

NEWClarion

SAM 1066 Newsletter

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Happy New Year to you All



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Editorial

Here we go again, fingers crossed for decent weather on the competition days and on trimming & sport flying excursions. Please write a few words for this magazine on any of your activities, including pictures if possible. Articles on winter builds will be gratefully received.

Do not forget to bring your thoughts/ideas on the possible amalgamation of SAM35 & SAM1066 to the AGM.

OK, what have I managed to dig up for this first issue of the new year.

-) For you folk who refurbish engines, Dave Caudrey explains his method of beautification by anodising of components.
-) An epistle by Pylonius in 1957 talks light-heartedly about the sudden appearance of the model spectator, prolific model builder and the good old fashioned R.O.G. in an unusually mild tone for the man.
-) I bore you yet again with another extract of mine from the Clarion of 2004. Still the subject is engines and the explanation of the curious Frog engine pictured last month.
-) Roger Newman has put together a detailed look at current supersonic passenger travel and a dip into future plans.
-) Heard at the Hangar Doors from 1951 Aeromodeller is, in the main, voicing support and detail of the SMAE proposal to the FAI on the possibility of an Aeromodelling Olympics.
-) Ray Elliott has found some details on the Eaton Bray model drome of the past.
-) Here and There from Model Aircraft of 1956 informs of increasing membership, future articles on jet propulsion, and highlights Gadget Gibbs new C/L 2.5cc national speed record of 123.5mph.
-) An iconic modeller/trader has been lost to us by the death of John Hook. Some members observations on the man are published with an obituary.
-) Nick Peppiatt weighs in a report as usual, this time on his 'baby Ace'.
-) Notes from North Wales by our ex secretary Roger is a mixed bag of items he has come across.
-) Flying Cars is the topic I dug out of Wikipedia this month. *(incidentally I made a donation to them as I do use it a lot)*
-) There is a report by Chairperson Tony Shepherd on the 8th Area event on Salisbury Plain, supported by a few incidental pictures.
-) The secretary's report for the month deals mainly with rule changes for the E20 electric class, where motor runs have been reduced.
-) Rogers Plans for the Month feature:
Glider, Nord 2; Rubber, Sorta Senator; Power, Pander EG100.
-) Notification of the details of the 2025 AGM, which will take place on Zoom on 22nd January, are published, including the minutes of the 2024 AGM and reports by all the officers to the 2025 AGM.
-) Event notifications wrap up this issue.

Editor

Anodising and Dyeing Model Aircraft Engine Parts

Becoming interested in building and flying the models which gave me so much pleasure as a youth, I purchased several small second-hand Diesels in the 1990s. Running examples of the more popular types could be obtained cheaply, particularly if they were not in pristine condition.

The original manufacturers often used to increase the appeal of these little engines by anodising some of the aluminium alloy parts such as cylinder heads, cylinder cooling jackets and spinner nuts and dyeing them bright colours. With use and age these coloured parts become scratched or faded making them look very tatty.

Initially the aesthetic appeal could be improved by removing the damaged decoration mechanically, using fine silicon carbide paper, old hacksaw blades etc. and spinning the parts with an electric drill.

The appearance and durability of these cleaned up parts could also be improved by neutral anodising which gives them a pearly dove grey finish, and I used this method to good effect on a couple of tatty DC Spitfires.

Success with this process made me wonder whether the parts could be re-coloured using dyes from the Dylon range sold in Woolworths and other outlets.

I soon found that my pearly finished parts would not take dye because the aluminium oxide coating wasn't porous. However, with some test pieces, I found that the anodised surface would take dye if the anodising process, and thus the thickness of oxide, was not sufficient to give the pearly appearance.

Anodising.

Anodising, as the name indicates, is the process of depositing a thin protective oxide layer on aluminium or aluminium alloy by making the part the anode of an electrolysis cell using dilute sulphuric acid as the electrolyte. I am the first to admit that the method I have used is crude and without precision but, with a few caveats, it can be used to replicate the original colours. Red, I found to be quite easy to do but greater care is needed for blue. Green has not been successful because the Dylon range doesn't appear to include a bright green dye. (There is such a dye in the cold-water range, but these do not seem to work on aluminium oxide). Yellow-gold I have yet to try but black (actually navy) did not prove to be difficult to do.

With the advent of the 'Nanny Society' it has become difficult for individuals to purchase chemicals which were freely available when I was young. However, two of the three involved - washing soda and caustic soda - are freely available. For the all-essential sulphuric acid, I have drained old car batteries (best to charge them before draining to get the purest condition) but even that is becoming more difficult with modern developments.

These chemicals are corrosive, but I will not insult potential users by lecturing them on safety, other than to say eye protection is a must at the very least. Also, the anodising tank will give off acid fumes so do not stay close to it whilst it is operating.

Referring to the sequence diagram: - For the degreasing tank, the washing soda and caustic soda crystals are mixed in the ratio 3:1 respectively and sufficient demin. water is added to dissolve them. (watch out the solution can get hot).

In the anodising tank it is a bit of a race between the corrosive effect of the acid and the protection afforded by the oxide. Battery acid is a bit too corrosive for 40 tpi. threads etc. so I dilute it 1 part acid to 2 parts water. In fact, as the threads of a cylinder jacket are not visible, it is better not to remove the original anodising from them. With this dilution the cell resistance is still low enough to get reasonable current levels with the circuit depicted in the diagram.

The depth of anodising depends upon the product of current and time. The normal deposition depth ranges from about one tenth of a thou to three tenths of a thou (in 'Christian units') from 'soft to hard'. Dye is taken up readily in the first half of the range but does not seem to penetrate hard anodising. References on the subject mention current densities of around 10 Amps per square foot or greater but as it is not always easy to determine the surface area of an object to be anodised, I use the following rule of thumb products for a dyeable deposition:

A DC Spitfire/Sabre jacket - Half an Ampère hour to one Ampère hour.
A DC spinner nut - A quarter of an Ampère hour to half an Ampère hour.

It is probably better to err on the low side initially because the item can always be returned to the tank if the colour is very transparent due to insufficient depth of oxide as appeared to be the case for the last of the DC engines manufactured.

Whatever the actual value of the current used, the electrolyte must not get hot, ($> 50^{\circ}\text{C}$) otherwise the anodising will seal and not take dye.

Once the electrolysis is complete the item is washed in demineralised water and then transferred to the dye tank in which the dye solution has been prepared according to the manufacturer's instructions. Being a hot water dye the solution should be heated to just above blood heat.

The item should be stirred around in the solution to eliminate trapped air and the strength of colour attained is to some extent determined by the length of time that the item is in the solution.

When the colour is as required the item is rinsed in cold water and then plunged into boiling water, or held in the steam from a kettle, to seal the surface and complete the process.

Successes and Failures

The photographs show the results of red anodising of Jackets and spinner nuts of a DC Sabre and of an ED Racer belonging to a friend (he supplied me with a copious amount of acid recovered from batteries dumped along the verges of a stretch of the A11 presumably by car rescue firms - the mind boggles!). At this time, I omitted a washing stage between anodising and dyeing because it didn't seem to matter that a little acid was carried over to the dye.

When I tried to do a Spitfire Jacket blue things went very wrong. It came out of the dye a plum colour, nothing like the deep blue I was expecting. After some thought I realised that the blue dye was acting like litmus and I was carrying over acid from the anodising tank. I proved this by adding caustic soda to the dye and turning it back to blue but, as the dye was now corrupted, I neutral anodised the jacket for the Spitfire shown in the photograph with the plum-coloured failure.

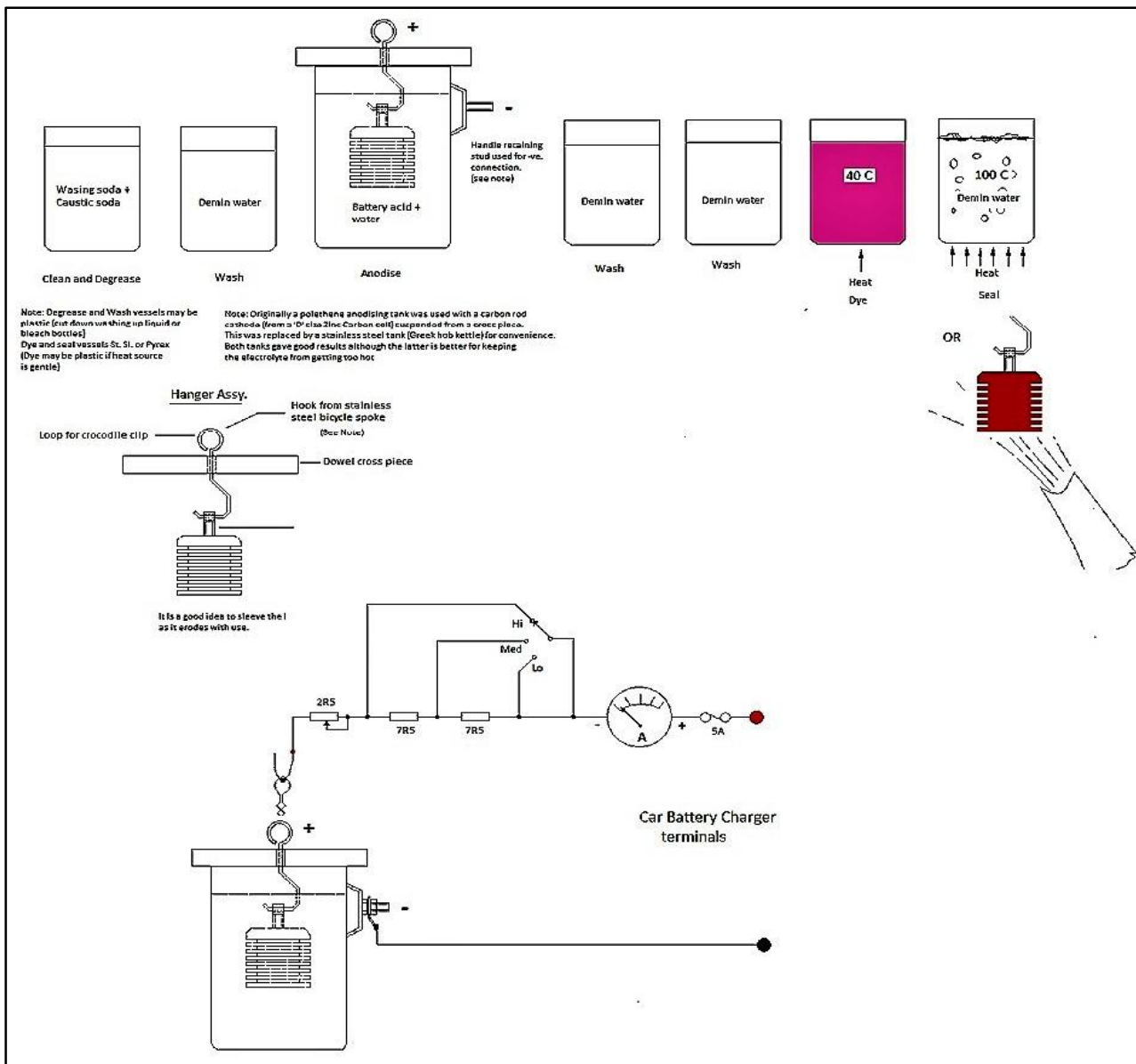
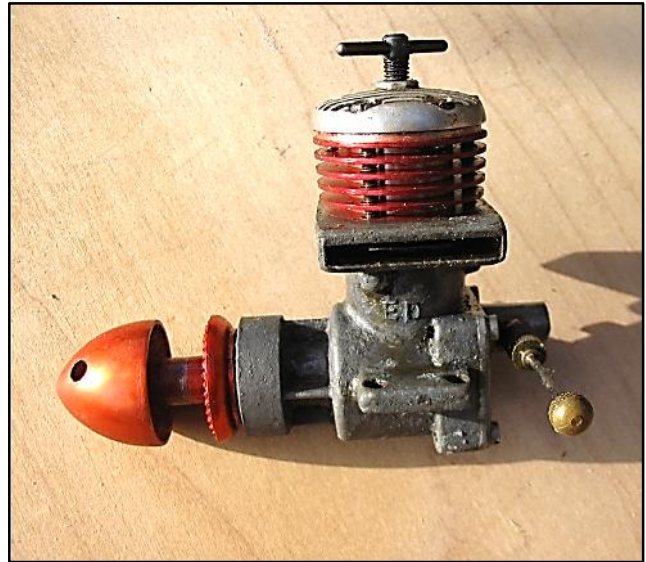
However, I had learnt the need for washing between the processes if nothing else.

My final experiment was with navy dye. Back in the 1990s I was given a marine ED Super Fury which I wanted to convert to aircraft form. A friend kindly turned up a jacket and prop driver to his own design.

The engine was installed in a 1.5 x KK Pirate for a few years, and it gave me some amusement because the 'experts' were always querying what it was. The engine eventually came to grief through the Pirate flying head on to a brick bunker, cracking the cylinder. Being left with the jacket I decided to try to anodise it black. However, my local chemist, who keeps only a limited range of Dylon dyes, only had navy so I tried that. This was very successful as the photograph shows.

It is possible that the Fury might run again as with a bit of fettling I think that I can adapt a DC Sabre cylinder assembly to fit. If nothing else, it will be an interesting experiment.





Dave Caudrey

TOPICAL TWISTS

by pylonius

Model Aircraft January 1957

Topical Twists

by PYLONIUS

Public Danger

A few years ago we were pleading on our threadbare knees for the indifferent public to take a closer interest in our Cinderella sport. We tried every publicity gimmick in the book from building round models which, when airborne, looked deceptively like footballs, to model engines producing a noise identical to that of the latest jazz record. But all to no effect. Mr. John Citizen preferred to ignore the model flying world and concentrate his attention on the intricacies of his gs. 6d. kit.

The scene on the flying field was indeed a pathetic one—not a solitary spectator in sight. Whether the fact that there wasn't often a model in sight either had any bearing on the matter we don't know, but even the odd, adventurous motorist, blazing a lonely trail across the windswept clump of Chobham



Common, would fail to stop even when a model landed beseechingly on the road in front of him.

Radio types, with the memory of the heroic pioneering days now far behind them, were having a thin time of it, too. An audience of the inevitable two small boys and dog was as much as could be expected. Even

at that, it could be argued that they weren't so much interested in the breathtaking spectacle, as the relief from stick throwing which a large doggy worrisome model afforded.

All this was before the increasing hordes of week-end motorists began to run out of parking space, giving up the hopeless seaside jaunt in a desperate search for somewhere to stop and rest their weary engines. Imagine their delight after parkable endless miles in nose to tail procession when a large parkable airfield looms up before their unbelieving eyes. To add to their pleasure, they find a model display is being held in their honour. Their happiness knows no bounds—not even the barriers around the radio area. A faint cry of "stampede" is heard as the radio modeller and his precious equipment disappear beneath the happy swarm of spectators.

Angry letters now reaching the model books suggest that we should put our publicity machine in reverse. Apart from spreading the word about models being such nasty, unpleasant things, all rallies should be held in strict secrecy behind a heavy screen of anti-car barriers.

Odd Mods.

It has long been a mystery to one-model-per-year men like myself how some of these rabid contest types maintain such a prodigious output of models. Having duly admired the rocket-like performance of so-and-so's *Scream Fever I*, you readily sympathise with him as he carries home his silver cup, leaving his super model behind in some distant cornfield. Meeting him again a few months later you are about to congratulate him on getting his model back when you spy on the wing the legend, *Scream Fever XV*. Now, being a mathematically minded sort of chap, you retire for a short finger counting session and come to the startling conclusion that the model is the fifteenth of the *Scream Fever* series. The wonder builder himself

might then inform you of a strange phenomenon: whereas all the even numbered models turned out to be duds, all the odd ones flew like demons. This strikes you as rather queer as you yourself have built a number of exceedingly odd models which didn't even fly.

The question is: how do these contest johnnies manage to turn out such massive quantities of models? A clue to the mystery is given in a recent club report. A mass production expert is reputed to be faced with a serious re-tooling problem. His home-made rib-cutting machine is badly worn and in a decidedly ribby state. The rapid deterioration might have been due to excessive balsa cutting, in which case it's about time he changed to a new aerofoil anyway. On the other hand, his good lady might have found the gadget to be an excellent chip-chopping machine. If this is so, he should welcome a change of aerofoil in his diet.

From another club report we learn of the engine fancier whose latest acquisition makes a noise like tearing linen.

We can only advise him to tuck his shirt well in when next he tries it out.

R.O.G. and Roll

A relic from the old days, when model planes looked like model planes, is the much derided r.o.g. rule. Of course, we can sympathise with the old time modeller's passion for realism and his understandable pride as he watched his stick model, with open rubber motor bravely whirring, make a long sweeping take off. The especial joy of his life would be the fine pair of balloon wheels which he himself had lovingly carved from lignum vitae in pursuit of the widespread belief that only a large and hefty undercart kept a model flying the right way up.

Anyway, along came a few progressives, who weren't perhaps so expert in the bending of piano wire or carving solid wheels, and who began to fly their models minus the undercarts. This was regarded with horror throughout the model world, where there was extreme scepticism about such models actually flying the right way up. Models being what they are it was only after long study of the flight antics of the undercartless models that it was generally conceded that by and large they were, in fact, flying the right way up. The only dissenters were the old gentlemen who make our rules. As the only models they had ever seen flying were A frame pushers, they still wouldn't accept that it was possible to tell if a model was flying the right way up without a tell-tale undercart.

Now along came a few other progressives, who, if unable to carve balloon wheels, had a natural bent with piano wire. They made themselves adept at the fashioning of collapsible wire prongs which enabled perfectly good hand launches to be made from ground level. This upset the old gentlemen no end, but as it was quite within the rules they could only retaliate by changing all the other rules once a year instead of every two years.

What with the rise off hand business and the constant rule changes, there are only a handful of international contest fliers left. It was quite naturally thought that if the r.o.g. rule was dropped the hand launching multitudes would flock to compete in the Wakefield. But there was just one fly in the ointment. As the area meetings are supported only by the international comp boys it was left to them to decide whether to throw the r.o.g. rule overboard or not. They understandably opted to keep it. After all, it had taken them a long time to learn the art of ground level hand launching, and they weren't too happy about lots of outsiders muscling in on their annual holiday abroad scheme.



ALI DID THE SKETCHES

John Andrews – Engines 2 – etc

The picture left, that I left you with last month, is of course a spoof job on my part. It's not a computer fiddle, just a photo of a few bits and pieces of a broken Frog 249.

When I was getting all excited with my engine running last month, I took a third Frog 249 and nailed it into the test bench and set about getting it to fire up. There were a few pops and bangs but something was obviously wrong and, when I went to adjust the needle, it moved wholesale together with the venturi, front bearing, and all. Investigation revealed that the front of the crankcase was cracked all around and completely detached.

I guess it was one of the combat engines that had had a bit of a hard life. I couldn't resist putting the bits back together to make up the spoof job, hopefully to make one or two of you vintagents blink a bit.



The Bits of the broken Frog 249 with Bickerstaffe,s Fins

After the failure with the 3rd Frog 2.49, I fitted and fired up the 4th. Lucky me now has 3 to play with, how about a Ford Tri-motor.

Next up, a week or so later, was my old Frog 500, onto the ply, clamp to the steps and fill the tank. I fitted a modern glowplug, although the old KLG looked OK, I wouldn't trust it. After a short while the 500 burst into life and for a few minutes I was buzzing my knuckles on the prop disc trying to shut down the needle to tune for maximum smoke. I managed to peak it out and it sounded quite healthy, although the old Frog 10x6 nylon prop I had fitted was well out of sync with two distinct prop tip paths. I did a little more knuckle buzzing as I richened it up again and as the motor slowed down the distorted prop really took hold and the motor got into synchronised vibration mode and the whole shebang started shaking about, even the steps started walking before I managed to pinch the fuel tubing to shut it down. I dug out an APC prop and with that in place I fired the Frog up again and it ran as sweet as a nut. It peaked out easily, not as sensitive as I recall from the past.

That was that for engine running, I had run everything my mate Ian had given me and all were a OK with the one exception, 5 out of 6 aint bad.



Author's engine collection (perhaps heap would be a bit nearer the mark)

I managed to get a bit more indoor flying at Alumwell and Oundle and having refurbished my Tandem Penny Plane I thought you ought to see a picture of it. I must apologise for what will be a continued proliferation of photographs as I have not yet got over my enthusiasm for the new little digital camera we've acquired.



Authors Tandem Penny Plane

Still on the subject of indoor, I was thumbing through a copy of Model Aircraft December 1960 when I came across 'scraps' reproduced here as the Clarion centre-fold (not perhaps the centrefold you might have wished for) which I think looks a neat design that would not take long to put together. I have reproduced it marginally larger than the magazine but I don't think that will be of any concern. Looking at 'scraps' in detail I think it would benefit from a dual front bearing and if you really want a performer then build the flying surfaces from 1/32 x 1/16 on edge and cover with mylar.

The outdoor season got underway with the BMFA first area comp and yours truly, undaunted by numerous failures last season, was there with a box full of rubber models for the Gamage Cup. As usual I was unprepared, my mental calendar had the event a week later and it was the Saturday before the event when I noticed my error. This meant that I got up on the Sunday of the event, grabbed my rubber model box and flight box and set off for Barkston not even sure that I had rubber motors for all the models.

It was a bitter cold windy day and when I settled on the airfield and started to unload, I found that my over-trousers and windcheater were missing from the back of the car, I had myself a chilly day out. The weather being somewhat inclement resulted in a lethargic start to the meeting by most flyers but I set up shop and decided to use my new bitsa 36/4 that I mentioned building a couple of months back.

It was the model I built to use up a spare 36-inch flat bottom wing I found in the garage, the wing was a bit on the rugged side and I thought it would be good for windy weather. I built the model with a single bladed folder, using a prop blade I had in my spares jar (its an old sweet jar handy for props). For some reason, presumably blade weight, it took a large fishing weight to balance the prop assembly. I managed to get one relatively calm afternoons trimming on Warwick Race Course but the whole shebang was vibrating so badly, when I got to 200 turns or so, that I gave it best and back home to make a double bladed prop assembly. I managed to get another days trimming with the new prop and the model looked quite usable.

Digression over, back to the event, I had a couple of test flights using more turns than at Warwick and things were looking good when I noticed a mass exodus taking place. The wind had veered and everyone, including Control, was off down the runway setting up camp in a better location. I bundled my stuff into the wagon and rolled off in pursuit. I set up again and found myself in illustrious company, alongside the Birmingham power flyers.

The Birmingham lads were not in the best of spirits in the bitterly cold weather, Stafford Screen was wandering back and forth amongst his large collection of models and boxes, picking up wings and putting them down again, his heart was obviously not in the event at all. Another one of the group was dressed up like an Eskimo, with fur-lined hat and earflaps, big coat and gloves. It was difficult to see but I guess it was Roger Baggot, and he remained motionless, sat on the tailgate of the car. Alongside Stafford, I think, was Pete Harris, he looked a little more ready with an assembled model to hand but he was questioning Stafford as to whether they were

going to fly or not or were they off home. Meanwhile amongst all this indecision, Pete Watson, back in harness after a spell of ill health, was firing up a model and getting on with comp. I saw Pete hop on his bike chasing after his first flight, standing up on the pedals as he set off across the grass looking as fit as a fiddle. One up to Pete.

Minor digression over, back to my efforts in the Gamage.



Authors 36/4, latest three footer for windy weather

I sat about for quite a while hoping for better conditions, making my observations of the Birmingham lads, then finally I decided to pay up and get on with the job in hand. I collared the chap next to me for timekeeping duties and put 36/4 onto the winding jig. It was now that my unpreparedness kicked in, I had not made a winding tube for the model and as the fuselage was significantly slimmer than 36/3, the one for that was no use. The maximum for the day was 2-30 so instead of the 900 plus turns I normally use, I opted for 800 and hoped for no broken motor.

I set the Tomy and launched the model, it certainly looked the part, shooting up vertically then rolling into a nice prop-hanging climb. I had a slightly finer pitch prop as it was a windy weather job so the motor run was not over long. The prop folded at good altitude, then straight into a stalling descent, down in under two minutes. John boy had muffed it again. Investigation revealed a slight bunch in the rear of the fuselage, the model had never seen anywhere near full turns before and the bunch was enough to initiate the stall. I put a bit of packing under the trailing edge of the wing and had another flight. 36/4 did a couple of circles after the prop fold then into the stall again. Not much better, but the model shows promise.

That's it for this time, back next month with the BMFA 2nd Area do.

"scraps"

A "dive" in the scrap box, one hour's work and you have this fine little flier—just the job for "circuits and bumps" round the parlour to add to the Christmas fun.

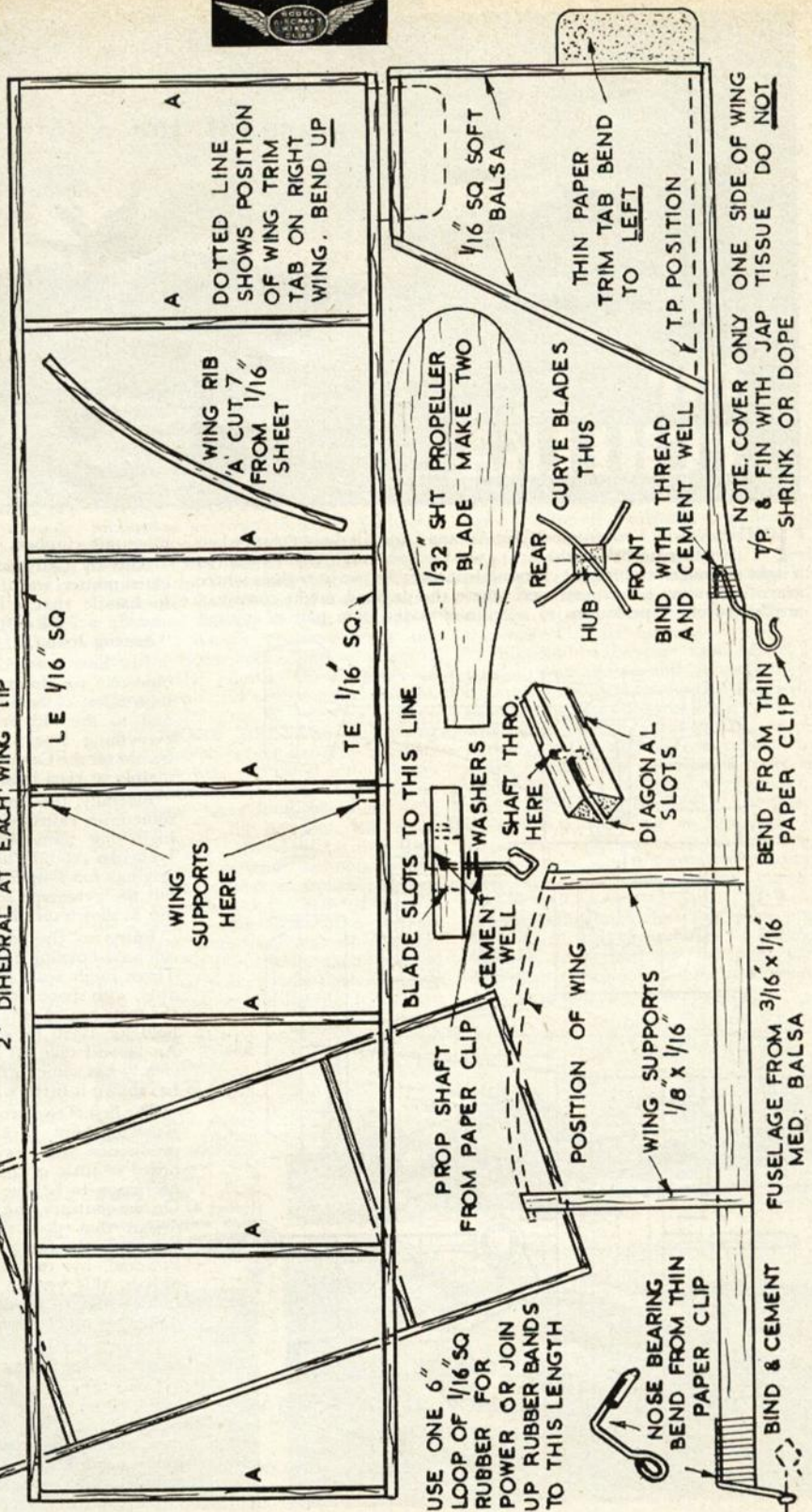
Building Sequence

1. Remove this page from the magazine and place it over a flat building board.
2. Pin fuselage to plan and cement wing supports in place. Trim them accurately to length. Remove from plan and bind wire parts in place.
3. Build fin onto rear fuselage boom.
4. Pin down wing L.E. and T.E. (pins beside the wood, not through it!). Cement ribs in place.

5. Fix wing dihedral and cement wing in place on supports.
6. Build tailplane and cement to top of fuselage boom.
7. Make propeller and prop shaft.
8. Cover wing, tailplane and fin with Jap or condenser tissue. Do not watershrink or dope. Fit rubber trim tabs, a bearing motor, lubricate prop and launch model at its flying speed. It will turn left in about 8 ft. circles.

CRACK L.E. & T.E. HERE! RE-CEMENT WITH 2" DIHEDRAL AT EACH WING TIP

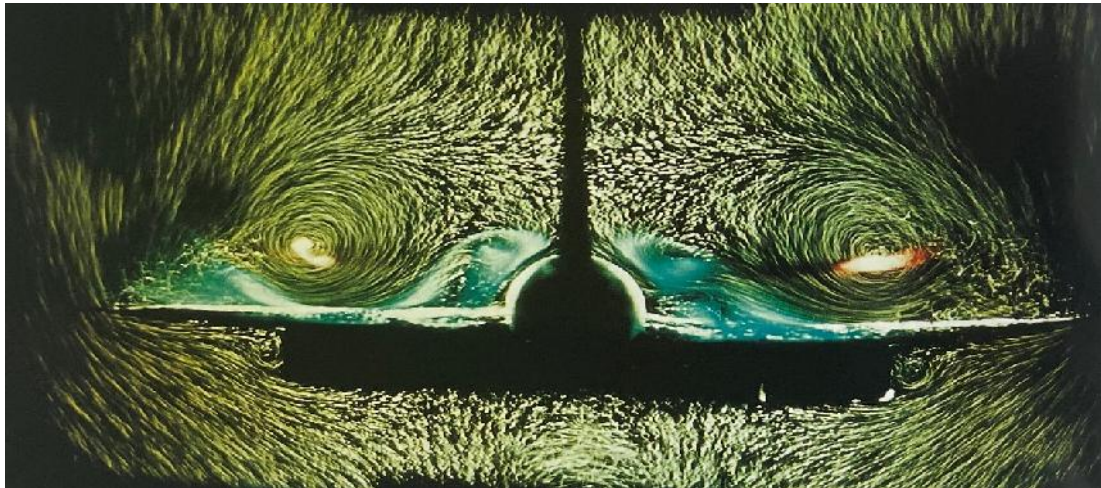
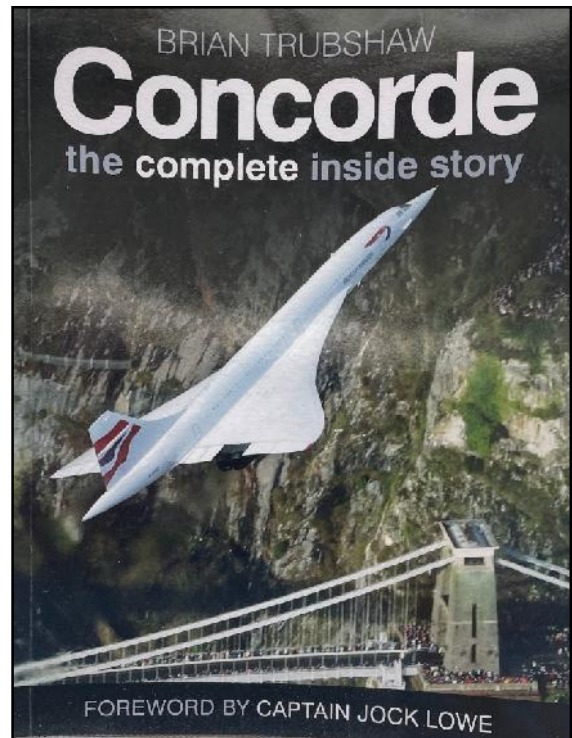
BUILD TAIL PLANE FROM 1/16" SQ. SOFT BALSA



Quick book reviews & Supersonic Flight et al

Sorry about the pic! Taken in a hurry. For anyone who has an aviation interest, particularly in Concorde, this is a must read book. Written by the person who knew more than most about flying this controversial but wonderful aeroplane - Brian Trubshaw was the Chief Test Pilot for the British side of the Anglo-French project & responsible for a large amount of the flight testing of the prototype & pre-production craft.

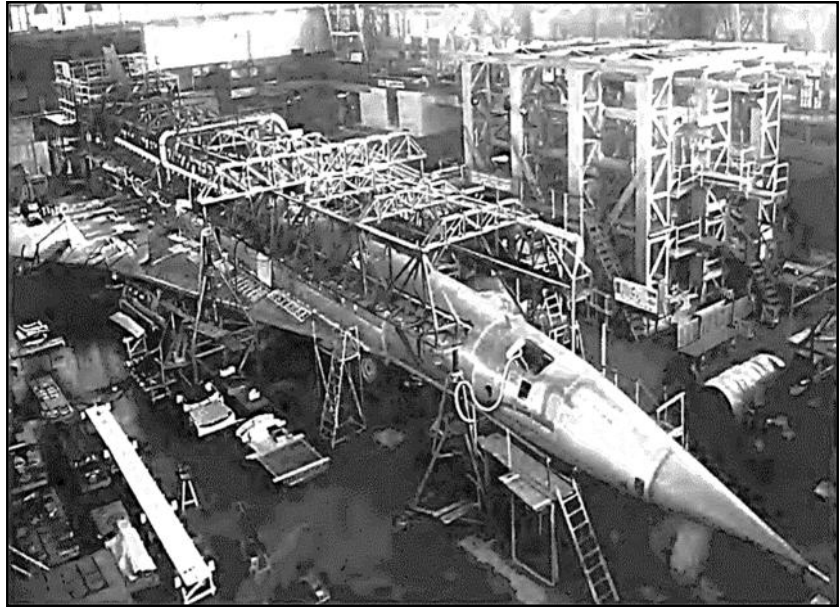
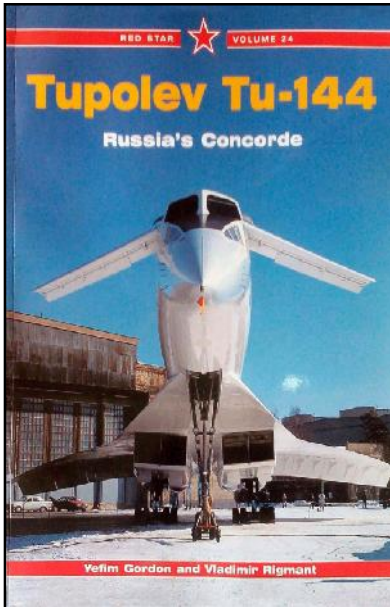
The content takes a journey from very early days, into & in service with really good photography from archive material. Sadly Brian Trubshaw passed away before the investigation into the catastrophic accident in France that ended Concorde operations, so he was unable to comment on any findings. Thus the last section covering the re-introduction & subsequent retirement of the Anglo/French Concorde fleet has been "ghost written". Reading between the lines, he had very little regard for the British political "decision making" processes & political outcomes concerning future aviation prospects for this country, unlike their French counterparts.



Vortex flow over the wing of Concorde



Lift-off



First prototype TU144 under construction

Curiously, when reading this book over the past couple of weeks (borrowed from our local Library), some press releases appeared covering the appearance of supersonic flight possibilities & "new" prospects for so doing - all from the USA of course.

Plus a bit more digging revealed a pdf translation of a Russian publication covering pretty well the same subject matter as Brian Trubshaw's book but with much more technical detail - and this one documenting the TU 144 Soviet competitor to Concorde, with - again, rather interesting pictures.

So let's look at this one first before the modern day stuff.

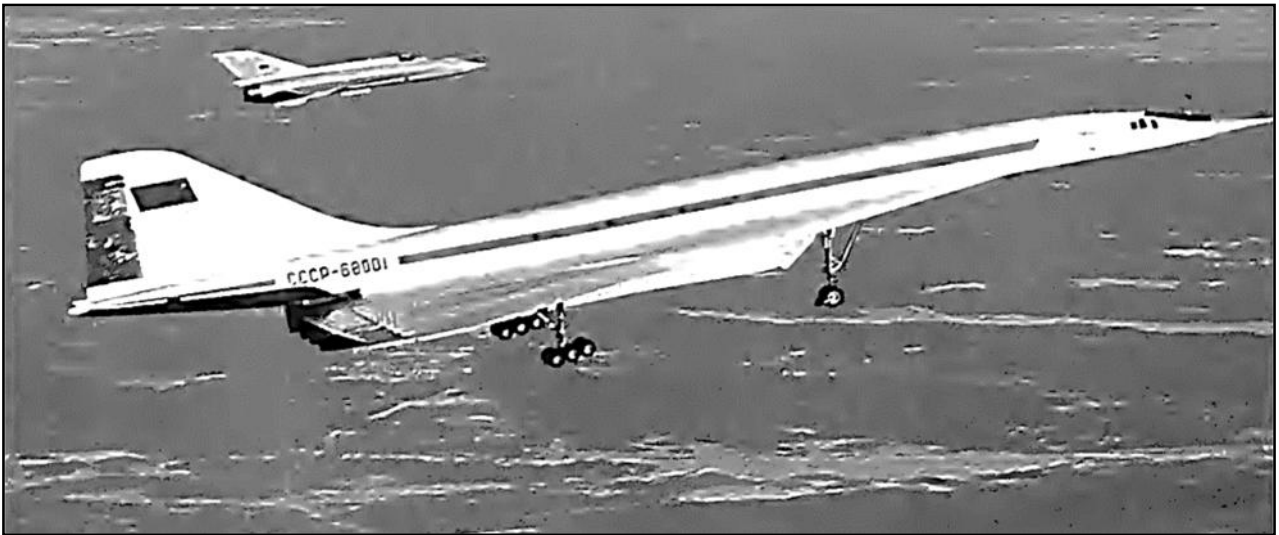
The content spans the rather short in-service life of the aircraft, from concept, prototype through production & demise as well as a short peer into the future. Again very commendable & informative reading for anyone interested in aviation history.

The first flight of the prototype was apparently made on (or around) New Year's Day 1969. It made its public debut in early May of that year, went supersonic in June that year & in July achieved a maximum speed of Mach 2.35. The first prototype Concorde flew in early March of the same year.



The T-u144 prototype, CCCP-68001, on the apron at Mosco/Vnokovo
In the background an Aeroflot IL-18 taxis out

Early flight testing of the prototype.



The second of the initial production batch on final approach.

Testing revealed various issues & the eventual production craft were effectively a redesign. The first of these making its initial flight in July 1977, by which time Concorde was well advanced.

Its demise was triggered by the tragic accident at the Paris Airshow in 1973, when the TU 144 on demonstration broke up in mid-air. *"On 3 June 1973, the second production model of the Soviet supersonic Tupolev TU144 airliner was destroyed in a crash during the 1973 Paris Airshow. The aircraft disintegrated in the air while performing extreme manoeuvres and fell on the town of Goussainville, Val d'Oise France, killing all six crew members and eight people on the ground. The crash ended the development program of the Tupolev Tu-144. The official inquest did not conclusively determine the cause of the accident and several theories have been proposed.*

Historian Howard Moon speculates that these factors—together with continuing technical problems, an overextended Tupolev design bureau, high development costs coupled with a scarcity of alternate applications for Tu-144 technologies, and high fuel prices in the West stemming from the 1973 oil crisis a few months later—prompted Soviet leaders to deprioritize the aircraft's service entry with Aeroflot, as its value as a prestigious symbol of Soviet technical prowess had diminished.

Restrictions on the Tu-144 following the Paris Air Show crash meant that it only saw limited service during 1977 and 1978, and it was finally withdrawn following another crash in May 1978.



Take-off of one of the production batch – contrast the aircraft & the near view of the runway!

The Tu-144 was introduced into commercial service with Aeroflot between Moscow and Alma-Ata on 26 December 1975 and starting 1 November 1977 passenger flights began; it was withdrawn less than seven months later after a new Tu-144 variant crash landed during a test flight on 23 May 1978. The Tu-144 remained in commercial service as a cargo aircraft until the cancellation of the Tu-144 programme in 1983.

Back to the present & looking ahead. Mid last year NASA Aeronautics gave a very interesting presentation to a Aeronautics & Space Engineering Board meeting entitled "Status & Advances in Commercial Supersonic Technology", opening with - what might be viewed as a somewhat controversial & rosy view of a brave new world of supersonic flight - *"The vision of the Supersonic Community is a future where fast air travel is available for a broad spectrum of the travelling public. Future supersonic aircraft will not only be able to fly overland without creating an "unacceptable situation" but will also be environmentally responsible, affordable & sustainable".*

The presentation then went through it's (self justification?) program entitled "Commercial Supersonic Technology Program" inclusive of its X59 research aircraft & addressing such issues as Sonic Boom, Airport Noise, High Altitude emissions & Efficient Vehicles. All good research stuff with results promised in due course.



The NASA X59 (constructed by Lockheed) made its first flight in late October this year.

In the meantime, start-ups in the USA - Boom, Spike Aerospace to mention a couple have been issuing very recent press releases extolling the virtues of supersonic travel for both the wealthy & the masses - I have severe doubts about the latter, who will be right? But others like Exosonic & Aerion have quietly folded, running out of investment funds.

Views of the "future"



Boom Overture – hopes to be "flying" by 2030 – in service? Artist impression.



Spike Aerospace – no timescales? Artist impression. Aimed at the "business" market, 18 seats?

A couple of those who have folded



Aerion – after 20 years of research, effort & a lot of funds spent – yet another artist impression.



Exosonic – a five year life & another artist impression

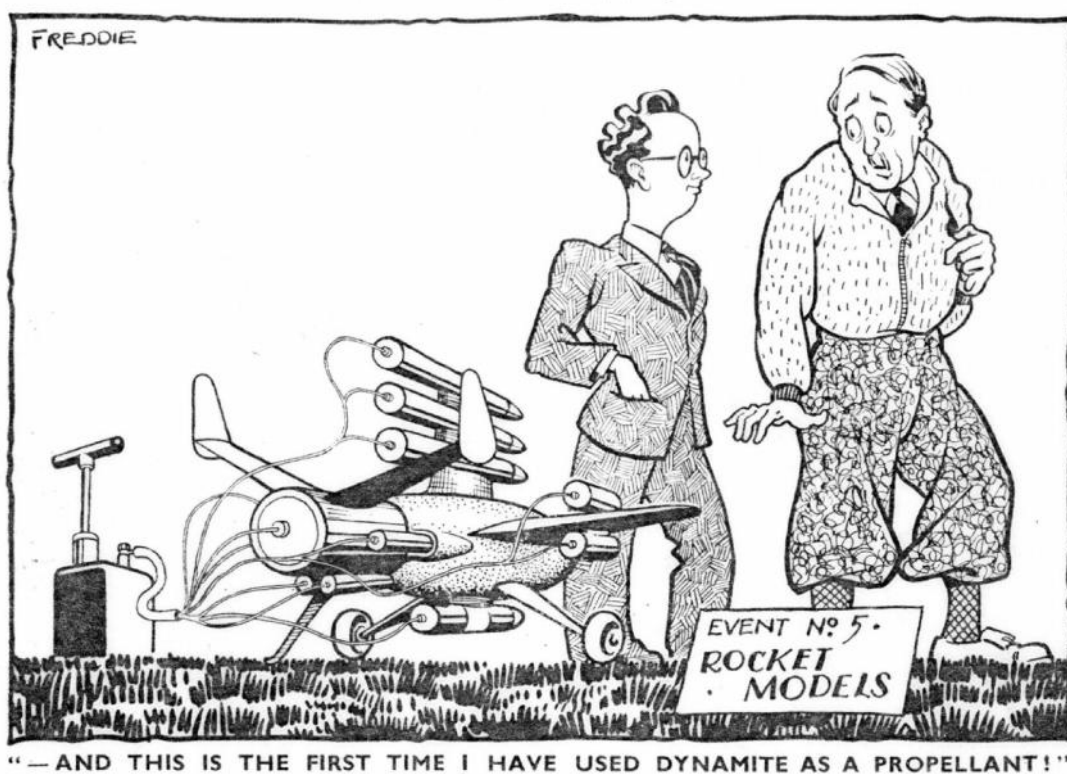
There are those who believe that supersonic flight will re-emerge - quite in what form, in what time-frame & for whom is very much up for debate. Equally, there are those who have grave doubts!

As a footnote, NASA has a good web section on the subject matter

Visit - <https://www.nasa.gov/aeronautics/supersonic-flight/> .

Scroll down the page & there are three e-books available for free download covering some of NASA's past projects plus access to videos on similar subject matter - quite fascinating if one enjoys such activities.

Roger Newman





IN sliding back the hangar doors, which formed so popular a feature of our pre-war issues, we would remind our newer readers that these pages are intended not only to provide a regular forum for editorial comment on matters of general interest and policy, but also to give due prominence to fact and hearsay both grave and gay which might otherwise be relegated to some obscure section of the issue, or even for lack of an appropriate section be omitted altogether. The hangar doors were last unlocked in January, 1939: we hope to keep them open now for just so long as aeromodelling needs a candid commentary on items great and small.

Model Aircraft "Olympics".

We had not intended making an editorial issue of this subject until such time as the matter had been submitted to the F.A.I. for International consideration, but in view of certain criticisms contained in a recent issue of our contemporary "Model Aircraft", we feel bound to reply to some of the points raised, and at the same time place on record the full scheme as outlined to the S.M.A.E., and accepted by the Council for transmission to the F.A.I.

Briefly, the situation is as follows. With the current expansion and increased interest in International model aircraft competition, we came to the conclusion that logically the programme would finally include events for all the main categories of model aircraft. This surmise was endorsed by the recently stated policy of the F.A.I. to restrict International Championship events to a maximum of four per annum. Other International events may be organised, but will not receive Championship status.

In the rubber-driven field, the Wakefield Trophy was the natural selection, having met the Championship conditions for a number of years, and the introduction of the "Swedish Cup" for A/2 class sailplanes accommodated the appropriate class for gliders. The field is thus left open for Free-flight Power, Radio-control and Control Line (speed and stunt), and currently these categories are "open to tender".

At an earlier date, the AEROMODELLER was pleased to offer to the S.M.A.E. a suitable trophy for International Radio Control competition. This offer was accepted, and awaits submission to the F.A.I. for acceptance under International status.

With a reasonable Championship group decided, it is our considered opinion that the logical procedure is to group these events into a grand meeting at a common venue, the contests being held over a given period. Our suggestion is a seven-day meeting, four days of which would be devoted to flying, with a day of rest-cum-sightseeing between each. It does not require much imagination on the part of our readers to visualise the attractions of a top scale World Championship meeting of the type proposed.

The Editor(s) of "Model Aircraft" quite rightly point out a number of snags inherent in such a scheme, the chief being

the question of finance. Having some first hand experience of matters aeromodelling abroad we feel that the majority of the difficulties indicated would apply more to this country than overseas, and we answer on that basis. In our opinion in only one instance has proper sponsorship for an aeromodelling meeting been successfully negotiated in this country, this being the annual event organised by the North Western Area with the co-operation of the Manchester "Daily Dispatch". What one group can do, surely the governing body of aeromodelling in this country should be able to better, and we have no qualms at all regarding the securing of adequate financial sponsorship in due time.

The vexed question of accommodation is a further point tabled against the scheme, but here again we feel it is purely a matter of the proper approach to the right quarters.

One criticism we cannot appreciate is that relative to the participation of nations some distance from the annual venue. Surely this does not hold water, else the Wakefield Contest would never have reached the prominence it holds to-day? Proxy flying has always been available to participants in International Events, and though it is at best a poor substitute for the actual competitor handling his own machine, it does at least attract a number of entries who would be barred under other circumstances.

Chief criticism levelled against "our" scheme is to the effect that the Wakefield Trophy *may* lose its place as the premier event in International aeromodelling. In our opinion this is so much twaddle, for we have not the slightest doubt that the Wakefield Trophy contest can hold its own with any other event staged for other categories of model aircraft. If it does not, surely the answer must be that each trophy and/or contest must stand on its own merits?

We must make it clear that the "Wakefield" will always hold a high place in our affections, but International aeromodelling cannot restrict its laurels to one branch of the hobby. The glider, power, radio, and control-line enthusiasts are as much entitled to their share of International recognition as the rubber-driven enthusiasts, and no good will come of any attempt to further segregate the types. All categories of the hobby should be on an equal footing, but we are absolutely certain that the Wakefield as such will always be regarded with an affection that no other contest will ever receive.

Finally, in view of observations made to us from time to time, and particularly in regard to this affair, we should make it clear to our readers that observations made in "Model Aircraft" editorials are not necessarily the views of the S.M.A.E. Council. It is well known that the Editors of that journal are prominent members of Council, but we feel sure they will be the first to disclaim that the whole of their editorial comments are necessarily an official viewpoint as determined by the Council. We in turn make it clear that our editorial comments—unless otherwise stated—are purely statements of our own views and opinions on aeromodelling.

Top Dog.

Besides winning the 1950 Senior Championship for the whole of the country, J. A. Gorham of Ipswich becomes the first man to qualify for an International "C" Class Merit Certificate under the new rules.

Under the old system one had only to obtain three 8-minute flights to qualify for this top distinction, but present-day regulations require three flights of 3 minutes each on the same day, with each of three types of model—rubber driven, glide and power. The qualifying flights can be completed within the space of one year, but flying with each category of model must be completed on one day.

Gorham's feat is all the more remarkable in view of the fact that he only qualified for his "A" certificate on 12th May, 1950, gaining his "B" endorsement a month later. Details of his International qualifying flights are as follows:—

Rubber:	2nd July, 1950	186.6	210	226
Power:	13th July, 1950	240	204.8	257
Glider:	15th Oct., 1950	210	193	214

Congratulations are due to Gorham, and we trust the special badge under consideration by the F.A.I. will not be long in forthcoming. In our opinion it should be the highest honour to be qualified to wear one of these special international marks of efficiency.

New S.M.A.E. Officers.

Single nominations only being received for all but one of the vacant offices due for election this season, the postal ballot was only brought into action for the election of a Hon. Technical Secretary. Mr. M. A. (Max) Coote succeeded to the office with 639 votes against his "opponent" Mr. Norman Butcher, who polled 611, one of the closest ballots yet recorded.

Ken Brookes of the St. Albans club succeeds Mr. F. E. Wilson as Public Relations Officer, and with knowledge of his drive and experience in "putting over" the annual All Herts Rally, we have full confidence that he will bring to this extremely important duty a degree of initiative and news appreciation that has been somewhat lacking in his predecessors.

Capt. Taylor, for some time Competition Secretary to the London area, takes over from "Val" Turner what is (in our opinion) the most important office in the S.M.A.E. under present conditions. National competitions play an increasingly major part in S.M.A.E. affairs, and the proper conduct of such events is a matter by which the Society is largely judged by most present-day aeromodellers.

With the Treasurer and Records Officer being returned unopposed the full panel of Officers for the forthcoming season is as follows:—

Chairman	Mr. A. F. Houlberg	(S. Midland Area)
Vice-chairman	Mr. R. F. L. Gosling	(N. Western Area)
Secretary	Mr. D. A. Gordon	(London Area)
Treasurer	Mr. H. W. Barker	(E. Midland Area)
Comp. Secretary	Mr. E. D. Taylor	(London Area)
Tech. Secretary	Mr. M. A. Coote	(London Area)
Records Officer	Mr. C. S. Rushbrooke	(Midland Area)
P.R.O.	Mr. K. Brookes	(London Area)

"I Smell Strangers . . ."

This paraphrase of the well known Parliamentary expression might well be adopted by the S.M.A.E. as a safeguard against a disgraceful situation that continually makes itself apparent at its Annual General Meetings.

We refer to the small minority faction whose avowed policy is the sabotage of the now well established Area system of conducting the national Model Aeroplane Movement on a democratic basis, substituting in its stead their long rejected London-elected and London-based "Kremlin" methods that so nearly split the British aeromodelling movement a decade ago. Confining themselves to a not-so-subtle whispering campaign throughout the season, an Annual General Meeting is made the opportunity for a full scale

attack on whatever elected Council is in office. As a well known official felt impelled to state, "These people come along with the express purpose of making a nuisance of themselves, and abuse the freedom of speech we all enjoy".

Speaking with experience as serving members of the Council, we know the vast amount of work accomplished each year by a committee of aeromodellers willing to devote their time and energies to the administrative side of the hobby, when their personal inclinations would prefer that time to be spent in active participation in competitions and other flying. No man yet born, or committee elected, can hope to please all the people all the time, but we claim the Council does at least satisfy the majority of those they represent, and this is amply borne out by the overwhelming vote usually cast in opposition to the above mentioned faction.

On November 5th their full venom was directed at the election of a Fellow, and as a result of their actions Mr. D. A. Gordon, hard working Secretary to the Society, was deprived of this honour—for this year at least. Constitutionally the election of a Fellow can only be accomplished on a unanimous vote, and this was vetoed by the raising of four hands in opposition. Never was a more dog-in-the-manger attitude demonstrated in public!

We sincerely trust that the advice given to Mr. Gordon—to stick in and fight such "types"—will be seriously considered by him, for—as we well know from personal experience—to allow such methods to get under the skin and bring about a resignation from office does nothing more than give the opposition just what they have angled for.

It is a great pity that the fair-minded majority of the members of a respected club should be brought into disrepute by a few reprobates, for their methods most definitely SMELL, and they are truly "STRANGERS" to the hobby and spirit of British aeromodelling.

Cover Pictures.

We invite those of our readers who include photography amongst their hobbies to submit suitable pictures for our new photographic cover. We can only consider outstanding photographs of topical or unique subjects, appertaining to aeromodelling. They need not necessarily be action pictures, but it is essential that they are first class photographs.

Where the negative is not available, we should require prints at least 8 ins. x 6 ins., and needless to say, any pictures used will be handsomely paid for.

A Great Loss.

It is with regret that we report the tragic death of Noel Groves in a motorcycle accident on the 13th November.

Noel was well known to us all in the aeromodelling world for his first class photographs, particularly his action photographs taken on the flying field. They set a standard few could equal. The 1949 Wakefield Contest Report contained much of his work, and readers will remember the first class set of pictures used for our "Caption Contest".

Noel was 23 years of age, a member of the Surbiton Club, and by profession a press photographer. He covered many assignments for the AEROMODELLER, where his practical knowledge of modelling combined with outstanding photographic abilities, served to produce the magnificent pictures we had come to expect from him.

Aeromodeller Annual, 1950.

While the recent trade dispute—now happily resolved—has made some delay in the publication of AEROMODELLER ANNUAL 1950 inevitable we trust by the time these lines appear that our principal trade orders will have been filled, and by Christmas Day all those readers who look forward to receiving their copy by this festive occasion will have been satisfied. To any small minority not so satisfied we would express our profound regret, and add, in extenuation, that phrase so frequently seen in these post-war days: "... It's worth waiting for!"

Eaton Bray Model Sportsdrome



Eaton Bray Sportsdrome was opened in the late 1940s by Douglas Arthur Russell the owner of Aeromodeller Magazine.

It was, for a short time, to become the Mecca for model enthusiasts from all over the world.

On The Wire article - 2010

Modelling activities in Britain have always experienced opposition and had restrictions imposed, which have increased dramatically of late. Issues of noise and pressure through commercial and leisure development continue to impact on the hydro lakes and flying sites available. The situation for tethered cars has been even more difficult with no tracks at all in this country since the demise of Mote Park, Maidstone in the 70's. Enthusiasts would love to see a track established in this country and model flyers continue to petition the BMFA to create a central flying site. Yet sixty years ago, such a facility did exist. This was the Model Sportsdrome at Eaton Bray in Bedfordshire, and the man behind this modelling mecca was D.A. Russell the Managing Editor of the 'Aeromodeller'.

Aeromodeller - August 1945

Eaton Bray Model Sportsdrome

As stated in last month's Editorial, full facilities and amenities will not be available until next year, but from Saturday September 15th of this year, the Aerodrome will be available on Saturdays and Sundays for the flying of all types of model aircraft from 10 a.m. until 9 p.m.

Admission charges will be 1s. per adult person, 6d. per person under sixteen years of age. Both these charges will be reduced by half for admission after 3 p.m. on both days.

Water for drinking purposes and lavatory accommodation for both sexes will be available free. A limited amount of protection from rain, will, it is hoped, be available, if required.

Cars, motor cycles and bicycles may be parked round the sides of the Aerodrome.

There will be no organized competitions this year, but club members may organize competitions amongst themselves, subject to non-interference with the flying of other visitors.

Flying may take place on any part of the Aerodrome subject to the general directions of the Aerodrome Manager.

Owing to the grass having been sown as recently as the Spring of this year, the normal close cropped surface will hardly have been consolidated. Small temporary take-off boards will be available.

Dunstable & Luton Journal - October 12th 1945

Model Sportsdrome at Eaton Bray

In the early part of next year, Eaton Bray will be the centre of the world's first model Sportsdrome.

Now under construction it will afford aero-modellers the opportunity of enjoying their hobby under the most favourable conditions.

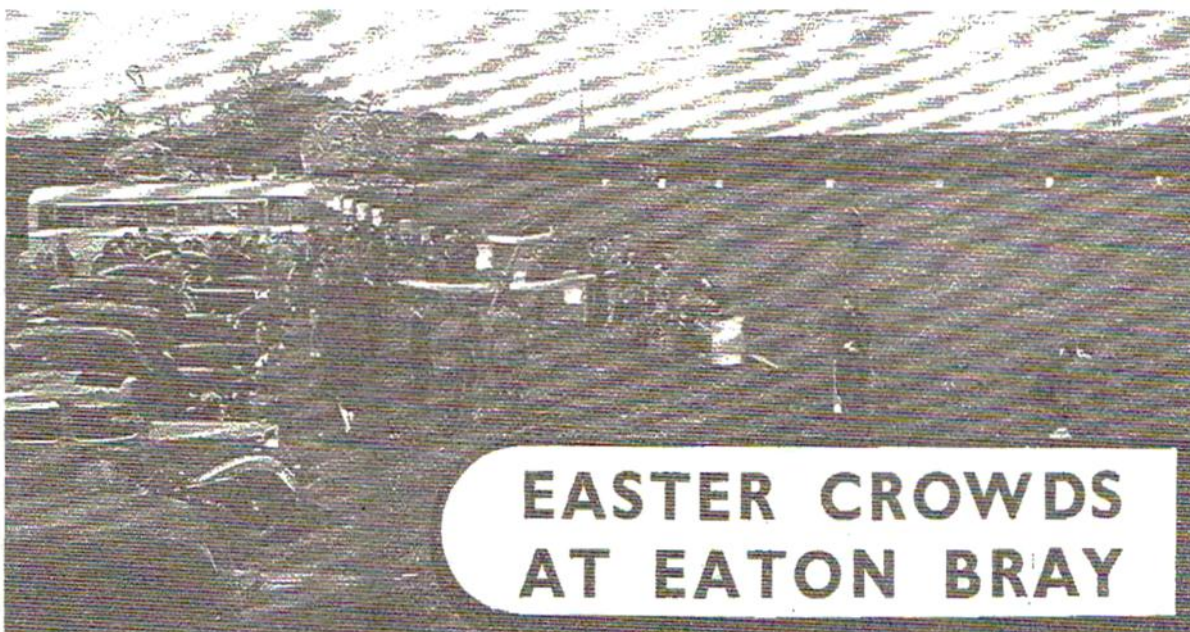
The site which is just over 70 acres in the form of a square with 600 yard sides was licensed as a civilian aerodrome just before the war, and is regarded as an ideal spot.

Other reasons for the choice are that the ground lies in a sheltered part and trees and other obstructions are remarkably few. From the ground around it will be easy to watch plane's in flight or to retrieve straying machines.

The site is being laid out for the flying of all types of model aircraft and there will be every amenity both for visitor's and those who do the flying.

June, 1946 AEROMODELLER

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EASTER CROWDS AT EATON BRAY

GOOD FRIDAY, the 19th, saw the arrival of the first visitor to Eaton Bray, when R. G. Lishman, of King's Langley, was given permission to pitch his tent in advance of the official opening of the Flying Season on April 20th. The full camping contingent included a party of six from Birmingham, and visitors from Selby, Yorks., Biggin Hill, Kent, Leicester, London, and most of the neighbouring towns.

Saturday dawned with the promise of fine weather and soon the crowds began to arrive, as the *Daily Express* reporter was later to observe, "with their models tucked underneath their arms." And how they came!

The refreshment marquee came in for its share of attention. There was a happy, carefree atmosphere that all the organisation in the world could not have engendered if it was not so patently obvious that everyone was enjoying his or herself just as they liked best.

A number of well-known modellers and their models put in an early appearance. There was J. S. Evans, of "Viking" fame, with a biplane developed from his mid-wing "Middy" that took kindly to the evening air. One or two neat petrol jobs made an appearance, including one flown by a test pilot which demonstrated

a truly American climb—until it banked a little too near the deck.

Sunday showed an increase in the attendance—with cars stretching well into the distance. Mr. P. E. "Nats-neez" Norman arrived with his flight of miniature petrol models, and "Nimbus"—a descendant of "Old Nog"—towering over them all. A flight was tried about mid-day and the high-aspect ratio soarer climbed like a bird to about a thousand feet, where it made contact with a cotton wool cumulus cloud and disappeared ever upwards. That was the last of "Nimbus" for Sunday. Later that afternoon a small crowd assembled near Fulham, watching what a less knowledgeable onlooker declared to be a new sort of Doodlebug coming in to land—it was "Nimbus"! The model had been aloft for over three hours and covered about 40 miles as the crow flies. Howard Boys in his turn produced some excellent rocket propelled flights with "Flaming Ptero" and his new scale model "Vampire," which gave a fascinating display until the rockets proved too much for the balsa.

Monday was, of course, the culminating day, when everyone who was "anyone" put in an appearance. The trains were packed with modellers, and residents

Mr. Maile, in white shirt, assisted by Mr. Rider of "Rider Wheels," awaiting the timekeeper's signal to start in the petrol contest in which he took second place.



All The Year Round

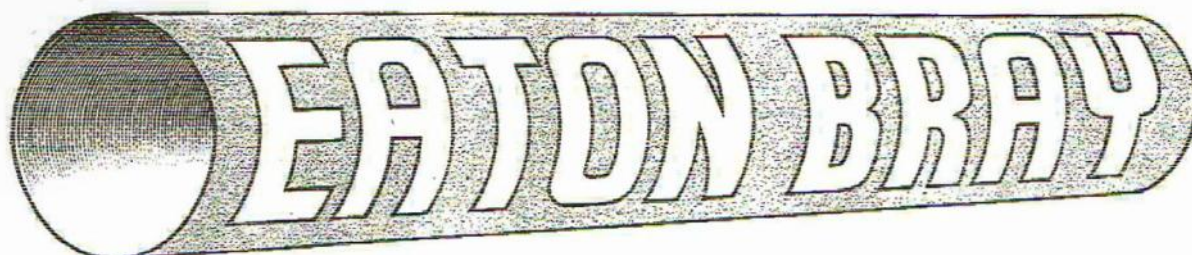
The ground is large enough for *club's to occupy different parts* without interfering with the flying arrangements of other's. There will be all the year round facilities and particularly during the summer months.

Central figure and inspirer of the project is *Mr D A Russell* the well-known pioneer in model aeronautics. He was the first man in the country to set up a wind tunnel and other essential equipment for research purposes.

He is the author of more standard works on the subject than any other man and is associated with a group of companies giving a complete service to those interested in full sized and model aeronautics.

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AEROMODELLER June, 1946



P R O G R A M M E

SUNDAY 2nd JUNE. INTERNATIONAL TRIALS

An A.B.A. sponsored Meeting to select two teams, each of three aeromodellers, in "Wakefield" and Petrol Contests, who will represent Great Britain in the Irish Nationals to be held in Dublin on 23rd June. Expenses of selected teams will be met by the sponsors. There is still time to secure simple rules and achieve International status!

WHITSUN 8-10th JUNE. THREE DAY GALA

Three days packed with incident—"Free for all" contests daily, culminating in the—

VICTORY CHAMPIONSHIPS

to be held on Whit-Monday. Special arrangements have been made for light aircraft to land, and one to be available to tow off visitors' full-size gliders.

£70 in Prizes

25 Guinea Trophy and £10 Prize for Champion Sailplane—only restriction—towing not to exceed 300 feet; Second £5. Third £2.10.0. Open Rubber Duration, Flying Scale and Petrol Events each carrying £10 First; £5 Second; £2.10.0 Third Prizes. Commencing 11.30 a.m. with Duration Contest; 2.15 p.m. Petrol Planes; 3.45 p.m. Sailplanes; 6.30 p.m. Flying Scale. No Entry Fees—All Models eligible. Send for detailed programme.

SUNDAY 7th JULY. A.B.A. GALA

Sponsored by A.B.A., a Grand Nine Event Programme for Open Duration and Glider, 45 Seconds Event, Sealed Time, Petrol Models, Flying Scale, Concours d'Elegance, Experimental Flying, Flying Boats and Seaplanes. All are eligible, whether or not members of A.B.A. Write to Secretary, A.B.A., 28, Hanover Street, W.I. for details.

SUNDAY 21st JULY. FORMULA DAY

A special day to suit keen Competition Fans. Events will be run to well-known formulas for Rubber Duration Models, Sailplanes and Wakefield Models. Details to be announced, or write for full particulars.

SUNDAY 28th JULY.

Leighton Buzzard and District M.A.C. Gala Day. £25 in prizes.

BANK HOLIDAY 3rd-5th AUG. THREE DAY GALA

Grand Gala with Contests and Special Flying Events arranged on each day. Details of contests will be announced—but this is holiday time and all will be eligible.

SUNDAY 18th AUG.—SUNDAY 25th AUG. INTERNATIONAL WEEK
CONTEST FOR EUROPEAN CHAMPIONSHIP

A grand Contest in which leading aeromodellers from all over Europe will be taking part. Try your skill against them. Events will include Rubber Duration, Sailplanes, Wakefield, Petrol and Diesel—main events being staged on Sunday, 18th August and Sunday, 25th August. During the week there will be an International Camp at Eaton Bray. Come along and meet these gallant visitors.

SUNDAY 8th SEPT. FORMULA DAY

Another "Formula Sunday"—this time catering for Flying Scale and Semi-Scale Models, Petrol and Diesel Events. Simple formulas will ensure equal chances for all. If you are formula-minded this is a day for you. Full particulars to be announced, or write for advance rules now.

SUNDAY 29th SEPT. MICHAELMAS GALA

An Autumn Gala when still weather may be expected. No restrictions—contests for all—including Rubber-Driven and Sailplanes, Petrol and Diesel Events.

SPORTSDROME SERVICE.—Can we help you or your club to plan an outing? We are in touch with all transport services and will quote you for a motor coach from your home town to Eaton Bray in parties of not less than fifteen. Can we arrange hotel accommodation for a day or a week? Let us help you without obligation—no charge, of course! Let us show you how to fly that RADIO CONTROLLED MODEL—Research Staff will be ready to fly in a few weeks.

LATEST RADAR MULTI-FLIGHT TIMING INSTALLED BY WHITSUN

EATON BRAY MODEL SPORTSDROME
Billington Rd., Stanbridge, Nr. Leighton Buzzard

Eaton Bray

Model Sportsdrome



This photograph gives some idea of the size of the aerodrome

WHAT EATON BRAY MEANS

Eaton Bray Model Sportsdrome is the first aerodrome in the world devoted to the interests of model aircraft enthusiasts, model car builders and in fact all those who make working models requiring "running" facilities.

Situated in the heart of England, next door to the famous Dunstable Downs, home of full size gliding, excellent flying weather is more frequent than in most parts of the Country.

During the flying season which runs from April to September, regular organised meetings are held every week-end where free contests are open to visitors. Others who prefer to come and enjoy themselves without competing are just as welcome—there is room for everybody.

Amongst many other special attractions is the annual Invitation Meeting, when modellers attend from all over Europe for ten days camping holiday with grand flying contests for all classes of models.

In addition to model flying, regular Model Car Meetings are attracting increasing numbers. The track record has already passed 80 m.p.h. and may well reach 100 m.p.h. by the time these words are read.

For those who would like to take some permanent part in the development of E.B.M.S. membership is available to the Founder Members' Club, which offers special privileges, and life-membership.

For an attractive brochure on the Sportsdrome, giving details of its present and useful amenities, write to the Public Relations Officer at

Eaton Bray Model Sportsdrome Ltd.
THE AERODROME
BILLINGTON ROAD, STANBRIDGE,
NR. LEIGHTON BUZZARD, BEDS.

HOW TO GET THERE

Eaton Bray Model Sportsdrome lies 2½ miles from Leighton Buzzard Main Line L.M.S. Railway Station—convenient alike to travellers from London (Euston) or from the Midlands and North. Transport from the station to the sportsdrome is available.

Luton and Dunstable Stations may also be used, travelling on by bus service passing near the aerodrome.

Visitors wishing to stay the week-end, and preferring hotel accommodation to camping, should write in advance to the Public Relations Officer requesting bookings to be made on their behalf.

If in any difficulty the Telephone No. is Eaton Bray 246.

EATON BRAY ACTIVITIES

76 acres of level aerodrome for flying of model aircraft always available.

Concrete take-off areas for power models.

Regular Contests for all types of models.

Over a dozen handsome Challenge Trophies for annual Competition.

Facilities for Club Galas, Public Address System, Control Tower, and organising staff.

Special terms for clubs and parties.

Parking for Motor Coaches, Cars, Motor-cycles and Bicycles.

Fully stocked Model Shop for "last minute" needs, repairs, and model accessories, etc.

Camping facilities for Tents, Caravans, etc.

Lavatories and washing accommodation for both sexes.

Full Catering during the flying season and at special meetings.

Regular Holiday Camps with model flying, instructional courses and contests.

Monthly Model Race Car Meetings throughout the year, and H.Q. of British Model Car Club.

Cheap flights in full size aircraft during the flying season.

Landing facilities for full size aircraft and gliders.



Judging the Concours d'Elegance at an Eaton Bray Gala Day

Calendar of Events, Aeromodeller 1947

EATON BRAY

CALENDAR

1947

Aeromodellers' Guide to the Principal Events of the 1947 Flying Season

Date	Prizes Value	Event
APRIL 5-7	£30	Easter Week-end Opening Meeting. Contests for rubber duration, sailplane and power models. Novelty events.
APRIL 13	£5	General Flying with events arranged for duration, sailplane and power models according to popular demand.
APRIL 20	£10	"Russell" Power Trophy for Petro and Diesel-engined Models. Rules to be announced, but will embrace all classes of power models. Duration and sailplane events according to demand.
APRIL 27	£5	General Flying—duration, sailplane and power events.
MAY 4	£5	General Flying—duration, sailplane and power events.
MAY 11	£10	Spring Meeting. Contest for "Dorland" Models with "Dorland Trophy," value £20, and valuable prize list. Duration and Sailplane events.

Date	Prizes Value	Event
JULY 6	£30	Aeromodelling Camp No. 2 opens on Saturday, 5th. Special Summer Meeting for duration, sailplane and power models. Novelty events.
JULY 13	£5	Aeromodelling Camp No. 2 closes, with special contest for students. General Flying and events according to popular demand.
JULY 20	£5	General Flying—duration and sailplane contests according to popular demand.
JULY 27	£30	Saturday, 26th—International Camp opens. International events for sailplanes, waterplanes, experimental models and power. Twenty-five ft. diameter take-off ponds available to entrants.
AUG. 3-4	£30	August Bank Holiday—3-day meeting: Sunday—Special Trade Display, Monday—Final events in International contests, including rubber duration, Wakefield type and power contests. Award of "Aeromodeler" 100 Guinea Trophy to Victor Luderum.
AUG. 10	£5	General Flying, duration, sailplane and power contests according to demand.

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AEROMODELLER January, 1947

Aeromodeller Annual 1949

The general title of Eaton Bray Model Sportsdrome hides a multitude of activities, not perhaps appreciated by everyone. To make our varied activities more widely known, we have prepared a number of leaflets on our work which we will gladly send you. Here in brief are our principal activities.

The 72 acre aerodrome itself is fully equipped for regular model aircraft meetings, model race cars, motor cycle grass track racing. Regular aeromodelling Instructional camps. Lavatories. Parking, Catering. Camping. (Eaton Bray Gazette No. 1, gives you full particulars.)

Our photographic studios provide prints of pictures from "Aeromodeler," "Model Cars" or other of our publications. North London Bookbinding Company binds our books – and will bind your copies of "Aeromodeler" or any other binding you want done (E.B.G. No. 2 for details.)

Aeromodeler Plans Service has a separate announcement, but Drysdale Plans Service should not be forgotten when you need boat, car or workshop accessory plans. (New list now ready.)

"Model Cars" and "The Model Mechanic" are published from Eaton Bray and are the best possible journals for all interested in model car racing and building, or model engineering of any sort (Specimen copy, 1/6 each or the two 2/9.)

The famous "Harborough Publications" need little introduction, offering a range of thirty or more model aircraft books, covering every aspect of the hobby, as well as many fullsize aviation publications. (Send for special book list.)

"Masco" Products include the famous "Masco" Kitten model car construction key, a wide range of castings and workshop accessories. (New 16-page Catalogue just published.)

Then there are "Dagra" models, our precision scale models, as produced for leading aircraft manufacturers. (Prices from £25 upwards.)

Please send for all or any of our informative literature, and let us know if you would like to be informed from time to time of our activities and new productions.



Organisers of :
BRITAIN'S FIRST
AIR CENTRE
for full size and model
aircraft

Proprietors of :
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Associate membership up

THE year just ended has been, on the whole, a satisfactory one for the S.M.A.E. Total membership of the Society is now 6,557 against 6,298 at the end of 1954—an increase of 259. The drop in full club membership from 2,720 to 1,917 continues the trend which was expected as a result of the introduction of the new membership scheme in 1953 and is counteracted by an increase in associate membership from 3,578 to 4,640.

In our opinion, however, the present total of less than 2,000 full club members should give the S.M.A.E. Council some cause for concern and we hope that the decrease in this important class of membership will not continue in 1956. We would be more complacent regarding this situation if a large majority of the 4,640 associate members could be considered as active model fliers—which are, after all, the life blood of the movement—but we must reluctantly admit that we feel that very many of them are merely S.M.A.E. insurance policy-holders. Maybe the local clubs can be further encouraged to bring all the associate members in their districts into the fold.

One disappointing aspect of the Society's activities was the surprising lack of interest in record attempts. In 1954, when we had very poor flying weather throughout the summer, 38 records claims were submitted to the S.M.A.E. for ratification. Last year when we had the best summer for very many years only five claims were received—and two of these were for indoor flying! The reintroduction of seven classes for C/L speed models should result in more claims being made in 1956, also the S.M.A.E. Records Officer has already drawn attention to the fact that at the present time nine of the 30 recognised international record classes are vacant; we hope that this will stimulate British fliers to endeavour to set up records for some of these categories.

Progress in propulsion

THE most significant change in full size aeroplane and engine design—jet propulsion—provided a challenge which modellers were not slow to meet. They evolved a number of systems that gave realistic simulation to jet flight, and just what these systems are, their advantages and drawbacks, will be discussed in a series of articles on "Jet Propulsion—and the Model," the first of which appears in this issue.

Among the systems to be dealt with will be the axial and centrifugal fans, and a well-known pioneer of the latter is John Coatsworth. Naturally he has also experimented with axial fans, and his latest efforts in this direction are shown in the photograph on the opposite page of his free lance design *Rapier*. This ducted fan model is finished in naval colours, and, although at present a little slow by centrifugal fan standards, is nevertheless a stable flier.

THE MAID AND THE MODEL

WITH the Vickers V.1000 now out of the running in the race to be first with a jet airliner that will cross the Atlantic non-stop, the only two possibles left are Boeing's 707 *Stratoliner* and the Douglas D.C.8. As we mentioned in our "Planes for Publicity" item last month, the British aircraft industry is making increasing use of models in sales campaigns, and the photograph below of a model 707 confirms that the Americans are no laggards at this publicity business either.

Obviously a lot of painstaking work has gone into this sectioned model, which is specifically designed to show possible seating arrangements of the new jet airliner; this particular version has seating for 108 passengers, five abreast. Beneath the passenger deck are large cargo and baggage holds.

Prior to "entering service" in Boeing's high-pressure sales campaign, the 8-ft. model was displayed at the Institute of Aeronautical Sciences in Seattle.





John Coatworth's "Rapier" airborne

Any Surplus Solids?

HANDLEY PAGE test pilot Jock Still has a couple of 10 in. span solid metal models of the *Canberra* to exchange. Completely perfect in every detail, both have well finished bases.

Jock would be interested in hearing from any reader who has a solid metal model of a *Hurricane*, *Meteor*, *Mosquito*, or *Hunter* for exchange with one or both of the *Canberras*.

Letters should be addressed to: J. W. Still, c/o this office.

Engine Quiz Result

THE engine quiz which we published in our December issue seems to have been rather more difficult than we imagined as no one achieved an all correct answer. However, we have awarded a consolation prize of a six month's free subscription to the three contestants who had 11 out of 12 right. They are: E. Smales of Hull, K. Procter of Sunderland and P. Bearne of Rochdale.

The two pictures which caused the greatest trouble were No. 3 (O.S. Max-1 0.29) and No. 7 (K. & B. Torpedo 0.19). Some readers identified the Max-1 as the 0.35 model; others failed to distinguish between the two and merely named the engine as an O.S. Max-1. The Torpedo 0.19 was, in a number of cases, given as the Torpedo 0.15.

The Max-1 0.29 can be distinguished from the 0.35 model, in our photograph, by the machined section around the front bearing. On the 0.35, this carries a deep groove; the 0.29, is quite plain.

NEW RECORD

On Sunday, December 4th, Ray Gibbs (East London Club) broke the existing British record for Class I (2.5 c.c. speed models, and also the World record for the same class (subject to ratification). His speed was 198.9 km./h. (123.5 m.p.h.) and he was flying with the new longer line length. The model was Gibbs' own design and the engine a Carter "Nipper I." The attempt was specially arranged with the S.M.A.E. and held at Heston aerodrome.

In the case of the Torpedo 19, several features can be distinguished in the photograph which rule out the 0.15 model, i.e., six head screws are used instead of four, the cylinder cooling fins are fewer but thicker in section and the exhaust duct is narrower. The complete answers are:

1. Burgess M.5. 2. Allbon Dart Mk.1. 3. O.S. Max-1 0.29. 4. Eta "5" diesel. 5. Allyn Sea-Fury Outboard. 6. Sabre 0.19. 7. K. & B. Torpedo 0.19. 8. Taifun Hobby. 9. Metro 52. 10. Cox Thimble-drome 0.049. 11. Nordec R.10. 12. Amco BB 3-5.

Saucy Saucer!

MOST unusual sight at the Californian Model Plane Nationals this year was this flying saucer (or lampshade!) by a member of the Belleville Flying Dutchman Club. It climbed to several hundred feet in perfectly stable flight, flying by means of the ducted fan effect of the 0.049 glo-motor attached on a bar across the opening. Entered in the helicopter event, it was finally disqualified by officials as not complying with rules regarding "maximum allowable lifting surface in relation to swept area of rotors."



1956

About this time of the year periodicals have a habit of presenting their unsuspecting readers with a review of the past 12 months.

When this sort of article is printed in a magazine it means only one thing to us—that the reporting staff wanted to be home early for Christmas and knew an easy way to fill space. We do not propose, therefore, to publish a "Memories-of-1955-as-remembered-by-the-files-of-our-magazine" type of article. Instead, we thought it might be a pleasant change if we were to print now the details of the events we shall be reporting during the next 12 months.

So, with the aid of the crystal ball that we normally reserve for banging in pins, we have produced the following predictions for 1956:

January: News that the 1956 World Championships might be held in Great Britain is welcomed. It means that—with an all-out effort—it might be possible to raise enough money to send a British team.

February: Epsom Downs Conservators pass a strongly-worded resolution deploring the use of the Downs by horses. One member declares: "They constitute a serious hazard to model aircraft, and it must be clearly understood by horse-owners that if the trouble persists we may consider taking appropriate action."

March: A strange report reaches the M.A. office. Apparently a boy of 12 walked into a model shop and said that he was a beginner looking for a first-ever model. Instead of wanting a diesel powered Messerschmitt 109 with scale tail surfaces and scale dihedral, he actually asked for a beginner's glider. The proprietor is still recovering from shock.

April, May and June: In rapid succession, Eric Fearnley wins trophies for team racing, rubber and power duration flying, and the Gold Trophy. His "Lemon Meringue Mk. VIII" canard design sets a vogue for microfilm wing ribs, spiders' web stringers, and spars made from folded D-sections of thinly-doped lightweight tissue.

July and August: Two months of just the kind of weather you would expect for July and August. (The crystal says nothing more than that.)

September: Someone realises that at least two months have gone by without an article or a book being published on "Your first solid model." This is immediately rectified.

October: Contest organisers are worried. So many people wanted to act as timekeepers at 1956 events that there was hardly anyone left to fly the models.

November: "How I get ideas for my column" is the subject of an address given by Pylonius at a meeting attended by flying scale enthusiasts, kit advertisers and C/L speed champions.

December: Small ad appears in *Model Aircraft*: "Wanted satirical columnist for model magazine; ju-jitsu essential."



Sadly we have recently lost yet another of our old stalwarts & a true supporter of proper aeromodelling. John passed away on 28th November after a sustained period of prostate cancer. He will be long remembered for his Flitehook activities, superbly supported & most ably abetted by his late wife Pauline in providing all of those much needed provisions so desired by real aeromodellers. Whatever you needed, John could inevitably produce it. In earlier days, vehicle & caravan could be seen in attendance at our meetings (both indoors & outdoors) through the 90's then into the current century up to the mid 2010's with a van full of goodies until the hobby

finally retreated as we all got old, inactive & infirm. Not only that, he was a very good flier as well - when he got the time! Fortunately the time quite often came at our regular Bournemouth first Sunday of the month fly for fun club meetings at Beaulieu & countless area meetings where he flew power & glider competitively with excellent results for the Crookham Club & was indeed a member of the Club team that won the BMFA Club championship for two successive years.



As a bonus, John was a tree climber "par excellence" carrying in the van a set of poles for retrieval & if all else failed, a few saws for good measure. Many a time he came to the rescue of a stranded model & a very concerned modeller aghast at the thought of yet another lost model.

I have many more but other folk will have their memories as well, one of whom is Colin Hutchinson with a couple of typical lovely reminiscences:

Roger Newman

Very sad to hear the news of John's death.

The passing of an era, that will not return. I will miss them both. Here are my two tales from Flitehook.

I used to share a swig of whiskey with John and Pauline at Old Warden, especially when it was cold in the evening. My trailer tent being much colder than their caravan.



At the end of the year at the last OW meeting there was, surprisingly, some grog left in the bottle, so I asked to John to keep it in the van for next year.

At the first meeting the following year John greeted me by saying "I have good news and bad news".

I asked for the bad news first, and he replied, "I have drunk that whiskey from last year". And the good news I asked: "I've bought a new bottle" he replied.

The whiskey was usually consumed whilst Pauline counted the takings from the Saturday or Sunday, and John always had a story or two to relate. I remember this one especially. When returning from one of their trips to Europe, they had to pass through German customs. Apparently they were very polite, but very thorough, and in the end Pauline and John had to empty the van so the contents could be checked. Whilst doing this John said to Pauline, "Just pay the amount they say, don't dispute the figure", and so she did, handing over a cheque for £750. (The van was piled high so there was no spare room for any more products). The customs people even helped them repack the van.

Back home a week or two later John received an official looking letter from the German Customs people, but at first he was too nervous to open it! So after a week or two had passed, he thought to himself that he would have to open it at some time, so taking a deep breath he reached for the letter opener. Inside was a cheque for £500, and a letter of apology from the German Customs for charging them too much!

Colin Hutchinson

Farewell John, it's a couple of years ago that I saw you at the Crookham Christmas lunch and you looked well then. I'm sad that we are gradually fading away, but that's life !

Peter Tolhurst

I never had the pleasure of meeting John socially but I count him as a friend. The vast bulk of my modelling requirements were purchased from him at the various meetings I attended. We always had a bit of a chat and he would comment on my articles published in the NC. He was never sure whether my digressions were real or just my style of writing, I never enlightened him. At times his van would be unattended and when I found him chatting elsewhere, he would say help yourself to what you want and bring me the cash.



I have the one amusing picture of Barbara Tiller giving him a good telling off for a misdemeanour of some sort, his expression tells of his affable nature. He'll be sorely missed.

John Andrews

Bye Bye John

When the cancer started John just carried on as if nothing was changing. Wisdom is knowing when you can't change anything and he was wise.

I suppose we really started to lose him a couple of years back when the dementia began to be noticeable. I took him to the Crookham Christmas lunch and we chatted all the way there and all the way back. Whilst there he gave me some cash to pay for his meal which I did and then ten minutes later he asked me how we were going to pay - he was on the slippery slope to the inevitable end that he's now reached.

In the old days before the politicians decided that free flighters were the cause of every problem that the old Beaulieu airfield was experiencing, I'd turn up there for a mid-week trimming session and be greeted by John with "Alright nipper" and everything would be just fine.

He was a great flyer who was just as happy flying a Mills powered sports model into the New Forest gorse as he was when competing with a second-hand glider.

John wasn't one for anything too technical and I was so chuffed when I managed to teach him to use one of Pete Brown's RDT sets - though it wasn't always successful!

Everyone knew John to some degree and everyone liked him because there was no reason not to. He really was one of the nicest blokes that I've met in this funny little world of toy aeroplane flying. Friendly, generous and always happy to help. And now he's gone, but he'll not be forgotten.

Tony Shepherd

My early memories of John Hook

As a school boy I made a few model aircraft, all of which were from kits. It was not until retirement, when on a walk at Beaulieu Old Airfield, that Barbara and I spotted "two chaps" flying model aircraft. I could not resist going to speak to them and ended up joining Bournemouth Model Aircraft Society, with the advice that I should build a Senator in order to enter their competitions.

I bought a Keil Kraft kit for the Senator, duly built it and flew it in my first competition. The model managed to reach only half of the height of the worst of the other competitors. I was on a steep learning curve.

The advice was "see John Hook for some balsa wood and build another model". I approached him and asked for 8 strips of 1/16th sq, 6 strips of 1/8th sq and 1 sheet of 1/8th.

John asked "do you want soft, medium, or hard strip and what weight of 1/8th sheet". I was surprised by the question, I just thought that balsa wood was balsa wood and that was it.

John was very patient and explained about the various weights of balsa.

The second model was built, trimmed and flown with improvement. There were many more visits to John's van for supplies and advice, the latter always being freely given.

My competitive flying duly improved - greatly.

Which brings me to the point where John handed me a sheet of balsa and said "this is for you". It was the whitest, lightest yet firm sheet of 1/8th balsa that I had ever seen.

When I asked John how much he just said "I cannot put a price on it, you can just have it". What a generous gentleman. That sheet of balsa was reserved exclusively for the wing, tailplane and fin tips of my Senators.

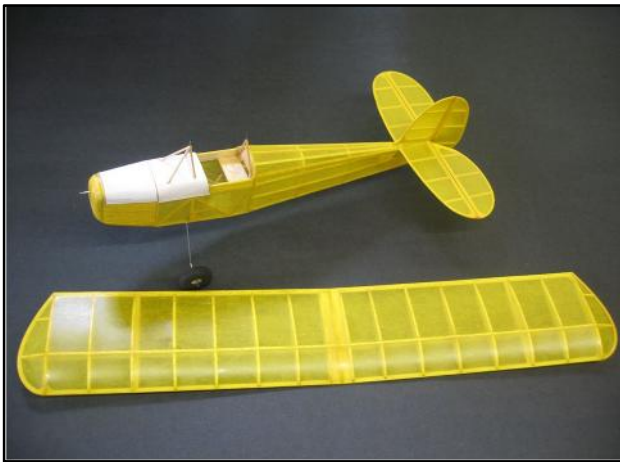
Thank you John for all your aeromodelling supplies, your kind advice and continued encouragement including the comment "You could be quite good at this if you really wanted to!"
Fond Memories.

Roy & Barbara Tiller

Roger Newman and Others.

Peck Baby Ace, continued:

Back in IIFE 89 (NC August 2025), I wrote something on the construction of a 17.5" wingspan Baby Ace from a Wind-it-up Enterprises kit, which was being converted to three channel radio control. I promised (threatened?) to describe the covering and finishing in a future article, so here it is! I chose to finish the Baby Ace as N9950C, the second *Mechanix Illustrated* example. Orland Corben's plans for this homebuilt were first marketed in 1929. The start of the EAA was when Paul Poberezny acquired the rights to the Corben Baby Ace design, built one, registered as N9050C, and published a full set of drawings and a series of construction articles in issues of the *Mechanix Illustrated* magazine in 1955. The construction of the replica, N9950C, was started by Poberezny in 2011, and finished after his death, at the age of 91, by Kurt Mehre and his EAA Chapter in 2014.

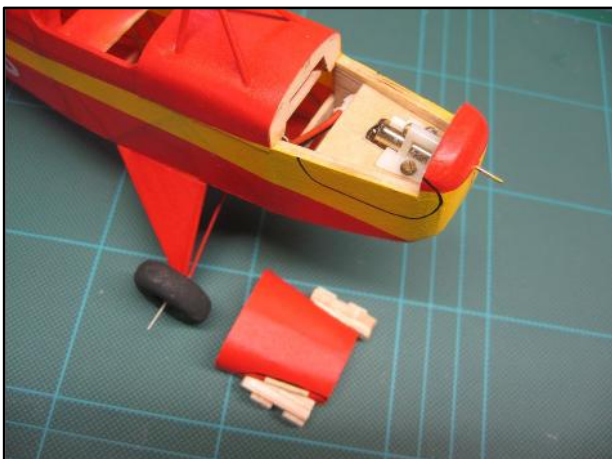


Tissue covered Baby Ace airframe.



Covering airbrushed with Tamiya acrylic paint, before the application of registration and other letters.

A coat of thinned cellulose sanding sealer was applied to the airframe, sanded, and followed by a coat of thinned dope, which was also sanded. The airframe was then covered in yellow lightweight Esaki, except for the detachable nose hatch and decking in front of the cockpit, where doped printer paper of 80g/m² was used. I used the brushed thinner through tissue method to attach the covering. This technique is well described in Doug McHard's article 'Building and Finishing' in the Model Builder publication 'Flying Scale Models of WWII'. The tissue was then steam shrunk and the flying surfaces pinned down for a period before a coat of thin dope was applied followed by a thin coat of banana oil, both applied by brush.



The nose cowl is detachable for battery access and it is retained with a pair of 3mm dia magnets



The wheels are mounted on u/c wires not attached to the fairing to give flexibility. The edge of the 'hole' for the engine is marked out.

The doped printer paper was attached with DeLuxe Materials R/C Modellers Canopy Glue. The model was then airbrushed using Tamiya acrylic paint. The yellow was a mixture of X8 and some white X2 to lighten the colour shade. This was then masked off and the red X7 applied. The black (X1) wing registrations were airbrushed using masks. The *Mechanix Illustrated* letters were created in the following way. A side-view photo of the full-size machine had been found online and its size was adjusted by inserting the photo in a Micro Soft Word document to match the required size for the model. The letters were then traced by hand and the tracing photocopied. The photocopied lettering was attached to some white water-slide decal sheet with masking tape and cut through with a scalpel to make individual letters. These were then applied to the model, using a marked-up strip of masking tape to guide their position.

The wheels are made from Rohacell rings shaped to represent the tyres and glued to hubs of a three ply of 1/16" thick balsa, bushed with an aluminium tube to suit the 1/32" dia wire axle. This wire is separate from the undercarriage fairing to give some flexibility. The wing struts are structural and they were glued in place with 5 minute epoxy. Tiny holes were drilled through the joints so that they could also be pinned with 0.2mm diameter nylon fishing line.

I am pleased to report that the finished model and was successfully test flown in the calm weather of Friday morning, 11th April this year, on the local recreation ground. As a reminder, this is a three channel RC conversion using a Parkzone Mini Vapor brick and a Parkzone J-3 6mm coreless motor and gearbox, driving a 100x60mm propeller. I had already used this system in a KeilKraft Piper Super Cruiser and I was hoping that the Baby Ace would come out at a similar weight at 28 g, but it is a slightly bulkier model so the ready to fly weight crept up to 32.5 g. I was seriously concerned that the 6mm motor would not give sufficient power, as this would have been a problem because fitting a larger unit would have required major surgery of the nose. However, I was greatly relieved when the test flights showed that this motor gives a sufficiently spritely performance. The power source is a 75 mAh Lipo, as supplied by Ron Marking.

The CG position is 32mm from the leading edge, in good agreement with the values given by the McCoombs and Jossien formulae (see IIFE 90, NC September 2025) and a little aft of that shown on the plan. Tests glides had indicated that considerable up elevator was required, but the initial power flight showed that this was too much, and was reduced to about 1mm up. Since then it has made a number of flights of over five minutes in suitably calm weather. It is a slow flying model, which is readily affected by turbulence. It can turn tightly without spiralling in, but is sometimes reluctant to come out of a tight turn. It would be very suitable for indoor flying in a larger hall, but such spaces can be very be very busy with other models and I would be concerned about the damage caused by a mid-air collision!



Baby Ace components ready for final assembly.



The completed and flown Baby Ace.

Nick Peppiatt

Occasional Notes from North Wales

-

Roger Newman

January 2026

Looking at the title line gives rise to reflections that time appears to pass quicker the older one gets, particularly when thinking about what hasn't been done - in my case very little building & even less flying, which I personally find to be very sad but there must be a certain inevitability here - quite often due to events & happenings way outside of one's own control.

Anyway, yet another excellent edition of our mag.

It's AGM time again in January, hopefully I can master Zoom better this year - last year I could only observe as no clue how to activate the mike or camera on my laptop. The laptop is now retired & a new (second hand) base operates & is much improved but still sans mike or camera? It seems like more investment is called for? An interesting item in AOB regarding collaboration between SAM 35 & SAM 1066 - will there be any response from the membership on what possibilities could exist for some sort of coming together of two fairly disparate operations but shared interests? The subject is certainly worthy of debate.

Very interesting to read Nick's piece about Bostonians - did you all notice his comp results? Mr Consistency indeed. The Sorta Senator is worthy of the rubber plan for the month.

Also of relevance were the comments by Pylonius on flying field problems - nothing new here - just move the clock forward by quite a few decades, but in those days we weren't plagued by health & safety, increasingly burdensome bureaucracy & highly expensive but mostly useless technology e.g. drones & eVTOL stuff, seeking ever more to restrict our activities.

Did anyone "sit in" on the recent BMFA 3 day (!) engine auction - over 1000 lots in total. If nothing else, it should have earned the BMFA some revenue in terms of commission. Many mundane engines in varying condition & price. A few that fetched remarkably high prices & at the other end of the price spectrum, job lots that probably represented an engineering challenge to the purchasers.

An example: *Super Merlin XL*. A very, very large replica of DC Super Merlin probably 30 cc maybe larger. Absolutely superb piece of engineering, totally copied from the original but made many times larger. A statement one off piece, unique, possibly the only one made. This reached a hammer price of £700? An ED2.49 Mk III went for £260. Nice but?

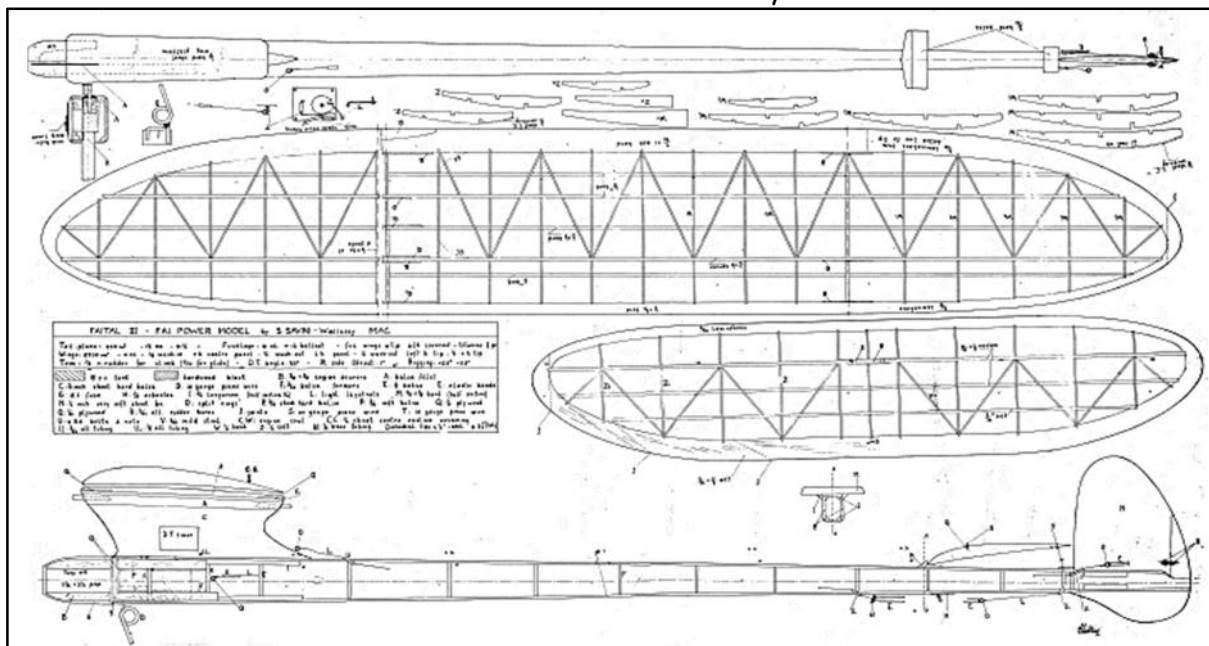
How many of those 1000+ engines will ever get into the air - probably very few but does it matter? Maybe as in other fields like fine art or antiques, there are obsessed collectors who desire to acquire & money is no object?

John Hook & modelling

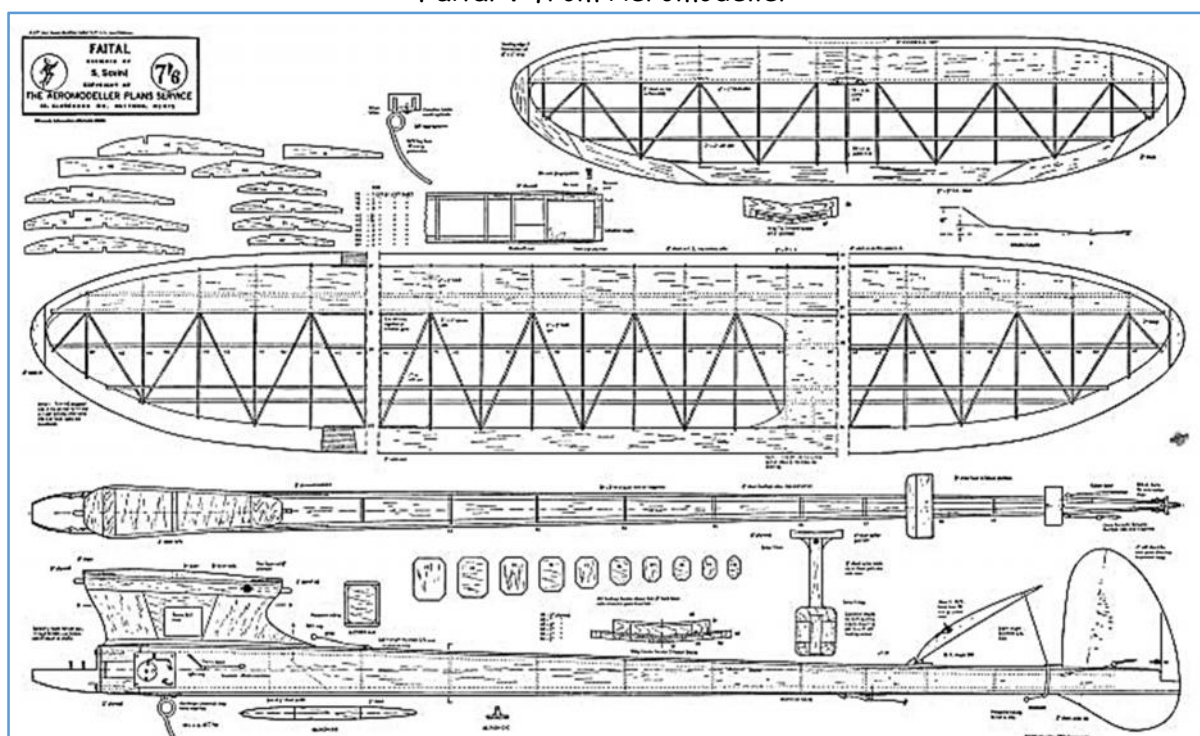
Amongst all his activities, John flew regularly as a member of the Crookham Contest Flyers Club, usually in power & glider area comps & other meetings.

One of his favourite power models was Joe Savini's Faital. This was published in the May 1965 Aeromodeller. We also have a plan in the SAM1066 plan library, which doesn't match the Aeromodeller published design. I'm not sure which version John flew as there were 5 versions, but I suspect it was probably the Aeromodeller one. For completeness, both are thumb-nailed here. Whichever one it was, he flew it regularly & usually pretty well - engine - no idea but it had a very good rate of climb!

Faital 3 from Plan Library



Fital V from Aeromodeller



In more recent times, John acquired one of Stafford Screen's F1C screamers. He bought it to Beaulieu to give it a test flight, which he eventually managed - it was indeed a complex machine. However, the DT wasn't sorted properly. It ascended to quite a height, transitioned well into the glide & then proceeded to fly really nicely but no DT operation, so it gently flew away. Ray Elliott & I were watching. John took off for a search, some-time later he returned sadly sans model but not despondent! I think he went back for another couple of days still searching but it was never found.

As a final aside, John was a very regular supporter of indoor flying in the good old days, when we had sufficient numbers to hold monthly meetings at the Allendale Centre in Bournemouth for the Bournemouth Club, Totton (still going) & Wickham. He would turn up with a variety of goodies, set up a sales table & proceed to fly models leaving punters to browse, purchase at their leisure & leave cash in the open cash box. Truly one of a kind. We shall all miss him.

A couple of oddments



A **flying car** or **roadable aircraft** is a type of vehicle which can function both as a road vehicle and as an aircraft. As used here, this includes vehicles which drive as motorcycles when on the road. The term "flying car" is also sometimes used to include hovercars and/or VTOL personal air vehicles. Many prototypes have been built since the early 20th century, using a variety of flight technologies. Most have been designed to take off and land conventionally using a runway. Although VTOL projects are increasing, none has yet been built in more than a handful of numbers. Their appearance is often predicted by futurologists, and many concept designs have been promoted. Their failure to become a practical reality has led to the catchphrase "Where's my flying car?", as a paradigm for the failure of predicted technologies to appear. Flying cars are also a popular theme in fantasy and science fiction stories.



Convair Model 118, a prototype flying car from 1947, in flight



The Waterman Arrowbile at the Smithsonian



Jess Dixon's flying automobile c. 1940



Fulton Airphibian FA-3-101



Moulton Taylor's Aerocar III



The Mizar by Advanced Vehicle Engineers, August 1973

Early 20th century

In 1901 German immigrant to the U.S. Gustave Whitehead claimed to have flown a powered aircraft, described as able to propel itself along roads to the site of the flying experiment. Consensus among historians is that Whitehead's no. 21 did not achieve sustained self-powered flight.

Aircraft designer Glenn Curtiss built his Autoplane in 1917. It had a pusher propeller for flight, with removable flight surfaces including a triplane wing, canard foreplane and twin tails. It was able to hop, but not fly.

In 1935, Constantinos Vlachos built a prototype of a 'tri-phibian' vehicle with a circular wing, but it caught fire after the engine exploded while he was demonstrating it in Washington, D.C. Vlachos was badly injured and spent several months in hospital. The machine is most notable for a newsreel that captured the incident.

The Autogiro Company of America AC-35 was a prototype roadable autogyro, flown on 26 March 1936 by test pilot James G. Ray. Forward thrust was initially provided by twin counter-rotating propellers for thrust, later replaced with a single propeller. On 26 October 1936, the aircraft was converted to roadable configuration.¹ Ray drove it to the main entrance of the Commerce Building, Washington, D.C., where it was accepted by John H. Geisse, chief of the Aeronautics Branch. Although it had been successfully tested, it did not enter production.

The first fixed wing roadable aircraft to fly was built by Waldo Waterman. Waterman had been associated with Glenn Curtiss when pioneering amphibious aircraft at North Island on San Diego Bay in the 1910s. On 21 February 1937, Waterman's Arrowbile first took to the air. The Arrowbile was a development of Waterman's tailless aircraft, the Whatsit. It had a wingspan of 38 feet (12 m) and a length of 20 feet 6 inches (6.25 m). On the ground and in the air it was powered by a Studebaker engine. It could fly at 112 mph (180 km/h) and drive at 56 mph (90 km/h).

In 1942, the British army built the Hafner Rotabuggy, an experimental roadable autogyro that was developed with the intention of air-dropping off-road vehicles. In developed form the Rotabuggy achieved a flight speed of 70 mph (113 km/h). However, the introduction of gliders that could carry vehicles (such as the Waco Hadrian and Airspeed Horsa) led to the project's cancellation.

Late 20th century

Although several designs (such as the ConVairCar) have flown, none have enjoyed commercial success, and those that have flown are not widely known by the general public. The most successful example, in that several were made and one is still flying, is the 1949 Taylor Aerocar.

In 1946, the Fulton FA-2 Airphibian was an American-made flying car designed by Robert Edison Fulton Jr., it was an aluminum-bodied car, built with independent suspension, aircraft-sized wheels, and a six-cylinder 165 hp engine. The fabric wings were easily attached to the fuselage, converting the car into a plane. Four prototypes were built. Charles Lindbergh flew it in 1950 and, although it was not a commercial success (financial costs of airworthiness certification forced him to relinquish control of the company, which never developed it further), it is now in the Smithsonian.



1949 Aerocar with wings folded, at the EAA AirVenture Museum

The Aerocar, designed and built by Molt Taylor, made a successful flight in December 1949, and in following years versions underwent a series of road and flying tests. Chuck Berry featured the concept in his 1956 song "You Can't Catch Me",

In December 1956 the Civil Aviation Authority approved the design for mass production, but despite wide publicity and an improved version produced in 1989, Taylor did not succeed in getting the flying car into production. In total, six Aerocars were built. It is considered to be one of the first practical flying cars.

One notable design was Henry Smolinski's Mizar, made by mating the rear end of a Cessna Skymaster with a Ford Pinto, but it disintegrated during test flights killing Smolinski and the pilot. Project Prodigal was a British Army concept in the late 1950s early 1960s for a "Jumping Jeep" to overcome obstacles on the battlefield, entrants were: BAC; Boulton-Paul; Bristol-Siddeley; Folland; Handley-Page; Saunders-Roe; Short Brothers; Vickers-Armstrongs and Westland. Moller began developing VTOL craft in the late 1960s, but no Moller vehicle has ever achieved free flight out of ground effect. The Moller Skycar M400 was a project for a personal VTOL (vertical take-off and landing) aircraft which is powered by four pairs of in-tandem Wankel rotary engines. The proposed Autovolantor model had an all-electric version powered by Altairnano batteries. The company has been dormant since 2015. In the mid-1980s, former Boeing engineer Fred Barker founded Flight Innovations Inc. and began the development of the Sky Commuter, a small duct fans-based VTOL aircraft. It was a compact, 14-foot-long (4.3 m) two-passenger and was made primarily of composite materials. In 2008, the remaining prototype was sold for £86k on eBay.

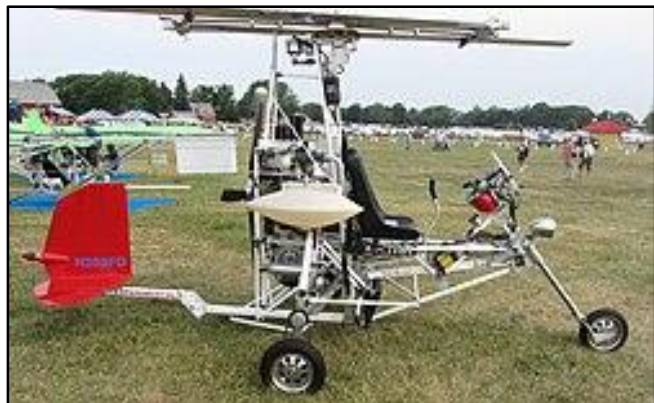
21st century



Parajet Skycar prototype seen at the Sport and Leisure Aviation Show (SPLASH), Birmingham, UK, November 2008



Prototype Terrafugia Transition at the N.Y. Int'l Auto Show in April 2012



Super Sky Cycle



Maverick Flying Dune Buggy



Plane Driven PD-1 Roadable Glastar

In 2009 the U.S., the Defense Advanced Research Projects Agency (DARPA) initiated the \$65 million Transformer program to develop a four-person roadable aircraft by 2015. The vehicle was to have had VTOL capability and a 280-mile (450 km) range.

AAI Corporation and Lockheed Martin were awarded contracts. The program was cancelled in 2013.

The Parajet Skycar utilises a paramotor for propulsion and a parafoil for lift. The main body consists of a modified dune buggy. It has a top speed of 80 mph (130 km/h) and a maximum range of 180 miles (290 km) in flight. On the ground it has a top speed of 112 mph (180 km/h) and a maximum range of 249 miles (401 km).

Parajet flew and drove its prototype from London to Timbuktu in January 2009.

The Maverick Flying Dune Buggy was designed by the Indigenous People's Technology and Education Center of Florida as an off-road vehicle that could unfurl an advanced parachute and then travel by air over impassable terrain when roadways were no longer usable. The 1,100-pound (500 kg) 'Maverick' vehicle is powered by a 128 hp (95 kW) engine that can also drive a five-bladed pusher propeller. It was initially conceived in order to help minister to remote Amazon rainforest communities, but will also be marketed for visual pipeline inspection and other similar activities in desolate areas or difficult terrain.

The Plane Driven PD-1 Roadable Glastar is a modification to the Glastar Sportsman GS-2 to make a practical roadable aircraft. The approach is novel in that it uses a mostly stock aircraft with a modified landing gear "pod" that carries the engine for road propulsion. The wings fold along the side, and the main landing gear and engine pod slide aft in driving configuration to compensate for the rearward center of gravity with the wings folded, and provide additional stability for road travel.

The Super Sky Cycle was an American homebuilt roadable gyroplane designed and manufactured by The Butterfly Aircraft LLC. It is a registered motorcycle.

At the 2014 Pioneers Festival at Wien (Austria) AeroMobil presented their version 3.0 of their flying car. The prototype was conceived as a vehicle that can be converted from an automobile to an aircraft. The version 2.5 proof-of-concept took 20 years to develop and first flew in 2013. CEO Juraj Vaculik said that the company planned to move flying cars to market: "the plan is that in 2017 we'll be able to announce ... the first flying roadster." In 2016, AeroMobil was test-flying a prototype that obtained Slovak ultralight certification. When the final product will be available or how much it will cost is not yet specified. In 2018, it unveiled a concept that resembled a flying sportscar with VTOL capability. The Aeromobil 2.5 has folding wings and a Rotax 912 engine. It can travel at 200 kilometres per hour (124 mph) with a range of 690 kilometres (430 mi), and flew for the first time in 2013. On 29 October 2014, Slovak startup AeroMobil s.r.o. unveiled AeroMobil 3.0 at Vienna Pioneers Festival.

Klein Vision in Slovakia have developed a prototype AirCar, which drives like a sports car and for flight has a pusher propeller with twin tailbooms, and foldout wings. In June 2021, the prototype carried out a 35-minute flight between airports. It was type certified as an aircraft in January 2022.

The Terrafugia Transition is a roadable aircraft intended to be classed as a Personal Air Vehicle. It can fold its wings in 30 seconds and drive the front wheels, enabling it to operate both as a traditional road vehicle and as a general aviation aeroplane with a range of 500 mi (800 km). An operational prototype was displayed at Oshkosh in 2008 and its first flight took place on 2009-03-05. It will carry two people plus luggage and its Rotax 912S engine operates on premium unleaded gas. It was approved by the FAA in June 2010.

The production-ready single-engine, roadable PAL-V Liberty autogyro, or gyrocopter, debuted at the Geneva Motor Show in March 2018, then became the first flying car in production, and was set to launch in 2020, with full production scheduled for 2021 in Gujarat, India. The PAL-V ONE is a hybrid of a gyrocopter with a leaning 3-wheel motorcycle. It has two seats and a 160 kW flight certified gasoline engine. It has a top speed of 180 km/h (112 mph) on land and in air, and weighs 910 kg (2,010 lb) max. On 15 April 2021, Los Altos, California, became home to the world's first consumer flying car showroom. However, as yet there are no certified flying cars in production.

In 2023 Doroni Aerospace earned an official FAA Airworthiness Certification. It is powered by ten independent propulsion systems. The company claimed a top speed of 140 mph and a 60-mile range. It includes two electric motors with patented ducted propellers. The machine is 23 ft long and 14 ft wide.

2025 Last Area Meeting - Area 8 Salisbury Plain

A good weather forecast for the Central Southern area on Sunday 12th October saw a large turnout on Salisbury Plain for the 8th and final BMFA Area Meeting of 2025.

Peter Watson, Simon Dixon and Alan Jack travelled down from the Midlands to join the regular Southern flyers and everyone seemed to go home glad that they made the trip.

This was what subsequently turned out to be the final meeting held to the Free Flight Technical Committee's controversial grouped competition classes format before the decision was made to revert to the individual class format that had been in place for many years.

Let us hope that this brings back those flyers who effectively gave 2025 a miss.

Five groups were flown comprising Open, FAI, Vintage/Classic, Mini and HLG/CLG.

The combined results from all locations across the country saw Salisbury Plain flyers filling the top three slots in Open with Peter Watson, Chris Redrup and Tony Shepherd (all flying electric models), a second place for Dave Cox in Vintage/Classic with a Jimp, and a second for Joe Pritchard in HLG/CLG.

Here's hoping that 2026 produces some equally benign conditions!

Photos below from Tony Shepherd and Paula Butler



Lots of flyers on the flight line which rose to 20 during the day



Chris Redrup's BMFA Electric model on the way to another max



Luke Pritchard fiddling with mini-vintage rubber Bazooka whilst Joe Pritchard fiddles with his recently acquired open glider



Whoops

David Cox on the way to another max with one of his vintage Jimps
In the background Roy Vaughn fiddles with his F1C



Block your ears – Roy Vaughn is about to start his F1C



Paul Masterman takes a pasty break from flying his E36 in the Mini class



David Cox watches whilst David Etherton times

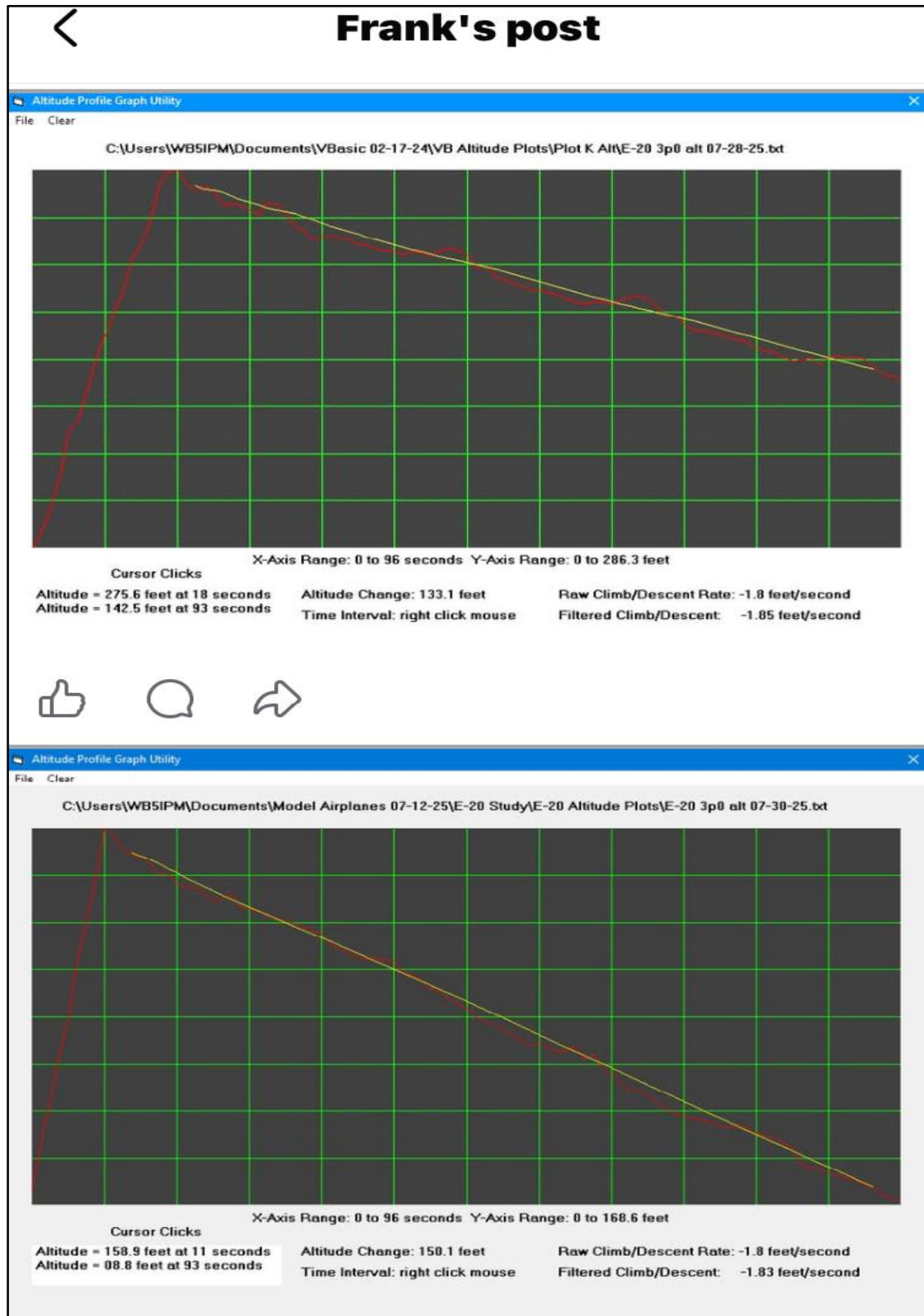


**Tony Shepherd's much-campaigned BMFA electric model
on the runway after its fly-off flight**

Tony Shepherd

Secretary's Notes for January 2026

E-20 is a class for small (20 in wingspan) models, developed initially in the US and promoted in the UK by the Peterborough club. Two classes of model are flown, one of which is for designs to the US NFFS rules. With the increasing interest in the class I thought it worth pointing out that it appears the NFFS rules for the motor run and max will be changing for 2026 as per the post below by Frank Perkins on Facebook.



"New NFFS E-20 Rules - starting in 2026 all E-20 maxes will be 90 seconds. The maximum motor run for the first three flights will be 15 seconds. The maximum motor for the fly-off flights will be 8 seconds. These rule changes will reduce the chances of OOS flights and long retrievals, which have become a problem as the performance of E-20 models has evolved. Altitude plots for my E-20 with 15 and 8 second motor runs are attached. These flights were made shortly after sunrise."

It doesn't really need to be said but these times can always be reduced to suit local site conditions as appropriate.

I should, perhaps, add the caveat that I can find no mention of these changes on the NFFS web site. Maybe Frank is jumping the gun, and the rule changes are awaiting ratification, perhaps one of our UK E-20 experts can enlighten us?

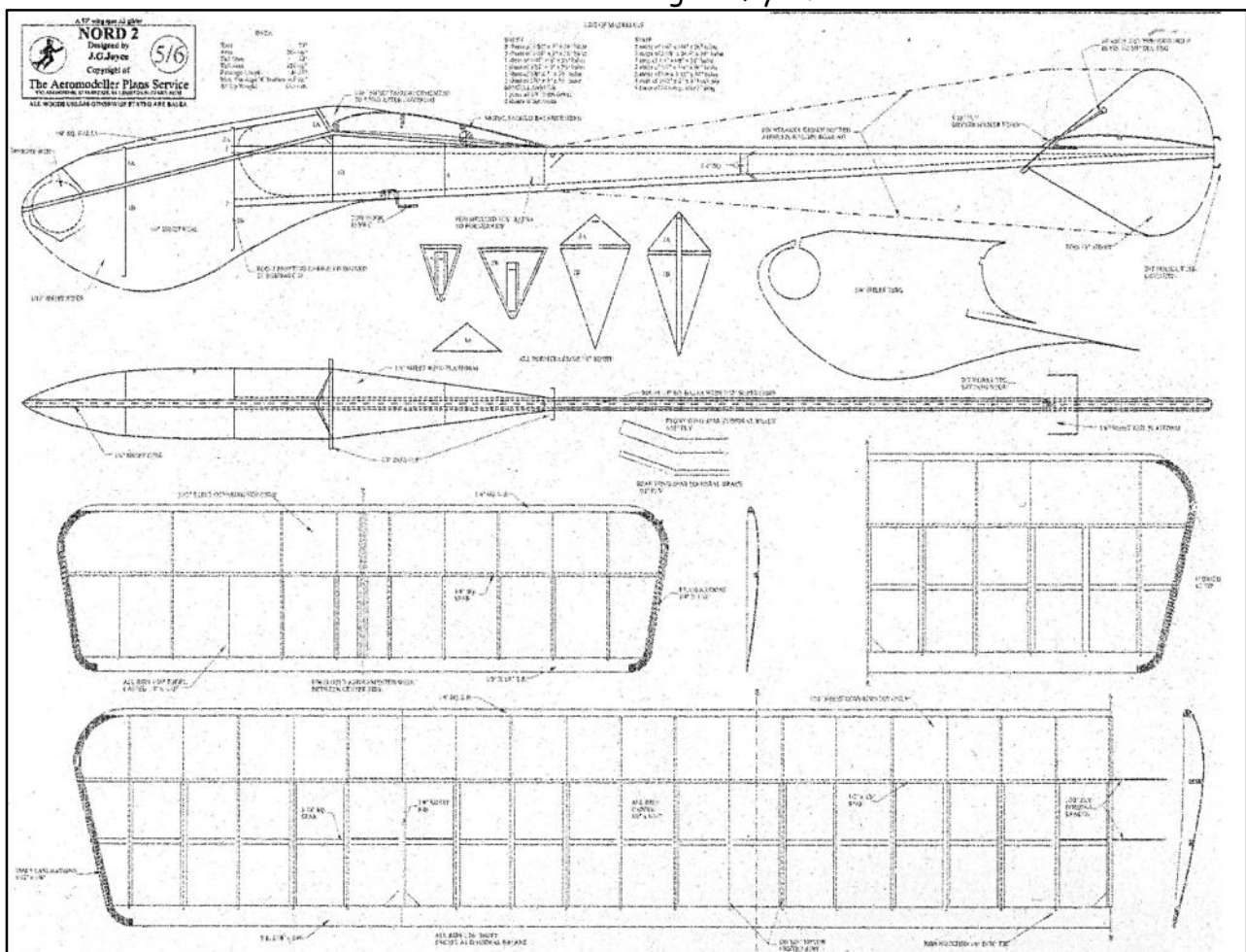
May I wish you a Happy New Year and good flying in 2026.

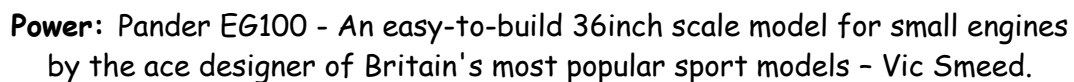
Ray Elliott

Plans for the Month

Roger Newman

Glider: Nord 2 - good flyer.





2025 AGM Notification

Annual General Meeting 2025

This will be a Zoom meeting and will be held on 22nd. January 2026 at 7-00pm.

Agenda

1. Present
2. Welcome
3. Apologies
4. Minutes of meeting held on 23rd January 2025
(New Clarion February 2025)
5. Chairman's report
6. Secretary's report
7. Treasurer's report and accounts
8. Membership secretary's report
9. Report on the transfer of the David Baker Heritage Library.
10. Election of Officers:
Chairman, Secretary, Treasurer, Membership Secretary,
Editor New Clarion & Committee Members.
11. Annual subscriptions for 2026
12. Any other business
 -) Possible collaboration between SAM35 and SAM1066
 -) Suggestions for 2026 competition programme

Any nominations for Committee positions and details of any other business to be discussed should be received by the Chairman at least 14 days prior to the meeting.

Current Committee members are prepared to continue in post.

Tony can be contacted at - tonyshepherd50@hotmail.com

MINUTES OF SAM1066 AGM 2024

The AGM was held as a Zoom meeting on 23rd January 2025. Officers' reports had been circulated via the January 2025 New Clarion.

Present

Tony Shepherd (Chairman), Ray Elliott (Secretary), Alan Brocklehurst, Ken Brown, Tony Calvert, Peter Carter, John Leadbetter, Roy Levers, Paul Lovejoy, Tim Mountain, Roger Newman, Alan Patrick, Peter Tolhurst, Nick Peppiatt, Martin Pike, PJT2a, Chris Redrup, Barbara Tiller, Roy Tiller, Mike Woodhouse, Doug Hunt (guest)

Welcome to members old and new for the season 2025

The Chairman opened the meeting at 7pm with a welcome to all.

Apologies

Apologies were received from John Andrews.

Chairman's Report

Summarised and taken as included in the January 2025 edition of the New Clarion.

Secretary's Report

Summarised and taken as included in the January 2025 edition of the New Clarion.

Membership Secretary's Report

Summarised and taken as included in the January 2025 edition of the New Clarion.

Treasurer's Report

Summarised and taken as included in the January 2025 edition of the New Clarion. The Treasurer also detailed the change of the Society bank account to an online Virgin Money Account (part of Nationwide).

David Baker Heritage Library Report

Summarised and taken as included in the January 2025 edition of the New Clarion. Options for the long term future of library were discussed under Any Other Business.

Election of Officers

All members of the Committee were prepared to continue in office. A vote that they should do so was carried unanimously.

Annual Subscriptions for 2025

Further to the recommendation of the Treasurer in his report the meeting unanimously agreed that subscriptions for 2025 should remain at no cost.

Any Other Business

1. Proposed competitions for 2025

The Society will be running two competitions, sharing the days with the Croydon club, as in previous years. The dates are the 14th or 15th June and the 4th or 5th October. Classes to be flown are yet to be decided but at least one of the contests is likely to be run to the Cagnarata format. The venue will be Salisbury Plain. There is a possibility that there will again be a Southern Area Gala at Odiham, subject to discussions with the RAF. There may well be some involvement for SAM 1066 in the running of the contest on the day but the event will be covered by site entry fees and Southern Area BMFA.

2. Future of the SAM1066 library

Roger Newman has produced a document outlining options for the long-term future of the SAM1066 Library. This includes the option that in the event that SAM1066 is no longer able to hold the content of the Library then an alternative location is found with the possibility of the disposal of items that cannot be rehomed. This document is included as an Appendix to these minutes.

Further to this matter, discussions have been taking place between Roger and BMFA Archivist Doug Hunt about the possibility of the BMFA taking over part or all of the library. An initial response from Doug has suggested that the BMFA may be able to accommodate part or possibly all of the Library within their own archive. It was felt that this could provide a positive solution to an issue which has been troubling SAM 1066 for some time. Further discussions are required between SAM 1066 and the BMFA on this matter with Roger representing SAM 1066 and Doug Hunt representing the BMFA.

Possible future collaboration between SAM1066 & SAM 35

Doug Hunt, as Chairman of SAM35, raised the possibility of SAM1066 and SAM35 working together in some way in the future, for example in the organisation of contests. This will be discussed within the Committee and options considered.

The chairman thanked everybody for their attendance and participation. and the meeting finishing at 7.40 pm.

Ray Elliott

Appendix

Long term future of SAM1066 Library

At a future (as yet undefined) date, it will be necessary to move the SAM 1066 library from its current location (housed by our Hon. Librarian at his home). There may be another SAM 1066 member who wishes to take on the task of Hon. Librarian (including housing the library). A call for a volunteer could be made in a future New Clarion. The AGM should consider this option. The alternative is to plan for disposal of the physical content of the SAM1066 Library. This note addresses the latter situation.

The Library is a collection of magazines, books, catalogues & electronic files that have been meticulously catalogued & housed by our Hon. Librarian over many years. It comprises content from the UK & many other countries. The full catalogue is available for download from the Club website in the form of a Microsoft spreadsheet.

The BMFA Archive Group has recently been approached to enquire whether all or some of the content could be assigned to them for the BMFA Archive. The Archive Group may wish to take everything & then themselves follow option (I) below excepting that any arising funds would go to the BMFA. Alternatively, they may wish to acquire only part of the content. However their response is still awaited.

This potentially leaves the SAM1066 membership with the question of what to do with content that the BMFA may not wish to acquire.

Should this situation arise then alternatives for disposal are viewed as:

1. Put this content up for sale at a future BMFA Auction, with any arising funds being transferred to the SAM1066 Club funds.
2. Offer them to alternative organisations who are competent to digitise them and to make the content generally available on-line. (Note this could bear a cost with no arising funds).
3. Try to sell content via Ebay or an equivalent outlet.
4. Dispose (scrap) content unwanted by the BMFA.

All alternatives will have costs associated e.g. transportation and / or postage and / or fees. Such costs (hopefully) may be covered by funds rising from the disposal.

Members may have other viable suggestions. Should we have no willing volunteer to take on the Library & the BMFA Archive Group not wish to acquire the complete content, my preferred option is alternative (I).

Roger Newman

Chairman's Report to 2025 AGM:

Resume of 2025

This will be a short report as there hasn't been a continuous stream of activity within the world of SAM 1066 throughout 2025 to report on. However, our biggest single event in many a long year did occur in April when, after a huge amount of co-ordinated effort from Roy Tiller, Roger Newman (with the help of several members of his family) and Doug Hunt (the BMFA Archivist), the David Baker Heritage Library was moved from Roy and Barbara's abode in Bournemouth to the BMFA headquarters at Buckminster. This was a very necessary exercise which went exceptionally well and we owe a very grateful vote of thanks to all of those mentioned above.

The New Clarion continued to be produced every month by editor John Andrews despite a lot of other things going on in his life. The articles continued to come in prompted by John's persuasive style and each finished edition went out and was circulated on time by our one-man distribution team comprising just Martin Pike who fits in all this work around a very demanding full-time job, a family, and an active involvement in free-flight. A big thank you is due to John and Martin and all our regular and occasional contributors.

Our competitions were scuppered by the weather once again. We might try again in 2026!

Nick Peppiatt has again kept control of our finances and we are still in a healthy state on that front as detailed in his annual report. Thank you to Nick for this work and also to Dave Cox for the auditing.

The Future?

Towards the end of the year Doug Hunt, the SAM35 chairman, and John Andrews had an informal chat about the future possibility of SAM35 & SAM1066 combining as one UK vintage aeromodelling organisation and before long the committee got involved in the conversation. It was generally agreed that, particularly with numbers falling, one collective organisation would be better than two. The two of us could work together to support the preservation of studying, building and flying vintage model aircraft but how could this be achieved in a way that would meet the approval of both sets of members? The disagreements that led to the formation of SAM1066 as an offshoot of SAM35 are long forgotten but nevertheless we operate in very different ways.

1066 is a purely online organisation with a free monthly newsletter. We've always managed to avoid having to charge a membership fee with what limited money we've made from our contests being sufficient to pay the few bills that we incur. Free flight is our main topic. Meanwhile SAM35 has a membership that pay an annual fee (currently £35) to receive a monthly, printed journal via the post. The flying they cover is primarily for R/C and control line and there is also an interest in tethered car racing. Free flight is generally limited to coverage of rubber in Andrew Lonhurst's column. Their contest scene reflects this mix.

The paragraphs above set the scene for a discussion at the AGM on the possible combination of our two SAM chapters so I hope that you have taken the time to read them and will come to the meeting ready to discuss your views both positive and negative. If you want to let me have your opinions in advance then please email them to me at chair@SAM1066.org

Tony Shepherd

Secretary's Report to 2025 AGM:

This was a year in which BMFA FF contests were flown to a completely new format. However, following many comments and the efforts of a small working group, culminating in a conference at Buckminster, a revised contest format was agreed for 2026 and the calendar is now available. This whole subject has been covered extensively including in the New Clarion so there is no need to add more.

The club organised two contests this year sharing the days with the Croydon club, as in previous years. The first one was held in mid-June on Salisbury Plain. It turned out to be quite a windy day which reduced the number of entries, but at least it didn't rain. The second contest in early October coincided with Storm Amy and was cancelled. A similar fate befell the Southern Area Gala at Odiham, which was due to be run by SAM1066. Other contests including the Nats (first two days), Crookham and East Anglian Galas, and a couple of Area meetings, were blessed with ideal conditions. Overall, the weather was bit of a mixed bag,

Ray Elliott

Treasurer's Report to 2025 AGM

Last year I reported that Lloyds Bank were going to introduce a monthly charge for the SAM1066 bank account. In January, the account was successfully moved to a free one suitable for small clubs and societies such as ours with Virgin Money, which is now part of Nationwide. We had some exceptional expenditure this year, the scanning of some plans published in *Modele Reduit d'Avion*, and the fuel costs for transferring the David Baker Heritage Library from Roy Tiller to the BMFA at Buckminster. This was very successfully carried out by Roger Newman and his team of volunteers. I would also like to take this opportunity to personally thank Roy Tiller for his hard work in maintaining and expanding the DBHL, whilst it was in his care, his production of the remarkable plans-in-mags spreadsheet and for the amazing speed with which he would respond to requests for information.

Otherwise, the expenditure this year was on competition prizes, and on maintaining the website, which is fundamental to the functioning of this organisation. There have been some complications with the now necessary site security license.

However, with just over £1000 in the bank, membership of the society can remain free, as can competition entry (if the weather proves kind enough for us to hold competitions!).

Many thanks to Dave Cox for again reviewing the accounts as presented below.

SAM 1066. INCOME EXPENDITURE AND PETTY CASH ACCOUNTS, 1ST OCTOBER 2024 TO 30TH SEPTEMBER 2025						
SAM1066 CURRENT ACCOUNT						
INCOME		EXPENDITURE		AMOUNT IN	AMOUNT OUT	CHQ. No
Date	Details	Date	Details			BNK BAL
01/10/2024	Balance carried forward from 2023/24					267.03
		09/10/2024	Wine prizes Croydon Coupe day		25.56	241.47
		23/12/2024	MRA plan scanning		63.59	177.88
02/01/2025	Transfer from SAM1066 savings account			1261.23		1439.11
		24/04/2025	Transfer of DBHL to BMFA		179.41	1259.70
		09/06/2025	SAM1066 web hosting renewal		100.16	1159.54
		11/06/2025	Wine prizes Croydon Cagnarata day		36.30	1123.24
		08/09/2025	Domain renewal SAM1066.org (2y)		45.58	1077.66
		17/09/2025	Site security license		31.96	1045.70
			BALANCE AT BANK 30/09/2025			1045.70
SAM1066 SAVINGS ACCOUNT AT LLOYDS						
01/10/2024	Balance carried forward from 2023/24					1257.30
02/01/2025	Interest				3.93	1261.23
			BALANCE AT BANK 02/01/2025			1261.23
			(Transferred to Virgin Money current account)			
Signed <i>Nick Peppiatt</i>						
Nick Peppiatt Treasurer						
I have reviewed the SAM 1066 accounts for 2023/2024 as presented to me and find them accurate.						
Signed <i>DAVID COX</i> 23/10/25						

Nick Peppiatt

Membership Secretary's Report to 2025 AGM:

We currently have 355 members on our list. Every month when I send out the New Clarion, there are about 10 email addresses that show errors. It's however not clear if this is due to changes in email address, disinterest or demise. I remove such email addresses if I do not hear anything.

The majority of members are from the United Kingdom, but there are around 40 overseas members - in Europe and beyond.

The New Clarion is eagerly awaited by a number of members, publication delays lead to emails and there are several complimentary emails each month.

The website has been largely updated over the past two years. I do use the website to advertise events - most of which are organised by me on an individual basis.

As a point of interest and debate, SAM 35 and SAM 1066 have very similar aims. SAM 35 has a printed newsletter and organise a number of UK events a year. How would our members feel about a merger? In particular, would a printed or electronic newsletter be preferable?

Martin Pike.

DBHLibrary Closing Report to 2025 AGM:

The physical content (magazines & books) comprising the DBHL Library were transferred from Roy Tiller's loving care in Bournemouth to the BMFA premises at Buckminster in April 2025, where they were received & handed over to Doug Hunt (BMFA Chief Archivist) & his team. The content then was to be sorted & integrated into the main BMFA Archive as time & volunteer effort became available. Any duplicate / surplus to requirement material being set aside for possible sale at future BMFA swap meets. The only expense incurred was for fuel used in transportation, which has been recorded in the annual accounts for this year.

A report of the transfer was duly written by Roy in the May 2025 edition of the New Clarion. The electronic (pdf files) comprising the plan library together with the Excel index list of digitised plans have been provided to Doug Hunt as part of the DBHL archive collection.

The SAM1066 website has been updated through valiant efforts of Martin Pike, Membership Secretary to reflect the transfer & availability of material via the BMFA Archives.

I thank Messrs Hunt, Pike & Tiller for all their efforts in achieving a successful outcome to the preservation & retention of a valuable aeromodelling resource formed principally from collections of the late David Baker, the Bournemouth Model Club & later donations from a variety of sources to whom we are indebted.

Roger Newman



Events & Notices

MAY WELSH 2026

Sat.23rd.May – Mon.25th.May

May Welsh 2025 was a success, see Aeromodeller August 2025.

As the organiser, I am already thinking of next year's event.

See <https://www.sam1066.org/> for photos of the area and updated details.

We have an excellent, extensive outdoor flying site and a good indoor hall.

The next May Welsh event will be, in Bangor, North Wales, UK. It will follow a similar format to 2025 with both indoor and outdoor flying sessions. As well as the sports flying and the flying-only scale competitions, 2026 will have Mini vintage and P30 competitions.

If you do wish to come and need a place to stay there are many options in the area. I have been looking at accommodation, Snowdonia Mountain Lodge is good and conveniently located. Pant Teg, Tregarth, is also close. There is a Premier inn on the outskirts of Bangor. I'm not an accommodation agent, but if you need help finding a place, contact me.

More details on : <https://www.sam1066.org/MayWelsh.html>

If you are interested in this event, please contact Martin Pike
on martin.pike.xray@gmail.com - or 07831 141418

If you know others that might be interested, do pass the information on

COCKLEBARROW VINTAGE RALLY 2026

Sunday 19th July - Sunday 16th August

Sunday 20th September

2026

RC all types to 1975

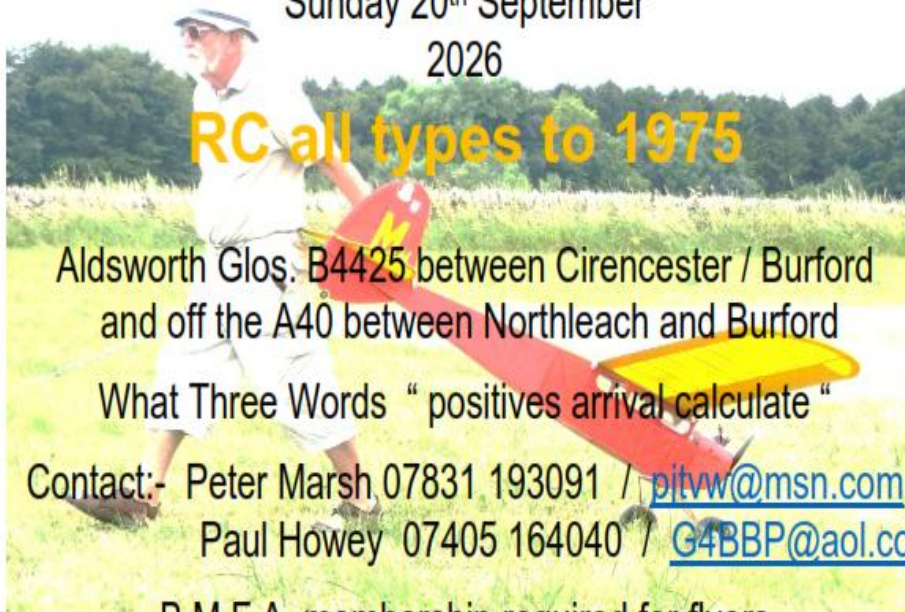
Aldsworth Glos. B4425 between Cirencester / Burford
and off the A40 between Northleach and Burford

What Three Words " positives arrival calculate "

Contact:- Peter Marsh 07831 193091 / pitvw@msn.com

Paul Howey 07405 164040 / G4BBP@aol.com

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



Options for Flying on Salisbury Plain, Area 8

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

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



Permits for Salisbury Plain & North Luffenham

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

The costs are:

£30 for Salisbury Plain - £35 for North Luffenham

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

Chasetown Indoors

I have secured an indoor flying venue at ;
Chase Terrace Academy,
Bridge Cross Road
BURNTWOOD,
WS72DB

**Flying 10am till 3pm
Saturdays**

**18th.Oct - 29th. Nov
20th.Dec - 17th.Jan**

Enter the school at Wych Elm end
for car park

Costs

£10 for flyers & **£2** for spectators, children free.

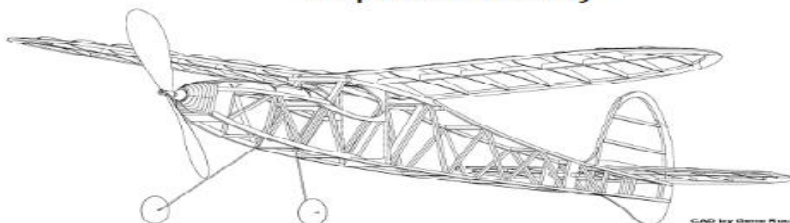
Can you bring your BMFA + contact details
& write them down in the supplied book please.

Contact: peter.thompson7406@gmail.com

INDOOR MODEL FLYING IN BANGOR

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

Regular flying meetings in a 22x20x9m hall,
September-May



Dates

5.10.2025, Sunday, 1500-1700
2.11.2025, Sunday, 1500-1800
7.12.2025, Sunday, 1500-1800
4.1.2026, Sunday, 1500-1700

More dates pending, first Sunday of each month to May.

Fees £15/2hr £20/3hr session

Contact: members@sam1066.org

Beginners Welcome

TWIFF

(Totton West Indoor Free Flyers)

(Free flight only)

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

Admission for flyers £15.00 Free for spectators and helpers

2025

28th December

2026

25th January

22nd February

22nd March

19th April

17th May

14th June

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

There is a Tesco Local nearby for coffee and snacks.



Location :- Hazel Farm Road, Totton, Hampshire, SO40 8WU

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

Or, if you like, car park entrance at [///playroom.pump.dorm](http://playroom.pump.dorm)

Contact Ken Brown 02380578866 or 07913814492 brown53hh@gmail.com

A CENTURY OF BRITISH FREE FLIGHT

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

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

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



Copies are available from:

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

E30/RDT/BMK/E20 Batteries

The 75mAh lipo's which I sell for E30 now come with Micro JST plugs which make them suitable for BMK timers etc. Since they do not have the current limiter, they work well with the Band Burner and can also be used as lightweight E20 batteries. Just send me £10 and I will put 4 in a Jiffy bag

Ron Marking, Pros Kairon, Pennance Road, Lanner, Redruth TR16 5TF. Alternatively, use PayPal but e-mail me your address. ron.marking@btinternet.com

DILLY JAP IS BACK -AGAIN

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

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

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

INDEPENDENT REVIEW OF DILLY JAPANESE TISSUE

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

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

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

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

FREE FLIGHT FORUM REPORT 2021

Indoor Duration - A Challenge To Conventional Design - Tony Lebb
 Coupe Is A Zoo - Gavin Menon
 Building Other People's Models - Stuart Jenson
 The Models Of Ray Monds - Simon Dixon
 Simulates 3d Flight Dynamics - An Approach To Gain Insight For
 Training And Aircraft Development - Peter Martin
 Building Dummies Last Year - Phil Ball
 "Time You" Island Related Thoughts - Mike Woodhouse
 What Next For A Lucky Flyer - Sue Johnson
 F3 Res - Re For The Flying Free Flyer - Judy Septon
 From Niche To Robin II - Mike Forthman
 Further Thoughts On Carbon Simood Wings For F1a - Stuart Jenson
 Geol Tearing And Laminar Stability - John Lynett

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, West Wickham, Kent BR4 0QW
 Or by phone: +44(0)2087775533 Or e-mail: martindilly20@gmail.com



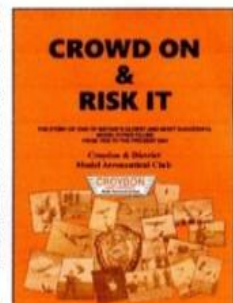
CROWD ON & RISK IT

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

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

Just £10 by PayPal or cheque

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



FREE FLIGHT SUPPLIES

MICHAEL J. WOODHOUSE
12 MARSTON LANE, EATON, NORWICH
NORFOLK, NR4 6LZ, U.K.

Tel/Fax: (01603) 457754 International Tel +44-1603-457754

e-mail: mike@freeflightsupplies.co.uk.

Web site: <http://www.freeflightsupplies.co.uk>.

Face book <https://www.facebook.com/groups/266212470107073/>

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

ORDERS and PAYMENT

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

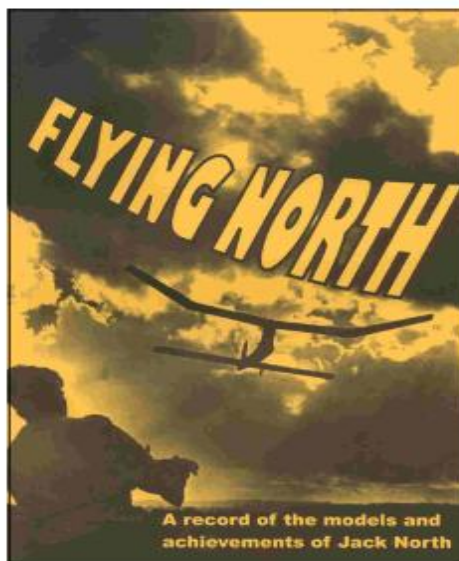
WESTERN UNION, PAYPAL

AVAILABLE

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

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

THIRD RE-PRINT JUST ARRIVED



FLYING NORTH

A goldmine for vintage and nostalgia model flyers -

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

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

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

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

READERS' FEEDBACK

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

"I hope it becomes a classic."

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

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

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

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

"The best aeromodelling book since the Zaic Yearbooks"

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



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

Provisional Events Calendar 2026

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

March 1 st .	Sunday	BMFA 1st Area
March 22 nd .	Sunday	BMFA 2 nd Area
April 3 rd .	Good Friday	Northern Gala, Luffenham
April 6 th	Easter Monday	Croydon & SAM1066 , Salisbury Plain
April 26 th	Sunday	BMFA 3 rd Area
May 23 rd .	Saturday	London Gala, Salisbury Plain
or May 24 th	Sunday	
June 7 th .	Sunday	BMFA 4 th Area
June 28 th .	Sunday	BMFA 5 th Area
July 11 th	Saturday	Crookham Gala, Salisbury
Or July 12 th	Sunday	
July 26 th	Sunday	BMFA 6 th Area
August 7 th	Sunday	Southern Rally, Salisbury
August 7 th	Sunday	BMFA 7 th Area
August 29 th .	Saturday	FF Nationals , Sculthorpe
August 30 th	Sunday	FF Nationals , Sculthorpe
August 31 st .	Monday	FF Nationals , Sculthorpe
September 12 th	Saturday	Stonehenge Cup, Sculthorpe
September 13 th	Sunday	Equinox cup, Sculthorpe
September 20 th	Sunday	East Anglian Gala, Sculthorpe
October 4 th	Sunday	BMFA 8 th Area
October 10 th	Saturday	Croydon & SAM10666 , Salisbury Plain
or October 11 th		
October 24 th	Saturday	Midland Gala, Luffenham
October 31 st	Saturday	Buckminster Gala, Buckminster
or November 1 st	Sunday	
or November 7 th	Saturday	Buckminster Gala, Buckminster
or November 8 th	Sunday	

Please check before travelling to any of these events.

Access to MOD property can be withdrawn at very short notice!

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

www.SAM1066.org

For up-to-date details of all BMFA Free Flight events check the websites

www.freeflightuk.org or www.BMFA.org

For up-to-date details of SAM 35 events refer to SAM SPEAKS or check website

www.SAM35.org

Useful Websites

SAM 1066	-	www.sam1066.org
Mike Woodhouse	-	www.freeflightsupplies.co.uk
BMFA	-	www.bmfa.org
SAM 35	-	www.sam35.org
National Free Flight society (USA)	-	www.freeflight.org
Ray Alban	-	www.vintagemodelairplane.com
Belair Kit's	-	www.belairkit's.com
Wessex Aeromodellers	-	www.wessexaml.co.uk
US SAM website	-	www.antiquemodeler.org
Peterborough MFC	-	www.peterboroughmfc.org
Outerzone -free plans	-	www.outerzone.co.uk
Model Flying New Zealand	-	www.modelflyingnz.org
Raynes Park MAC	-	www.raynesparkmac.c1.biz
Sweden, 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