middlesex) at 13 yd; near winners were S. Collins (N. Heights), 19 yd, and F. Sutherland (W. Essex), 21 yd. Finally, the winners of the popular Concours d'Elegance were: power, Tipper (Gosport); general flying, Nachtmann (Polish A.F.A.); flying scale, Ploszajski (P.A.F.A.); and unorthodox, Manuel (St. Georges Heights)—with a radio-controlled glider.

Entries for the eight contests totalled considerably more than 500, and even this figure is but a small fraction of the models present. What a good thing it is that Langley can be made available for this popular event; the Northern Heights club and the Hawker company are undoubtedly filling a real need in promoting this annual gathering—a policy which may reap a rich harvest of practical aerodynamicists in the years to come.

MIDSUMMER DANCE AT HATFIELD

IN a fairyland setting, graced by perfect weather, the de Havilland Aeronautical Technical School and their Old Boys' Association, in conjunction with the London Aeroplane Club, held their annual midsummer dance at the Aerodrome Restaurant, Hatfield, on Friday, June 27th.

The D.H. Cirrus Moth, G-EBLV, was parked beside the equally aged 3-litre short-chassis Red Label Bentley, and together with numerous photographs of D.H.'s and the London Aeroplane Club's pre-war activities lent an air of nostalgia to the evening. The swimming pool, cabaret and firework display provided attractive diversions when dancing proved a little too warm.

Organized along the lines of D.H.'s previous midsummer dances, this particular event proved even more popular than in previous years, and the weeks of hard work which the organizers had spent was well rewarded by the record attendance and undoubted success of the evening.

**The Wakefields of the late Robin Kimber
or a slightly humorous tale of what can be possible with some help from friends!**

Robin was an extremely good & prodigious builder & flyer of model aeroplanes, in particular of gliders & rubber powered models.



Pic provided by Andrew Longhurst: If I recall correctly, the model held by Robin is a Fullerton

Gliders are to be the subject of a separate discourse, suffice to say for now that 9 have been retrieved & passed on to others skilled in the art of glider flying & in possession of legs worthy to get them aloft. This just leaves 22 (I think) to try & identify then to place with those also capable of towing & with adequate legs & lungs. The subject matter of this short note is to explore his Wakefields.

In this context, I have to pay tribute to the sterling efforts of Sue Kimber, who has been most generous of her time in sorting Robin's many models, collecting all the component parts together and equally generous in allowing them to be passed (hopefully) to other modellers, to Richard Fryer who ably assisted Sue & carried on the good work of piecing together a lot of the component parts. Last but not least to a splendid team effort by Andrew Longhurst, Nick Peppiatt & Ray Elliott who I called upon to take advantage of their extensive knowledge of these models such that a large proportion of them were eventually identified.

Where did it all start? Whilst chatting to Richard at one of our gatherings, he mentioned that he had managed to place quite a few vintage coupes from Robin's host of models, but that there seemed to be an inexhaustible quantity of other models remaining & he wasn't really sure of how to dispose of them.

Now Robin & Sue lived in a small village deep in the Cotswolds & Richard lives in Cheltenham, both locations as it happens are "almost" on my route home when I stay with my sister-in-law in Ledbury, so in a rush of blood to the head I said I would be happy to call in on Sue with Richard & see what I could do to help. Thus on my next visit to Ledbury, I diverted to visit Sue & Richard on the way home to be confronted with a plethora of model aeroplane components. We tackled gliders first as Sue & Richard had managed to put together quite a few matching wings, tails & fuselages - more of that on another occasion. Anyway, after the gliders & another visit to Ledbury, came the Wakefields. Now whilst Robin knew precisely what went with what as regards putting a model together, lesser mortals have not been blessed with the same intellectual powers! So the initial task was to again to collect fuselages, wings & tails. All things being equal, Robin must have built from plans! However, no plans came to light. Then it transpired that a lot of "papers" had been skipped, perhaps included in the "papers" were plans - oh woe indeed! There was no easy way out but to summon expert advice & call in the services of Andrew, Nick & Ray. Credit where credit is due - they didn't complain or grumble too much & indeed proved to be most enthusiastic & a fount of knowledge! So where did we start? All the component parts - a seemingly random collection of fuselages complete with beautifully carved props, wings, tailplanes & fins were piled into my old Previa & transported home, ending up in what I call our "pod" in the garden - which does have the benefit of being well lit, waterproof & heated & also relatively empty.



Photos were taken of the fuselages (13 in all) & sent to Andrew, Nick & Ray for potential identification.

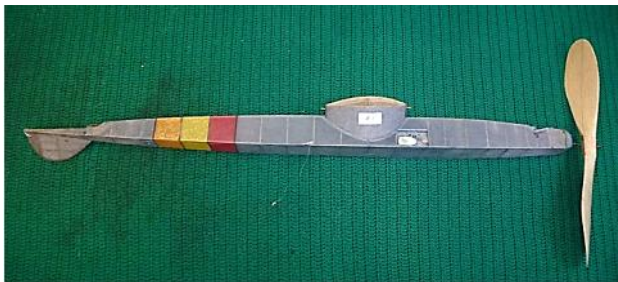


Figure 1: Thermalier



Figure 2: Parham 1949



Figure 3: Lim Joon

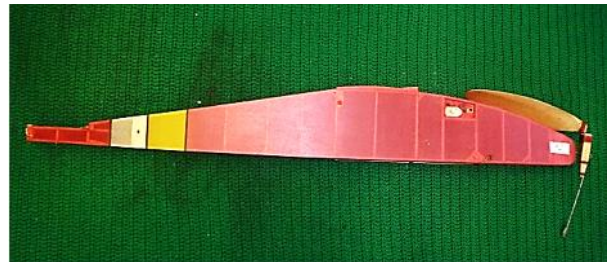


Figure 4: Wells Fargo



Figure 5: Hereward



Figure 6: Lim Joon

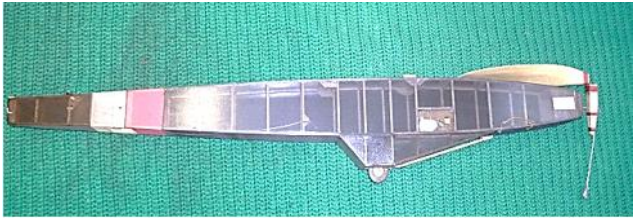


Figure 7: NRG



Figure 8: Fullerton 1948



Figure 9: Pomona Champ



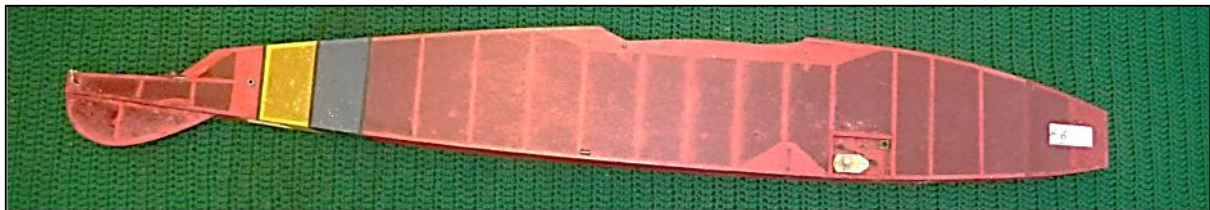
Figure 10: Boyle

Andrew in particular seemed to look upon this exercise as a challenge to his vast knowledge of Wakefields! Anyway, within the week, back came a raft of answers from all, as indicated in the annotated photos above .

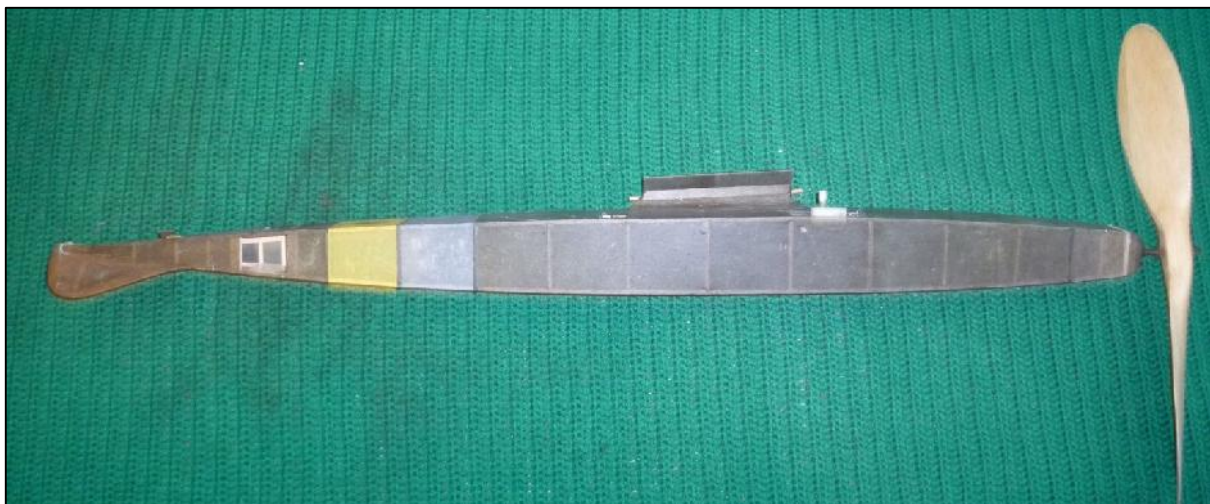
This has left us with three Unidentified fuselages



Unidentified Model: Pic 1



Unidentified Model: Pic 2



Unidentified Model: Pic 3 (note diamond fuselage)

The next task was to bring together the wings, tailplanes & fins as appropriate. Fortunately the guys had been very thoughtful & for almost every fuselage identified had sent some form of 3d view or thumbnail plan to ease my task. A few mornings were devoted to a three dimensional jigsaw, a lot of trying, measuring & juggling eventually ended with the results being partially satisfying as listed below. Partially only in as much that three fuselages remain unidentified as per photos above, so another challenge to our readers to identify these - answers to me!

Complete Models

Lim Joon - two models complete other than missing u/c: Wells Fargo: complete
NRG below complete



Incomplete Models:

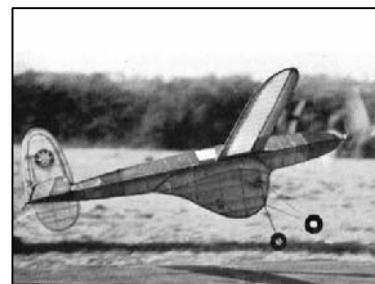
Thermaleer: missing tailplane & u/c, slight damage to nose; (not a wakefield)
Parham: missing wing & tail: **Hereward:** missing tailplane: **Fullerton:** missing wing
Boyle Wake: missing tailplane: **Pomona Champ:** missing tailplane
 There are props for all of these. All fuselages have tomy timers.

What next - the four identified complete models have already been placed & will go to a worthy home in the New Year. Rational (!) decisions are to be made regarding what's left. The models where one or more components exist are fine candidates to be completed i.e. a new wing and/or tailplane etc. etc. has to be built, so anyone who would like a challenge is welcome to contact me & they can have the parts. These are the incomplete models listed above. Where possible a pdf of the plan will be provided as well.

The bonus! In sorting through everything, Sue unearthed four more complete models - discovered in two boxes - these being an Evans Jaguar (won the Wakefield Trophy in 1948), an Evans Clipper, a Simon (Gutteridge Trophy winner in 1949) & an unidentified Monks Wakefield, all in really excellent condition. Again, these are free to a good home, just ask.



Simon (Model Aircraft)



Jaguar (Aeromodeller)

All of these models deserve to be flown. As has been mentioned elsewhere, this year (2022) is the 70th year since Blomgren won the Wakefield Trophy & 90 years since Gordon Light did so in somewhat controversial circumstances (according to the SMAE at the time). Remember too there is the Croydon Wakefield Day on Easter Saturday. It is probable that there will be a vintage Wakefield comp at our meeting on RAF Colerne airfield & maybe even some form of comp at one of the Modelair meetings at Old Warden.

Wouldn't it be a grand memorial to a very fine gentleman & talented modeller if one of his models were to win or even place in any of these comps? So get up a head of steam, a burst of enthusiasm & ask for a model or the component parts, find some rubber & have a go.

Roger Newman

HAVARD: The North American Aviation T-6 Texan

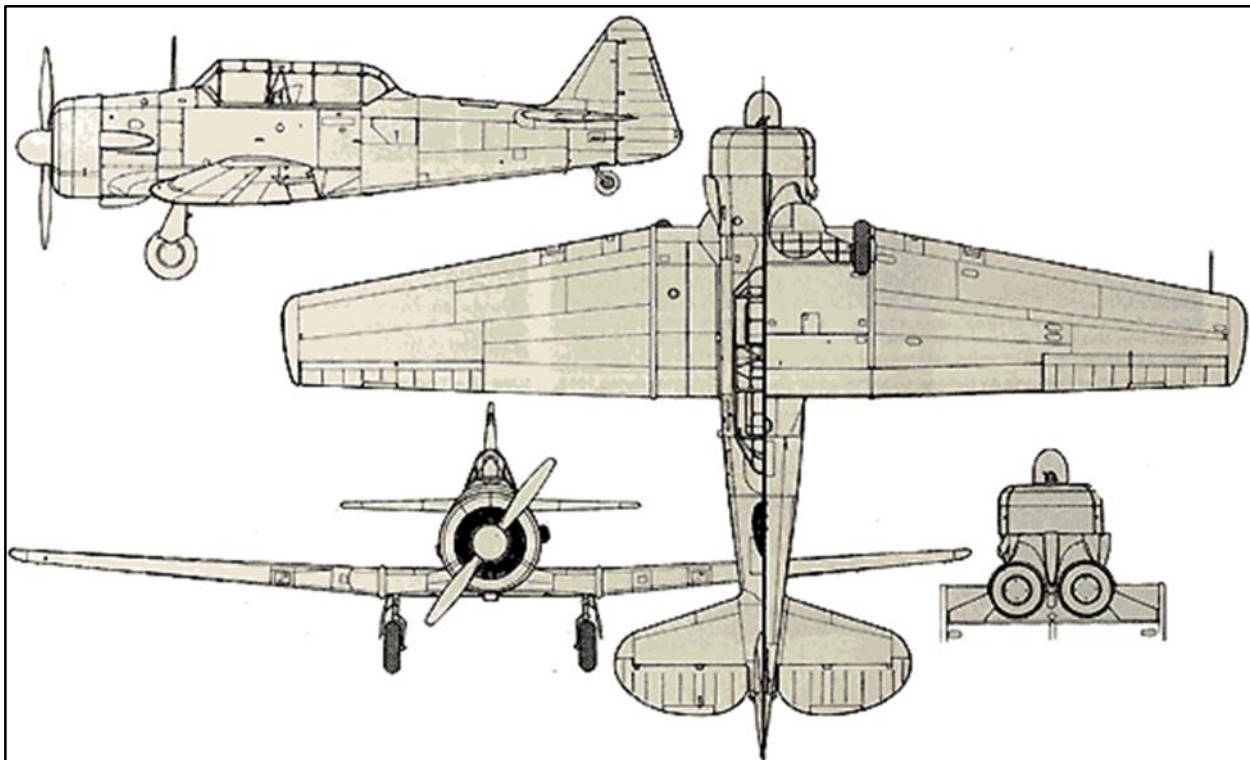
An American single-engine advanced trainer aircraft used to train pilots of the United States Army Air Forces (USAAF), United States Navy, Royal Air Force, Royal Canadian Air Force and other air forces of the British Commonwealth during World War II and into the 1970s. Designed by North American Aviation, the T-6 is known by a variety of designations depending on the model and operating air force. The United States Army Air Corps (USAAC) and USAAF designated it as the **AT-6**, the United States Navy the **SNJ**, and British Commonwealth air forces the **Harvard**, the name by which it is best known outside the US. Starting in 1948, the new United States Air Force (USAF) designated it the **T-6**, with the USN following in 1962. It remains a popular warbird used for airshow demonstrations and static displays. It has also been used many times to simulate various historical aircraft, including the Japanese Mitsubishi A6M Zero. A total of 15,495 T-6s of all variants were built.

Role	Trainer aircraft
National origin	United States
Manufacturer	North American Aviation
First flight	1 April 1935
Retired	1995 (South African Air Force)
Primary users	United States Army Air Forces United States Navy Royal Air Force Royal Canadian Air Force
Number built	15,495
Developed from	North American NA-16
Variants	North American A-27 Bacon Super T-6
Developed into	North American P-64 CAC Wirraway



The Texan's ancestry goes back to the North American NA-16 prototype which was first flown on April 1, 1935. In 1935, NAA submitted this design for the U.S. Army Air Corps Basic Trainer Competition. NAA also targeted the export market.^[1]

The modified NA-26 was submitted as an entry for a USAAC "Basic Combat Trainer " aircraft competition in March 1937. Based on the NA-18, but with a foot longer wingspan, it was the first of the NA-16 series with retractable gear. It was similar to the BT-9, but with a larger engine, the 550 hp (410 kW) Pratt & Whitney R-1340 Wasp, and could accommodate two .30 in (7.62 mm) guns. The BC-1 (NA-36) was the production version, with 177 built using R-1340-47 engines, the first delivered on 9 June 1937. Some 30 were modified as BC-1-I instrument trainers. The armed version, the BC-1A (NA-55-1), carried a .30 in (7.62 mm) machine gun on the starboard nose, and a flexible gun in the rear. The 83 BC-1As built, used a NACA 2215 airfoil at the wing root, and a NACA 4412 airfoil at the tip, with a 178 US gal (670 l; 148 imp gal) fuel capacity. Based on the BT-9s, the US Navy received 40 NA-28 aircraft, designated NJ-1, 16 NA-52 aircraft, designated the SNJ-1, 36 SNJ-2s based on the NA-65, and 25 SNJ-2s based on the NA-79.



Aeromodeller Departed: Lindsey Smith - Roger Newman/Nick Peppiatt



It is with great sadness that we have to inform members of the passing of Lindsey Smith in early December.

As many of you will know, Lindsey was very helpful in assisting David Baker to obtain the use of Middle Wallop in the formative days of SAM1066 and indeed he was of considerable help to me when I started to handle the annual licensing for events at the same venue several years ago.

Additionally he was a very fine scale modeller and an enthusiastic supporter of the Earl Stahl and Masefield Trophy scale competitions - winning on a few occasions as well.

Our deepest sympathies are extended to his family at this time of year.

The photo above shows Lindsey holding one of his many scale models, a rubber-powered model of the Pearson-Williams 'Mr Smoothie' racer, no doubt piloted by one of his vac-formed miniature pilots.

Lindsey was a true scale aficionado for the greater part of his long modelling life. He started modelling (to quote him) at "an early stage of life", progressed through the usual stages of a variety of kits and homed in on scale models when still at a tender age.

He oft quoted one R W Jones who apparently had scale plans published in the AeroModeller between 1938 and 1942, comparing him favourably to Earl Stahl. However, it was the Earl Stahl competitions at Middle Wallop that he often so ably organised and ran. To hear his summons of the competitors to assemble and fly in the rounds was quite something.

He also found the time to write a couple of very readable articles for the SAM 35 Yearbooks on "Horrible Hurricanes" and "Dime Scale". This was whilst he was regularly writing the Scale Column in SAM 35 Speaks from January 1989 to October 2013 and running a "cottage industry" business called Small Scale Custom Services from home in conjunction with his wife Jane, to make and supply (as the name says) small scale vac-formed components to fellow modellers.

During his life he amassed a considerable amount of books, plans and material related to full size aviation and scale models, which now sadly must be sorted through and for which homes have to be found.

Whenever our paths met at Middle Wallop, he was the most courteous and polite of men, a pleasure with whom to have a talk. But (I guess) because of his military background and service, he certainly knew how to get things organised and done.

We shall greatly miss his presence.

R.I.P.

Roger Newman & Nick Peppiatt

I thought I'd dig back into my picture files and present a few taken in the good old days at Middle Wallop.

There will be no particular order or reason for any photograph shown, just whatever catches my eye as I wander down the files.

The earliest digital pictures I have are from 2003 when I went to the championships with Brian Roberts of the Coventry Club. I had met Brian at the indoor meetings he ran in the Coventry Sports Centre and he fixed us up with digs. This was the first time I had stayed overnight for the meetings.



2003: Brian Robert's beautifully built version of Ted Evans 'Clipper'



2003: I step up for a kiss from the delightful Carol Farley, won best diesel Tomboy I think. Just look behind at that well laden prize table



2008: Some guys seem to get the plans back to front



2008: Yours truly with the good old '1939 Korda' Wakefield



2009: Brian Conroy with his 'ABC Robin'



2009: Brian Conroy with his 'Fieseler Storch'



2009: I pick up the 'Jaguar' Trophy



2009: Anyone remember the pig roast



2010: Championships prize table



2010: The late Dick Twomey with a small version of his 'Lepreachaun'



2011: Dr.Martin Pike and son Rory, obviously a tiring three days as Martin dozes off whilst still standing.

John Andrews

Lacking a bit of inspiration, I took a look at my notes from this time last year. Not a particularly good idea as we seem to be in a very similar state as we were some 12 months ago regarding Covid 19 & the restrictions imposed upon us. Thus far, no lock down yet but who know what may be imposed on us in the New Year? I guess the positive take is that most of us are still here, albeit a year older, a year more confused about life but still with hopes that we can get some reasonable flying sessions in 2022, being the BMFA Centenary year!

What holds for next year? Being optimistic - briefly we have two shared events with Croydon, a day at Colerne - license permitting & the possibility of hosting a vintage Wakefield event at one of the Modelair days at Old Warden in May. Then of course there are the free flight Nats - this year to be held over four days - perhaps a bit much for older legs but never mind, various events on Salisbury Plain which this year will see the Crookham Gala hosting a special Dixielander comp in September. More on all these to come in the New Year as details get firmed up. The prospects for a possible event at Middle Wallop remain both uncertain & unlikely, but we'll keep trying. Consult the regular events page in the NC & on our website for the latest info.

The BMFA has issued an update on the latest CAA model flying regulations. You should all have received an email from them but just in case, here are the relevant details.

"There is a lot of information to digest, but to assist with this we have produced an updated 'Quick Start Guide' which can be viewed at <https://rcc.bmfa.uk>. We have also updated the detailed guide which can be viewed at <https://rcc.bmfa.uk/article-16> (the downloadable version highlights any changes with sidebars), where you can also access the updated Article 16 Authorisation document.

All of this will be supported by the updated 2022 BMFA Member's Handbook which we hope to publish early in the New Year.

It remains the case that for most members and Clubs very little has changed in practical terms and it is very much 'business as usual'."

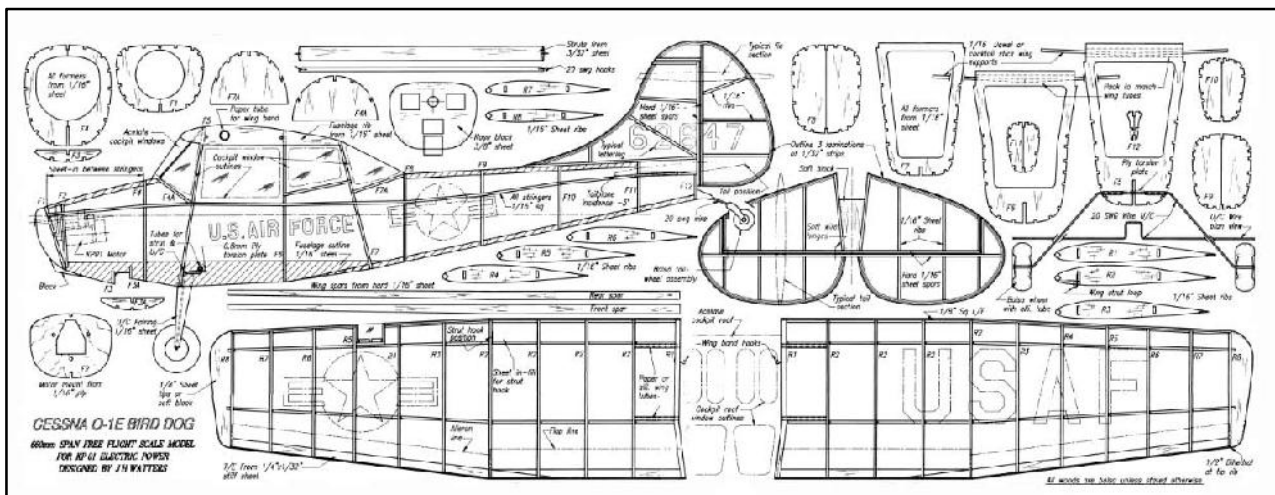
Not a lot else worthy of comment, so have a happy New Year & here's to some good flying in 2022.

Roger Newman

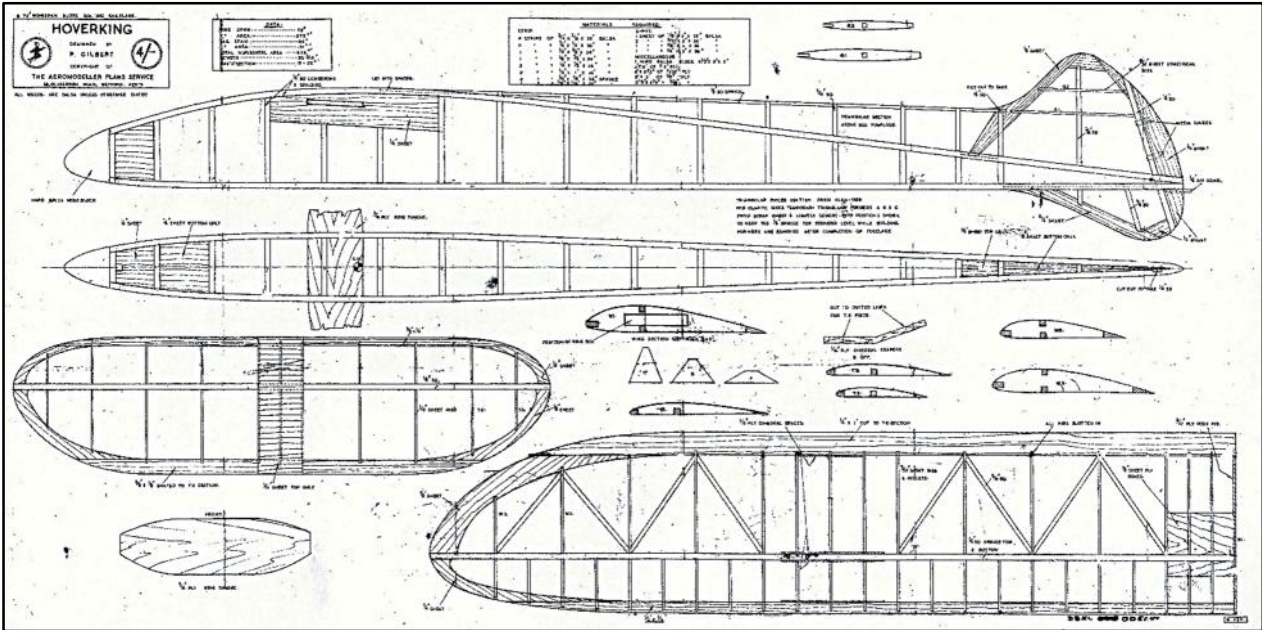
Models for the Month

Roger Newman

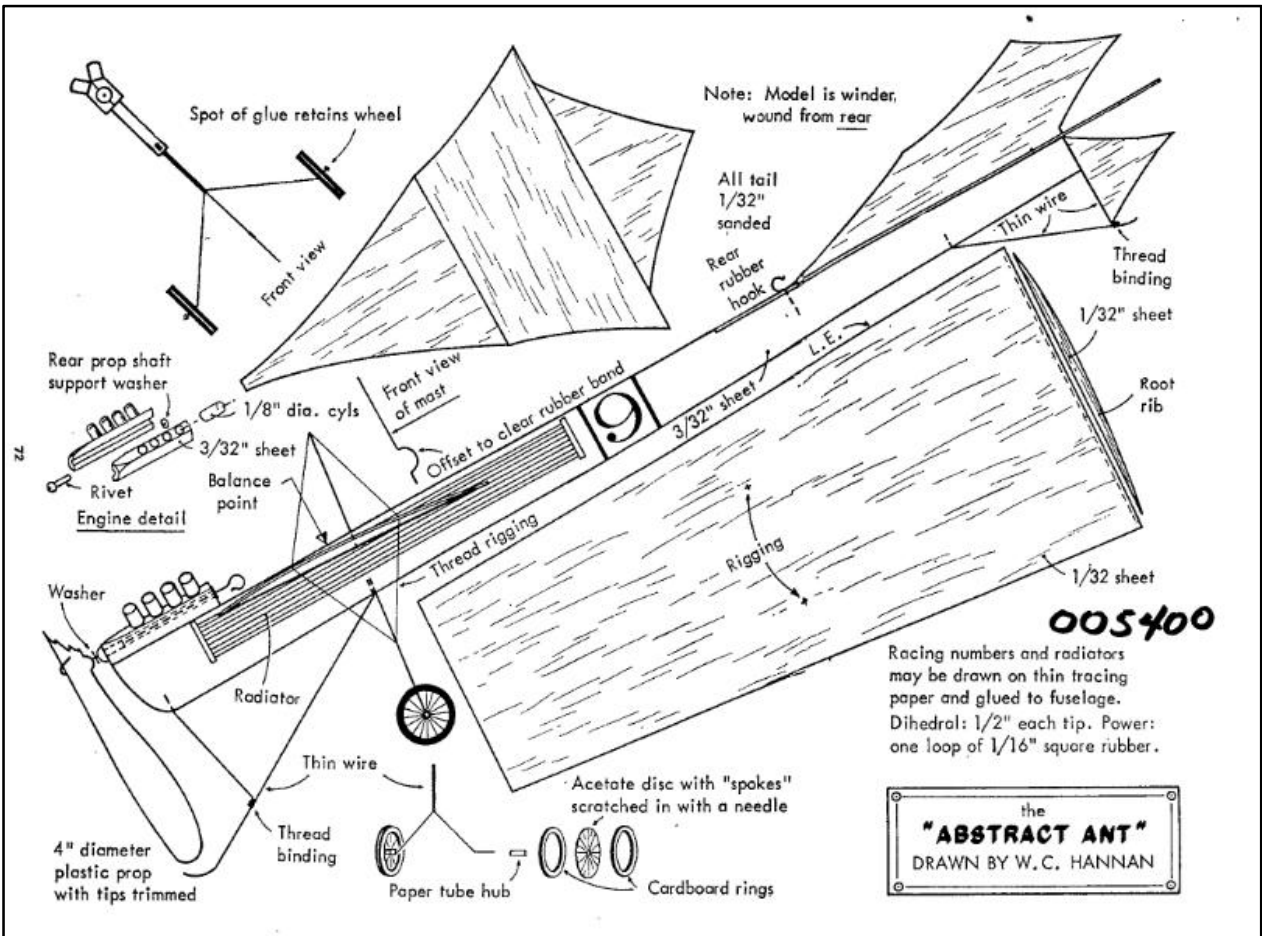
Cessna Bird Dog: - electric powered free flight for KP01



Hoverking: - nice big oldish 72" span glider



Abstract Ant: - bit of indoor rubber



I am Club Secretary of Knutsford & District Model Flying Club, I have been given your details by one of our members Ralph Sparrow.

A couple of days ago the club was contacted by a family member clearing the loft of Gordon Seymour who was a very keen free-flyer for many years and a long standing member of our club. Sadly he passed away several years ago, and his wife has passed this year.

On clearing the loft, a large collection of vintage models has been found, some built, many still in their boxes. I have circulated the details to our club, but Ralph has suggested that much of the collection, located in Padgate near Warrington, would be of more interest to you and your members.

The person to contact is Ian Duane, his phone number is 07932 140064

I have attached the photographs he sent me of part of the collection. I hope it is of interest to you, the family really want the models to go to good homes.



Paul Doidge
Club Secretary

Free Magazines

There are:-

Aeromodellers: 7 x 1955, 6 x 1956 and Jan 2013 to Nov 2021 complete.

Sam Speaks 2007

AMI Aug '02 to Apr '04

The 2013 to 2021 Aeromodellers are all in perfect condition except for the removal of some free plans.

The 1955 & 1956 are without covers and consequently a little tatty.

The Sam Speaks are in perfect condition as are the AMI's

I want nothing for them just a good home!

They would need to be collected either from my home or an Area meeting, as three boxes have a total weight of just over 20 Kg.

If interested contact john-richardson@btconnect.com or 01233 668767

Address is still 21 Beaver Road, Ashford

MODELS FOR THE CENTENARY EXHIBITION

As you probably know, there will be an exhibition at Buckminster next summer to celebrate a century (or a bit more) of British model flying. The aim is to look at our progress decade by decade, covering FF, RC and CL flying and models; obviously prior to the late 1940s there was only free flight to consider, but you, as a vintage enthusiast will know all about our first fifty years or so.

Jim Wright and Martin Dilly are organising this and we need offers of representative models, preferably original but possibly replicas, and significant bits of equipment to include in the exhibition. If you've been to the superb German museum of gliding and model flying at Wasserkuppe or the AMA museum at Muncie you'll know what's possible.

A few specifics. Does anybody have one of the L.G. Temple heavyweight gliders from the 1940s? A Rudderbug? A Chris Olsen Uproar? A Mick Farthing Lightweight glider (the one with the diamond fuselage and a pylon)? A 1920s-type compressed air model? A Banshee? A combat model from the days when they had fuselages? A Bill Morley Thunderbolt F2B model?

Any suggestions of what needs to be included, whether models, equipment or developments will be most welcome as soon as you like.

Jim is at jim.wright@dsl.pipex.com, phone 01525-221543 and

Martin is at martindilly20@gmail.com, phone 0208-7775533.

Classic A1 Email International Important Update

Anyone interested in entering the Classic A1 Glider 'postal' contest organised by Stuart Darmon please note that you now have until December 31st. 2021 to complete your entries. The original six-month time window, which was to have closed on July 1st. has been extended due to public health restrictions remaining in much of Europe, and to the recent severe flooding in parts of Australia. All other details of the event remain unchanged, and entries already made will not be affected.

Details from: stuardarmonf1a@yahoo.com

Classic A1 Glider Email International 2021

Eligible Models

A Classic A1 glider is any Free Flight towline glider of total projected surface area not exceeding 18 square decimetres, built in accordance with a design published or kitted between January 1951 and January 1961, as per BMFA Classic Glider rules (<https://britishmfa.sharepoint.com/sites/public/Rule Books>)
Maximum length of towline 50 metres under 2Kg. tensile load

The Contest

All flights for each entry must be made on the same day between 01 January 2021 and 01 July 2021 inclusive. All flights must comply with local regulations governing model flying and with the guidelines of the national aeromodelling governing body (BMFA, AMA, etc.)

All flights for each entry must be made with the same model. An individual may make up to three separate entries provided that each is made with an entirely different eligible model.

A model may not be used by more than one individual over the age of 16 years. Juniors below this age may fly a model borrowed from another entrant.

The maximum for the first flight of each entry is 30 seconds. If this is achieved, the entrant is permitted a second flight of maximum 60 seconds, and so on, the maximum increasing in increments of 30 seconds until either a max is not achieved, or flying cannot continue (e.g. because the model is lost or damaged). The score for that entry is the total flight time including the sub-max final flight.

All flights must be timed by a person other than the entrant. Procedure for starts, timing, attempts etc. is per F1H except that a flight aborted by RDT does not qualify for a second attempt, even if less than 20 seconds (in line with BMFA classic rules)

Entry

Entry is free of charge. Once the flights are completed, entry is submitted no later than 07 July 2021 by email to classica1postal@gmail.com by sending the following information:

The name & contact email* of the entrant

The name(s) of the timekeeper(s)

The score, in seconds, in the form of an addition, e.g.

30+ 60+ 90+ 120+ 124= 424

The name of the model and where it was published

The country and location where the flights were made

If entrants aged 16 or under wish to be eligible for the junior prize they must include their age in years (D.O.B. not required). Juniors are also included in the overall results and are eligible for the other prizes.

In order to qualify for the team prize the entries of all three team members must be submitted in the same email, also stating the name of the team. Entries received in this way will also be included in the individual results.

Information about the flying, the site, etc. plus photographs will be very welcome and will help in reporting the contest in the modelling press.

INTERNATIONAL POSTAL COMPETITION

July 1st 2021 to February 28th 2022

The event will be held from July 1st to February 28th inclusive. A good friend well versed in global climatology did some extensive research on options presenting balanced timing of weather conditions for both hemispheres and this period appears to be potentially promising.

Events:-

P30. Models conforming to AMA rules . ie. 40g minimum airframe weight, 10g maximum motor weight, no dimension exceeding 30 inches, unchanged commercially available plastic propeller 23 - 25cm in diameter. No gearbox.

Senator. Replicas of the KeilKraft 'Senator'

Common to both classes :- Three flights to 120 seconds maximum;
flyoffs 150 seconds max until target is not achieved.

Classic 1/2A. Participation limited to 'locked down' models with no moving surfaces other than for d/t operation and powered with cross-flow engines; schnuerle ported units are not eligible.

Three flights to 120 seconds maximum; flyoffs 150 seconds max until target is not achieved. Engine run 7 seconds for first three flights, 5 seconds for flyoff flights thereafter.

In all instances multiple models may be separately entered during the contest period. It is not necessary to complete entry flights in a single day. Please forward details of a completed entry as soon as possible, at latest by email or post by **March 14th 2022**, together with any anecdotes or photos which I will endeavour to include in a closing report.

Requirements are: Entrant name. Country. Email address. Class. Model name, if from kit or plan. Full score(s)

Thank you for your participation and support. Good flying !

Jim Moseley ji_moseley@look.ca

50 Exeter Road, Apt. 1153, Ajax, Ontario, L1S2K1, Canada

PS: Update on competition above

International Postal Competition July 1st 2021 to February 28th 2022

Greetings to all! It is now just over four months since I invited participation in this event for:

P30s plus supporting classes for Classic 1/2A and KK Senator.

A lot of positive comment was forthcoming but entries to date have been a little sparse in comparison even though much of favourable northern hemisphere flying opportunity is fading.

To some extent I have been remiss in not encouraging members of groups to fly but I have had very little time to spend in same or on modelling affairs in general due to personal problems.

I thank all who touched base and also those who have sent scores, whose numbers I trust will yet be swelled by others from Southern climes. Remember that scores are acceptable from any time in the July-February period so existing sets of times from any contest or flying sequence are valid, as are multiple entries where different models were flown. As said initially I have not been active in the group of late and time is still limited; I request anyone who may have left me comments or scores therein to please advise me direct at jimoseley@look.ca and use that email for more to follow..... says he hopefully lol.... **Competition rules also available.**

Good flying, wherever in the world you might be.

Jim Moseley jimoseley@look.ca

Indoor Flying with the South Birmingham MAC

Mainly Free Flight

Leasowes High School

Kent Road, Halesowen, B62 8PJ

2021

Oct 16th – Nov 13th – Dec 11th

2022

Jan 8th – Feb 5th - Mar 5th – Apl 2nd – May 6th

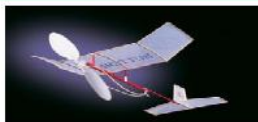
Flying 2-30 til 5-30

Admission - Flyers **£8.00** - 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

07749817767 or 0121 5506132 or e-mail cosh43@hotmail.com



Flitehook Indoor Free Flight

West Totton Community
Centre
SO40 8WU



2021/2

Wednesdays: 12.00 noon – 4.00 pm

29th Dec; 19th Jan; 23rd Feb, 23rd Mar; 20th April

BMFA Membership mandatory

£8 per session

Easy access; Café; Toilets; Parking

Flitehook Sales Table

Spectators & Juniors are free of charge

Any queries – email rogerknewman@yahoo.com or phone 02392 550809





Impington Village College Model Aeroplane Club

Free Flight Indoor Flying on Sunday 3rd April 2022 - 9 am to 5pm

This is our first event for 2 years, so to celebrate 100 years of model flying please come along for some relaxed FF flying and some low key competitions.

There will be two free flight competitions and one car race -

1. **A Peanut event** using a simplification of the international rules. Max size of model either 13 inches span or 9 inches length excluding propeller. A GA drawing or any other proof that the actual aircraft existed. A single judge for all entrants to award up to 30 scale points and up to 90 difficulty bonus points. Any number of flights with a 10 second bonus for ROG. Total of the best two flights plus scale and bonus points to decide final score.
2. The usual **duration event for Bostonian models**. Any design to the Bostonian formula. Minimum air frame weight 14g and all flights to ROG. Total score from best three flights.

All competition flights timed and reported to control.

We will feature a car race event as usual. This will be a fun event for rubber powered cars. We will vary the distance and number of heats depending upon the number of entrants on the day.

Sadly due to space restrictions it will not be possible to hold RTP activities or an exhibition but there is still opportunity to fly as many and varied free flight models as you wish.

How to find us - Impington Village College CB24 9LX. Leave the A14 at junction 27 towards Histon B1049. After approx. ½ mile take the first right onto New Road. The college is at the end of this road approx ¾ mile on the right. See directions on the club website [here](#)

Admission Adult flyers £5.00. Children, spectators and car parking free. Drinks and snacks available in the Sports Centre.

There will be a raffle during the day and prizes will be gratefully accepted.

Contact Michael Marshall 01223 246142
email mandrshall@gmail.com

AREA 8. SALISBURY PLAIN. 2021.

Area 8 has been booked for free flight use, every Saturday/Sunday, plus 3 Bank Holiday Mondays in 2021, subject to final approval on the Friday morning preceding each weekend.

Those wishing to sport fly/trim must hold an annual season ticket. 2020 season tickets remain valid for 2021, with no new tickets being issued, or payment requested in this case. Those not having a 2020 season ticket may obtain one for 2021 via donna@bmfa.org for £20. The terms and conditions remain the same as in previous years, although users are also reminded that when driving they should stick to established tracks and avoid creating new ones.

On contest days only, non-permit holders can sport fly/trim on payment of a site access fee of £5.

All flyers entering a contest must also pay the site access fee. This applies to Club Galas, Centralised and Decentralised BMFA events. The exception to this is for BMFA Contest Season Ticket holders, who will not be required to pay the site access fee for BMFA Centralised events, and the World Cup events. You are reminded that the BMFA pay for an annual licence to use the site via the FFTC.

Driving on Salisbury Plain.

We have frequently been reminded by the authorities that allow our access to Area 8 of,

The need to drive and behave safely, as it is a potentially dangerous place. Respect the environment, as it is a conservation area with numerous vulnerable species.

More recently all users of the Plain have been asked to avoid creating any new vehicle tracks.

The Salisbury Plain Military Lands Byelaws 1983, state that a driver may only leave the road (Public Right of Way), by 15 yards, and then only to park. For practical reasons, the interpretation of this can be somewhat liberal for our purposes.

Three farmers have grazing licences for Area 8, and an annual hay crop is taken from the plateau. Their rights and livelihoods must be respected.

This leads to the conclusion that vehicle movements should be kept to a minimum on grassy areas, and any motorised retrieval should be confined to the well-established tracks.

We never know who is watching our behaviour on any of our few remaining flying sites.

Peter Watson. FFTC Area 8 liaison.

For Sale:

All proceeds to Bournemouth MAS club funds
By courtesy & generosity of Dave Etherton & SAM 1066 Library



Kits: Free Flight & Control Line

1.	Kell Kraft Ranger: Control Line team racer (Later kit with sheet wing)	looks complete		£20 ono
2.	Mini-Manx: Spencer Willis tailless kit - rubber:	looks complete	sold	£20
3.	Convertible: Old time rubber, Peck-Polymer kit	looks complete	sold	£20 ono
4.	MM Skyranger: all balsa 19" span for CO2	looks complete	sold	£15 ono
5.	IGRA Be-Be-D-7 Jodel - rubber 24" span	looks complete	sold	£15 ono
6.	R/N Models: Playboy Senior for CO2 or Cox Pee Wee	looks complete		£20 ono
7.	Buckeridge Lightweight: Spencer Willis kit - rubber	looks complete	sold	£20 ono
8.	Hyper Cub: 29.5" span for rubber	looks complete		£15 ono
9.	Bazooka: laser cut parts & plan - no strip wood - Belair short kit@		sold	£20 ono
10.	Kell Kraft Gypsy - ex John Fox - note on box says "believed complete apart from prop blank, plus few parts already cut but in box Complete?"		sold	£20 ono

Propulsion Units

1.	Modela CO2 & accessories - looks new in box			£25 ono
2.	Arden Propulsion Unit - looks new in box			£30 ono
3.	PAW 2.49 diesel - 249-DS-4 - looks new in box		sold	£35 ono
4.	Quickstart Products Spitfire diesel: looks new in box, spare cylinder liner included ?		sold	£20 ono
5.	K-Mills 1.3 diesel: - looks new in box but box bit tatty		sold	£25 ono
6.	PAW 0.8 diesel: looks new in box		sold	£25
7.	AE 1.0 cc diesel: looks new in box			£30 ono
8.	Doonside Mills: looks new in box but note inside reveals work done on it		sold	£25 ono

Note 1: there is no guarantee that the kits are complete but they all have the correct plan & what looks to be sufficient wood / parts unless otherwise stated.

Note 2: Engines have not been run or bench tested.

Note 3: package & post at cost. Offers by email to rogerknewman@yahoo.com

E30/RDT Batteries

I have had another delivery of 75mAh 1s lipo's which other users tell me are the best E30 batteries they have ever had. They are of course also suitable for RDT. If you send me £10 I will put 4 in a Jiffy bag and send them to you.

Ron marking, Pros Kairon, Pennance Road, Lanner

Redruth TR16 5TF

CARBON BOOMS For Hand Launched Gliders

If you need tapered carbon tubes for HLG booms I may have what you want. As supplied they are 99cm long, taper from 5.2mm to 2mm and weigh 6.4gm. As a rough test a 58cm length, suitable for a Yashinskiy type of model, weighs 3gm after a little application of wet-and-dry paper (used wet, of course) and it looks as if there's quite a bit more that can come off. The thin end that's left is good for a catapult glider.

Price is £7.00. In normal times I'd sell direct at contests, but postage and packing would be extra, depending on how many you need.

Contact Martin Dilly to order

Tel: 0208 7775533 or e-mail martindilly20@gmail.com.

Free Flight Supplies

Michael Woodhouse

mike@freeflightsupplies.co.uk & <http://www.freeflightsupplies.co.uk>

Free Flight Supplies is still operating. I have made arrangements to both receive and despatch materials. If you need stuff I can supply, it just might take a bit longer to get things to you. Carry on building!

Stay safe and look after yourselves.

We are only posting on an occasional basis. Any calls or e-mails asking "where's my order" will receive a curt load of invective from me or June.

If you get June the reply will leave you stunned!

ASUKA WASHI JAPANESE TISSUE

As most free flight modellers are aware ESAKI have ceased supplying Japanese tissue. ESAKI had been the place to go to for the supply of tissue. When couple of years ago ESAKI ceased their operation, the search was on for a replacement. After much to and froing of e-mails a new product has emerged in the guise of ASUKA WASHI. This new tissue is basically the same as ESAKI but in appearance a little denser and less shiny. In the autumn of 2019, I received samples which I passed around the various flyers and all the responses I received were favourable.

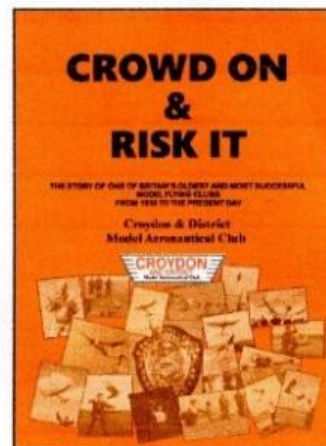
I now have a supply of ASUKA WASHI. The current range of colours is limited to red, yellow, blue, orange and white. The sheet sizes are the same as ESAKI at 450mm (18") x 600mm (24") the weight is 14 grams per sq. metre whereas ESAKI was 13 GSM. The range of colours will increase as production moves forward and demand dictates. Visually the colours muted compared to ESAKI but as noted denser. The price is £1.75 per sheet plus postage.

I still have stocks of ESAKI left particularly in the colours not produced by ASUKA as well as the chequer board colours.

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.

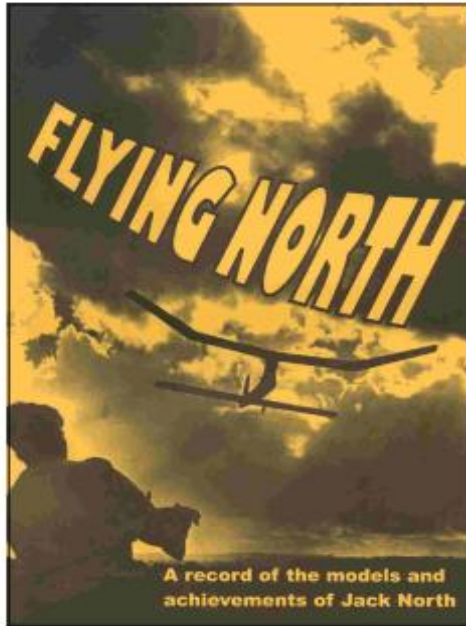
53 designs by Croydon members have been published in the model press and 24 of its members have represented Great Britain in World and European Championship teams. Several have gone on to notable careers in aerospace. Crowd On & Risk It covers all this and more.



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.

THIRD RE-PRINT JUST ARRIVED



FLYING NORTH A goldmine for vintage and nostalgia model flyers -

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

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

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

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

Price £20.00 in the UK, £24 airmail to Europe and £30 elsewhere.
Contact Martin Dilly on +44 (0)208-7775533 or e-mail martindilly20@gmail.com

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!



DILLY JAP IS BACK

After a bit of a gap since the final 5 yards came off my last bulk roll of Japanese tissue several people have asked if it will be available again, so I've just received my seventh roll. Doing the sums, that means that there's now just over a mile of Dilly Jap covering models all over the world.

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

Anyhow, since the last roll came in 2015, the price is slightly higher (maybe as a result of you-know-what ...xit and its effect on sterling), but it's still only £13 for a five yard roll a yard wide, or £15 by mail to the UK. I normally sell it in rolls at contests, but lately many people have had it sent lightly folded, so I can do that if you prefer.

I'm on 0208-7775533 or e-mail: martindilly20@gmail.com

INDEPENDENT REVIEW OF DILLY JAPANESE TISSUE

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

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

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

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

FREE FLIGHT FORUM REPORT 2021

Indoor Duration - A Challenge to Conventional Design - Tony Hebb
 Coupe in a Box - Gavin Manion
 Building Other People's Mistakes - Stuart Darmon
 The Models of Ray Monks - Simon Dixon
 Simulated 3D Flight Dynamics - An Approach to Gain Insight for Trimming and Aircraft Development - Peter Martin
 Building During Lock-down - Phil Ball
 Tame Your F1B and Related Thoughts - Mike Woodhouse
 What Next for a Lady Flyer - Sue Johnson
 F3 RES - RC for the Aging Free Flighter - Andy Sephton
 From Wichita to Robin III - Mike Fantham
 Further Thoughts on Carbon-Skinned Wings for F1A - Stuart Darmon
 Geo Fencing and Electronic Stability - John Emmett

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

Copies are available from: Martin Dilly,
 20, Links Road,
 West Wickham,
 Kent
 BR4 0QW

Or by phone: +44(0)2087775533
 Or e-mail: martindilly20@gmail.com



Provisional Events Calendar 2022

With competitions for Vintage and/or Classic models

All competitions are provisional and Covid restrictions may apply, **Check websites before attending**

February 27 th	Sunday	BMFA 1st Area Competitions
March 27 th	Sunday	BMFA 2nd Area Competitions
April 15 th	Good Friday	Northern Gala, Barkston
May 1 st	Sunday	BMFA 3 rd Area Competition
May 7 th	Saturday	London Gala, Salisbury Plain
May 8 th	Sunday	London Gala, Salisbury Plain
June 2 nd	Thursday	FF Nationals, Barkston
June 3 rd	Friday	FF Nationals, Barkston
June 4 th	Saturday	FF Nationals, Barkston
June 5 th	Sunday	FF Nationals, Barkston
June 19 th	Sunday	BMFA 4 th Area Competitions
July 10 th	Sunday	BMFA 5 th Area Competitions
July 24 th	Sunday	SAM1066 Cagnarata Day, RAF Colerne
July 30 th	Saturday	East Anglian Gala, Sculthorpe
July 31 st	Sunday	East Anglian Gala, Sculthorpe
August 21 st	Sunday	Southern Gala, Salisbury Plain
September 3 rd	Saturday	Stonehenge Cup, Salisbury Plain
September 4 th	Sunday	Equinox Cup, Salisbury Plain
September 11 th	Sunday	BMFA 6 th Area Competitions
October 2 nd	Sunday	BMFA 7 th Area Competitions
October 16 th	Sunday	BMFA 8 th Area Competitions
October 29 th	Saturday	Midland Gala, Venue T.B.C.
November 6 th or November 13 th	Sunday	Buckminster Gala

**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 Hook	-	www.flitehook.net
Mike Woodhouse	-	www.freeflightsupplies.co.uk
BMFA	-	www.bmfa.org
BMFA Southern Area	-	www.southern.bmfa.uk
SAM 35	-	www.sam35.org
National Free Flight Society (USA)	-	www.freeflight.org
Ray Alban	-	www.vintagemodelairplane.com
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	-	www.norcim-rc.club
Model Flying New Zealand	-	www.modelflyingnz.org
Raynes Park MAC	-	www.raynesparkmac.c1.biz
Sweden, Patrik Gertsson	-	www.modellvänner.se
Magazine downloads	-	www.rclibrary.co.uk
Aerofred Plans	-	www.aerofred.com
South Bristol MAC	-	www.southbristolmac.co.uk

control/left click to go to sites

Are You Getting Yours? - Membership Secretary

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

P.S.

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

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

Your editor
John Andrews