NEW Clarion

SAM 1066 Newsletter

Society of Antique Modellers Chapter 1066

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Happy New Year To You All

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SAM1066 AGM 2023

To be held Wednesday 10 January 2024 at 7.00pm via Zoom.

Would those wishing to "attend" please email the Chairman at

chair@1066.org

at least two days prior to the meeting so that we can send you the log in details for the meeting along with copies of the Officers' reports. Any apologies for absence can also be sent to the Chairman.

AGENDA

1. Welcome
2. Apologies for absence
3. Chairman's report
4. Secretary's report
5. Membership secretary's report
6. Treasurer's report and accounts
7. Report on the David Baker Heritage Library
8. Election of Officers: Chairman, Secretary, Treasurer, Membership Secretary, & Committee Members
9. Annual subscriptions for 2024
10. Any Other Business

- Members views on the future of SAM1066 & potential expenditure of funds
- Suggestions for 2024 competition program.

Any nominations for Committee positions and requests for matters to be discussed during Any Other Business should be received by the Chairman at least 5 days prior to the meeting. Current Committee members are prepared to continue in post, with the exception of the Secretary, for whom a replacement has been found (subject to the acceptance of the Membership during Item 8 of the agenda).

Editorial

May I wish you all a happy and flyable new Year and I trust you had a merry Christmas.
For myself Christmas was not all plain sailing as the wife Rachel fell ill again and was whisked away into hospital. Christmas card production took a hit and was not completed, so if you expected one and was disappointed I can only apologise.

What have we got in this issue?

- We open up with a report of a day on the Plain of Salisbury last November by chairman Tony Shepherd. A bit historic and only enjoyed by a few but one of those rare super flying days.
- Pylonius has a pop at the matrimonial stakes reporting on one soul who had the foresight to marry a lady aeromodeller, He followed up with his view on cross channel attempts and finally crash-proof models.
- Martin Pike reports on an indoor event in Holland and tells of the root of the journey and advises attending next year's event.
- Engine analysis is the 1.48 Taifun Hurrikan, over .15 bhp at 12,000 rpm'
- Paul Lovejoy professes non expertise and tells of his experiments with Co2.
- Model Aircraft 'News Review' from 1948 highlights official interest of aeromodelling activities by local authorities, and reports on the return of the Wakefield Cup by the efforts of Roy Chesterton.
- I reproduce my penultimate article on 'The Rugby Model Engineering Society Aeronautical Section' from the 'Clarion of 2001.
- There was a Delta Dart competition at an Essex Club indoor meeting, Mark Harper reports.
- Heard at the Hangar Doors, Jan 54, tells of the Queen's visit to Australia having travelled on a BOAC Strato Cruiser. Loss of membership is reported, possibly due to fee increases. Flying near electricity power lines caused the death of youngster. There is a mystery picture of a toddler in a small replica of a Bleriot XI and an appeal for info.
- Nick Peppiatt, as a slight change from Co2, delves into compressed air motors and ready built flying models with link to video.
- This month's full size aircraft is the 'Wild Double Ender'. It's a bush flyer with a push-me-pull-you overhead motor pod and those monster bush flyer wheels. There is a video on You Tube of a bush pilots meeting somewhere and their aircraft can take-off in about their own length. They rev the motor apply down elevator to raise the tail then they move forward and hop straight up into the air.
- Santoni Curzio reports on the Italian SAM2001 2023 Tomboy event. There appeared to be only one entry in the free-flight category, so if you want to be a winner then enter the 2024 event. Our chairman Tony and myself have won this event in the past.
- Peter Hall's victim for his Couprofile this month is Chris Redrup.
- There is more on Eagle Annuals from Roy Tiller's investigations.
- I've popped in a tiny single channel R/C model. I've come to think that rudder guided models are virtually free-flight and within our remit.
- I report on the December indoor meeting at Sneyd in Bloxwich. The 2024 dates are not yet confirmed and it is unlikely that there will be a January meeting.
- Flying Santa folded paper airplane is perhaps a month behind but interesting.
- We finally wrap up this new year issue with what is probably our current Secretary Roger's last Notes for the Month as we have a volunteer replacement in Ray Elliott.

Editor

Up on the Plain Again - Tony Shepherd

Regular flyers and UK readers of this publication will be fully aware that model flying has experienced a pretty dismal year last year when it came to the weather. Now I know that Jim Paton has enjoyed countless days of free flight in idyllic conditions on Port Meadow with the Oxford Model Flying Cub (normally in the middle of the week as they have 365-day access) but for those of us that fly on Salisbury Plain on the weekends it's not been so good. But let's forget that for now because Saturday 11th November 2023 was an absolute corker. The Met Office forecast for the day had looked worryingly good for several days and Chris Redrup advised his Crookham clubmates to get off up there for some late season trimming. And then on the morning it turned out that those forecasters hadn't been spinning us a yarn – it really was as good as they said it would be. A very light breeze from the North West with lots of sunshine was what they told us we'd get and so it was.

Sadly only five of us enjoyed the day.

I'd be telling porkies if I said that getting up onto the trimming field was without a hitch – when got there at about 9.15am Chris Redrup was towing Peter Carter and his hatchback off an exceedingly gloopy track. However they made it and by 10.00am there were five of us over on the west side, some flying and others fettling, whilst the weather just stayed perfect.
I just flew sport models. My Outlaw, Hepcat and Tomboy were all fine despite having had well over a year of inactivity – they climbed purposefully but not excessively, they glided on rails and they came down either because the air wasn't good enough or on DT to land in the Keil Kraft long grass without damage. It was a day for filling up the fuel tanks, knocking back the revs then letting the settings do the rest. Of the others, Chris and Paul trimmed whilst Trevor and Peter flew sport – all without incident. What a perfect day for flying!

Plecan Hepcat in all that sky

End of the first circuit
I had to duck very quickly after I'd taken this!

Tony Shepherd

Topical Twists - Pylonius

Extract from Model Aircraft January 1955

Topical Twists

Model Lovers

Usually when a keen contest type delivers himself model and soul into bonds matrimonial we mourners are not in the habit of shinning up to the nearest rooftop and shouting the glad tidings. Quite the reverse, in fact ; the joyous ringing of church bells is accompanied on our part only by a silent wringing of hands at the loss of yet another disciple to the hobby. Recently, however, we had every cause to dislodge a few tiles and waggle our tonsils most heartily, for the lucky bridegroom had had the shrewd foresight to choose for his life partner that rarest flower of all the gentle sex : a lady aeromodeller.

No doubt this news will cause much envy among all ex-modeller husbands, whose more conventional wives have only to see their ever-lovings reach for a cement tube and they are halfway home to mother. Their lot is a hard one, for wifely pride knows no greater humiliation than a husband tinkering with toy aeroplanes—just as soon as the wedding banns go up so does the model ban come down, with a thump.

Of course, in the early courting days the predatory female shows the greatest tolerance towards her boy friend's childish kink. After all, the flying field is just as good a place to court as any (if the innumerable couples I have tripped over will excuse my saying so), and, with good feminine insight, she realises there is nothing more calculated to endear herself to her hapless prey than to help him wind up his silly model. He, poor fish, labours under the delusion that this valuable co-operation will extend even into the Darby and Joan era, and goes to the altar with a roseate vision of a love nest which is, in effect, a domesticated model workshop. It is kinder not to dwell on the sad disillusionment in store for him.

But don't get the impression that I'm trying to put anyone off the marriage stakes. In time the espoused modeller will forget all about his erstwhile hobby and become absorbed in other, equally interesting, pastimes : washing up, digging the garden and bathing the baby.

1066 and all That

At one time people were content to leave the whole tiresome business of history-making to monarchs, generals and men of destiny. Nowadays everyone wants to get into the act. "History is made as actress swims Barking Creek in bikini," screams one headline ; "Crowds at Little Bumpton's First Marble Rally see history in the making," proclaims another. All of which has so cluttered up the history books of tomorrow that there was a danger of the epic

"And what makes you think I've been low flying ?"

achievements of us modellers being lost in oblivion. Fortunately we have woken to the grim realities of the situation just in time : emblazoning the text books of the future will be the stirring account of man's conquest of the Channel by model plane.

The only drawback is that we humble aeromods can hardly claim credit for something staged on an almost national scale. We can only take pride in the fact that the model was made of balsa, apart from that vague connection the glory must go to the daily newspapers, radio firms and other supporting factors, not forgetting the customs man who diligently searched the craft for smuggled loot.

Still, it's something of a relief to get this whole channel business out of our systems. For years we have been living under the threat of its imminent occurrence, and my only hope was that some inglorious amateur would have scotched the menace with the aid of a home made receiver and a rowing boat.

Actually, one such modest attempt was made not so long ago, and, while failing to make the history books, did make something of a splash. However, the model was resurrected from its watery grave, and, following a brisk rub down, made a spirited assault on the world duration record. This it surpassed by a wide margin, handsomely beating the Russian record.

We can only hope we are not too late in offering our congrats, for we understand our comrades have fleets of models ticking over on their airfields, in a constant state of readiness against any foreign threat to the Motherland's record list.

A Crashing Bore

A correspondent to this journal proudly informs us he has built a fleet of crashproof models. Quite an earth shattering claim, really, but by no means a unique achievement. We know of at least one scale model which has survived three successive flying seasons without damage. Possibly the fact that it had never been flown had some bearing on the matter, but there still remains the problem of getting rid of the pesky thing.

Models with a normally delicate constitution either get lost o.o.s., if any good, or the shattered remains ceremoniously cremated on the flying field if not. Since no modeller can cold bloodedly destroy even the most ghastly travesty of a model plane, the crashproof lame duck hangs about the house until it becomes a positive embarrassment. Domestic relations become strained, and the haunted modeller eventually takes to the bottle in order to muster enough courage to decimate the monster of his own creation. He is fast reaching breaking point when his wife timidly announces she has "trodden on that old model after it fell on the floor." In a great upsurge of relief he rushes into the workroom, and there it is lying on the floor—his new Wakefield.

* * *

News of an all plastic, ready-to-fly power model has been broken to us in quite an offhand manner—no big build up.

Pylonius

Dutch Indoor Meeting - Martin Pike

Nijmegen International indoor Fly-in 2023 (IIFI 2023)

This is a meeting in eastern Holland that has been held for 11 years. They have use of a large hall (45 x 52m) with a high, clean ceiling. Unfortunately the sports centre is due to be demolished and rebuilt in 2025, so the future of the event is in some doubt. I hope they will be able to find a suitable alternative venue.

My friend Allan and I live in North Wales, not the closest point in the UK to start from. After looking at various options (including train and flying), we opted to drive to Hull and take the overnight ferry to Rotterdam. This worked out very well, cutting out a large chunk of the driving and allowing a rest en route. The ferry is large, comfortable and has cabins, restaurants, bars and even live entertainment. We drove for another 1.5 hours to get to Nijmegen, where Allan had found an Air BnB south of the town which proved very convenient and economical.

There were a few more formalities than usual - this is the first time I have driven into the EU since Brexit. Other than the shame I feel about the UK having left, all was well.

Because of the ferry timings and a slight misunderstanding over the start times, we had the opportunity to visit the excellent Aviation Museum in Lelystad Airport and the towns of Arnhem and Utrecht.

The Friday afternoon was for trimming - a welcome opportunity to trial the new hall. The competition ran over Saturday and Sunday with a programme of flying rounds for each class. There was plenty of flying space, enough tables and even hot drinks. Form-filling was kept to a minimum, with models laid out on tables for static judging.

The standards of model building and flying were very high, but in an inspiring way. There was time to see and talk about other models. People were very happy to help with trimming, they also caught the few wayward models. The lingua franca was English, but I did have cause to stretch my French aviation vocabulary, too. There were German, British, Greek, French, Dutch, Czech and Swedish modellers.

There are many pictures and videos on the web, search Nijmegen 2023 IIFI and look at the organisers' website : http://www.iifi.nl/iifi.html

I'll include one photo that sums it up for me; Lars lying out on the floor, with apparently no trace of self-consciousness, in order to get a good shot of a plane he admired. The meeting was a great example of a group of modellers getting on with what they enjoyed in a very good-natured way. Excellent.

The whole meeting was very social, the organisers laid on food at the venue for each lunchtime and after flying on Saturday - included in the ticket price. The venue had a bar and table area, giving ample opportunity to meet and talk to people. It was a very well organised and sociable event.

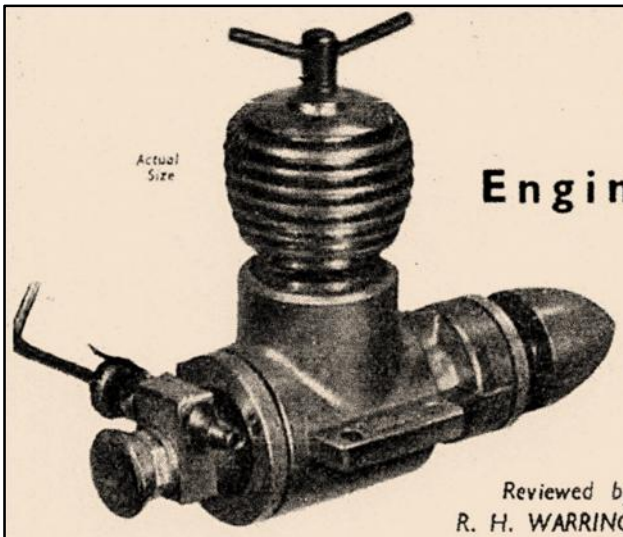
I did not feature at all in the final results, but that was no surprise to me. Allan had watched but not flown - he is planning to return next year having absorbed tips from this event. A few modellers earned a large number of awards. I notice from the reports of earlier events that many modellers have attended many times before and often with the same models, presumably refined over the years. It has given me a boost and food for thought on improving my models. Above all, control of the flight path seems vital. I've not had much practice in take-offs, and landing smoothly is tricky.

I'd recommend that you try to attend the next event;

8-10 November 2024.

Martin Pike

Engine Analysis: Taifun Hurrikan 1.48 - Aeromodeller January 1957



Engine Analysis No. 29

the TAIFUN HURRIKAN 1.48

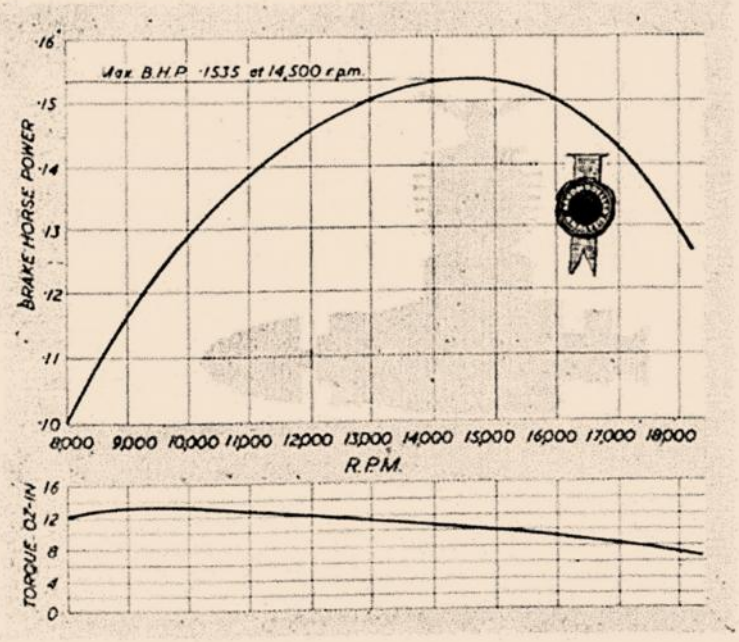
Reviewed by R. H. WARRING

THIS NEW GERMAN engine ("mit flatterventil" or clack valve) is from the same stable as the "Tornado", "Rasant" and "Hobby". It is a bit heavy for a 1·5 c.c. unit, but its performance at the upper end of the speed range is quite fantastic. Although its peak speed, as tested, was slightly below 15,000 r.p.m., it continued to start easily and run happily and steadily well past the 20,000 mark and would appear to be capable of running almost indefinitely at these speeds.

Since the engine is perfectly symmetrical—both geometrically and from the intake timing point of view (because of the clack valve)—one would expect the "Hurrikan" to start with equal readiness in either direction (which it does) and also to have a similar performance running either way (which it does not). This latter feature is rather puzzling, but there is a definite drop in r.p.m. with the engine running clockwise on any propeller size. At the higher speeds this rev. loss is as much as 1,500 to 2,000 r.p.m. It is not a case of better scavenging with the slipstream playing on the cylinder since there is no loss of speed running anti-clockwise if the cylinder is fully shielded. Thus for "pusher" application, the "Hurrikan" would appear to suffer an inevitable power loss, unlike other reed-induction motors.

The "Hurrikan" has a fair "bite" when hand starting with the smaller propeller sizes and is also likely to start backwards unless the propeller is flipped quite hard. But starting characteristics throughout are excellent. Finger choking is adequate and, with the compression backed off slightly, starting is virtually instantaneous, hot or cold. Both the needle valve and compression setting get progressively more sensitive as the speed increases, but for normal operating, speeds can be regarded as non-critical. The engine can be "throttled" quite effectively with the compression screw and/or richening the mixture, the former method being the easiest and most positive. It can be throttled back at extreme speeds—e.g., from 20,000 r.p.m. to a matter of some 5,000 r.p.m.—with careful adjustment.

The clack valve seals effectively at all speeds (although on two of the engines received, there was a fair amount of blow back through the induction pipe, this being due to faulty valves). The



SPECIFICATION

Displacement: 1·512 c.c. (·0923 cu. in)
Bore: ·507 in.
Stroke: ·457 in.
Bore/stroke ratio: 1·11
Weight: 3·8 ounces
Max. power output: ·1535 B.H.P. at 14,500 r.p.m.
Max. torque: 13·4 ounce-inches at 9,500 r.p.m.
Power rating: ·105 B.H.P. per c.c.
Power/weight ratio: ·04 B.H.P. per ounce

Material specification:

Crankcase: light alloy pressure die casting
Cylinder: hardened steel
Contra-piston: hardened steel
Piston: cast iron
Connecting rod: dural (machined from solid)
Crankshaft: hardened steel
Bearings: two ball races
Cylinder jacket: dural (anodised green)
Spinner nut and propeller driver: dural
Induction: reed valve
Valve unit: machined from dural
Spray bar: brass
Manufacturers:
Johannes Graupner,
Kirchheim-Teck, Germany.

Note: *This engine is not imported into the United Kingdom.*

contra piston fit, hot or cold, is excellent—firm, yet smooth and easy to adjust.

The crankcase unit is a nice clean die-casting, carrying substantial and longer-than-usual mounting lugs. Since the engine itself is not excessively long, this means a really good mounting. The ball races, which are a press fit into the crankcase, are of lightweight type with the outer rings thinner and wider than commonly employed on British engines. The balls are thus relatively large and few in number, assembled in a bronze cage.

The hardened steel crankshaft is 7 mm. dia. (·275 in.) at the rear, stepping down to 5 mm. dia. (·197 in.) at the front. The shaft is a very tight fit in the inner rings of the ball races. The propeller driver is forced onto a slight taper on the front of the shaft (·0015 in. taper), ending up against a shallow shoulder to lock the assembly with no fore and aft play. The threaded length of the crankshaft is 4·5 mm. D.I.N. standard, actually ·178 in. dia., which is just that little bit smaller than 2 BA. We feel that, especially with export in mind, 2 BA. would have been a much happier choice as BA. nut sizes are readily obtainable in most countries, whereas German metric threads are not.

Another criticism here concerns the propeller driver itself. The boss is machined to ½ in. diameter, which is a prohibitive hole size to drill in small propellers to fit. It would have been much better to have reduced this to ¼ in. dia., say or have eliminated it entirely. But both these are minor points. In similar vein, we found that the tommy bar supplied with the engine for tightening the spinner nut was too large in diameter to pass through the hole in the front of the spinner.

The cylinder is a really sturdy piece of work, screwing into the crankcase and sealing against a copper gasket around the bottom edge. This, of course, lengthens the "escape path" of any gas leak, which has to traverse the threaded length and is better engineering practice than sealing with a gasket at the top of the crankcase unit. The manufacturers also believe in assembling their cylinders really tight. Of the specimens tested, we just could not get one of them apart.

PROPELLER — R.P.M. FIGURES

Propeller dia. × pitch	*r.p.m.*
9 x 4 (Stant)	8,200
8 x 5 (Stant)	10,300
8 x 6 (Stant)	8,250
8 x 4 (Stant)	11,400
7 x 4 (Stant)	12,800
7 x 6 (Stant)	11,200
6 x 4 (Stant)	15,400
6 x 3 (Trucut)	16,900
6 x 4 (Frog nylon)	18,300
8 x 5 (Frog nylon)	10,000
8 x 6 (Frog nylon)	8,800

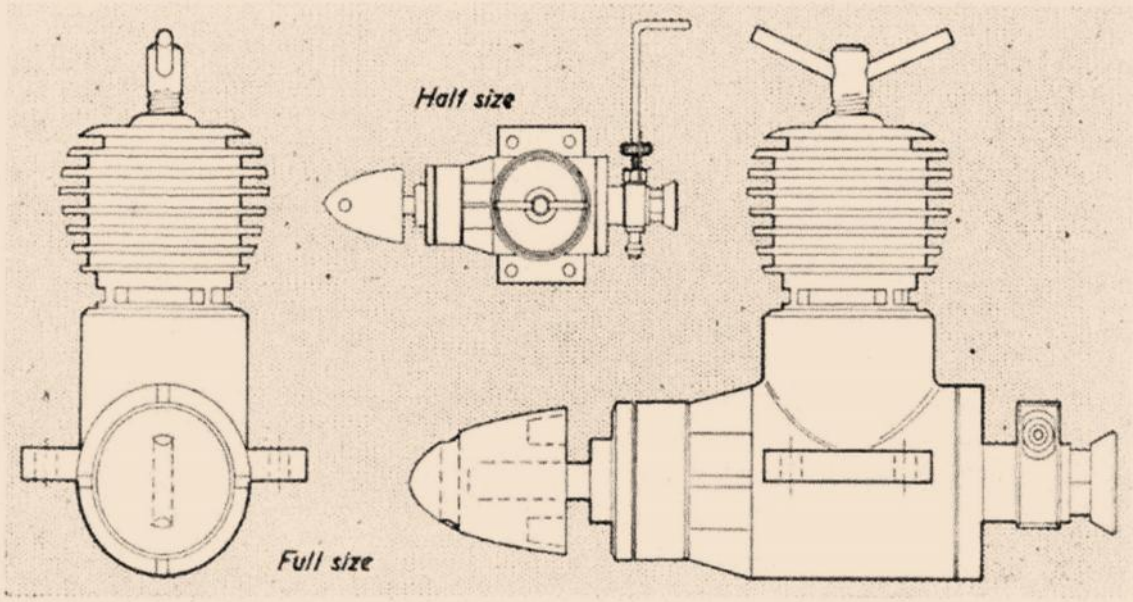
Fuel used: Mercury No. 8.

The threads on the outside of the cylinder are rather rough, but a good fit. The threaded upper portion (onto which screws the cylinder jacket) is of reduced diameter.

Porting is quite conventional. Four by-pass ports are machined on the inside of the cylinder, terminating well below the exhausts. The exhaust ports are disposed symmetrically and circumferentially.

The contra piston—mentioned earlier as having an "ideal" fit—appears to be of hardened steel. The piston is of cast iron; quite a solid, heavy affair, with a conical top, but an excellent fit in the cylinder. The connecting rod is machined from bar, big end bearing diameter being 4·5 mm. (·176 in.) and gudgeon pin diameter 3 mm. (·118 in.) The latter is rather on the small side, judged by conventional practice. Fits at both ends were excellent.

The cylinder jacket is turned from dural and anodised pale green. The threads fit quite tightly and there was no tendency for the jacket to unscrew during any of the test runs. The compression adjusting screw threads through the top of the jacket, this part being chemically blacked for finish. The spinner nut is anodised the same colour



I'm No Expert - Paul Lovejoy

Careful reading of the title of this piece will reveal an absence of the more usual qualifying "…but". This is intentional. Having professed my initial interest in CO2 (New Clarion February 2023) I have spent much of the last year attempting to become less inexpert in this branch of modelling. With mixed results.

My first learning point was that retro-fitting CO2 is unsatisfactory in the absence of major surgery. I never did manage to tame my Telco-powered Tiger Moth sufficiently for small indoor venues. Outdoors on calm days over Keil Kraft grass was much more successful, flying tolerably close to scale speeds followed by a steep descent. Then our landowner mowed the field in late June, and the aforementioned steep descent led to terminal damage (insecurely mounted tank, inertia, fuselage formers; you get the picture).

I managed to inflict similar damage to a couple of larger re-purposed ex-rubber models fitted with Modelas, before realising that the sensible option was to build the model around the motor and add suitable strengthening. Remarkably enough, this approach produced better results. I started by addressing the cache of Telcos very kindly passed to me by Nick Peppiatt in return for a donation to SAM 1066.

First up was another Vintage Model Company kit, the Fokker D8. Like the Tiger Moth, this has been comprehensively re-designed for VMC by Andrew Darby, and the kit goes together supremely well. In addition, the huge frontal area presents no problems for hiding a Telco, with a vacuum-formed engine cowl for ease of access.

Vintage Model Company Fokker D8. Spot the Telco among the dummy cylinders.

I chose to model Udet's post-war barnstormer (before he moved on to the U12 Flamingo). This offered 2 additional advantages: a nice simple colour scheme, and none of those pesky air-cooled Spandau's.

An all-up weight of 45 grams meant that success was unlikely in my local indoor venues, however outdoors it is a fine flyer. No downthrust was shown on the plans, and guess what: when I removed the 5 degrees I had initially built in things improved dramatically.

Note for future builds: I had not provided sufficient airflow over the tank to prevent freezing, although it shouldn't be too difficult to provide this.

This last point led to my next choice for Telco, the 23" wingspan Puffin expressly designed for a Telco by Andrew Moorhouse. I was fortunate to pick up a kit from John Hook, and was particularly drawn to the ventilation system provided by the design of nose. In retrospect, my attempt to replicate the seabird's plumage with coloured tissue was not entirely successful, but I'm pleased with the overall result. Completed too late for outdoor flying this year, test glides in the lounge were promising (and the model is still undamaged).

Others with experience of flying this design have left me in no doubt that a d/t is essential, so I'll pop one in during the winter.

Puffin, showing tank ventilation (there is a vent point further back along the underside).
Another view of the Puffin before fitting a d/t. The colour scheme seemed like a good idea at the time.

Turning to larger CO2 motors, I cast round for suitable homes for a Gasparin GM300 kindly passed to me by Roger Newman. I figured that a high-wing sport model at around 30" wingspan would work, and settled on the 30" version of the Sniffer kitted by BMJR and retailed through Steve Webb Models. This version had originally been used as a home for Cox Pee Wees, competing for duration off a 15 second engine run. I was pretty confident that 0.020 cubic inches was somewhere around 0.300 cubic centimetres; the front end had already been adapted to suit a radial engine mount; the cabin well forward seemed a suitable home for the tank; so I went from there.

To overcome freezing, I built in the tank with the bottom one third protruding through the fuselage using the undercarriage as protection. Final all-up weight was 110 grams. It's a nice kit with clear and comprehensive instructions. I fly it throttled well back, so power delivery is nothing like the Pee Wee, but it bumbles around very pleasingly. Trimming was straightforward, although there is a slight tendency to Dutch roll under power which I haven't yet figured out how to tackle. I did have the presence of mind to fit a viscous d/t from the outset, but this wasn't enough to prevent a trip to the local bramble patch armed with a house ladder, pruning gauntlets, secateurs and one of those extending poles intended for washing upstairs windows. Next for the Telco treatment will be a Frog Tomtit (which I was going to build for rubber until being inspired by Dan Mellor on the CO2 Facebook page). Following the success of the Sniffer, I'm also tempted by a 30" Simplex for a GM300 or Modela. However I'll have to fit those projects in around the fun and games I've been having with my return to diesel power following a break of around 50 years. That's a whole other field in which I'm no expert.

BMJR Sniffer following its visit to the largest bramble patch in West Sussex.

Paul Lovejoy

NEWS Review

Public Open Spaces

The daily press has been making its accustomed sensational sallies in connection with the action taken by a few local authorities in banning the flying of model aircraft in their parks and open spaces, and it would appear at first sight that the privileges of the aeromodeller are being assailed.

Model flying in this country has on the whole been very free from restrictions and such restrictions as have been placed on it have invariably been due to the foolish or inconsiderate action of a few modellers with a self-centred and selfish outlook.

Why then this sudden interest on the part of local authorities concerning model flying activities?

An analysis of the cases which have occurred to date indicate that there are two fundamental reasons for this interest. The first is the vast increase in the amount of power model flying which has taken place in the last two years, and secondly—and by no means least important—the very rapid increase in the amount of control-line model flying which has taken place in the last twelve months. In fact, it is this latter type of flying which is the root cause of most of the trouble.

Under normal conditions a free flight power model is taken out to the wide open spaces by its owner when he wishes to fly it and it is thus flown sufficiently far away from residential areas to avoid being a nuisance. Furthermore, the engine run is only a few seconds and does not cause undue annoyance.

In the case of control-line models, however, we find quite a different state of affairs. Here the models are capable of being flown—and are being flown—in quite small spaces in the middle of residential districts, without any limiting engine run other than that provided by the size of the fuel tank, which in many cases is unnecessarily large. As a result, an increasing number of the public are having their peace disturbed daily by the screaming of miniature engines over long periods in close proximity to their homes, with an additional aggravation resulting from the Daylight Saving Act, which enables the pastime to be indulged in until quite late at night during the summer months.

Now mothers have complained for some time that the long summer-time evenings make it difficult to get their children to sleep, and when enthusiastic but unthinking aeromodellers aggravate this condition by making a racket with their models under their very windows—so to speak—it is little wonder that their ire is raised and that complaints are sent in to the local authorities. As it is the duty of local authorities to deal with nuisances, they naturally take such steps as come within their power to put an end to them.

The remedy for this obviously does not lie with the S.M.A.E. or the Ministry of Civil Aviation, both of whom are doing their best to keep the whole situation on a sane basis. It rests entirely with the aeromodellers themselves, who should refrain from flying their models in close proximity to houses, limit the engine run to 1 minute, as laid down in the S.M.A.E. power model rules, and fit silencers to the engines of their control-liners.

In this connection the trade could do a great deal by giving sound advice on this matter to their clients.

Celebrating the Return of the Wakefield Cup

The Council and Fellows of the S.M.A.E. paid homage to the victorious Wakefield team at a dinner given in their honour at the Rendezvous Restaurant in Dean Street on Saturday, September 11th. Unfortunately, several members of the team were unable to attend due to their Service commitments, etc., but it proved a very pleasant function and gave many their first sight of the cup for a number of years.

Naturally, the guest of the evening was Roy Chesterton, the winner, who gave the gathering some first-hand information on the contest, ably supported by Bob Copland.

One gathered that Roy Chesterton's win was the result of some well-considered and managed flying, and that luck, for once, played but a small part.

F.A.I. Officers for 1949

At the recently held Conference of the F.A.I. in Paris the officers of the Model Committee were elected for the coming year and it is gratifying to note that the nations represented indicated their confidence in the aeromodellers of this country by re-electing the British delegate to the post of President of the Committee for a third term of office.

No change in the regulations have taken place except in the Special Aircraft class, where it has been found necessary to tighten up the regulations concerning the relative areas of the rotating wings and fixed horizontal surfaces, and in the record classification, where a number of new classes have been introduced to meet present-day activities.

The officers of the Model Committee for 1949 are :

President : A. F. Houlberg (Great Britain).
Vice-President : G. Derantz (Sweden).
Secretary : F. Cartier (France).
Assistant Secretary : J. Van Hattum (Holland).

Clarion Past - John Andrews

Conclusion of a series of articles of mine from the old paperback Clarion in 2001

John Andrews and THE RUGBY MODEL ENGINEERING SOCIETY AERONAUTICAL SECTION Finale

Here we are again, sorry about the delay in publishing Part 6 which missed the September issue, David assures me he put the mag together in a bit of a rush and overlooked the copy.

It did cause heartache in some quarters, when I saw my number one fan John (Flight)Hook at Wallop he was suffering severe withdrawal symptoms and I had to give him a fix with sight of an advance copy of the October issue. I'm not so sure that David wasn't giving me a hint, but I'll ignore it anyway.

On a more serious note thanks to those of you who have passed kind comments on these offerings of mine when you have recognised me in the field, it boosts the feel good factor. Mind you it's not surprising that I get recognised from time to time, after all I do write my name in big letters on the wings of all my aircraft.

Back to the Rugby Club, I was demobbed from National Service in 1956, I have no recollection whatsoever of the fate of the models I had built in Hong Kong but I was soon back in the fold attempting to compete in freeflight although radio control was already rearing its ugly head.

The Rugby Club still had the use of RAF Church Lawford for flying but we were shortly to lose the drome when the RAF pulled out and the drome was rented to farmers for crops.

Speaking of losing things it was about then that I lost my first rubber job, we were flying in the Gamage Cup, which was the traditional decentralised season opener in those days. I had been influenced by the Norman Marcus Bazooka and had built a similar thing but with a single bladed folder on wire hub ah la Scram. I had had an indifferent first flight but the second hooked lift and the model was circulating steadily when the combination of rear CG, flat plate tail, no decalage and tightening thermal circle saw the thing increase in speed and dump itself into a vertical dive to hit the runway (don't they always). Now my building and wood selection skills are not all that I would wish and my models were, and still are, more towards the brick outhouse standard. The resulting pile-in had only minor split tissue damage and the propshaft folded flat against the ply nose block. The model was soon ready for the last flight and with GG change it hooked and held another thermal. I was operating in the 'dethermalisers is sissy' mode so off went lost rubber job No.1.

Lost rubber job No.2 was a complete mystery, I was flying at the Nationals and it was only slightly breezy, I launched the model and as the sun was overhead I lost sight of the aircraft as it went up but I heard gasps from the onlookers, when my vision came back the model was climbing away quite nicely but apparently the model had gone straight up and over the top in one big loop nearly clobbered me at the bottom then up and away. The flight was a duff one of just over 1min.30secs dropping down behind a concrete fuelling point right in the middle of the airfield. Strolling over to retrieve I could not find it anywhere and there was at least another 500yds to the edge of the airfield, gone was rubber job No.2.

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As for power I managed to get a high thrustline Elfin 2.49 job something like trimmed which I took to the first trials My principle claim to success in power up to that point had been to lose a Frog180 powered Slicker Fifty before national service. It had had more of a sports model performance, no engine timer and no D/T (an invention of the devil). I was flying it on the old trusty Keil Kraft Truflex 8x8 prop. When it was running you could see why it had been named Truflex, the tips flexed like you wouldn't believe, lord knows what the effective pitch actually was. The Slicker flew quite sedately and the integral tank was about right for a reasonable run after the lengthy starting process. The model losing flyaway occurred when I changed the prop for a Frog 8x5 bright red plastic thing, first there was an immediate start, the model was launched with the full tank, the prop was far more efficient and the Slicker climbed away at double the old rate for twice as long, dot in the sky, no D/T, no name & address, no Slicker.

Where was I, oh yes Elfin 2.49 power at the trials, it was still takeoffs in those days and my model was a rule bender with two small wheels on a short axle through the bottom of the fuzz. The first comp flight attempt resulted in failed takeoff. Now I was using the good old KK 8x8 but to get off the deck I tried an ED hard white plastic prop of reduced pitch for more acceleration. The result was quite spectacular, instead of the right hand spiral climb the model shot off dead straight and weathercocked into wind going straight up at about 60 degrees climb angle. It was quite a good flying day with little wind and I reeled off two comp flights in no time, the model climbing upwind and gliding back to land virtually at the takeoff point 4 minutes or so later. I failed to get my third max as the engine refused to start and inspection revealed a split crankcase.

The interesting point is that I would have thought that the reduced pitch prop would have given less torque and tightened the power turn rather than straighten it. Incidentally John Bickerstaffe recalls that possibly Pete Buskell and some of the Surbiton/London flyers used to use prop pitch changes as part of their trimming process. In my case I think it was the questionable pitch of the Trueflex prop or the high thrustline layout that gave me the apparent reverse result. Still I admit to being far from expert at trimming.

*Did I digress, when the farmer took over RAF Church Lawford for crops we transferred our flying activities to HMS Gamecock, an inland naval air training establishment which was used by the Coventry Club which meant I was rubbing shoulders with Power World Champion Ron Draper who was a prominent member of that club. I think the only time I caught his attention was when I had chopped the front off a small rubber job and fitted an OK Cub .049 using a 5x3 prop and nitro fuel. The engine wouldn't pull the skin off a rice pudding but the noise was ear-splitting and Ron enquired of Bickerstaffe what the *------* hell has he got in that thing. I remember Ron was into fluorescent float paint and he had one power job with the whole fuselage painted in a lime green. In the fading light at the end of an evening trimming session I can remember looking at it and you could not see the proper outline of the fuselage, just this long fuzzy blob but you could have found it in the dark no*

trouble If memory serves me correctly this may have been the model that Ron was experimenting with an asymmetric wing.

Speaking of fuzzy blobs reminds me of one clubnight film show. If you recall from the first article the Rugby Club had use of the Model Engineering Society club house. There was a small meeting room with a very low ceiling and we had borrowed from Geoff Franklin, of the Leicester Club, a cine-film he had taken with an 8mm camera fixed in the bottom of a reed gear radio job. This was quite an enterprise in those days but if you can imagine the sky, ground, hangars etc. sweeping by on the screen in the small windowless room, it was worse than a big dipper ride and I for one was quite nauseous long before the four minutes of film was over. I think Geoff new what he was doing when he loaned us the film.

By the time the early sixties had arrived John and I were well into radio control, we had built our own single channel receivers, tone filter gear and reed systems and having lost the use of the local Church Lawford airfield I think this is when the Rugby Model Engineering Society Aeronautical Section finally faded away.

The last recollection I have of freeflight competition as far as John Bickerstaffe is concerned is of a Nationals Power fly-off. John had built a couple of Connover's Lucky Lindys and he had replaced the normal 5 piece wing on one of them with a much larger nylon covered version and he had got into the fly-off. We waited for the off, I was holding and Ian was waiting at the edge of the runway on his Vespa scooter ready for the chase. Johns models always seemed to follow their nose and were very dependant on launch angle for best results, the whistle blew, John fired up the OS Max III and launched. He got it wrong, straight into wind and away went the Lindy like an arrow virtually straight up and over the top in about a 100 ft. diameter loop, the noise of the OS on the down side made you wince. The model disappeared behind the crowd at the edge of the runway and Ian, who was over there, reported that it missed the deck by about a foot and zoomed up again for the engine to cut at about 50 ft. Needless to say the flight was little over one minute, not a winning time.

My own swansong, if memory is correct, was at a Northern Heights Gala where I finally got a rubber job into a fly-off, a broken strand on winding and badly retied led to an indifferent climb and a nominal flight time. We both went out like lambs but we had a lot of good times not necessarily in the duration meaning of the word.

Well that's all folks, I trust you managed to stick with me and were not to bored by my ramblings. I will take a rest and try to come up with some other subjects so you are not rid of me yet, the bad penny always turns up in the end.

John Andrews

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Essex Delta Darts - Mark Harper

Essex Flying Group
BMFA Centenary Delta Dart Indoor Duration Event (2023)

Essex Flying Group members with their "Centenary Delta Dart" models.

I am very fortunate to belong to a fantastic group of like-minded aeromodellers, who enjoy building & flying all types of traditionally constructed model aircraft. Together, we form the members of the fully BMFA affiliated "Essex Flying Group".
We are a small group & are lucky to be able to hold our monthly club nights in a small church hall in Chelmsford.

To make the most of this facility & have a bit of fun, we try to hold an annual low-key indoor duration event. Over the years this has included, small hand launched/catapult gliders, Ikara Butterflies, paper aeroplanes & entry type 35cm rubber models etc.
During 2023, we ran an event for the rather attractive looking BMFA centenary version of the ubiquitous "Delta Dart" rubber powered model.
A quantity of kits was purchased from the BMFA & most members built a model to join in the fun.

All models had to be constructed and covered from the wood & paper covering supplied in in the kit. No modifications were allowed, other than lightening the propeller & using smaller section rubber to restrict performance to suit our hall.
Flights for this event were made throughout the year at our monthly club nights. Each flyer's best 3-flight times were submitted at the end of the year to decide the winner.

The top 3-Place flyers were as follows:

1st Place:	Chris Hutchinson (middle)	best 3-flight total: 1 min 47.60 sec (average 35.87 sec)
2nd Place:	Rob Sandison (left)	best 3-flight total: 1 min 34.77 sec (average 31.59 sec)
3rd Place:	Barry Spouge (right)	best 3-flight total: 1 min 08.79 sec (average 22.93 sec)

See picture below

Rob Sandison 2nd Chris Hutchinson 1st Barry Spouge 3rd

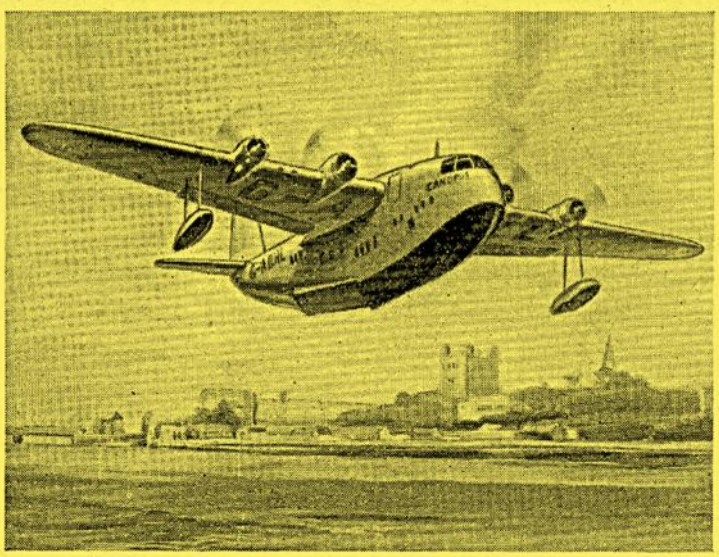
The BMFA Delta Dart is based on an American model designed by Frank Ehling. It is an extremely easy to build beginners rubber powered model & was not intended to be an indoor duration model. In view of this, the flight times achieved are a credit to those that took part & reflect the time & care spent trimming their models for optimum duration in the confines of our low ceiling hall.

I have to say that we were all pleasantly surprised by the performance potential of these little models.

Next year (2024), our club night event is going to be a "no-touch" indoor rubber duration contest. There will be no restrictions on model type, size or weight, but flight times will be terminated as soon as the model touches either the walls, ceiling or floor.

In the past this has proven to be quite a performance leveller, but as with all indoor flying, lighter models will have an advantage. So, the idea is to hopefully encourage members to build accordingly.

Mark Harper



Empire route to Singapore which became known as the Horse-shoe Route and on the vital war-time life-line between Durban and India. Before being retired from service in October, 1946 " Canopus " had flown 15,026 hours with Imperial Airways, British Airways and B.O.A.C. It is perhaps appropriate that the aircraft which carried Her Majesty on this historic flight to the New World should bear a famous name.

The Brum A.G.M.

The 1953 Annual General Meeting of the S.M.A.E. was a most disciplined affair, probably the result of an audience somewhat awed by their sumptuous surroundings ! Though not large, the attendance was more representative than in some previous years, and business went through with a commendable speed.

The Hon. Secretary reported a decrease in membership, which could only be due to the increase in fees which had encouraged many clubs to withdraw from affiliation, or at least only affiliate those of their membership who were interested in competition work. The increased fees had therefore largely defeated the object they had been created for, and finance was almost parallel with the previous year.

The revised terms of Membership had obviously been well received and discussed by the meeting, which voted them in on a unanimous vote. Not so decisive was the motion tabled that Area finance should be incorporated with the main accounts, voting being 22 for to 29 against. It is obvious that the more progressive Areas feel they should retain such finance as they collect by their own efforts and initiative.

Mr. K. J. A. Brooks was returned as Public Relations Officer by a large majority over Mr. D. J. Laidlaw Dickson, who thus forfeited his " deposit ", which, never having been paid, was not missed !

The Hon. Competition Secretary reported 1953 entries within 5 per cent. of those in 1952, which again proved that it was the keen contest man who had retained his membership following the 1952 changes, the ratio of glider entries still being 2–1 over rubber, with power a little behind in third place. The 1954 Programme was approved, and it remains to see what snags are produced in practice during the coming year, for we have yet to see a list that pleased each and every competitor. However, it was obvious that the meeting approved the early production of this vital information.

Heard at the Hangar Doors

Star Flight

News of our Queen's departure to Australia and New Zealand in the B.O.A.C. Stratocruiser " Canopus " reached us as we closed for press with this issue. By the time this is read, readers will be well acquainted with details of the Royal Tour and will have had time to reflect on the wonders of this aeronautical era when reigning monarchs are some 12,000 miles from their capital city, but still within 24 flying hours of same.

We wonder whether Her Majesty during her long and arduous tour will notice a little piece of aeronautical history that hangs in the lounge of the modern " Canopus " ?

It is, to wit, a miniature painting by our well known cover artist C. Rupert Moore of the original Short " C " class " Empire " flying boat.

The B.O.A.C. " Stratocruisers " are each named after an original Empire Boat, and there is in each a Moore painting depicting the original aircraft. Rupert Moore informed us that the pictures had to be mounted with great care, as the pressure in the Stratocruiser cabins does alarming things to picture mounts, particularly if bubbles of air are left between the picture and the mount.

" Canopus ", as shown in the copy of the picture above, was the first of the famous " Empire " boats. Officially described as a " Short S.23 Empire Flying Boat " she was built by Short Bros. at Rochester for Imperial Airways in 1936, and is shown taking off from Rochester on the first flying boat passenger flight to Alexandria on October 22nd, 1936.

She also made the first " Empire " flying boat flight to Durban via Kisumu and Mozambique on 16th October, 1937. " Canopus " flew on the

Completely Unnecessary

Many a time in the past have we drawn attention to the dangers of flying models under or near to electric power pylons, particularly machines of the control-line category in which the flying wires act as electrical conductors.

The death of a young Essex aeromodeller as the result of a disregard of such elementary precautions hit the headlines of the national press on November 23rd, 1953, and inestimable harm has been done to the hobby in this country as a result. As is all too often the case, one isolated incident has been boomed into a mountain, with a complete disregard of the many thousands of models and flying hours that are produced annually with no untoward effect other than sundry skin cuts and cement stains.

We sincerely regret the loss of this young enthusiast, whose untimely death could have so easily been avoided, and we trust that, as a result of his death other careless flyers will be brought to their senses and encouraged to exercise the elementary precautions that will prevent a recurrence of this tragedy.

You Sloppy Soldier You . . . !

Members of the Farnborough M.A.C. are still chuckling over the fate of Bert Halfacre's " Paageboy ", which was lost more times than Vishinsky has said no ! The model met an untimely end when it landed in an Army barracks—and was promptly pulled to bits by a squaddy. Bert got his engine back . . . the squaddy got seven days ! ! " Tenshun, erbout turn. By the right kerwick march . . . one-two, one-two. Come on there, at the double you destructive service man you !

Slow Boat To . . . ?

Cpl. E. P. Bond of Hut A/3, R.A.F. Calshot, Hants., writes to inform us that he has picked up the remains of a rather large model aircraft at the entrance to the Hamble River. As far as can be judged from the wreckage, the job was about 6 ft. span with slotted leading edges, with the tail mounted on an upswept boom. The job, according to Cpl. Bond, is beautifully built, and finished in two shades of green, with the letters G-AOK-M on the mainplane.

Pardon ? Oh, it goes without saying that no name and address appeared on this apparently valuable piece of aircraft. Will they never learn !

Those Were The Days !

Commencing in our next issue, we shall be introducing a new feature that should give many of our older readers food for reminiscence, and our newer enthusiasts a glimpse into the trials and troubles of aeromodellers of earlier years.

When was the first Wakefield Contest held, and where ? Who won, and what were his times ? Is present day aeromodelling much farther advanced than say 20 years ago ? These and many other answers can be found by a study of our new feature, which we are sure will intrigue all who have any interest in the great hobby of aeromodelling.

And so . . . to the music of Harry Davidson playing the " Blue Danube " . . . ah, Those Were (certainly) The Days.

Mystery Aircraft

By a somewhat devious process, an old and battered photographic plate has found its way to these offices, accompanied only by the information that it was exposed somewhere in Kent in approximately 1910. The picture, reproduced on this page, was apparently taken in the grounds of a country estate, and shows what at first glance appears to be a Bleriot XI. A second glance reveals that the machine is much too small, has no visible power plant, and would thus appear to be a *model* of the Bleriot XI (except for the fin shape). Whether the model was built as a plaything for the occupant (who must now be about 45 or 46) or whether someone actually flew it is a matter of conjecture, unless any reader has any information which might shed light on the origin or purpose of this early modeller's efforts.

Whose baby is this ?

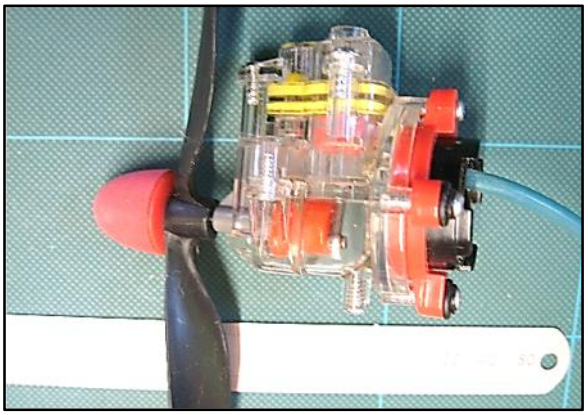
Indoors Isn't for Everyone - Nick Peppiatt

Indoor isn't for everyone 72

Firstly, an apology! On reading my report of the OFMAC meeting in last month's NC, I realised I had written the wrong month. The meeting was on November 5th, not October 5th, as stated.

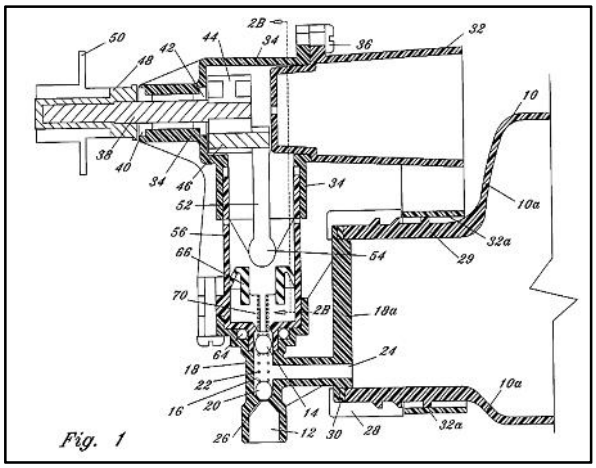
Compressed air motors revisited

In IIFE 64 (NC May 2023) I reported on some of the compressed air motors that were in the possession of the late Lindsey Smith. I have now had the chance to delve further into his CA bits and pieces. I also recently purchased from Free Flight Quarterly a copy of 'The Compressed Air Engine Book'. In it was a particularly interesting and useful chapter by Chris Stoddart entitled 'The Age of Plastic – Modern Moulded Motors'. This is a book I would recommend to anyone with an interest in the history of motors powered by compressed gas.

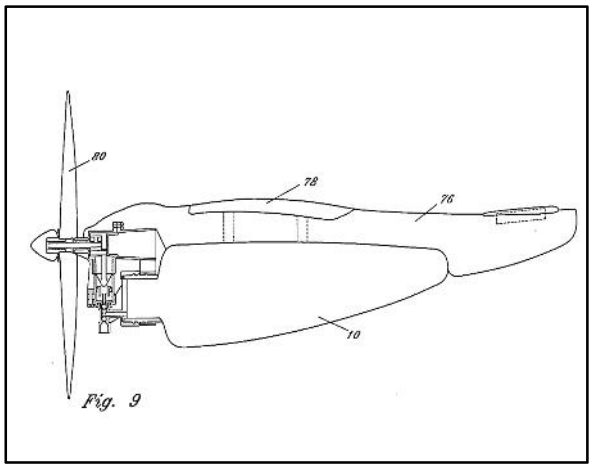


Jasman CA motor.

Air Hogs Sky Shark fuselage and motors.



Cross section drawing of Sky Shark motor from US Patent 6006517.



Sky Shark motor installation drawing from US Patent 6006517 – very similar to the photo above.

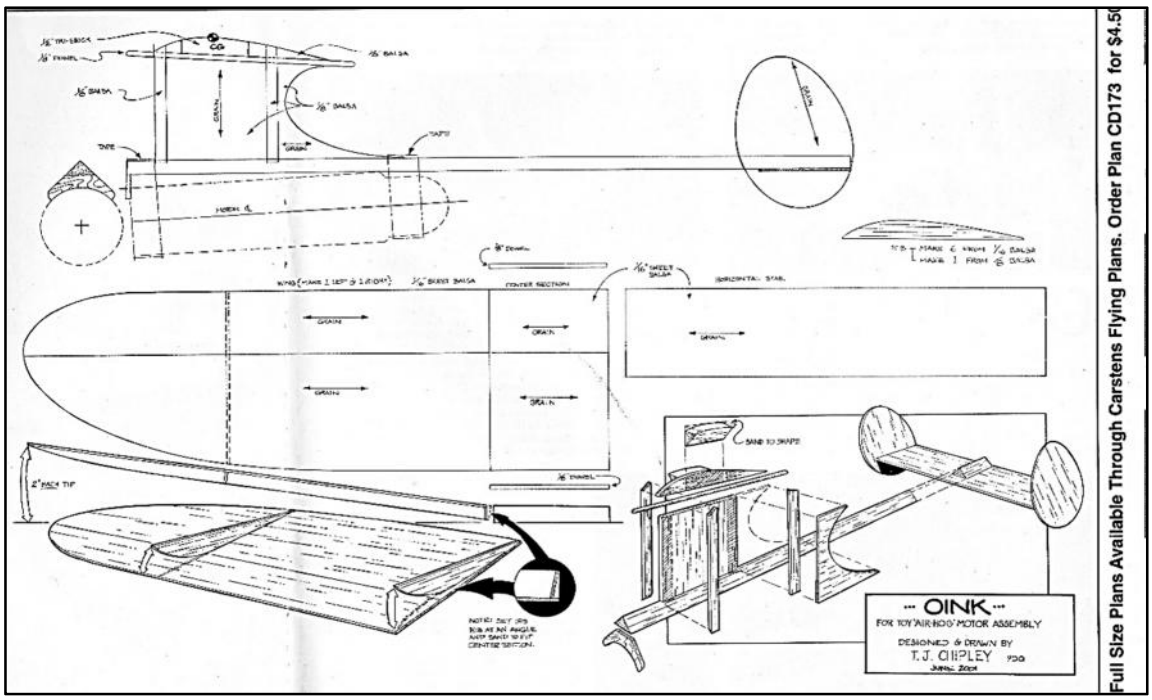
The Jasman CA motor

In the FFQ book, there is a brief section on the Jasman motor, one which I was previously unaware of, but was able to identify the one in Lindsey's collection, which, presumably came from an Air Jammer XTP Stinger. Apparently, here 'XTP' stands for X-Treme Pressure! This is a particularly interesting device in that, unlike most other compressed gas motors, there is no protrusion on the piston top to lift a ball valve. Instead, there is a cam on the crankshaft that pushes a rod which lifts a spring loaded ball valve to allow high pressure air to enter the cylinder head. There is also another ball valve, which can be depressed from the outside to release the tank pressure without running the motor. If you think this motor looks chunky, well it is, being twice the weight of an Air Hogs Shark motor of similar capacity and which swings a similar sized propeller. However, when running it does make a satisfying throaty sound.

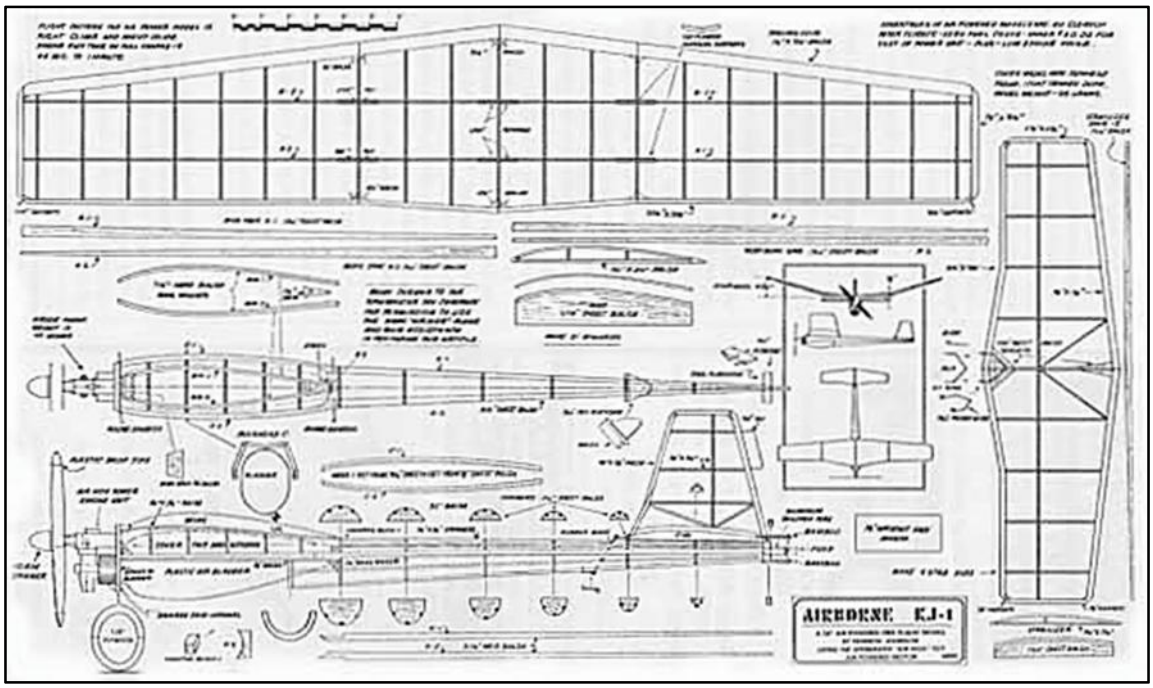
Air Hogs Sky Shark motors

There are a couple of Sky Shark motors, with tanks, as shown in the photo above. The FFQ book usefully gives the relevant US Patent numbers. It can be seen from the cross-section drawing of the motor, from US Patent number 6006517, North American inventors Charles D. Kownacki, Jeffrey G. Rehkemper and Ronnen Harary, that it has a floating piston, in a similar manner to the Z Model motor (see NC December 2021). The filler valve and cylinder head valve are cleverly integrated, being a spring with a ball at either end. The motor on its own weighs 24g and with the air bottle 48 g. It swings a 170mm diameter two blade propeller. Both the two bladed and three bladed propellers have 'Spin Master Toys, moulded on the back of one of the blades. Its capacity is around 0.7cc.

This motor unit has inspired several designers to produce models using them. Tom Shipley produced an all balsa machine, plans published in Flying Models, where the Air Hogs unit is strapped on with tape. It looks as though he has unscrewed the Sky Shark bottle and replaced it with another one, although I can find no mention of this in the accompanying article.



Tom Chipley's Oink, 25.5" span. Just strap your Air Hogs motor on with tape! Flying Models August 2002



Ken Johnson's Airborne KJ-1, 34" span, from Model Aviation, August 2000.

Ken Johnson's Airborne KJ-1 from Model Aviation, is rather more sophisticated than the Oink, but is designed for the standard Sky Shark power unit and tank.

Air Hogs Ornithopter

It is clear that a number of compressed air powered flying toys were marketed under the Air Hogs name, but I have been unable to find any comprehensive list. Can any reader help?

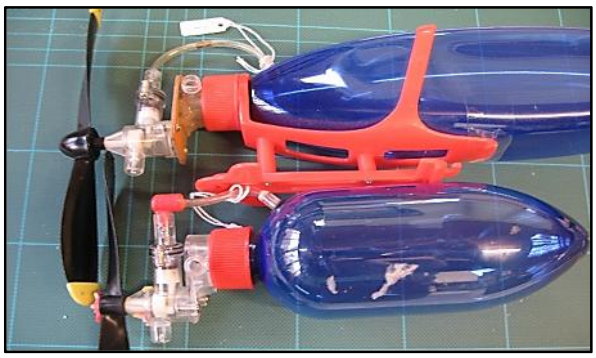
Air Hogs CA powered ornithopter

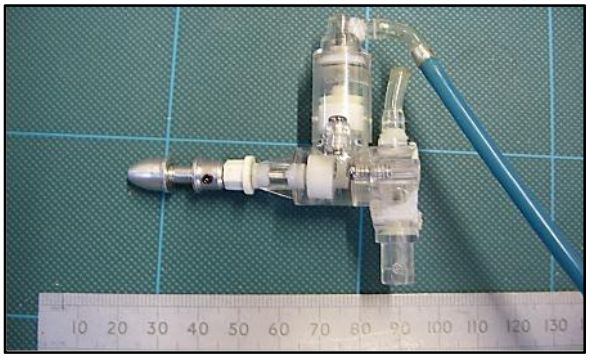
A little while ago Simon Rogers kindly sent me a photo of the box containing his example of the Air Hogs ornithopter, and more recently a video has been published on YouTube showing one being successfully flown in Ashton Court in Bristol.
www.youtube.com/watch?v=h8iSo8mJsmI&t=24s . According to the FFQ book, Spin Master also marketed a Sky Bugz line of compressed air flying insects.

A couple of mystery items

By way of a Christmas/New Year quiz, here are a couple of mystery items to identify. Sorry, I do not have the answers!

In the left of the two photos below are a couple of similar motors with different sized blue tanks. One has a pusher propeller, the other a tractor. I do not believe these are Air Hog items. The filler and cylinder head valves are separate and the air is fed through a flexible pipe from the bottle to the cylinder head. The filler socket is a different diameter to the Sky Shark motor. There is no engraving or maker's name that I can find. The motors are of similar size to the Air Hogs Sky Shark motor and have two screws to retain the cylinder head, rather than three. Does any of our knowledgeable readership recognise them and have any idea by whom they were made and what they were fitted to?





Mystery compressed air motors

I think the motor on the right is of Air Hogs origin. It has a slightly larger bore than the Sky Shark motor, giving a capacity of around 0.8cc. The cylinder head is not retained by screws, but the crankshaft/crankcase construction looks very similar and the lip seal on the piston is of a similar colour. In fact, the crankshaft could well be the same as that of the Sky Shark motor. The propeller adaptor looks like a modification. Does anybody recognise this and what is it from? I can be contacted at nickpeppiatt@hotmail.co.uk .

Nick Peppiatt

The 'Wild Double Ender' - Wikipedia

DoubleEnder	
Role	Homebuilt aircraft
National origin	United States
Designer	Alec Wild
First flight	2010
Number built	1
Developed from	Piper PA-18

The **Wild DoubleEnder** is an American twin engine utility aircraft designed for bush flying. It was designed to be the ultimate platform for flying in a remote environment, where safety, performance, and visibility are all extremely crucial.

Design and development

The DoubleEnder is a two place tandem seat conventional landing gear equipped, high winged aircraft. The two engines are mounted in tandem on top of the fuselage in a push-pull configuration. The steel tube fuselage is fabric covered with a plexiglas nose. A 55 U.S. gallons (210 L; 46 imp gal) belly pod can be used to increase fuel capacity to 103 U.S. gallons (390 L; 86 imp gal). A variety of wing configurations and lift devices were used during the development period.

Specifications (DoubleEnder)

Data from EAA

General characteristics

- **Crew:** one
- **Capacity:** one passenger
- **Empty weight:** 1,500 lb (680 kg)
- **Gross weight:** 2,500 lb (1,134 kg)
- **Fuel capacity:** 48 U.S. gallons (180 L; 40 imp gal)
- **Powerplant:** 2 × Rotax 914 horizontally opposed piston aircraft engines, 130 hp (97 kW) each
- **Propellers:** 3-bladed Warp Drive

Performance

- **Cruise speed:** 100 kn (115 mph, 185 km/h)
- **Stall speed:** 31 kn (36 mph, 58 km/h)
- **Range:** 840 nmi (970 mi, 1,560 km)
- **Endurance:** 9 hours

History

The DoubleEnder project started in the mid-2000s when designer Alec Wild set out to design a modern bush plane. He started to design the aircraft in 2007 with the help of Doug Keller, and Eric Lewis. They started the design around 2007 and had finished the prototype by 2010.
After the prototype was built, the aircraft saw many variants of wings, flaps, ailerons, spoilers, slats, tail surfaces, and more. The team even had plans to design and build multiple variants of the aircraft. The status of the project as a whole remains unclear and the aircraft's last known flight was in 2015.

References

1. *"DoubleEnder: The Story".*

External links

- Video of Wild DoubleEnder departure performance - cockpit view
- Video of Wild DoubleEnder departure performance - external view

SAM2001 Tomboys - Santoni Curzio

L'AQUILONE SAM 2001 - TOMBOY RALLY 2022-2023 - Let's start again

After two cancelled editions during COVID pandemic, we can leave back the bad memories of the pandemic and start again from where we were two years ago
On the 2023 edition, the 12th international challenge, we were glad to see a total of 17 participants from Slovakia, Australia, New Zealand, Switzerland and Italy. 24 airplanes divided into two categories: 15 models flying as 36/44" and 9 for the 48". We gladiy had a participant from USA flying for the VOLO LiBERQ category, unfortunately the only one for that category.

Category 36"/44"
As previously mentioned, 15 participants challenged for this category and the 1st place went to Bernard Scott from New Zealand, The EP Bernard's mode! got the 1st place thanks to the help of the holy thermal obtaining two unprecedented flying times: 30 mins and 16 sec, in May, and one month later 38 mins and 50 sec. Congrats Bernard! You got one of the longest flying times ever recorded. We need to mention the fact that Bernard placed 9th with the 1C Mills 75, obtaining a flying time of 4'37".
The second and third places have been won by another New Zealander Alan Knox from Canterbury and member of Christchurch Model Aero Club. Allan won the 2nd place with the I/C Mills 75, flying time 19' 49", and the 3rd place flying an EP Tomboy getting a time flight of 13' 31". After all not all the longest flights are achieved with electrical models...
I would like to share with you some details about the 2" arid 3r' models on the podium: the former is a brand new Mills .75 replica, and was built specifically for these competitions: meanwhile the latter is already 60 years old, given that Allan built it when he was 11 years old, for free flight. Although it had remained hanging on the wall of his father's house, had been given as a gift and returned to his owner, after years, with the structure still in good condition, he covered it with Litespan and adapted it for RC flight.

In the 4th place, we find the Tomboy powered by the MP Jet 0.6 cc diesel by Ivan Polak, from Slovakia, who with 7'10" leaves the 36" Tomboy behind in 6th place with a time of 6'09". For the competition launches they met at Mocenok airport on 05/21/2023 with sunny weather, almost no wind and mild temperatures, together with L'utovit Pec, who was unable to compete due to "abandonment" of his Cox 0.49 , and Vladimir Kurjan who we will find in the ranking of the 48" category" Thanks to our Siovakian friends who have participated in our competition for several years.

In this edition we had the return of the Australians, who had been absent for some time due to some rnajor issues. In February 2023 5 fierce participants and 9 models gathered to fly, 3 of which in this category, and not at all discouraged by the low temperature of the day, Fred Burman excelled above all, with a 44" powered by Mills ,47 Irvine and a time of 6'22" which earned him 5th position. The 13th and 14th went to Allan Laycock with 3'05" obtained with an electric motorized 36" and the other 36" equipped with a Russian reproduction Mills .75 which unfortunately does not seem to shine in use.

The first Italian competitor is Eros Cavallaro, 7th with his "stainless" Tomboy 36" powered by Cox O.8cc and covered in transparent purple heat shrink which beat me, by a handful of seconds, because my Mills .75 powered model could do no more than 4'32", maybe next time.

Now back to New Zealand. John Ryan, Dave Little and Andrew Nc Menamin, members of the Rotorua Model Aircraft Club, gathered for the flying session with their Tomboy 36" powered by Mills .75 and respectively obtaining the 8th place {5'01"), 11th (4'00") and 12th {3'17").

John Ryan in his email told me that they had not had the ideal weather to fly in the previous six months of the year, but never the less they still had fun even if the results were not optimal.
In the same message, he said that he had converted his old radio from FM to 2,4 Ghz, and that he had inserted a button to make it operate as a single channel, only on the directional, With really good results

Category 48"

We had a good participation at this category with a total number of 9 models with 8 participants from Switzerland, Slovakia and Italy
The winner of the 2022 edition was Gianfranco Lusso with a brilliant 41'50!*. Gianfranco seems to have made a pact with the devil, since he managed to find two nice thermals, who allowed him to win the category with his 48" electric on a beautiful day in June 2023 but who, a few days before, he made his 36" Tomboy go out of sight. It must have been strong he says, given that it disappeared into the haze of the horizon, after about a minute of flight. From what he told me, he never found it again.

The 2nd place went to Gien Newboiwn, with 8'26" obtained with a Tomboy powered by PAW 1.5 cc diesel, first of the friends of SAM 83 Australia. With this excellent time, he left behind all his teammates who we will find in the rankings shortly

In 3rd place was another petrol engine model and, precisely, with a 1.5 cc FOK Diesel flown by Vladimir Kurjan, Slovakia, with a time of 8'08". Like the other Slovak competitors, he flew to Mocenok Airport on the 21st of May 2023.

The 4th place with Curzio Santoni Mills 1.3 cc diesei engine, with a model just finished and not perfectly centered.

Now the other competitors of SAM 83 Australia with Allan Laycock in 5th place, with 7'27", electric engine.
As for Greg Lance who placed 6th with a 6'49", 7th Bob Raadts with 6'35", 8th Fred Burman with 4'27" and 9th Allan Laycock with 4'17", the latter three using combustion engines in the order Thunder Tiger 1,5 cc, glow, PAW 1.5 cc diesel and Mills 1.3 of Chinese manufacture.

Free Flight Category

After several editions we eventually had a competitor in the free flight category, this is the American Brad Le Vine who strung together a series of three flights, always in progression, all carried out on the occasion of the SAM Champs held in Boulder, Nevada on 18 October 2022. The last time was an excellent 9'34", which if I remember correctly, is the best of those achieved in this category. Thanks Brad.

Conclusions and Acknowledgments

Finally, the Covid-19 nightmare is over and things have resumed, almost, as before and I just have to thank all the competitors who participated and those who could not such as Les Davis, Brian Deason and the "Musketeers" of the Club Modeiiste Pays de Gex in Segny in France, led by Gianfranco Lusso and invite them to participate in the 2023 edition, which will end on 30 June 2024.

Santoni Curzio

Couprofile 17: Chris Redrup - Peter Hall

COUPROFILE 17 CHRIS REDRUP

Chris, You are chairman of Crookham Contest Modellers and in second place in the B.M.F.A. Freeflight Championships 2023.

Tell us something about your free-flight history.

For some reason I have always been interested in aviation and I started making model aeroplanes when I was 11 or 12, though not with much luck as far as flying them was concerned. My first success was aged 13, when I built the John Barker designed GIGI, which was a free plan in the Aeromodeller and part of the "Let's Go Flying" series for beginners. My father took me to Chobham Common to fly it on a perfect windless day and after a quick test glide, the Mills 75 started first flick and away it went; up and up OOS, never to be seen again !

I flew control line a bit at school and I joined the Addlestone model club where I also flew control line and had a dabble at single channel radio control, before girls began to get my attention and model aircraft were put to one side. Eventually marriage and work meant I didn't seem to have the time or money for any hobbies!

I came back to modelling in my late thirties when I joined the Woking Model Club and flew radio control for many years, including several years competing at Sport 40 pylon racing, but then had another break from the hobby in 2000 when I took up full size gliding, which I still do.

In 2007, convalescing from a heart attack, I attended the Sam1066 August event at Middle Wallop and was absolutely stunned by the scale of the event and the variety of free flight models being flown, and I just knew I had to get back to building and flying models.

I still had all my old magazines and a few engines, and I remembered a Dave Hipperson designed 1/2A model: the Sloworm. I built one and took it to a competition on Salisbury Plain, where it went straight up and just as straight down – too little decalage! Not deterred and much helped and encouraged by John Thompson, I built and flew a number of successful competition power models.

Since then I have built and flown various classes of rubber models, dabbled a bit with gliders, and in recent years have flown all the electric classes. The common factor is that they are virtually all competition models, because it is the competition element of the hobby that I enjoy and which keeps my interest. Unfortunately, because I am constantly being tempted to try something new, rather than focusing on one class and becoming really good at it, I would say I am something of a jack of all trades and master of none.

Tell us about your best coupe, flight pattern. construction etc

My first experience of coupe was being asked to time for Jim Paton at a competition. Jim was flying a Bukin F1G model with no RDT or tracker and as soon as he launched it he set off running after it to keep it in sight. Apparently, that was his standard retrieval method!

Soon after that I built a vintage coupe – a De Michel Etienvre, which flew very well but was soon lost at Middle Wallop when it landed on one of the hangers. The wing fluttered down about a year later and found its way back to me but the rest has never been recovered.

With the success of that model, I built another two and have been flying them in coupe competitions, mainly Vintage, ever since, although they have been known to do well against proper F1G's on occasion.

I fly them with a right, left trim which seems to work well, originally using 10 strands of 1/8" but now 12 strands, which copes better in the windy and blustery conditions we typically get in this country. I haven't entirely cured a tendency to "coupe swoop" at launch on occasion and they can annoyingly sometimes weathercock, but generally they are very consistent and reliable.

I have, for some years been promising to build a systems F1G but so far this keeps being put on the back burner in favor of other projects. I am also put off by having to do five rounds because I like to try and fly two classes at a competition if I can, and eight flights would definitely be too much for me these days!

How do you pick the air?

Air picking and impatience is my biggest weakness. I generally try to feel the air and I have used simple thermistors with some success but in truth it is probably more luck than judgment when I get it right and I have a tendency to get fed up waiting for the air to improve and just chuck it. I try to learn from other flyers who are consistently good at finding lift but often think "why did they launch then?" and watch the model soar away to a great height. I am very jealous of those who have built their own digital thermal detecting systems with a constant readout of temperature and wind speed. Unfortunately I know nothing about electronics.

What improvements would you consider?

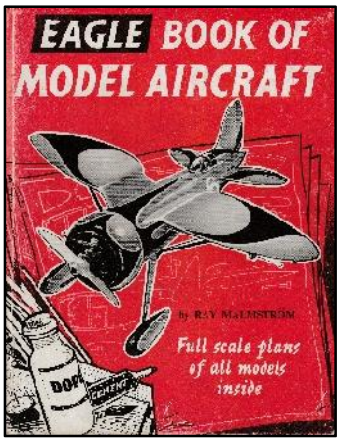
Buy, borrow or steal a better thermistor system.

Build a pair of system F1G's, spend hours trimming them, be more patient waiting for good air and prioritize coupe competitions (probably never going to happen, but you never know…….?).

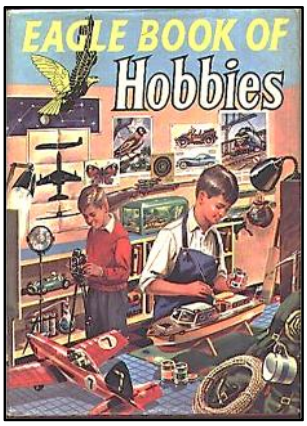
Peter Hall/Chris Redrup

Report No.155 Eagle books of.....

Just to remind you, I quote from last month's report. "Information on Eagle Annuals and associated publications can be found online at "eagleannualsinfo" which is where I found the list of contents of each issue."

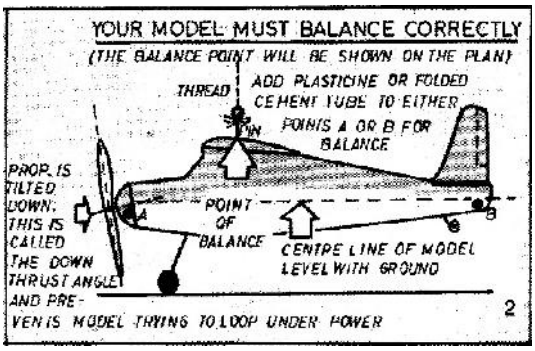


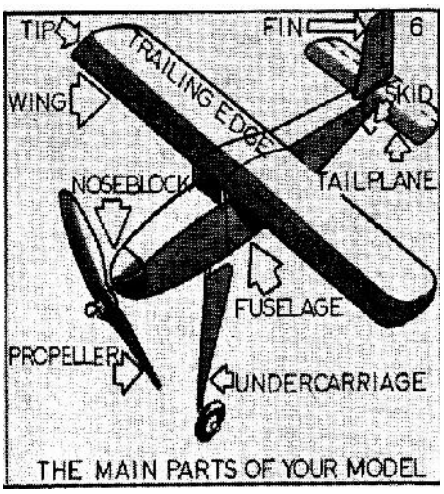
There are many "Eagle Book of....." on all sorts of subjects but I found only five with a mention of anything aeromodelling related in the contents list. The earliest of these was the "Eagle Book of Hobbies" published in 1958 and reprinted in 1962. The editor was Ray Malmstrom who, according to the contents list, included one chapter entitled "Aeromodelling". We do not have this book in the library, so we are seeking scans of the aeromodelling content.

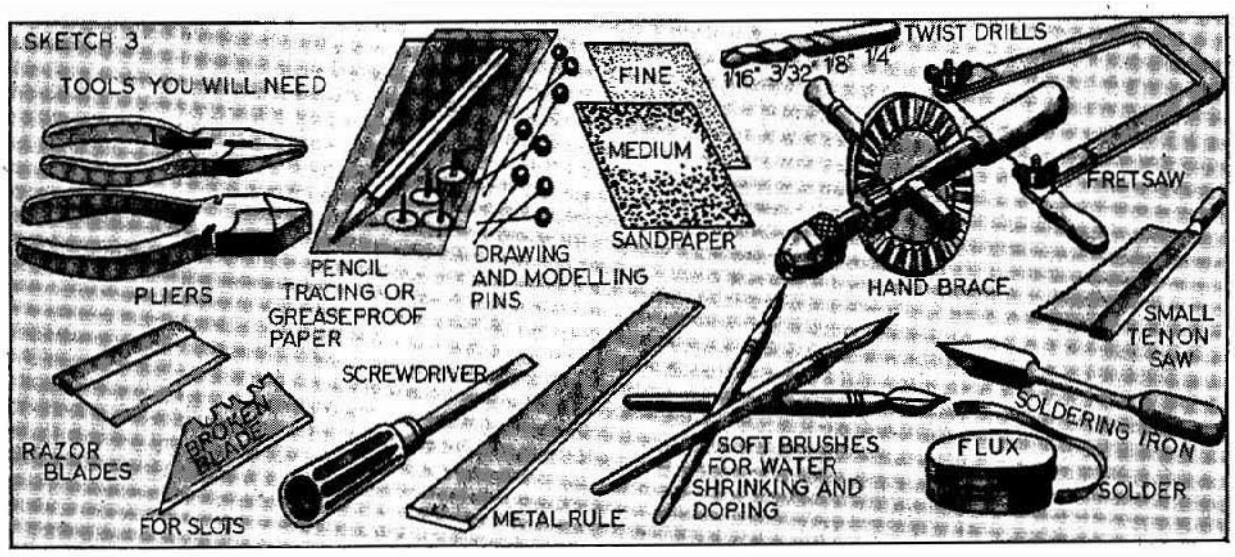


Ray is back the following year, 1959, with the "Eagle Book of Model Aircraft" and what an excellent book it is for the relative newcomer to aeromodelling.

Chapter 1 names the parts of a model and gives advice on trimming, including the importance of the balance point, which is shown on each plan. (Reminds me of my National Service and "The naming of the parts" of the Bren gun with its never forgotten, but always mispronounced, "Piston Post".)

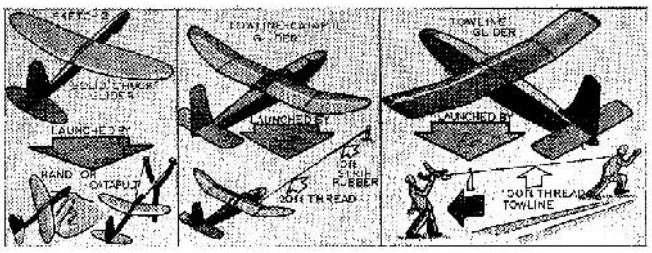


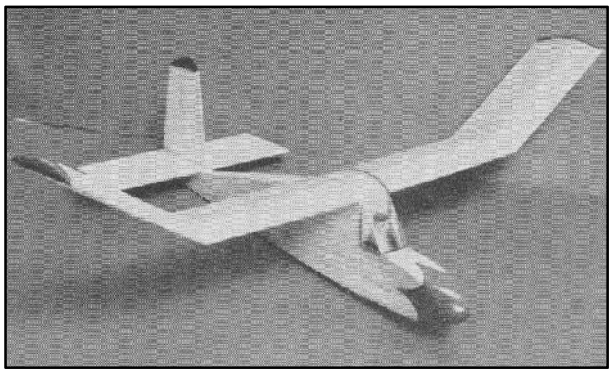




Chapter 2 covers all the materials and tools required, including the ubiquitous broken double sided razor blade.

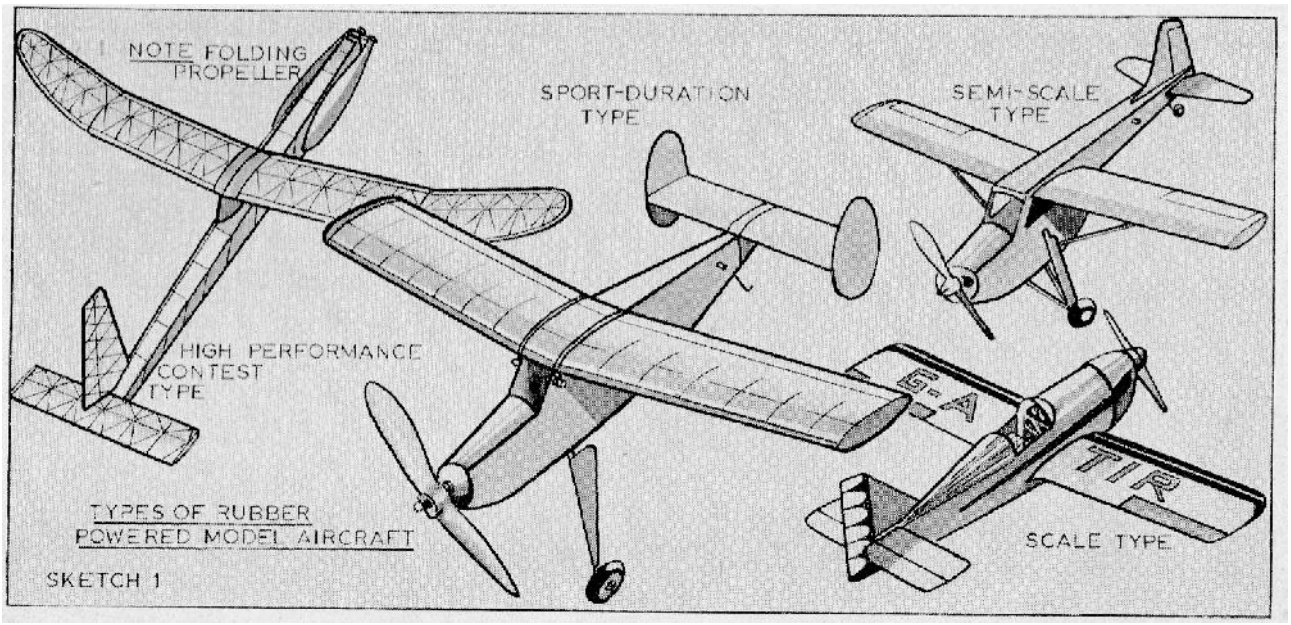
Chapter 3 is "About Gliders"- defining everything from solid chuckies and catapult gliders through to high performance tow line gliders.

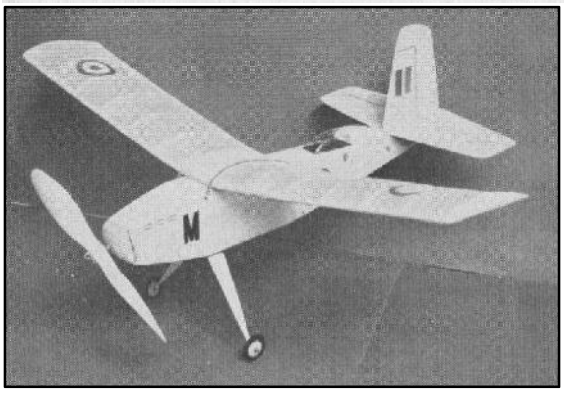




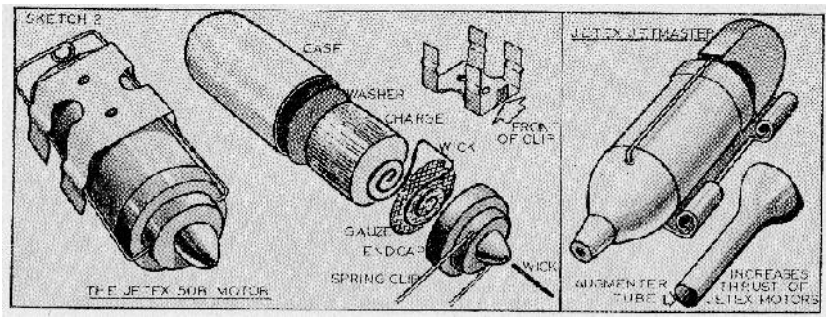
Chapter 4 has plans, building instructions and flying/trimming notes for the 24" wingspan tow line "Airflow Glider*.

Chapters 5. 6 and 7 describe the various types of rubber powered models and have plans and instructions for the "Starcrest" 22" span sport model and the "Percival E.P.9" scale model.

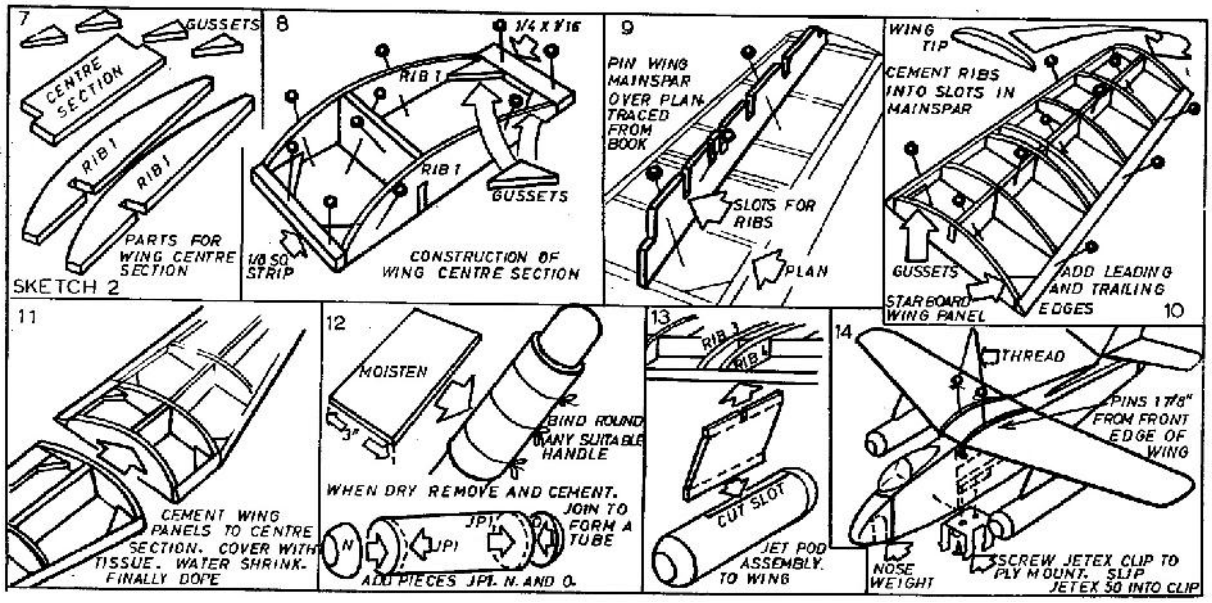




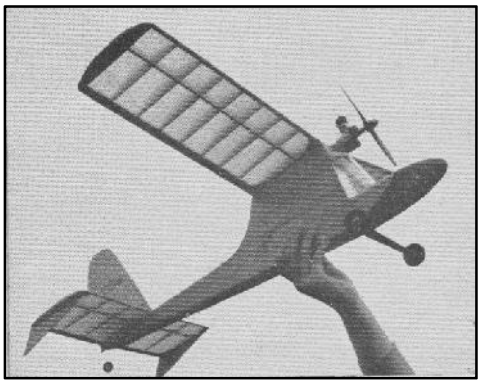
Chapter 8 describes "Jet Models" including the loading and mounting of a Jetex 50B.

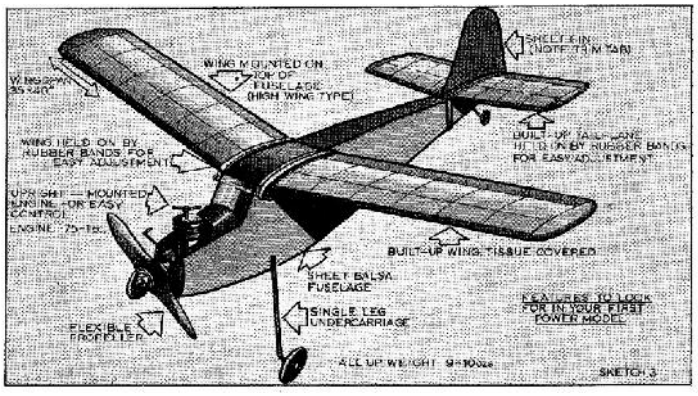


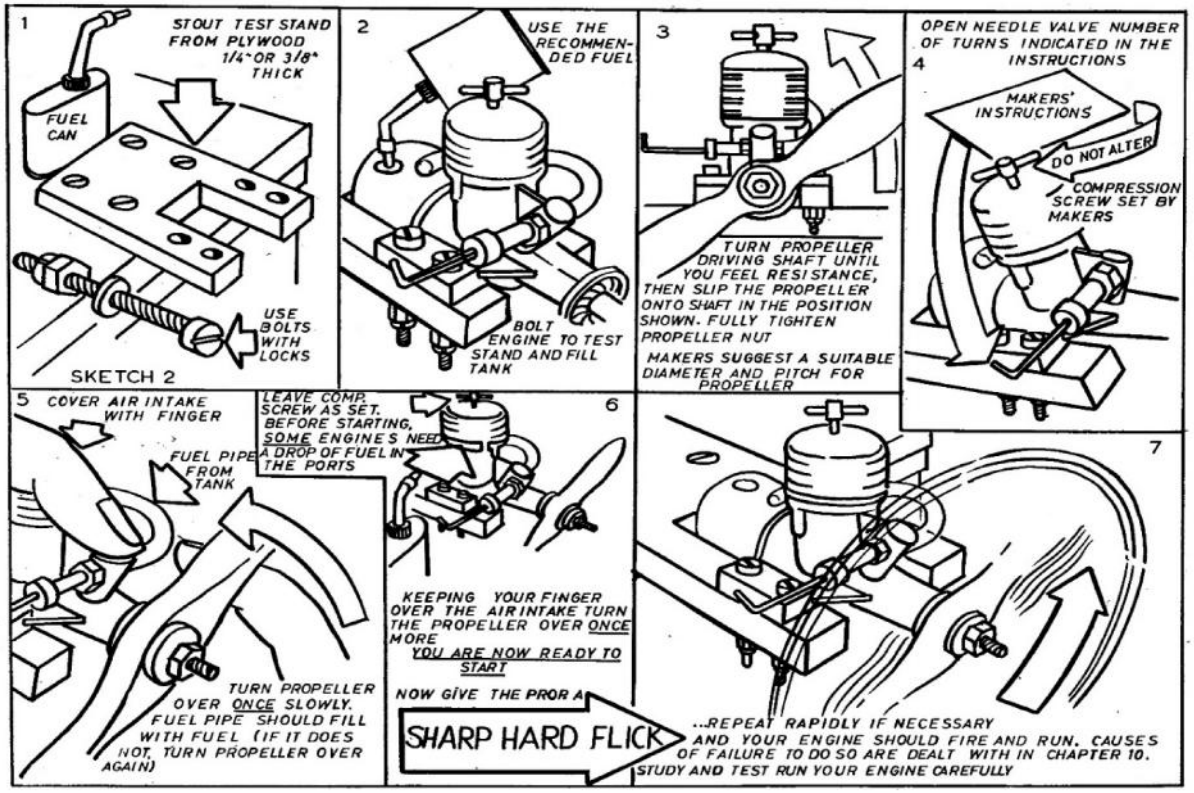
The following chapter features the "Excalibur", a semi scale Jetex powered model atom-bomber of 20" wingspan.



Next it is power free flight with instructions on how to start your first engine with a "Sharp Hard Flick" and guidance on choosing your first power model.



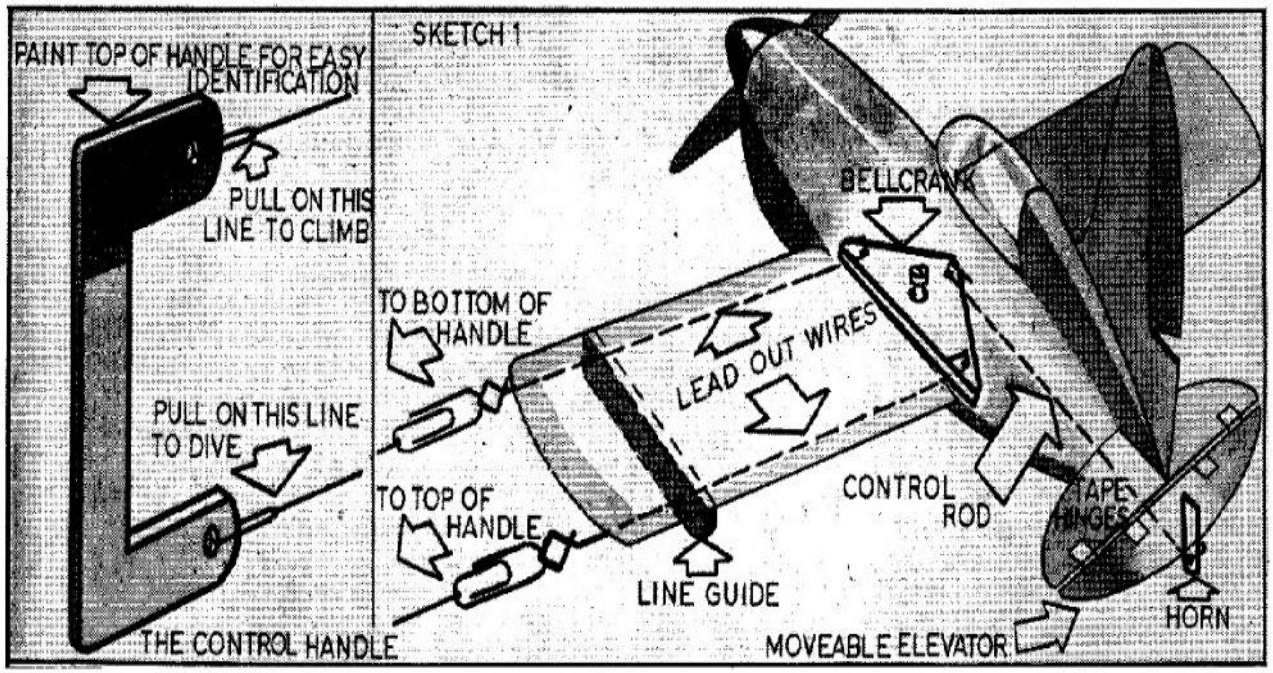


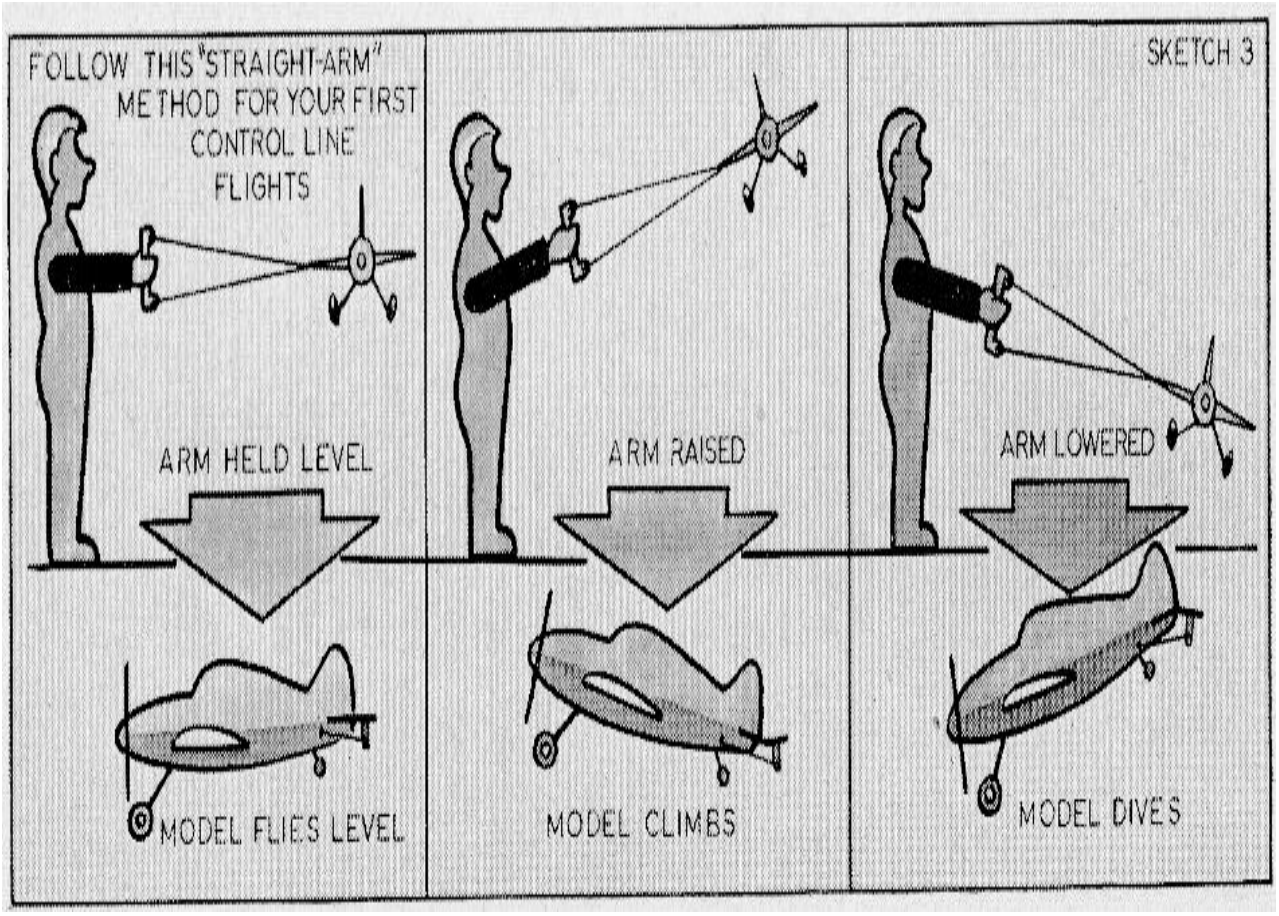


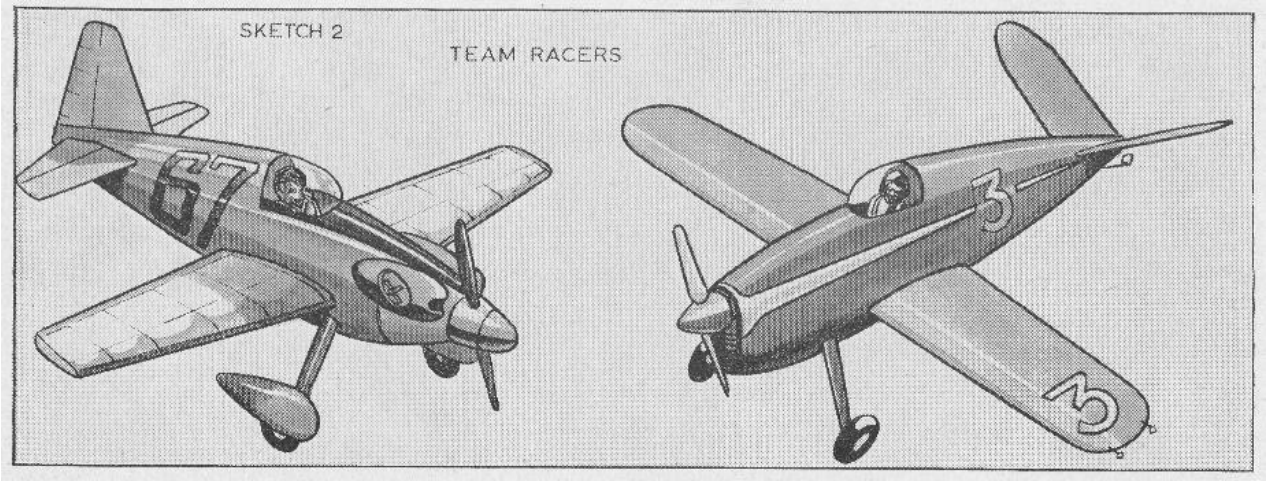
Plans, spread over six pages, and instructions are found in Chapter 11 for the "Skygipsy", a 36" span high wing model for the "Albon Super Merlin" engine

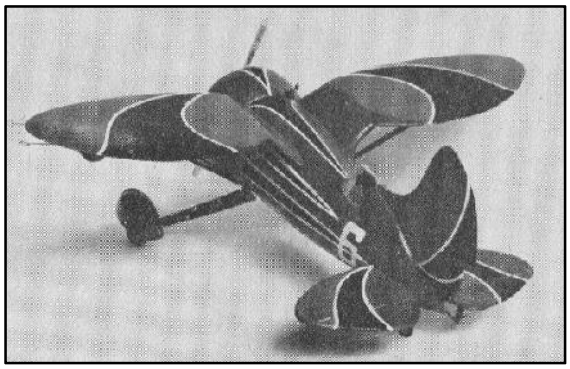
This design does not exactly meet with the advised specification in the sketch "Features to look for in your first model." but Ray's design, with its high mounted engine, does give good protection to the propeller and engine in the likely "pile-ups" that a new power flyer may experience

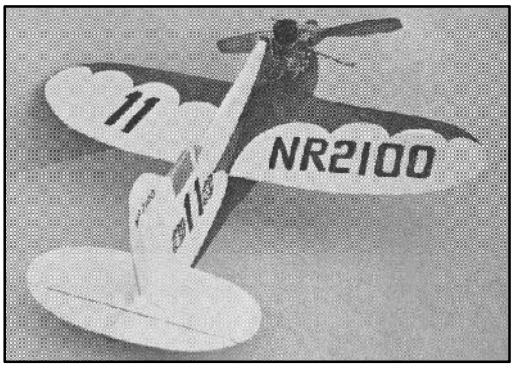
The reader is introduced to "Flying in Circles" in chapter 12 with a plan in the following chapter for the "Gee-Bee Sportster" control-line trainer and then a description of "Team Racing" with a plan of the "Hall Racer"







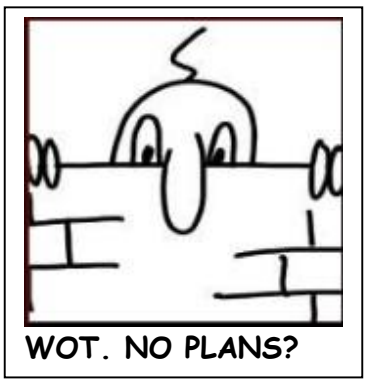




In the final chapter "Flying Thrills Ahead" Ray recaps on the range of models covered in the book. He encourages the reader to go further in free flight competition flying and control line flying (including the stunt schedule, team racing and even the building and flying of multi-engined scale models.) Ray mentions branches of aeromodelling not covered in the book, giving brief explanations of indoor flying and RTP with the reader encouraged to experience both. Radio control is another area not covered as Ray explains in the following quote.

"We have not said anything in this book about Radio Control. This is because radio control flying is quite definitely NOT for the beginner. It is costly and needs a lot of "know-how", but it is becoming increasingly popular and undoubtedly some of our readers who have begun with the simple glider described Chapter 4 will one day find themselves flying an R/C job."

I imagine that a young lad would need to have demonstrated some interest and even ability in aeromodelling to justify being gifted a copy of this book, which perhaps explains why the first plan is not for a simple all sheet hand launch glider. We can see that Ray clearly believed in the adage "a picture is worth a thousand words" just by a look at the sketches on starting your first engine and on how to make your first control line flight.


WOT. NO PLANS?

Ray's plans use just a few sheets of A4 paper whereas others may use a sheet of Double Elephant. This means that his plans have many overlapping parts, perfectly workable, but not easily scanned for an overview of the model, and therefore are not included here. As usual, the article and plan, for all designs in the book, available by email.

More "Eagles" next month.

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

Roy Tiller

GUIDED MITE

The ultimate in miniature radio models

By Bob Coon

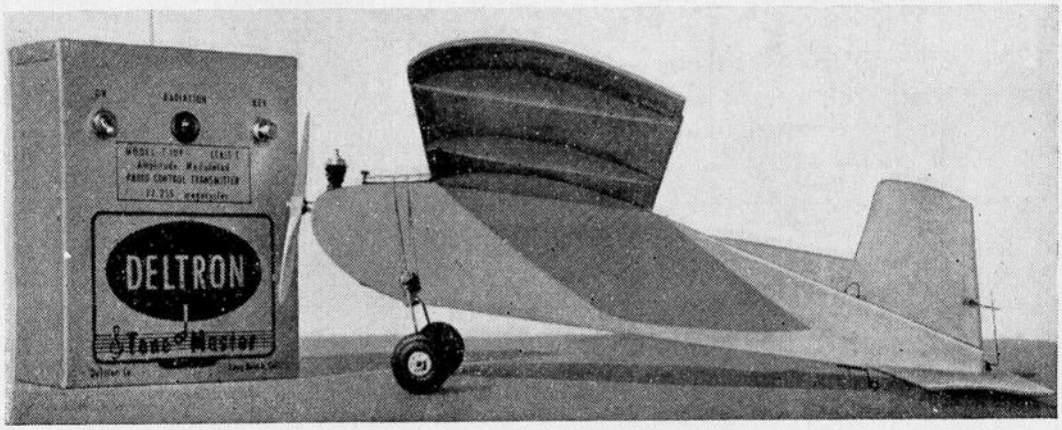
THIS fascinating tiny radio-controlled model is a credit to its designer, particularly as the whole project was conceived, built and flown within a two-week period.

Using the American transistorised Deltron radio equipment, receiver and battery weigh just 2½ ounces. Total weight of the model in flying trim is only 8 ounces, giving a wing loading of 12 ounces per square foot.

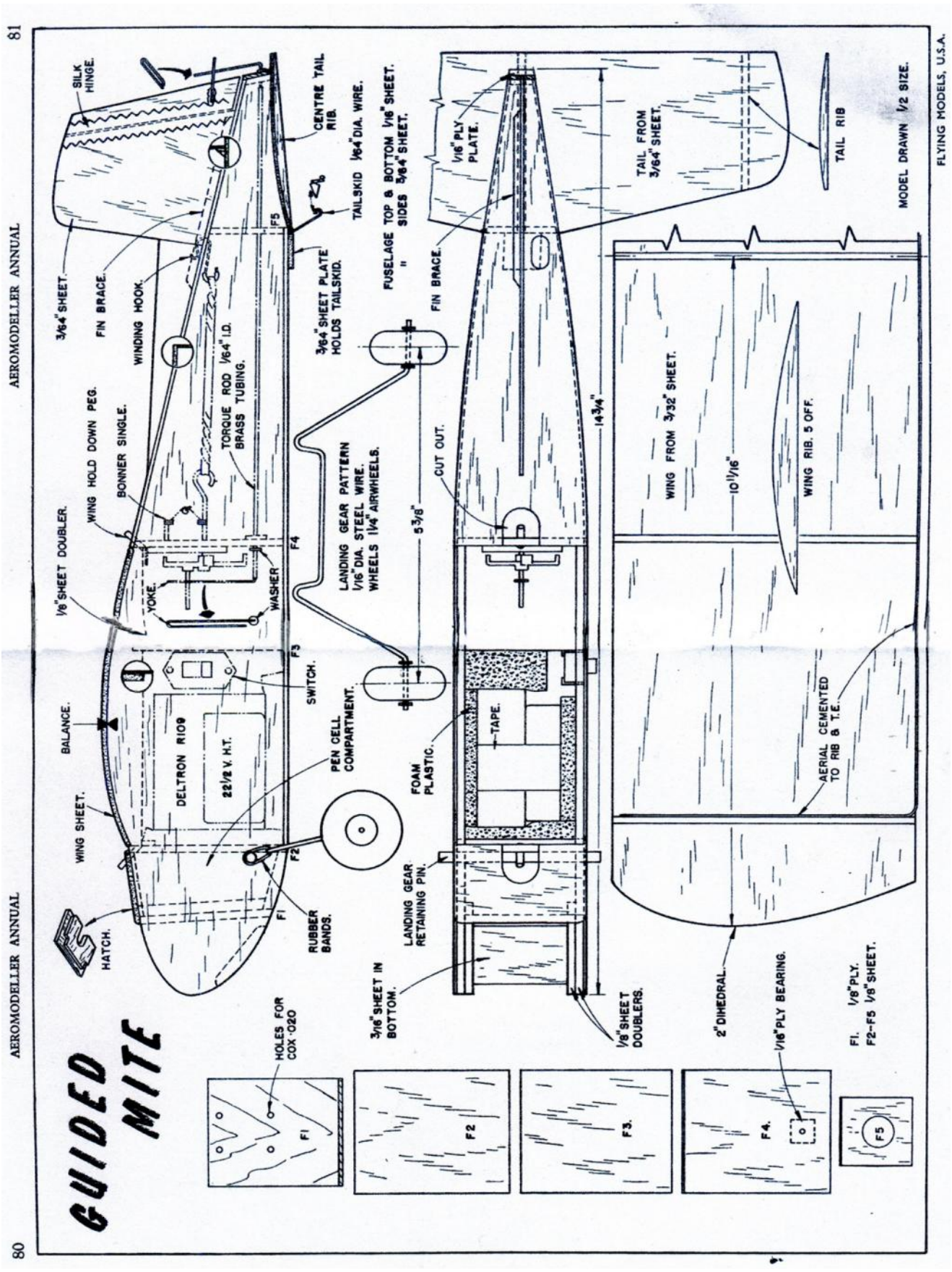
The original is powered with a Cox "Pee Wee" motor of ·32 cm3 (·020 cu. in.), which supplies ample power to take the model through most manoeuvres.

The aerial is cemented to the wing trailing edge, while the radio compartment is lined with sponge or foam plastic to provide impact protection.

Truly, as the designer says, " You'll find she's a swell little model, great for tossing in the back of the family car out of the way !"



(Reproduced by permission of FLYING MODELS, U.S.A.)


AEROMODELLER ANNUAL
80
81
GUIDED MITE
SILK HINGE.
3/64" SHEET.
FIN BRACE.
WINDING HOOK.
CENTRE TAIL RIB.
TAILSKID 1/64" DIA. WIRE.
FUSELAGE TOP & BOTTOM 1/16" SHEET. " SIDES 3/64" SHEET.
3/64" SHEET PLATE HOLDS TAILSKID.
1/16" PLY PLATE.
TAIL FROM 3/64" SHEET.
TAIL RIB
MODEL DRAWN 1/2 SIZE.
FLYING MODELS, U.S.A.
WING HOLD DOWN PEG.
BONNER SINGLE.
TORQUE ROD 1/64" I.D. BRASS TUBING.
1/8" SHEET DOUBLER.
YOKE.
WASHER
LANDING GEAR PATTERN 1/16" DIA. STEEL WIRE. WHEELS 1 1/4" AIRWHEELS.
CUT OUT.
5 3/8"
14 3/4"
WING FROM 3/32" SHEET.
10 1/16"
WING RIB. 5 OFF.
BALANCE.
SWITCH.
DELTRON R109
22 1/2 V. H.T.
PEN CELL COMPARTMENT.
FOAM PLASTIC.
TAPE.
AERIAL CEMENTED TO RIB & T.E.
WING SHEET.
HATCH.
RUBBER BANDS.
LANDING GEAR RETAINING PIN.
3/16" SHEET IN BOTTOM.
1/8" SHEET DOUBLERS.
2" DIHEDRAL.
1/16" PLY BEARING.
F1. 1/8" PLY.
F2-F5 1/8" SHEET.
HOLES FOR COX .020
F1
F2
F3.
F4.
F5

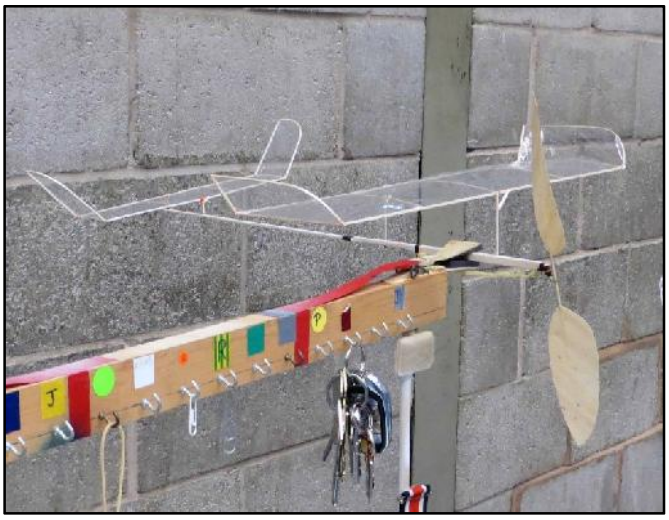
December at Sneyd - John Andrews

The last Sneyd indoor meeting of 2023. A quick flip up the M6 to Bloxwich, dump Rachel at our daughters and off a mile or so up the road to the sports hall. Sounds easy, it was not, first horrendous slow moving traffic jam from M5 junction to junction 10, & second we eventually left the motorway for a short period and took wrong exit and finished up back on the motorway. Had to set satnav to find our way back cross country to our daughters. Missed first hour and a half or more of the meeting, then to cap it all I left the meeting an hour early because I had not reset the clock on my Phone. I was only there for about an hour but I did get some pictures, not the best I've ever taken however.

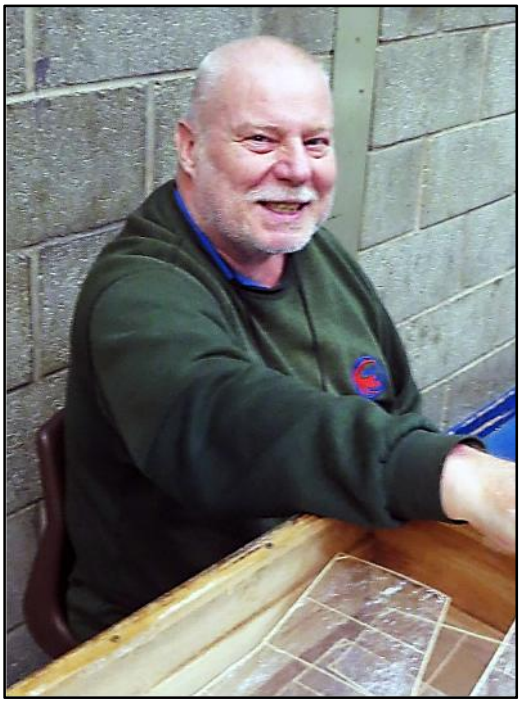
View of hall end wall and side entrance doors

Collin Shepherd preps his model then fuzzily sets it on its way, flew well.

Peter Thompson, event organizer, preps his model and launches somewhat less fuzzily.

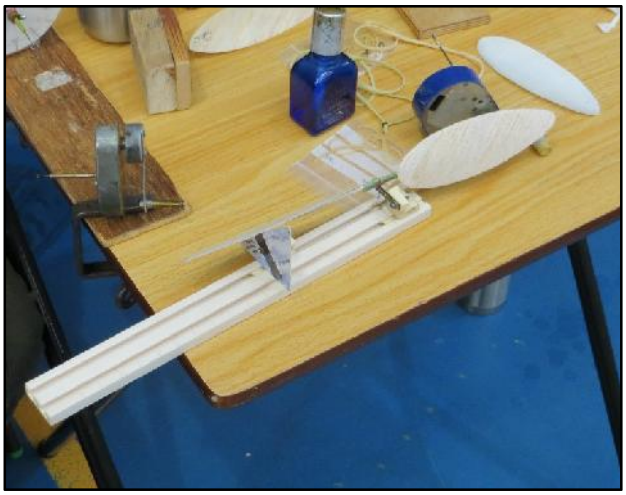



A couple of lightweights, note the larger port wing and warp on the R/H model




Derek Richards keeps an eye on the box of goodies

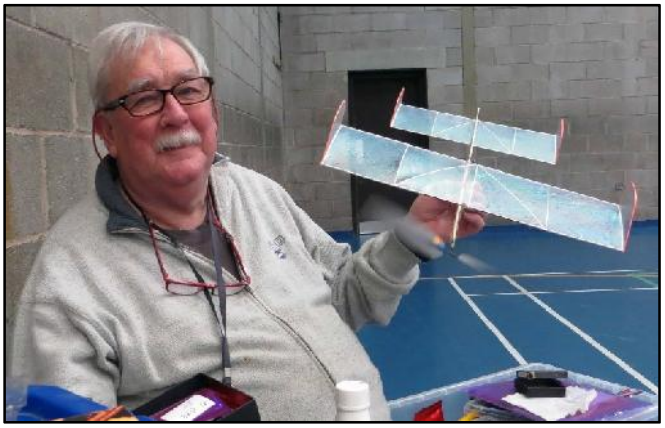

A fuzzy flier gets a focused model away, and a focused flier gets a fuzzy model away.
(like I said, my photography leaves a lot to be desired)

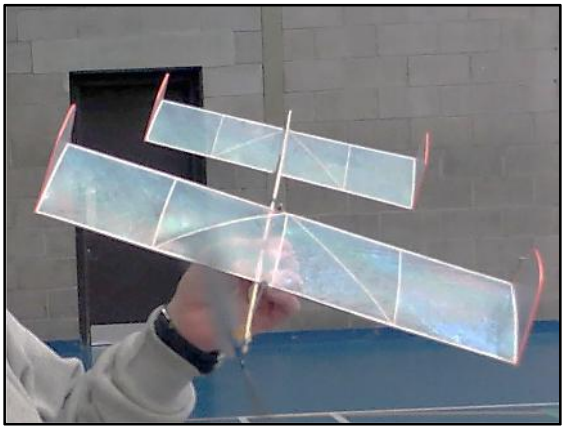


Complete indoor modeller with winding jig and torque meter and prop pitch setting jig

Mick Brown's box, includes ½ scale Wakefields and a Gipsy,

Mick seen here winding the Gipsy.





Pete Dalby & Penny Plane, regular Indoor Nationals competitor, travelled a couple of hours from up north.

Allan Price and his ancient NoCal

John Andrews

Paper Airplane: Flying Santa - Nick Robinson

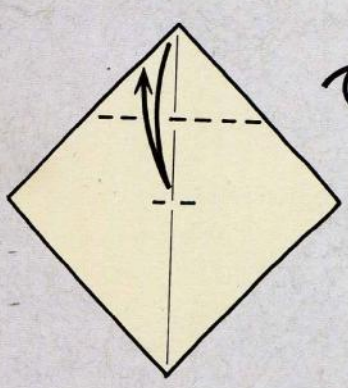
FLYING SANTA

PAUL JACKSON

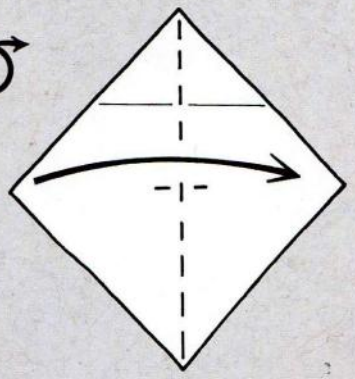
This design is unusual in that it requires two sheets. Paul is a well-respected creator and author who prefers to keep his folds simple and accessible. This design could have been made from a single sheet, but would have involved a lot of complicated and ugly folding. By using two sheets the design is much cleaner and easier.

Start with two sheets of light-weight paper, preferably red and white on opposite sides. Both sheets start with the coloured side upwards. Add a diagonal crease and make a small pinch-mark to locate the centre.

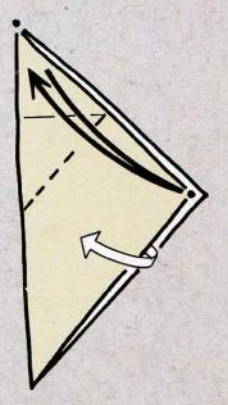
Body



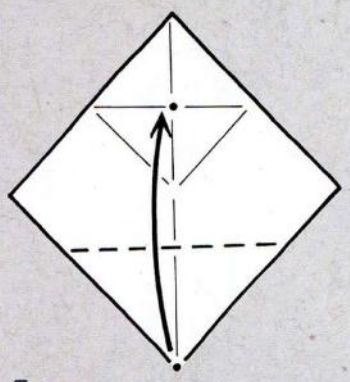
1 Fold one end of the crease to the centre and return. Turn the paper over.



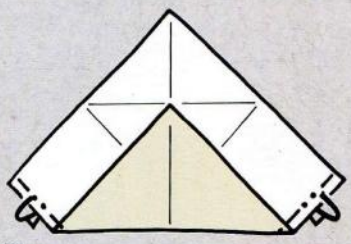
2 Fold in half along the diagonal crease.



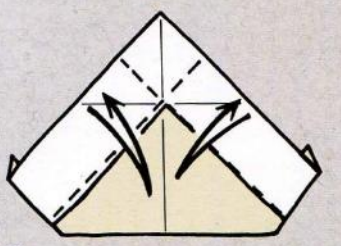
3 Fold the top corner to the other end of the raw edge and return. Unfold the paper.



4 Take the bottom corner to the ¼ crease.

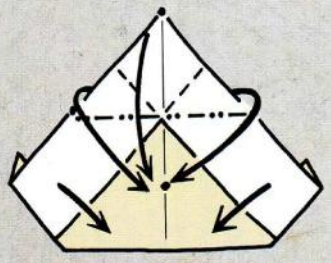


5 Fold a small strip behind on either side.

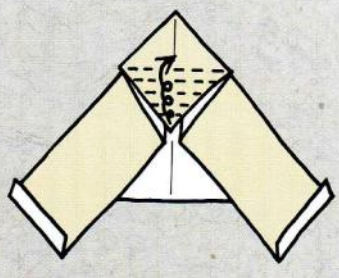


6 Pre-crease two valleys along the inside edges.

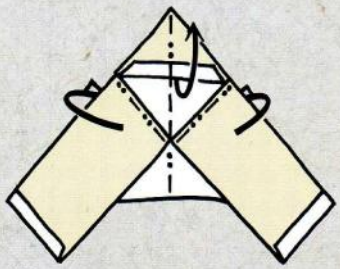
FLYING SANTA



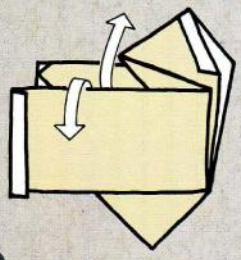
7 Use established creases to swing the top corner downward, bringing all the location points together.



8 Fold the lower corner of the small square over and over, the last fold being a diagonal. This forms the lining to Santa's hood.



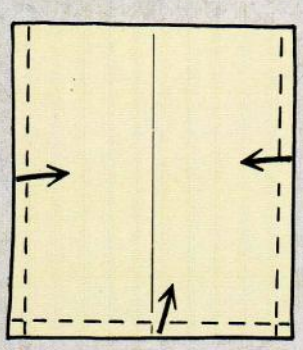
9 Emphasize the creases shown, letting the hood swing open . . .



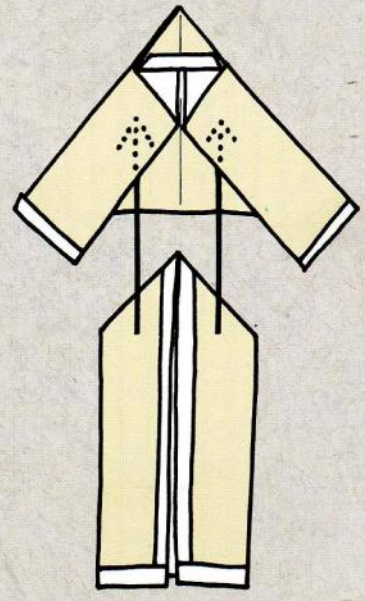
10 . . . until the paper looks like this. Unfold the last step.

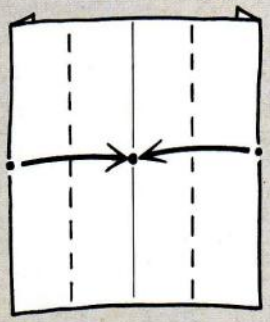
Legs

Take the other square (coloured side up) and fold the vertical crease.

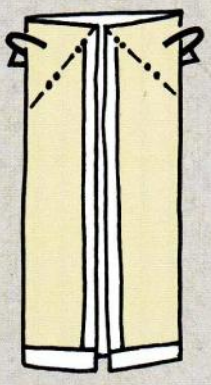


11 Fold three small strips inwards (the lowest last) and turn the paper over.



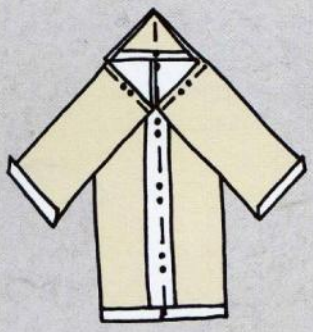


12 Fold two sides to the centre crease.

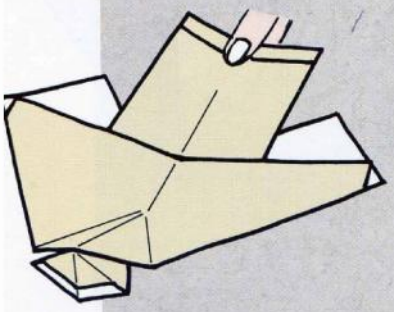


13 Mountain fold the top two corners behind to the centre crease, finishing the legs.

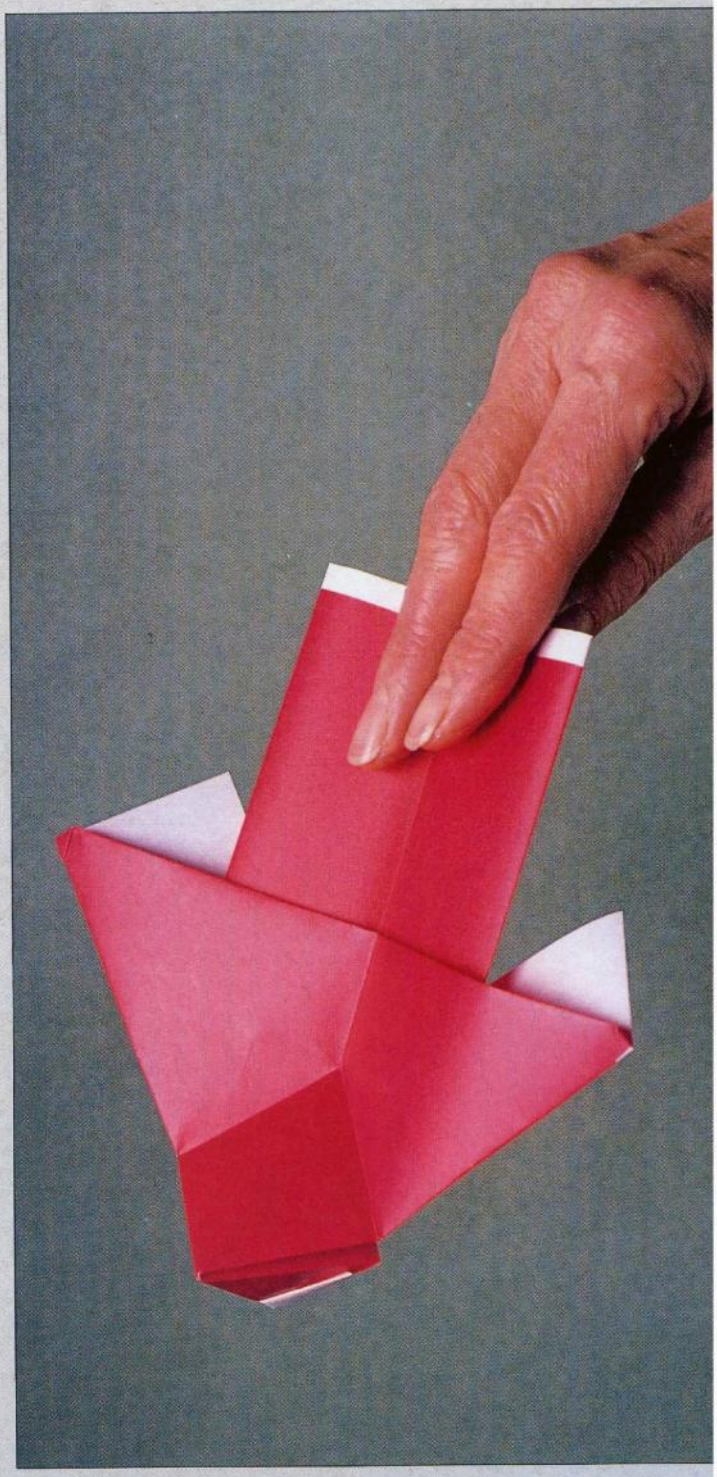
14 Slide the leg section within the body, as far as it will go.



15 Re-form the creases made in step 9, adding them to the leg section inside. Open the hood out slightly and adjust to the position shown in the profile.



16 Santa ready for his rounds.



FLYING HINTS

Do not throw Santa, but gently release him forwards at a slight angle and he will glide gracefully to the floor. If you fold this design from black and white paper you can make a flying nun!

Nick Robinson

Secretary's Notes for January 2024 - Roger Newman

Curiously & co-incidentally I happened to look at the AMA website to catch up with news from the USA & found the following article. This happened to be a few days before the CAA released a consultation on a Review of UK Unmanned Aircraft Systems (UAS) Regulations. This has been rapidly followed by a BMFA call for response by Members to the consultation, which you may or may not have seen.

The BMFA response can be found at BMFA-LMA-Response-to-CAP2610-8-Dec-2023_.pdf

An initial reaction is that further impositions are to be generally imposed on modellers, which I cynically confess is not unexpected ever since the drone syndrome hit the airwaves. To my jaundiced eye, it looks as if we in the UK will in the longer term be forced down the same road as the AMA is in the USA, whereby there will be only designated flying sites & not many of those. At least in the USA, free flight & control line models are stated to be exempt. Here in the UK the CAA seem to assume that RC is the only form of model aircraft – maybe free flight – albeit a dying art, will creep under the radar if there is anyone left to do it. Anyway, read the article. The CAA documents can be found on their website. For information CAP 2547 provides a guide to the airspace modernisation strategy & CAP1711/1711A provide the detail. Turgid reading & incomprehensible at best. Policing the proposed policies is of course practically impossible but officialdom doesn't ever take that into account.

The Current State of Remote ID

AMA Staff

With September 16, 2023, the start date of the FAA's requirement for Remote ID, only weeks away, numerous technical and administrative aspects are still evolving. This creates a challenging landscape for modelers who simply want to know what they must do to comply with the requirement.

The intent of this article is to provide the current state of affairs and address common questions/concerns, while acknowledging that further Remote ID-related developments are certainly coming.

What Is Remote ID?

The FAA's Remote ID requirement has broad implications for commercial and recreational pilots of Unmanned Aircraft Systems (UAS or RC aircraft models). This article focuses only on aspects that pertain to recreational RC pilots flying under USC 44809. (This applies to most AMA members.)

The Remote ID requirement dictates that RC model aircraft flying in the US must broadcast a signal that provides specific information. The FAA's stated intent of this requirement is to provide real-time information for law enforcement officers who are investigating suspicious UAS flight activity.

What Are the Exceptions to Remote ID Requirement?

The Remote ID requirement does not apply if you are flying at an approved FAA-Recognized Identification Area (FRIA). Many AMA chartered flying clubs have already submitted applications to the FAA (through a recognized community-based organization such as AMA) to gain FRIA status for their field(s). This means that the most RC pilots who are flying at a club field will not have to worry about Remote ID.

Recreational RC models with a flying weight of less than 250 grams are exempt from the Remote ID requirement, even when not flying at a FRIA; however, this exemption does not apply if the model is listed under the pilot's FAA UAS recreational pilot registration (the FAADroneZone).

Free Flight and Control Line models are exempt from the Remote ID requirement.

How Do I Comply With the Remote ID Requirement?

Models manufactured after December 16, 2022, and are sold as a complete, ready-to-fly package, must have built-in Remote ID broadcast capability. At present, this situation applies only to a selection of multirotors sold by companies such as DJI and Autel Robotics.

If you fly one of these Remote ID-equipped models, you are good to go. Check with the manufacturer if you are unsure of whether your multirotor is Remote ID compliant. Note that these models with factory-equipped Remote ID systems, must have their Remote ID broadcast active, even when flying at a FRIA.

By contrast, most traditional RC hobbyists fly models that require some degree of assembly or additional parts (e.g., the flight battery of an electric-powered ARF). These models do not have a built-in Remote ID broadcast ability. We must add that capability by using an FAA-approved Remote ID module.

Remote ID modules are small stand-alone components that work the same way as built-in Remote ID systems. These modules, however, can be temporarily attached to a selected model. You do not need a dedicated Remote ID module for each of your RC aircraft. You can purchase a single Remote ID module and move it from model to model.

When you purchase a Remote ID module, you must add the serial number of the module to your FAA UAS recreational pilot registration.

How Do I Choose a Remote ID Module?

There are currently fewer than 20 FAA-approved Remote ID modules available for purchase. That list will likely grow. The AMA does not endorse any specific Remote ID module or manufacturer, but you can read the Remote ID Module Status Report which compares many of the modules by the AMA Advanced Flight System Committee."

Be aware that there is a considerable amount of variance among the currently available modules. It is important to understand the specific features of a given design before making a purchase.

Some Remote ID modules have a built-in battery, while others are powered through an external power source (e.g., an open servo port on the model's receiver). This could be an important consideration in terms of weight and the accessibility of the receivers in your models.

There are Remote ID modules that include only the electronics, with no protective outer case. Omitting a case saves weight, but could cause durability issues and/or limit your options for mounting the module in your model(s). Presumably, most modelers will use hook-and-loop tape for mounting Remote ID modules.

Unfortunately, the average price point of the currently available Remote ID modules is significantly higher than the FAA's original $50 estimate. Current prices range from $49 to $305 per module. Some of the least-costly Remote ID modules do not contain a built-in GPS chip, which is required to determine the mandatory location data. These Remote ID modules can only be used with models that already have some type of compatible GPS system that can be integrated with the Remote ID module. Such a GPS system would be an exceptionally rare feature for the recreational models that most of us fly. Thus, these types of Remote ID modules are not a viable option for many recreational pilots.

What Information Is Contained in the Remote ID Broadcast Message?

The FAA's Remote ID requirements state that the following information must be included in the Remote ID broadcast when using a Remote ID module:

- Serial number of the Remote ID module
- Current location of the model (latitude, longitude, and altitude)
- Current velocity of the model
- Take-off location of the model (which is presumably where the pilot is located)
- Time

It is possible that some modules might transmit additional information

Who Can Receive My Remote ID Broadcast?

Remote ID modules broadcast data using a Bluetooth or Wi-Fi signal that is intended to be received on a smartphone. Anyone with a smartphone who is running a Remote ID-capable app and is within range of the signal can potentially read the data from your model's Remote ID module.

If your Remote ID module is broadcasting only the minimum required data listed previously, civilians reading Remote ID data will not be privy to your name or any private information; however, law enforcement officers will be able to cross-reference the Remote ID module serial number with the data in your FAA UAS registration.

Pending Questions

Approximately 200 AMA club fields have received FRIA status approval thus far. The current approval rate suggests that many hundreds of FRIA applications will still be in the FAA's queue when the Remote ID requirement goes into effect on September 16, 2023. It is unclear whether the FAA expects modelers flying at sites with a pending FRIA application to use Remote ID modules after this date. AMA expects the FAA to address this concern before the deadline.

The advent of Remote ID introduces numerous unproven technologies and processes for modelers, the FAA, and law enforcement officers. There are bound to be unforeseen hiccups and breakdowns as all sides come to terms with this unprecedented level of oversight with RC flying. We will provide updates to the Remote ID situation as they unfold.

FAA Extends Remote ID Enforcement Date Six Months

- FAA
- Remote ID September 13, 2023 Holly Silvers

As AMA anticipated, the FAA has announced they are extending the Remote ID enforcement date by six months. Radio Controlled Operators now have until March 16, 2024 before they will have to comply with the rule. This extension provides the FAA more time to approve FRIA applications and manufacturers the time for production of broadcast modules. For the FAA's full statement on the extension, click here.

To remain current with the most recent government-related news, regularly visit the AMA Government Affairs blog. If you have any further questions or concerns, contact the Government Affairs department at (765) 287-1256 or amagov@modelaircraft.org.

Something more positive from Italy

From time to time we have a dialogue with Paolo Rossi who is the Secretary of the Bergamo Club in Italy. Paolo has been instrumental & most helpful in providing links to the digital data generated & held by his club, He has just sent me an email & a load of links which hopefully will be of interest to our members.

To all our friends and supporters abroad,

fm Italy our most sincere wishes of Merry Christmas and a Happy New Year 2024

And to brighten up your holidays we would like to share with you these new pages of our virtual library where you can download:

1. all 16 old times books 1934 > 1964 by FRANK ZAIC :
http://www.gruppofalchi.com/libri-aeromodellismo-scaricabili.html
my note – there are many more books on Aeromodelling over & above the ZAIC ones
2. all 72 magazines MODELLISMO 1st edition 1945 > 1955 :
http://www.gruppofalchi.com/modellismo-1945---1955.html
3. *this is the Modelissmo archive*

https://drive.google.com/drive/folders/1KiIs2uYtHCVlZg9FbD0pxwvPYqWYFDig?fbclid=IwAR1Qa1LIWQWr0tRrip87SU_X9aXOWgJhaqmMEByUBpHh0BvXz4b_ZMEoQ70

4. *lots of plans of old timer gliders*
https://drive.google.com/drive/folders/17YCfKT-O6cDjNJhZUjKKOyBzCxWLx57y

5. *old time power models*
https://drive.google.com/drive/folders/1wZ671WBq_ZA7kMyqh0JmMa5fFm0Y6Qis

6. *RC Vintage stuff up to 1969*
https://drive.google.com/drive/folders/1Zg2SJBYnawQXjmYvfYu0bX9-MQLha5u2

All the original books and magazines are donations made to us by members, friends and supporters and can be viewed at our club house.

My best regards to you and your families .

Paolo Rossi -- La Segreteria Gruppo Aeromodellistico

Many thanks Paolo & I hope our members will enjoy browsing through a raft of information that will jog happy memories.
Not much other news. We have a new Secretary designate, who I know will carry on the good work. All that remains is to wish you all a Happy New Year with best wishes for the future.
There follows an article on rule changes by Chris Redrup

To SAM 1066 Membership

I have received the following correspondence from Chris Redrup. For those who are unaware, Chris is a prominent & active free flight competition flier & Chairman of the Crookham Club which is still among the foremost free flight clubs in the UK. It concerns potential rule changes intended to be implemented via the Free Flight Technical Committee for the 2024 season
The rule changes were outlined in a very recent FFTC News Bulletin No 126 dis.v3 & may not be generally known outside of those who receive FFTC bulletins. Therefore for completeness they are as follows:

Free Flight Rules 2024 Update

Throughout the year we have received numerous requests for rule changes, correction of errors across disciplines as well as areas where sometimes clarity is required. The committee has considered each, and we have agreed that the following rule changes will come into effect in 2024.
Please note this is a summary and we would strongly advocate that all competitors check the 2024 Rulebook ahead of the contest as more detail is within the book.
• All references to the Competition Secretary have been removed and replaced with The Sporting Director.
• Clarification of the ownership of models
• Clarification of 5-minute flyoff window for BMFA Area Contests
• Light emitting beacons may be used in all classes.
• F1Q – UK added to Combined Electric
• Combined Electric – Half motor runs in flyoff.
• All Free Flight Contests should start at 10am. (note Team selection falls outside of this directive, and will be
agreed in advance dependent on the venues local rules)
• F1Q added throughout rule book for events and Team Selection
• Senior Team selection - all classes now have a minimum performance standard of 70% of the winners 'rounds' duration applied to qualify for a Team Place.
• Team selection go/no-go announcement to be made 48 hours in advance.
• Team selection – one off flyoff clarification
• Class F1S (E36) motor run reduced to 7 seconds to accord with others worldwide.

We anticipate the 2024 Edition of the Rule Book to be available anytime and will ensure as soon as it is available you are notified on how to obtain it.
If you wish the FFTC to consider future amendments, rule changes etc. please do send these to the FFTC Secretary the earlier the better in order that these can be reviewed well ahead of the deadline for rule changes in October 2024.

Chris has commented as follows: He makes, in my view, very reasoned arguments as to why these rule changes should not be unilaterally introduced without due consideration by those who actively still compete. Hence I have asked that this correspondence is put on our website for consideration & comment by the membership & will be included within my final Secretary's Notes in the next NC for the same reason – particularly as the 2024 (new) rule book has yet to be published with full details of the intended changes.

Feedback has been received by Chris to say that his comments have been circulated to FFTC members, but as yet he has received no further information on whether they are being debated.

To all UK free flight competition fliers.
BMFA UK Free Flight Rule Changes 2024

I was surprised to see, in the list of rule changes recently announced by the FFTC, two major changes introduced without any prior warning. They say that they have received numerous requests for changes throughout the year but I am not aware of anyone other than the Committee being privy to them.
Any major or significant rule change should be subject to a process which allows time for comments from competitors before a final decision is made whether or not to implement.
Proposals should be announced in the preceding year, detailing the proposers and the justification for them and allowing ample time for the competitors to comment on them. For complete transparency, the votes for and against should be published.
This ensures the Committee are in the best position to make their decision, taking into account the opinions of the competitors and applying the following criteria:

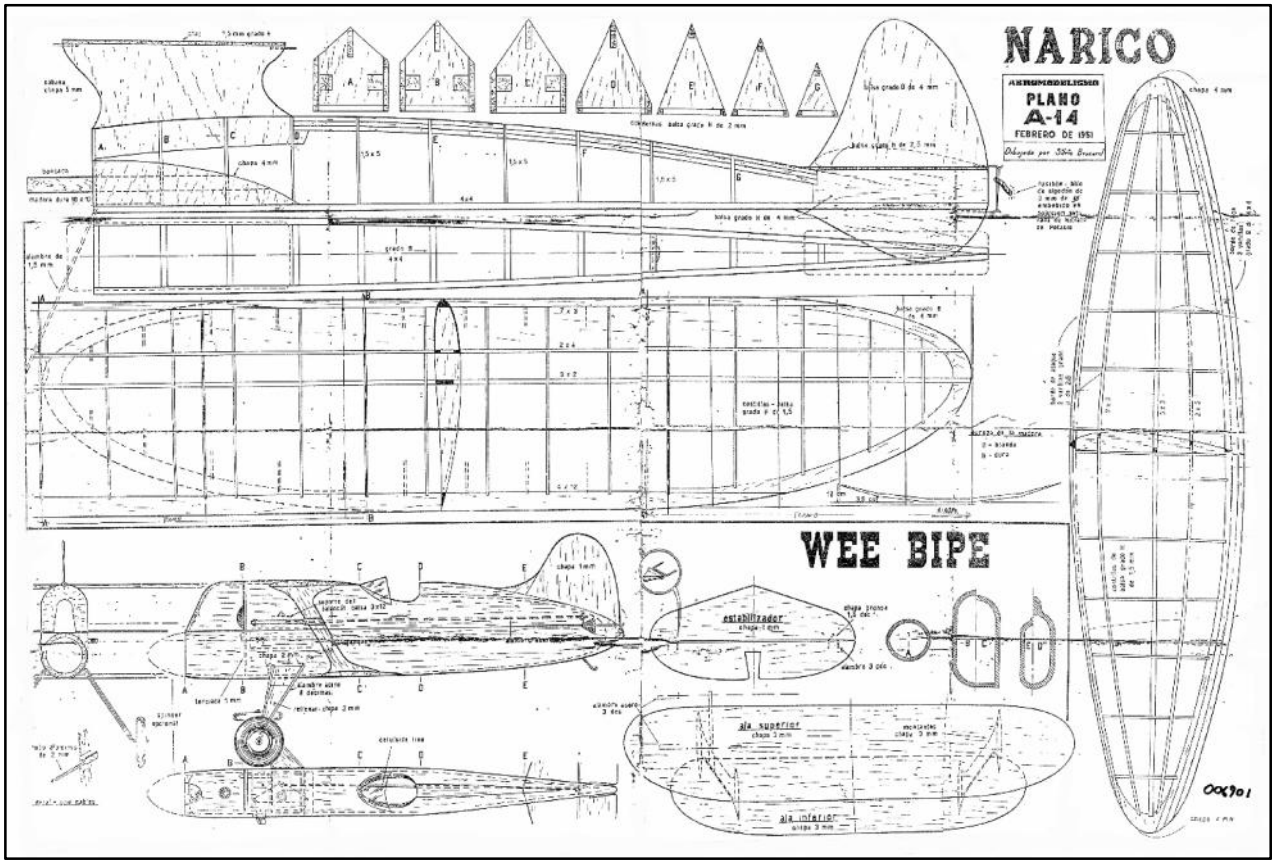
- *Is the rule really necessary?*
- *Will it encourage more participation in the class?*
- *Will it discourage participation in the class?*
- *Is it something the majority of competitors want?*

I can remember when this was the case but it seems that it is no longer.
Participation in our sport has been steadily declining for a number of years and the last thing we need are any rule changes which could accelerate that decline. The best way to avoid that is to find out what the majority want.
I am personally concerned about the ones regarding the use of light emitting beacons and the reduction of motor run times for Combined Electric fly offs, and I have written to the FFTC with my comments on both of them and have urged them to delay implementation, to allow a proper consultation to take place.
Notwithstanding that, I think the most important issue is the lack of due process and transparency, which can lead to unnecessary, unpopular or ill thought out rules.
I very much appreciate the time and effort the members of the Committee give on our behalf, but on this occasion I think they have got it wrong.
If you agree with me and think there should be proper debate prior to rule changes, I encourage you to contact the FFTC and let them know.

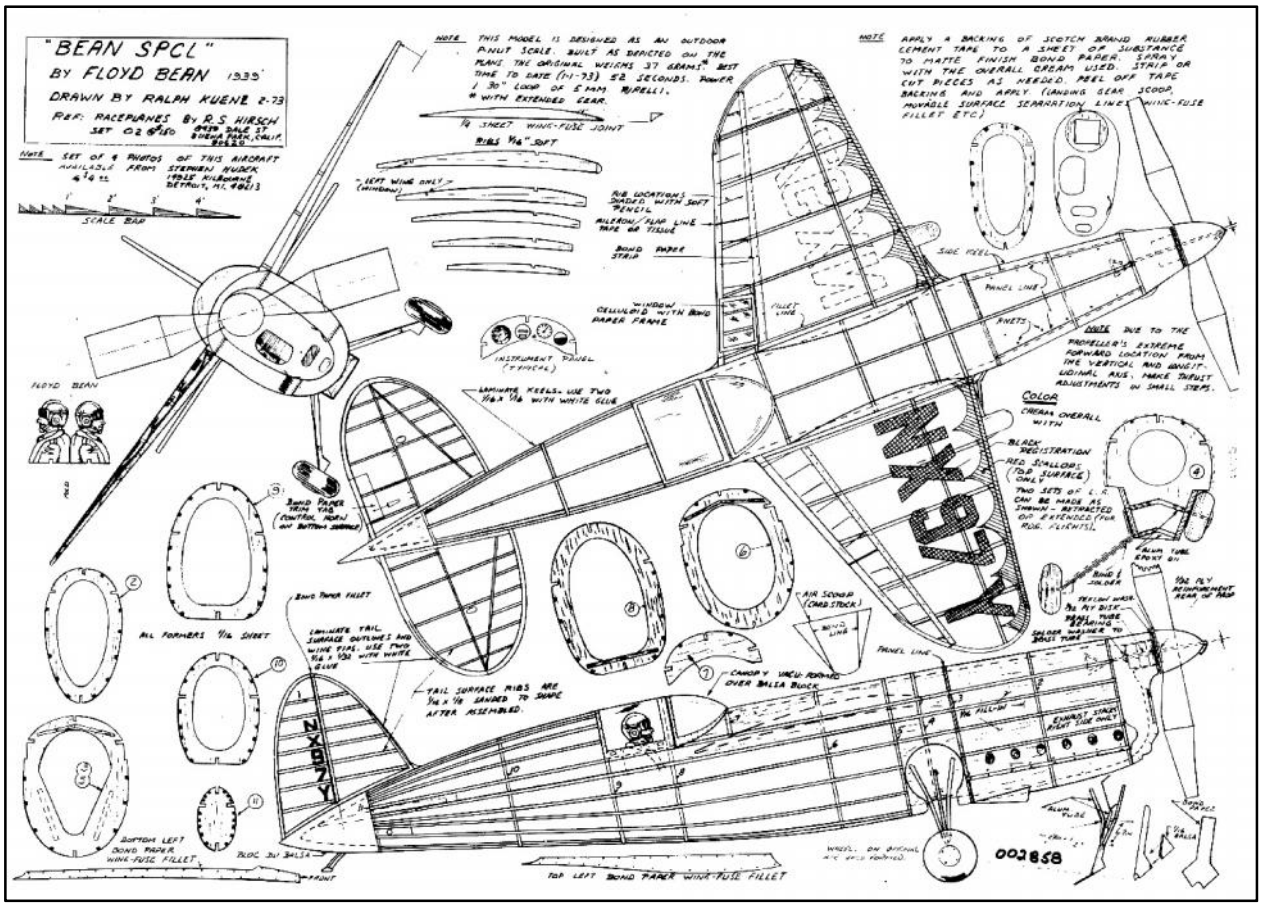
Chris Redrup

Plans for the Month

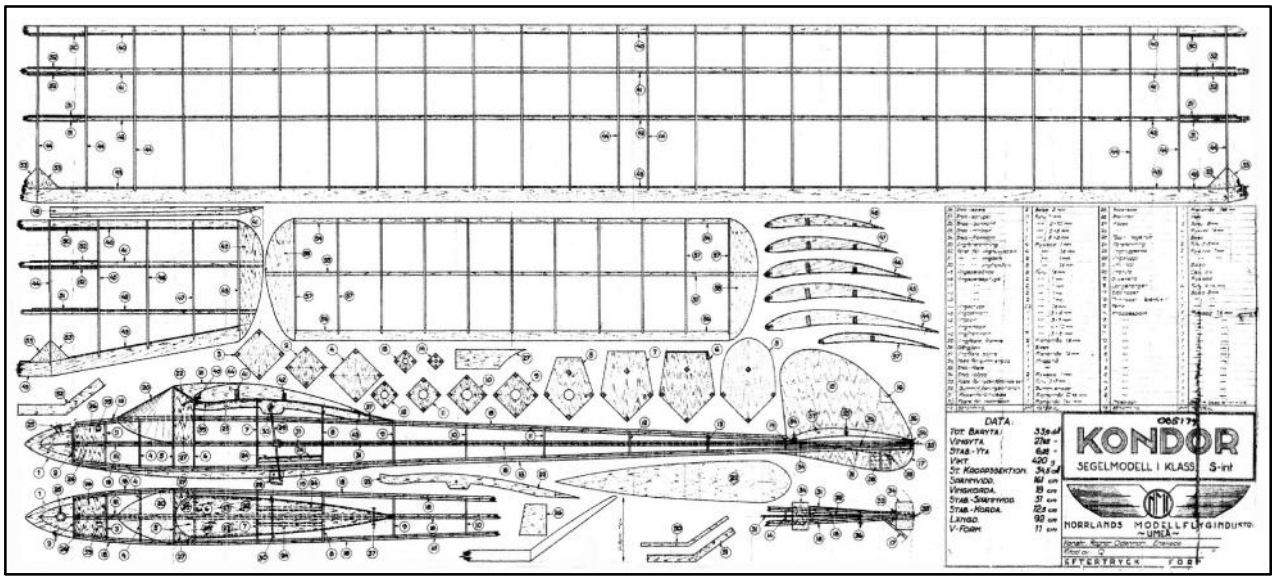
Power: Narico – 1951 pylon model from Argentina, plus C/L model as bonus on same sheet!



Rubber: Peanut scale Bean Special – 1939 monoplane from USA



Glider: Kondor – elegant A2 from Scandinavia



Roger Newman

Events and Notices

West Wings Kits For Sale

The above West Wing Kits are complete and unopened.

Cost is £20.00 each
Plus £4.00 postage for one alone - or - for two together.

Contact:

Joe Northrop — **22, Brownberrie Walk, Horsforth. Leeds, LS18 5 PG**

Tel. 07950 923587. — **email: joenorthrop@gmail.com**

Options for Flying on Salisbury Plain, Area 8

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

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

Permits for Salisbury Plain & North Luffenham

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

The costs are:
£20 for Salisbury Plain - £35 for North Luffenham

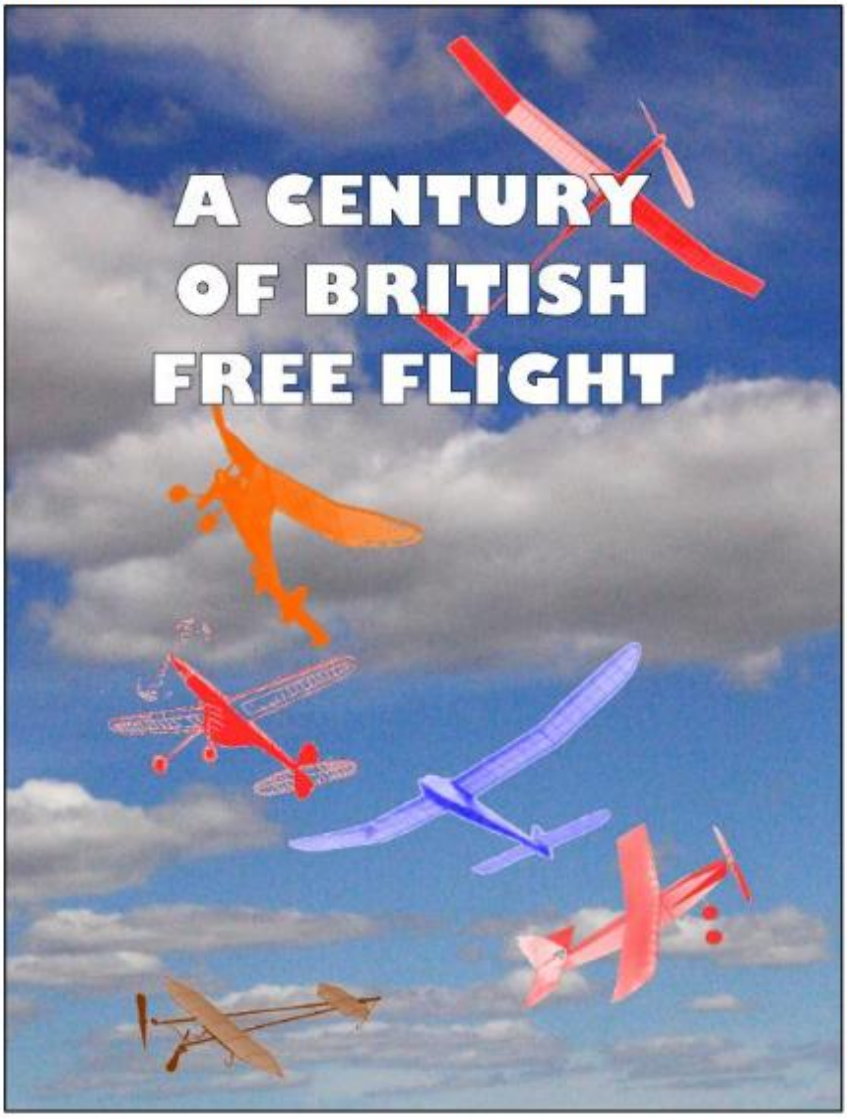
The details of the Conditions of Issue
And Code of Conduct are included with the application
And must be strictly followed

A CENTURY OF BRITISH FREE FLIGHT

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

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

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

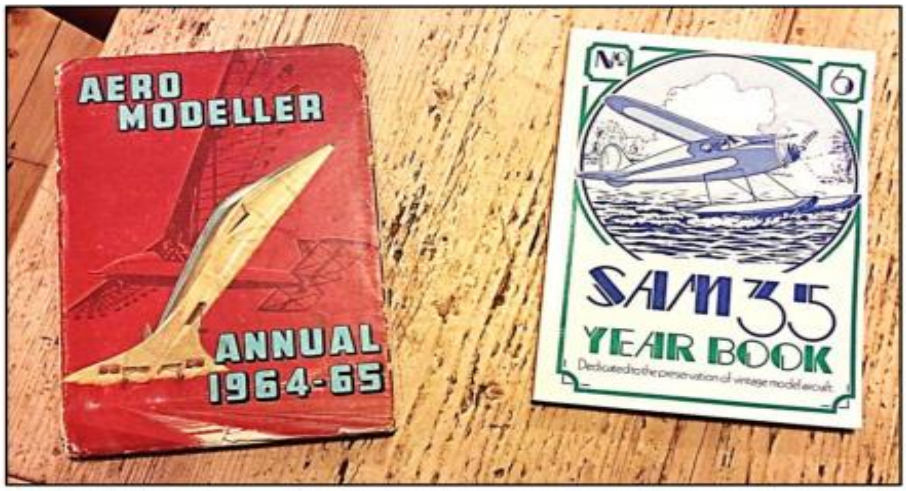


Copies are available from:
Martin Dilly, 20, Links Road, West Wickham, Kent BR4 OQW
or by phone: (44) + (0)20-8777-5533,
or by e-mail to martindilly20@gmail.com .

Aeromodeller Annuals and SAM35 Yearbooks

Over recent years we have received numerous publications from the estates of deceased members and from those who have retired from the hobby. As a result of this we are now holding a collection of about 30 SAM35 Yearbooks covering the whole series from 1-16 and in excess of 20 Aeromodeller Annuals covering the period 1954-75. These must go so if any of you want one, or a few, or all of them then please let me know. Sending one edition will probably cost about £3 by the time I've bought a Jiffy bag but if you want more then obviously the cost will depend on how many. A donation of a couple of quid per copy would be great which would go to the Naomi House Charity who we have supported in the past.

Please contact me on chair@sam1066.org if you want any of them, letting me know which ones you want and I'll see if they are available.



BIRMINGHAM MAC events 2024

The **Grande Coupe de Birmingham** which I had to cancel for personal reasons will now take place on Saturday 24th OR Sunday 25th February. Confirmation of the chosen date will be sent out on the evening of Thursday 22nd February to those who have informed me that they may attend by email to gavin.manion84@gmail.com . All details are as previously advertised in the modelling press and elsewhere. If you previously registered your interest with me then you don't need to do it again. You are on "my list" if you received a personal email from me at the time the event was postponed. If you didn't get an email then you do need to register with me if you are considering attending.

2) **Le Petit Classique de Brum** will take place on either Saturday 16th OR Sunday 17th March. If neither day is flyable (we are talking March after all) then we will postpone until the following weekend if we have to. The format will be generally as last year's event but a detailed notice will be issued in the usual places in the new year.

Crawley Indoor Meeting

Maybe it's a result of the relatively poor weather, but judging by the reports and the number of meetings advertised, indoor flying in the UK seems to be thriving. So, don't forget the:

SEBMFA 'Crawley' indoor free flight meeting
at its new venue,
the Triangle Centre, Burgess Hill,
on 28th January 2024.

Full details are on the events page of the BMFA website
https://events.bmfa.uk/event/free-flight-sebmfa-crawley-indoor-free-flight-meeting-2024

Wishing all readers larger indoor flying sites
and a Happy New Year.
Nick Peppiatt

Indoor Model Flying
Bangor, North Wales
at the
Brailsford Centre LL57 2EH

2024 Dates:
14 Jan - 1700-1900:
04 Feb - 1600-1800
10 Mar - 1600-1800
07 Apl - 1700-2000
05 May - 1700-2000

Free-Flight Models & Lightweight R/C
Beginners Encouraged
Contact: Martin Pike, 07831 141418
Email: martin.pike.xray@btinternet.com

TWIFF
(Totton West Indoor Free Flyers)

Please bring all your toys (Free flight only)
Wednesdays, from 12:00-16:00
Admission for flyers £10.00
Free for spectators and helpers

2023
20th September - 18th October
15th November - 20th December

2024
10th January - 21st February - 20th March
17th April - 15th May

The West Totton centre has plenty of parking, although there are a lot of people coming and going at Vaccination times.
There is a Tesco Local and the world's best Card shop on site (no commission!)
The centre has a café with hot drinks and meals.

Location
www.google.com/maps/place/West+Totton+Centre/@50.9103094,-1.5097122,15.5
Or, if you like, car park entrance at
///playroom.pump.dorm

Contact: Ken Brown:
email - brown53hh@gmail.com
Tel: 07913814492 or 0238057866

Waltham Chase Aeromodellers

INDOOR F/F MEETINGS

Waltham Chase Aeromodellers have booked the Main Hall at **Wickham Community Centre, Mill Lane, Wickham, Hants PO17 5AL** for a series of twenty events on the following Thursday evenings:

2023:		
	September:	21st.
	October:	5th., 19th.
	November:	2nd., 16th., 30th.
	December:	14th.
2024:		
	January:	4th., 18th.
	February:	1st., 15th., 29th.
	March:	14th., 28th.
	April:	11th., 25th
	May:	9th., 23rd.
	June:	6th., 20th.

All meetings will run from 7.00 p.m. to 9.30 p.m. The Main Hall at Wickham Community Centre is particularly suitable for indoor free flight models of all types, with a ceiling free of obstructions. Tables and chairs will be available in the hall, the organisers are always grateful for assistance with moving furniture. A hot drinks machine is available on site.

Admission to the meetings will be £6 for fliers and £1 for spectators and junior fliers, whilst accompanied junior spectators and parents of junior fliers will be admitted free. Fliers will be required to show proof of insurance.

No R/C models may be flown at these events.

Waltham Chase Aeromodellers look forward to welcoming all indoor F/F fliers to these events.

For further details please contact:

Alan Wallington, "Wrenbeck", Bull Lane, Waltham Chase, Southampton, Hants.
(Tel. 01489 895157)

(e-mail: indoor@wcaero.bmfa.club)

or see our web site: https://wcaero.bmfa.club

E30/RDT/BMK/E20 Batteries

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

FREE FLIGHT SUPPLIES

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

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

ORDERS and PAYMENT

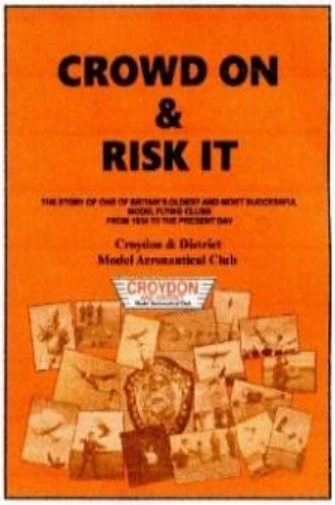
Place your order by telephone, by e-mail, CASH, DIRECT TO FREE FLIGHT SUPPLIES BANK ACCOUNT, CREDIT/DEBIT CARD, MORE!
WESTERN UNION, PAYPAL

AVAILABLE

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

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

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.

DILLY JAP IS BACK –AGAIN

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

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

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

INDEPENDENT REVIEW OF DILLY JAPANESE TISSUE

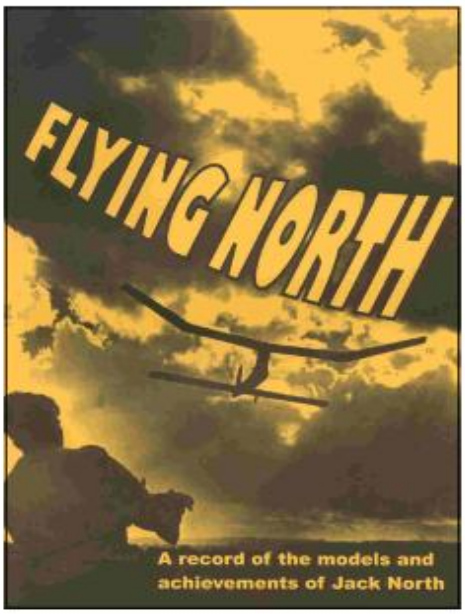
The following appeared on the Hip Pocket Aeronautics Builders' Forum. Nine different tissues were tested, doped and un-doped.

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

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

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

THIRD RE-PRINT JUST ARRIVED



FLYING NORTH

A goldmine for vintage and nostalgia model flyers -

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

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

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

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

READERS' FEEDBACK

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

"I hope it becomes a classic."

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

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

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

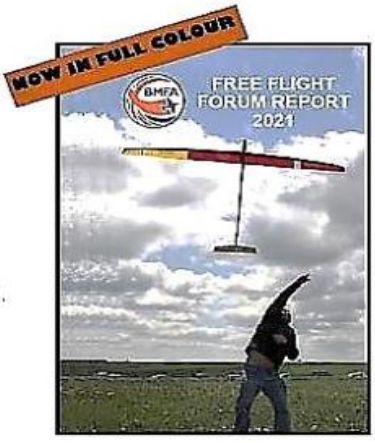
"A very balanced record of Jack's modelling and professional activities"

"The best aeromodelling book since the Zaic Yearbooks"

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

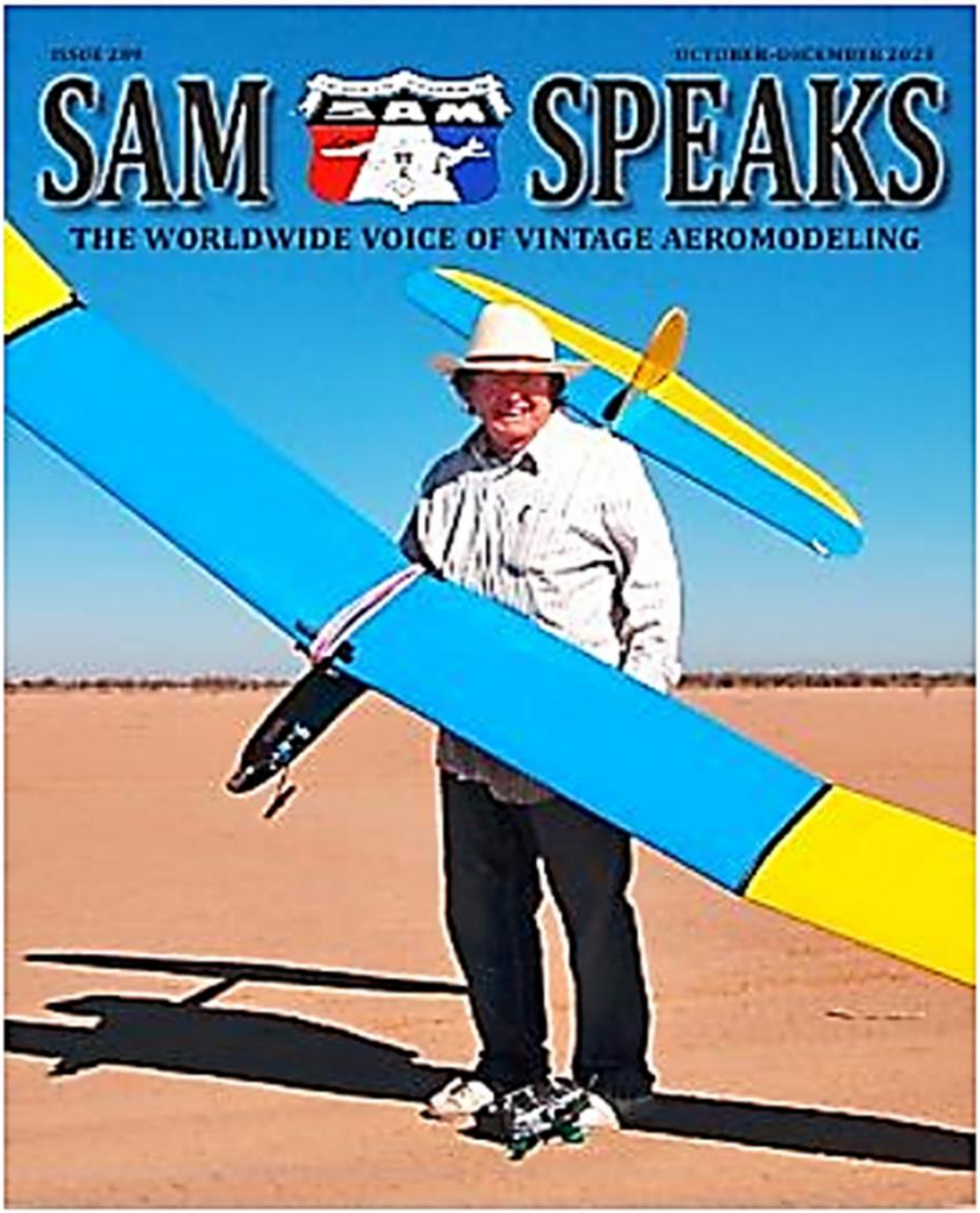
FREE FLIGHT FORUM REPORT 2021

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



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

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



This bi monthly emagazine can be obtained from the Society of Antique Modellers. Web site
http://www.antiquemodeler.org/
for the modest cost of $30 pa.
Quite a few UK people already belong,
but a few more might help our Parent Body!

Provisional Events Calendar 2024

With competitions for Vintage and/or Classic models

All competitions are provisional. **Check websites before attending**

February 25th	Saturday	Coupe De Brum, Luffenham
or February 26th	Sunday	
March 10th	Sunday	BMFA 1st Area
March 16th	Saturday	Le Petit Class'Q de Brum, Luffenham
or March 17th	Sunday	
March 29th	Good Friday	Northern Gala, Barkston
April 13th	Saturday	London Gala, Salisbury Plain
April 14th	Sunday	London Gala, Salisbury Plain
April 28th	Sunday	BMFA 2nd Area
May 18th	Sunday	BMFA 3rd Area
May 25th	Saturday	**FF Nationals,** Salisbury Plain
May 26th	Sunday	**FF Nationals,** Salisbury Plain
May 27th	Monday	**FF Nationals,** Salisbury Plain
June16th	Sunday	BMFA 4th Area
July 7th	Sunday	BMFA 5th Area
July 21st	Sunday	BMFA 6th Area
August 3rd	Saturday	East Anglian Gala, Sculthorpe
August 4th	Sunday	East Anglian Gala, Sculthorpe
August 18th	Sunday	Southern Gala, Salisbury Plain
September 1st	Sunday	BMFA 7th Area
September 14th	Saturday	Stonehenge Cup, Salisbury Plain
September 15th	Sunday	Equinox Cup, Salisbury Plain
October 6th	Sunday	BMFA 8th Area
October19th	Saturday	Midland Gala, Venue, Barkston
November 5rd or	Sunday	Buckminster Gala, BMFA Centre
November 17th	Sunday	

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

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

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

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

Useful Websites

SAM 1066	-	www.sam1066.org
Mike Woodhouse	-	www.freeflightsupplies.co.uk
BMFA	-	www.bmfa.org
SAM 35	-	www.sam35.org
National Free Flight Society (USA)	-	www.freeflight.org
Ray Alban	-	www.vintagemodelairplane.com
Belair 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
South Bristol MAC	-	www.southbristolmac.co.uk
Vintage Model Co.		www.vintagemodelcompany.com
John Andrews		www.johnandrewsaeromodeller.webs.com

control/left click to go to sites

Are You Getting Yours? - Membership Secretary

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

P.S.

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

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

Your editor *John Andrews*