NEW Clarion

SAM 1066 Newsletter

Issue Nc022023

February 2023

Affiliated to SAM 1066 Website: www.sam1066.org

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Editorial

OK we are well into the new year and hopefully all prepared and looking forward to the first Area Competition. Personal problems will prevent me from attending the event so there will be no report on the goings on at Barkston from me, perhaps someone could write a few words.

What have we got in this issue?

First up Roger reports on the Zoom AGM. Points of note, we now have a new Membership Secretary Martin Pike, who seems to have got to grips with the job and is currently contemplating re-jigging the website to bring it up to date. Our Secretary Roger has made it known that he wishes to relinquish his post and asks for some volunteer to take on the job. Financially we have a good bank balance and all SAM1066 competitions will be free of charge for 2023. Our society is on a firm footing at this point in time.
In answer to queries at the AGM our archivist Roy Tiller has penned a short article on the DBHLibrary and supported it with a couple of pictures. I wish I could keep things that tidy.
Pylonius from 1954 has his usual sideways look at the modelling scene and this time it is spectators, in particular youngsters that come under his scrutiny.
Martin Hurda, our Czech Rebublic correspondent, highlights another of his models, the floatplane 'Bim-Bam'. A very spindly but somewhat elegant looking design.
I continue to wade through my book on Zeppelins with reproductions of a few more pages. The early versions of these gigantic machines look very flimsy to me.
1947 News Review from Model Aircraft sees the first glimmerings of recognition of aeromodelling by the Ministry of Civil Aviation.
I have published the cover of the magazine in order that the cover story can be appreciated.
Paul Lovejoy writes of his discovery of C02 and there's a bit by Jim Paton who seems to have found the answer to softening Cyno.
Heard at the Hangar Doors from 1946 reports that the ATC has introduced a annual championships. Best for me is a bit about flying a plastic kit Spitfire under water.
I dig into my picture album again. Then follows another of Nick Robinsons paper airplanes.
Peter Hall puts together another Couprofile, this time Roy Vaughn is grilled.
There is a letter from John O'Sullivan in Canada, good to hear they are still at it over there.
Martin Pike reminds us of the dangers of Lipo batteries and describes his precautions.
Weird aircraft is the Blohm & Voss BV 141, an observation plane, next month it will be the Focke-Wulf Fw 189 which was the aircraft finally chosen for the observation role.
Our regulars Nick on C02, Roy with the DBHLibrary snippets and Rogers monthly report and plans fill out this month's issue.

Mike Woodhouse advises of the Free Flight Nationals format for 2023

Gavin Manion has had little response to his plea for potential fliers to register for the 8th Coupe event at Luffenham, if you may be going please let him know.
For the record:

La 8th ieme Grande Coupe de Birmingham - part deux...

This will take place on the Sat 18th OR Sun 19th of February at MOD North Luffenham starting at 10.00. All other details are as previously advertised but with the following addition.
The organisers will determine which of the two days of that weekend are likely to have best weather and will email potential attendees on the evening of Thursday 16th Feb to confirm the chosen day. Will all potential fliers please email Gavin Manion on gavin.manion84@gmail.com ahead of time so that they are included in that confirmation email.
Gavin Manion gavin.manion84@gmail.com Stu Darmon 01858 882057

Editor

The AGM - Roger Newman

SAM1066 2022 AGM minutes: held 22nd December 2022

The meeting was convened by our Chairman via Zoom. 14 participants logged in & were welcomed by the Chairman.

There were apologies from Ken Brown & Peter Tolhurst for not being able to join & our Membership Secretary later advised of problems that inhibited him from joining.

Reports from the Officers had been published in the most recent (Dec 2022) New Clarion. There were no arising comments.

Our Membership Secretary is retiring to Gloucester as previously indicated. His role over the years was gratefully acknowledged. The Chairman welcomed Martin Pike as an able & willing volunteer to take on the role. Thank you to Martin.

Our Treasurer reported on a healthy state of finances for the year, predominantly from the injection of funds from the sale of items from the estate of the late Lindsey Smith. It was recommended to the attendees by the Treasurer that all competition entries & prizes for any SAM1066 comps in 2023 should be free of charge. Formally proposed by Jim Wright & seconded by Gerry Ferer & unanimously agreed (Note BMFA Field attendance fees would still be payable where appropriate)

There was a brief debate regarding data exchange on the BMFA Archive Library & the SAM1066 archive library, as members generally believed that these resources, where appropriate, should be combined at some stage in the future. To be followed up.

Officers in post were re-elected unanimously & Martin Pike was formally welcomed as the new Membership Sec.

Subscriptions remain as free to all.

The Secretary confirmed that provisional dates have been set for combined meetings on Salisbury Plain with the Croydon Club for a Wakefield Day & a Coupe Day; SAM1066 will put on complimentary competitions. A provisional date is being sorted out for a SAM1066 meeting at RAF Colerne in conjunction with the South Bristol Club. A possible event at Merryfield is to be explored further, perhaps as a collaboration with Bristol & West Club. Dates will be published in the New Clarion when confirmed.

Mike Woodhouse explained the tentative situation with the Nats at Barkston or an alternative plan for the use of Salisbury Plain & Luffenham. He anticipated the situation would be clarified by end Jan 2023.

The meeting time then expired, closing the AGM

Roger Newman

The SAM1066 Library - Roy Tiller

Ref a question at the AGM concerning the SAM1066 David Baker Heritage Library.
Below are two pictures showing the full extent of the paper collection.

The first photo shows two metal racks which are SAM 1066 property , the larger measures 2.5m wide X 2m high X 0.45m deep, the other measures 1.25m wide X 1m high. The contents of the larger rack, from the top, are three rows of American mags (yellow labels), two rows British and Commonwealth mags (blue labels), then a further row of American mags and finally, on the floor, the rest of the world, various colours, the most prolific are the French (red labels) and Italian (green labels) The colours follow round much the same to the small rack.

The second photo shows a wooden rack adapted from old bits of furniture. From the top, series books (Aeromodeller Annuals, Zaic Year books) and catalogues. Then, in binders, SAM 35 Speaks and Clarion/New Clarion, next shelf oddments, then on the floor, (continuing from small rack), Books various.

Most of these items are in Archive Boxes or Bankers Boxes.
The range of magazines held was set way back, by discussion between John Thompson and myself, as Free Fflight only with control line accepted but not RC or anything invented since. In practice this has meant a bit of compromise as magazines have moved their content progressively from no RC to part RC to all RC and even to No Plans. See the website for the spread sheet showing the names and dates of magazines held as at Jan 2022. There is a second spread sheet, not on the website, showing how the reduction of content of interest to free flighters has been reflected in the magazines held, complete (where it is all Free flight) or part only held or not held at all. I was concerned that publication of this information as part of the spreadsheet on the website might have a negative effect on future donations of magazines.
There was a kind offer of Aeromodeller and Sam Speaks recent copies which I had advised as being absent from the collection. I have these in my personal collection and upon reflection I am sure that I can use these to top up the Library at the point that I have to say I must pass the Library on to others.

Roy Tiller

Extract from Model Aircraft February 1954

Topical Twists

Some Patter About Little Feet

Undoubtedly the biggest nuisance on the airfield—apart from the usual bantering group of non-flying members—is the presence of a plague of small boys—or, if you prefer the sociological definition, " little perishers."

It seems that we must accept, in the great scheme of things, that small boys are put upon this earth for some inscrutable purpose, though I cannot imagine what it could be, since only about one in ten thousand grows up to be an aeromodeller.

Not that all small boys are nuisances, mind. Far from it; some are just downright pests. In fact there are many types, each with his own special approach to the peculiar problem of making life insufferable for the poor aeromodeller.

For this good reason efforts to disperse the pest collectively are of little avail; they must be treated individually, according to type. People who have made a close study of small boys know that, apart from a general grubbiness, they differ widely in many respects, but each makes his own little contribution to the sum of human misery.

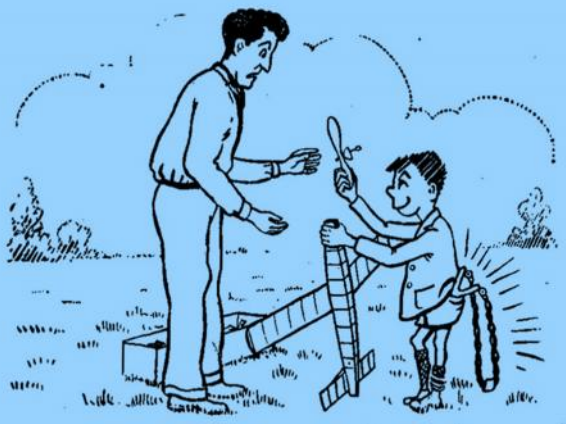
For the guidance of the aeromodeller they can be categorised and dealt with as follows:

The Aquaphobic—More generally known as the unwashed urchin. Usually appear in swarms, and, after gazing for a while in open mouthed wonder at the models, will quickly tire of this docile interest, and then proceed to engage each other in fierce roly-poly battles—much to the detriment of models and other fragile equipment. No amount of pleas, cajolery or threats of physical violence will divert them from their gladiatorial pursuits. Only remedy is a threat to wash their grubby faces—preferably with a wire brush.

The Prodnosey—The scientific child. Cannot restrain from carrying out resilience tests on model coverings or submitting balsa wood to trials of breakage strain. Remedy: Remove model from child's experimental range and substitute somebody else's.

The Mumspet—Engages in every fearful form of torture under parental supervision. A difficult subject. Before taking off coat to father issue dire warning that nasty, big model might hit little precious, and spoil him in quite another way.

The Dictatorial—The prep school type. Will give detailed information on number of models his father has built for him, his vast stock of engines, and the radio job he is getting for Christmas. Also will demand a demonstration flight be given for his sole benefit. In his case a salutary cuff round the ear may well be appreciated by the underdogs of the future.



The Retriever—In spite of despairing cries of " Leave it alone," will dash after and bring back model, which you will find virtually intact, apart from that small, vital component left behind in the long grass. In this case there is only one possible course of action: proceed to nearest post or telegraph pole and bang your head sharply against it.

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Errata Data

Readers with good memories will have forgotten the paragraph I wrote a few issues back about that notorious train journey to Yugoslavia. But, just to be morbid, I might remind you that it was headed: " And So To Bed," which did not, I fear, extract quite the same awful groan as the intended title " And So To Bled."

Possibly some humanitarian impulse on the part of the editorial staff restrained this gross enormity from being inflicted upon the long suffering reader—feeling that it might further aggravate the parlous mental condition of anyone mad enough to read this column.

But putting such mistakes as this column—I mean, as appear in this column—to one side, I notice an editorial request for readers to write in and state which are their favourite features. Some, no doubt, will reveal a marked preference for the big, blue eyes of a certain cover girl, but as I have no wish to start begging for a living I must enjoin the gentle reader not to mention which feature he most detests. After all, this column, at least, does not believe in favouritism—it is equally nasty to everyone.

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Progress Report

It is now 50 years since the first full-size aircraft took the air, but what amazing progress has been made in this short time.

Turning to models we find the antecedents to go back very much further. But what of progress? Well, I don't know about that, but I think the Wright Biplane would make a pretty good duration job.

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Space and Volume

" Star " performer at the Radlett Rally was a reconstruction of a genuine Venusian space ship, actually flown by the author of this fantasy, or should we say the author of a book on saucerish phenomena.

Described as a slim rather than a tall volume, its main interest is a contribution by a bloke called Adamski, who happens to be an American, and not, as you might suppose, the first Russian. But, unlike this far-sighted gentleman, we, personally, have never seen any flying saucers. Still, had we been stood a few " rounds " in a certain Radlett tent who knows what we may not have seen.

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A Safe Proposition

The question has been asked whether an effort should be made to put C/L speed flying back on the map.

I agree it should—as far back as possible—say, some nice remote island in the South Seas. . . .

Pylonius

My Models No.2 - Martin Hurda (Czech Republic)

Bim-Bam 1951 by R.J. Coles 32inch/ 813mm 75 gram without rubber 28 gram rubber

Martin Hurda (Czech Rebublic)

Zeppelins: continued - Editor

Exerts from the Book 'The Zeppelin Story' by John Christopher

Last week I flew in a Zeppelin. We just cruised for forty minutes, but could open the windows, speak without effort, enjoy watching the world go by 1,000ft below and tell ourselves what it must have been like when far bigger airships were having their heyday ... Airship flying is total joy from beginning to end and inbetween.

Anthony Smith, broadcaster and author, on flying in the Zeppelin NT, 2007

In contrast to all previous designs, Count Zeppelin's concept was to string a number of gas balloons together within a skeleton, consisting of lightweight metal rings and longitudinal girders, wrapped within a protective outer cover. The advantage of this type of 'rigid' airship is that the gas cells are able to expand or contract as required, in response to fluctuations in atmospheric pressure and temperature, without the risk of compromising the airship's shape.

Construction of the prototype Zeppelin, LZ1, began in 1898 and was completed inside a floating wooden hangar just off the shores of Lake Constance, in southern Germany. The reason for placing the hangar on the water was that it could rotate freely, allowing the airship to be removed in line with the wind direction. Problems with the hangar breaking its moorings, however, caused a delay of several months, but by 2 July 1900 the LZ1 was ready for her maiden flight.

The airship, designed by the brilliant young engineer Ludwig Dürr, who went on to design all of the subsequent Zeppelins, was a

Did you know?

In addition to carrying fare-paying passengers, the *Hindenburg* earned revenue by taking airmail and freight across the Atlantic. This included cars, a complete aeroplane plus a variety of animals being transported to zoos.

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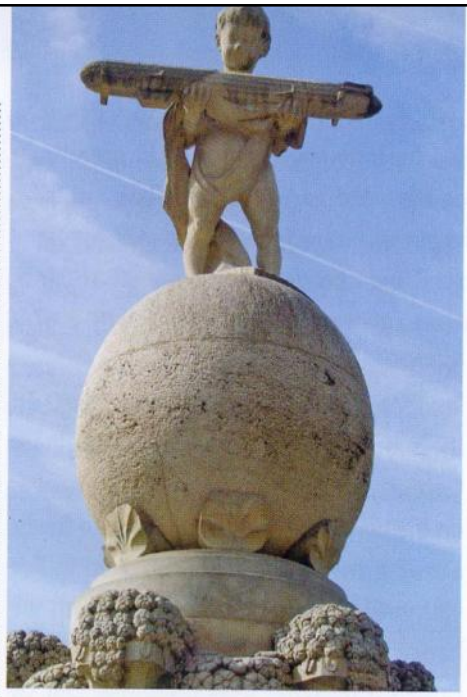

Civic pride in Count Zeppelin's work is marked by this fountain near the shoreline of Lake Constance at Friedrichshafen. It features the figure of a boy holding the first Zeppelin aloft.

simple elongated cylinder with pointed ends. Its aluminium-zinc alloy frame was 420ft (676m) long and it contained seventeen rubberised-fabric gas cells with a combined capacity of 399,000cu ft (cubic feet) or 11,290cu m (cubic metres). Suspended beneath its underbelly were two open gondolas – boat-shaped cars – each with a 14.2hp Daimler engine driving aluminium airscrews, located on either side of the airship, via transmission shafts. It was equipped with rudimentary but largely ineffectual control surfaces, and a sliding counterbalance weight was suspended beneath the length of the airship to control its angle of attack or pitch. It proved to be a short maiden flight, lasting only eighteen minutes, and a disappointing one. In all likelihood the LZ1 had most probably drifted with the light winds on its 3.5-mile (5.5km) sojourn because of problems with the controls.

Some of the shortcomings of the LZ1 were soon rectified. The structure was strengthened through the addition of a triangular external keel, the Daimler Company was persuaded

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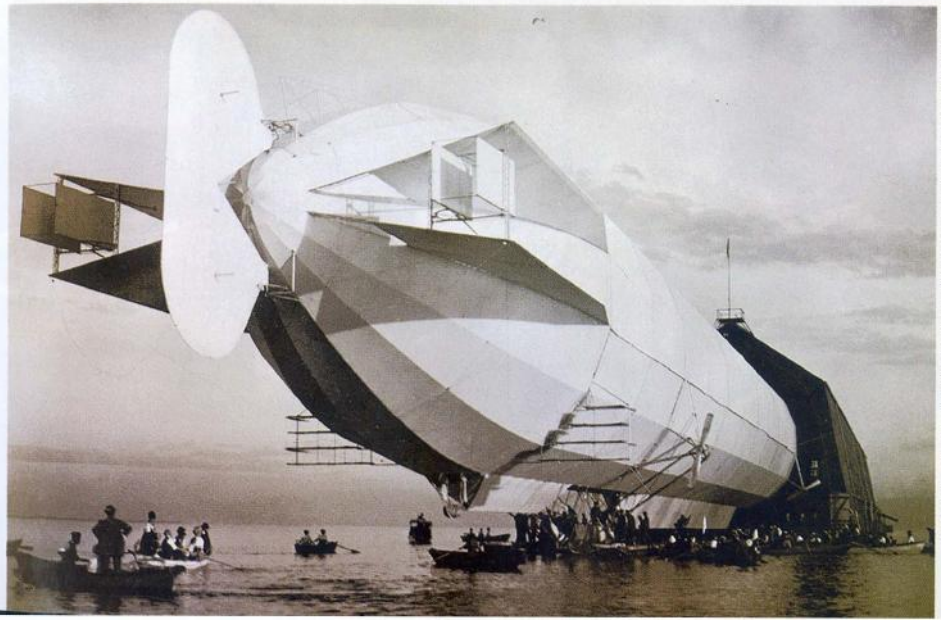
to lend two of its latest 80hp engines, and the moveable weight system was discarded in favour of box-kite elevator surfaces fore and aft. All of these improvements resulted in a creditable airship, but unfortunately the second flight of the LZ2, on 17 January 1906, ended in disaster. The rudder jammed and there were problems with both engines, leaving the airship drifting out of control. It eventually landed as a free balloon, only for the framework to be smashed by stronger winds during the night.



The LZ6 being eased backwards out of the floating hangar on Lake Constance, 1909.

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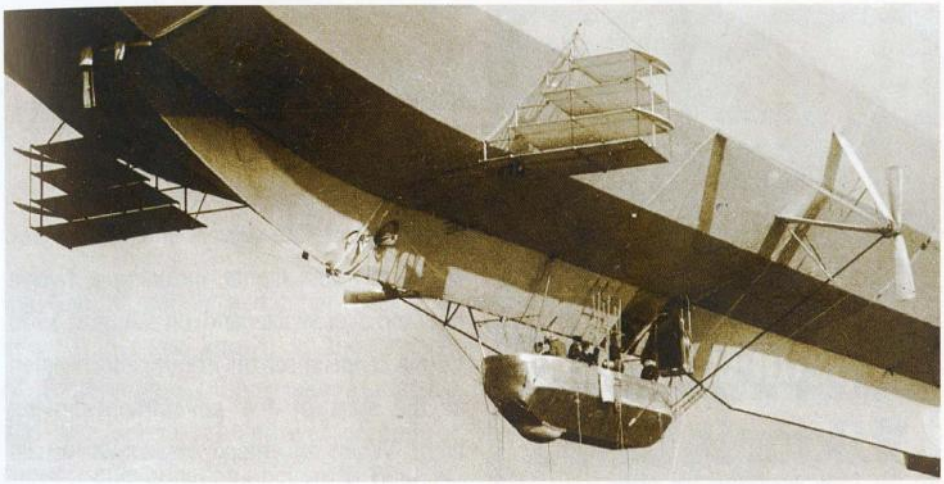


◀◀ *The wreckage of LZ4 lies smouldering at Echterdingen after the disastrous fire in August 1908. This event inspired a wave of public support for the Zeppelins.*

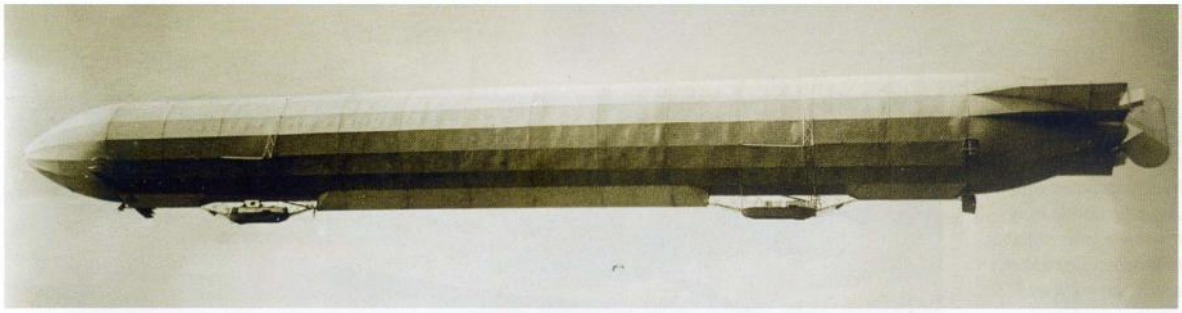
◀ *Detail of the command gondola of the LZ7 showing the forward control surfaces. (US Library of Congress)*

Once again Count Zeppelin picked up the pieces and proceeded with LZ3, based on her predecessor but with slightly upgraded engines and additional horizontal tail fins. Initial trials were encouraging, including one flight of eight hours' duration, and the German government began to take an interest. They offered to buy the airship and its successor if Zeppelin could achieve a non-stop demonstration flight of twenty-four hours to cover a minimum distance of 435 miles (700km). As LZ3 was not up to the task, work began on the LZ4 in March 1908, and this airship was to play a pivotal role in the future of the Zeppelin Company.

➤ *Poster promoting DELAG's passenger service linking German cities before the outbreak of the First World War. (US Library of Congress)*

The LZ4 was larger at 446ft (136m) long, with a capacity of 529,720cu ft (15,000cu m), and, most importantly, she had two 105hp four-cylinder Daimler engines and larger control surfaces. She was an immediate success and, after a few preliminary test flights, including a twelve hour trip over Switzerland, on 4 August 1908 Count Zeppelin set off from Friedrichshafen at the start of the government-proving flight. When an engine breakdown forced an unscheduled landing near the small town Echterdingen, not far from Stuttgart, the ship was secured in the open while the repairs were made. During the night a sudden squall flung the LZ4 into the air, threw her into trees and the leaking hydrogen burst into flames, completely destroying the airship.

This time the seventy-year-old count believed that his dream was over. But



▲ *LZ12 became the German army's ZIII. Launched in 1912, it was dismantled only two years later. (US Library of Congress)*

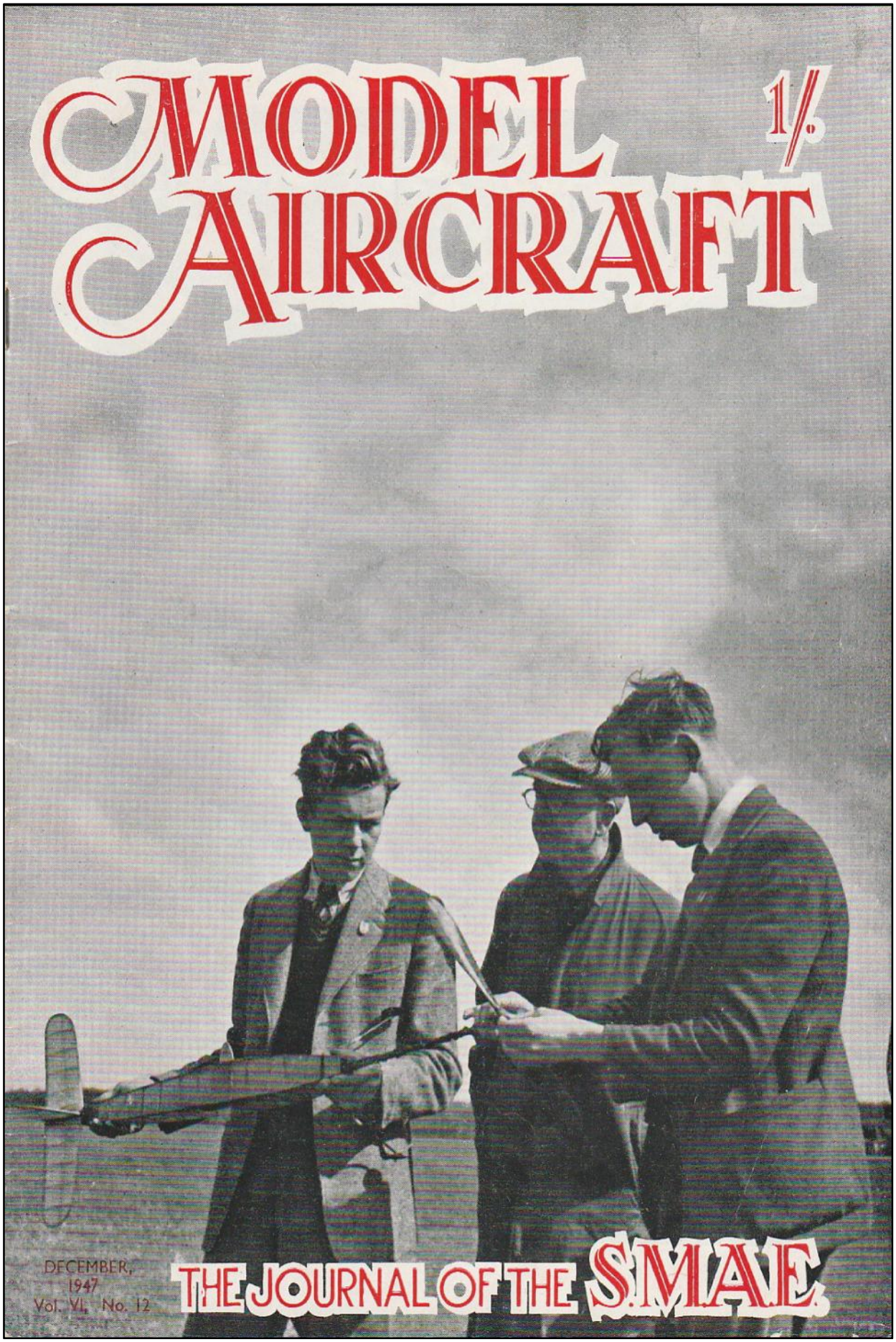
the German people had other ideas and, in what became known as the 'miracle of Echterdingen', there was a massive and spontaneous groundswell of popular support and donations began to pour in. As a result the Zeppelin Company was formed, with new facilities in the town of Friedrichahfen, and the business of building airships carried on. Under the guidance of a new business manager, Alfred Colesman, a new company known as DELAG – the *Deutsche Luftschiffahrts Aktien Gesellschaft* (German Airship Share or Holding Company) – was formed in 1909 with the intention of linking major cities within Germany through scheduled airship flights.

In 1910 the LZ7 was christened as *Deutschland*, but met a swift end when she crashed in severe winds. This marked the start of another patch of bad luck for the Zeppelins: LZ6 burned in its shed and LZ8 was wrapped around its hangar doors by strong crosswinds. In command of the LZ8 on that occasion was Hugo Eckener, a former journalist who had been won

➤ *This illustration from c.1915 portrays the family of contemporary flying machines with the Zeppelin dominating the scene, plus biplanes, monoplanes, seaplanes and a non-rigid and another rigid inset.*

over to Zeppelin's cause and would later become its driving force in the interwar years. By the time of the LZ10 *Schwaben*'s first flight in 1911, DELAG was ready to embark on a brief period of regular passenger services. Over the next two years more ships followed: *Viktoria Luise* (named after the Kaiser's daughter), *Hansa* and *Sachsen*. By the outbreak of war in 1914, this fleet had successfully conducted a total of 1,588 commercial flights between Frankfurt, Düsseldorf, Baden-Oos, Berlin-Johannisthal, Gotha, Hamburg, Dresden and Leipzig.

Editor


MODEL AIRCRAFT
1/-
DECEMBER, 1947
Vol. VI, No. 12
THE JOURNAL OF THE S.M.A.E.

News Review

Cover Story

Our cover picture this month is of a familiar scene on all club grounds at most week-ends—that of an aero-modeller preparing his machine for flight with the help of fellow clubmen.

The particular group depicted are members of the North Kent M.A.S. and the machine receiving such earnest attention is a Wakefield specification model designed and made by the Club's assistant competition secretary, A. D. Hall, who is seen giving attention to his propeller spindle prior to winding up. A. D. Hall is well known to most as a result of his performances with flying boats and seaplanes, but he does also build successful models in other categories. His two helpers are J. Knight and Mr. Knight, Snr., who still maintains his enthusiasm for models by making diesel engines to his own designs. The photograph was taken by your Editor, at Gravesend Aerodrome.

Xmas, 1947

In view of the present difficulties which we are all facing, it is the very earnest wish of the Editor and all those associated with the production of this journal that every model aeroplane enthusiast should enjoy a thoroughly happy Xmas and as much good cheer as can be coaxed out of our dwindling rationing allowances.

While our national troubles do not appear to be diminishing, we are thankful that the spirit of aero-modellers is as bouyant as ever and that the movement is growing at a nice healthy pace.

The year which is nearing its end has been a momentous one for model aviation in many respects and a very considerable advance has been made in establishing our hobby on sound lines in spite of many difficulties.

Knowing that aeromodellers, as a body, are just as enthusiastic in their moments of entertainment as they are on the flying field we are quite sure they will make the most of those opportunities for festivity which present themselves and that they will enjoy themselves whatever befalls.

We wish all aero-modellers a very pleasant Xmas with all possible opportunities and a much brighter New Year.

On the Map

The Ministry of Civil Aviation has just issued the Preliminary Report of the Special Advisory Committee on Private Flying, and so far as model aviation is concerned, this is the most important document which has been published to date, and one which will have considerable effect on our hobby if its recommendations relating to models are carried out. It is worth the close study of all interested in model aviation.

The committee was appointed on January 22nd, 1947, "to advise the Minister of Civil Aviation on the development of private flying (including gliding) and to report to him from time to time on questions relating thereto." The committee considered that models come within the term "Private Flying" and The Society of Model Aeronautical Engineers was amongst the aeronautical societies who were called upon to give evidence before the committee and in this connection it was represented by the chairman of the society.

The broad result is that, for the first time in its history, model aviation has received official recog nition and is now acknowledged as being of prime importance in the development of the "air-faring" spirit which we, as a nation, must now foster in view of the present "air-age." In short, model aviation has now been placed on the official aeronautical map.

This is something which is long overdue and for which many of us have been striving for a long time without appreciable success. It is hoped that model aviation will derive considerable benefit in the future from this new outlook, particularly in the way of general facilities and improved status.

The report is too long for detailed comment in these pages, but the following extracts from it will serve to outline the general feeling of the committee towards model aviation and the more important steps it advises should be taken.

Section III. General Observations, para. 23.

"The committee are strongly of the opinion that the respective activities of model-making, gliding, and power flying should be co-ordinated on a national scale. These activities, starting with modelling by young people still at school, form a natural chain in the progress of aviation training. Together they constitute a healthy, educational and constructive occupation offering full scope for development of the ingenuity and individuality inherent in the British race." (This was a point stressed by the S.M.A.E.)

Section IV. Educational Background, para. 35 *and* 36.

"On the practical side a number of ways of stimulating and maintaining interest could be found, amongst which are the utilisation of handicraft facilities for making model aircraft, instructional visits to aircraft industries, aerodromes and clubs, free flights for older pupils at senior schools, free air trips abroad as an incentive to good work, and the granting of scholarships whereby certain pupils might learn to fly at no cost to themselves."

"The committee recommend that the closest co-operation be maintained between the Ministry of Education, the Ministry of Civil Aviation, and recognised aeronautical bodies in matters designed to foster the air-faring spirit."

Section VII. Model Aircraft Clubs, para. 61, 62, 63 *and* 64.

"We have been much impressed by evidence from the Society of Model Aeronautical Engineers concerning the activities of the model aircraft movement. The movement has great scope and an abundance of enthusiasm, and is clearly of national importance."

"The committee are informed that there are at present more than 350 model aircraft clubs throughout the country. These clubs provide a healthy and constructive recreation for thousands of young people, and an interesting and practical introduction to the world of aviation."

"A number of model aircraft clubs are already conducted in association with schools, and the committee feel that in this connection there should be the closest co-operation between the Ministry of Civil Aviation and the Ministry of Education, with a view to introducing aero-modelling in the handicraft curriculum of all appropriate schools. Arrangements should also be made in order that such activities can be co-ordinated with the facilities provided at air centres, the creation of which is recommended in Section XXII of this Report . . . "

"We further recommend that redundant aerodromes should be made available for the flying of model aircraft and that other suitable and convenient open spaces should also be made available for use by the model aeroplane clubs, at no cost."

Section XXII. Air Centres (at each Aerodrome), para. 118.

"The committee are most anxious that the Air Centre should serve as a social focal point for the activities of model-making, gliding, and power flying, and also possibly for other sports outside aviation. However, controversial evidence has been received as to whether in fact these three flying activities are operationally compatible, more experience will have to be gained, but if flying control and aerodrome discipline are really good and no one of the three activities absorbs an undue amount of the available aerodrome capacity, then the committee take the view that this very desirable arrangement could work harmoniously, although perhaps not on the smaller types of aerodrome mentioned in Section XXI."

Section XXVI. Summary of Recommendations, para. 127 (i), (ii), (ix) and (x).

"The respective activities of model-making, gliding, and power flying, which form a natural chain in the progress of aviation training, should be co-ordinated on a national scale (para. 23)."

"The closest collaboration should be maintained between the Ministry of Civil Aviation and recognised aeronautical bodies in presenting in attractive form matters designed to foster the air-faring spirit (para. 34-36)."

"There should be the closest collaboration between the Ministry of Civil Aviation and the Ministry of Education with a view to introducing aero-modelling in the handicraft curriculum of all appropriate schools and such activities should be co-ordinated with the facilities to be provided at air centres (para. 63)."

"Redundant aerodromes and other suitable and convenient open spaces should be made available for the flying of model aircraft at no cost (para. 64)."

From this it will be seen that much progress has been made and that the S.M.A.E. has succeeded in establishing model aviation's case with the committee to very good effect. In this connection no little thanks are due to the generous view taken towards model aviation by the Royal Aero Club, who advanced the case for aero-modelling enthusiastically.

The Report contains a comprehensive Appendix section dealing with various aspects of aviation development, basic aircraft types and glider types, and plans for a proposed air centre for aerodromes. It is gratifying indeed to find that provision is being made for aero-modelling by the inclusion of a model making room and model store in the "Instructional Block" of the buildings of aerodrome air centres, which should prove invaluable to local clubs.

Time must necessarily elapse before the recommendations of the committee are translated into actual fact, but the seeds have been sown and have reached a state of germination ; it is up to all aero-modellers to tend to them carefully until they reach maturity and bear fruit.

Petrol and the Aeromodeller

The advent of further restrictions on the use of petrol will come as a serious blow to many aeromodellers, and in particular to those who are enthusiastic contest fans.

For this reason it is hoped that the S.M.A.E., with the help of the clubs, will find a good central site for the 1948 Nationals, capable of being reached from all parts of the country by public transport.

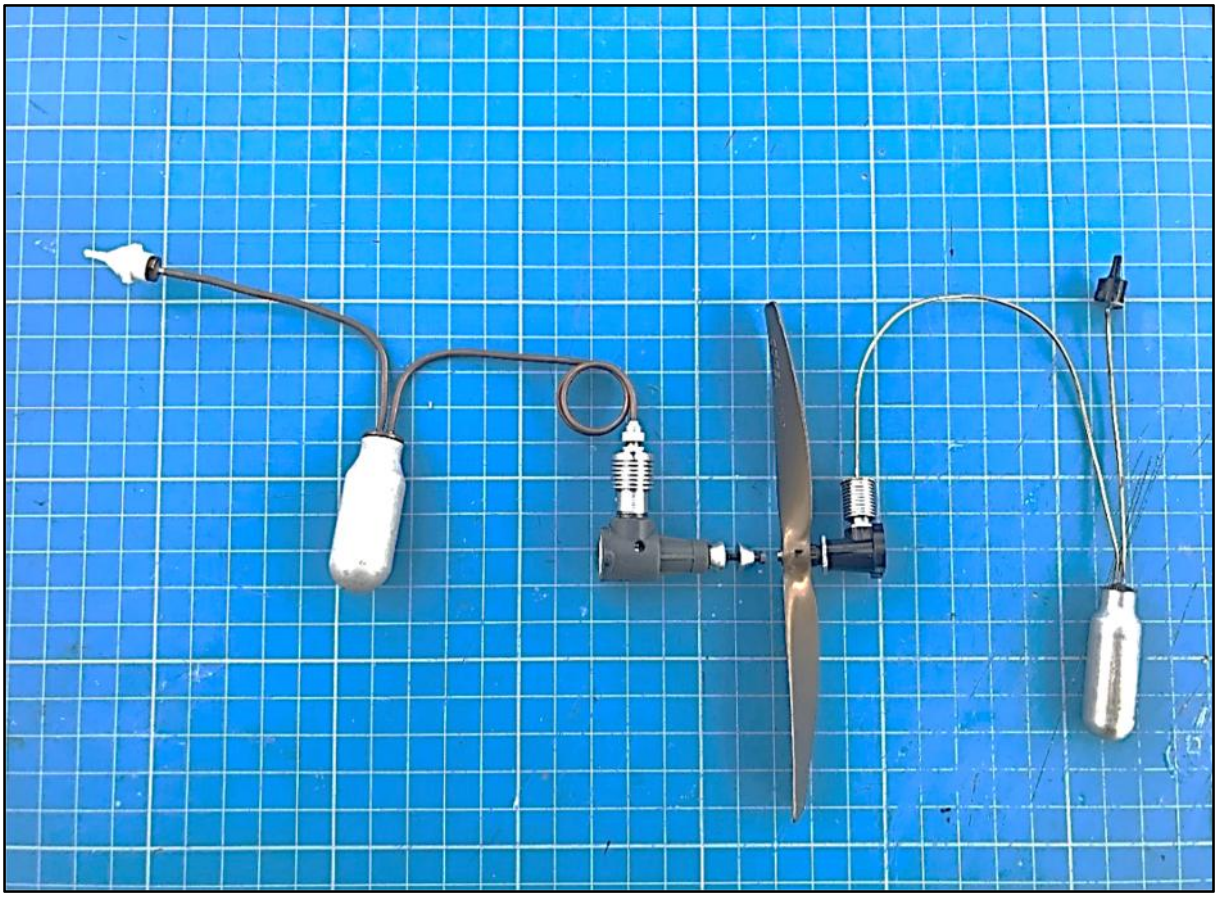
The officials of the S.M.A.E. are doing all they can to find such a site, but it is quite impossible for them to extend their personal search all over the countryside under present circumstances. Indeed, it would not be possible for them to do so under the most favourable conditions.

All clubs who have not already done so should, therefore, carefully consider all the possible sites in their locality and if any are considered at all suitable—whether permission to make use of them has been obtained or not—they should send particulars of them to the Contest Organising Committee of the S.M.A.E., at Londonderry House, as quickly as possible, preferably on the special questionnaire sheet prepared by the contest committee.

I've Discovered CO2 - Paul Lovejoy

One of many developments during my 40 years as a lapsed aeromodeller was the boom in CO2 motors. I'm pretty sure I never saw one as an enthusiastic but ham-fisted teenage modeller in the early 1970s, which was probably just as well given my limited construction skills at that time (anything less than 1/8" square or 1/16" sheet was just asking for trouble). By the time I returned to aeromodelling in 2015, now equipped with an appropriate amount of patience and sufficient funds to replace blunt knife blades, the advent of laser cut kits led me to focus on all those rubber-powered models that I'd never dared attempt previously. I occasionally bumped into CO2 references on old plans (Earl Stahl seemed to have been a fan, and I had learned enough to appreciate that he knew his stuff), but I was quite happy playing with rubber sport and scale subjects. It was enough to discover that not only could I now build those small Keilkraft and Veron scale biplanes, but also that I could occasionally trim them to fly passably well.

Things changed when the organiser of the Wickham indoor free flight events turned up to a session last autumn with a couple of funny looking objects and asked if I'd like to give an unwanted CO2 motor a try. It seemed churlish to decline, and they did look intriguing, so I gratefully accepted his offer and embarked on a new phase of modelling.



Modela (0.27cm3 capacity) on the left, Telco (0.06cm3 capacity) on the right. Both specimens date from the 1980s, yet appear unused.

The motor in question was a Modela, which ran well but which I quickly realised was much too powerful for indoor use (at least at my compact local venues). So my first practical foray into CO2 was to select a couple of appropriate retired outdoor rubber models from the loft, and retrofit for CO2 ready for trials outdoors in the Spring.

There will hopefully be more to report on these as the 2023 outdoor flying season gets going. However with a long winter ahead, I thought why not have a play with indoors CO2.

I quickly acquired a couple of cheap Telcos on good old eBay. One looked old and tired but in fact ran very well from the outset, while the other appeared to be new and unused but was more temperamental (I later realised that several of the o rings had hardened, and replaced these).

At this point I should highlight the resources that have helped me move from being a CO2 know-nothing to someone who is beginning to get at least a general sense how it all works.
The starting point must of course be the encyclopaedic set of articles by Nick Peppiatt in this august journal, at least 15 in all running from 2017 to 2020. For a practical introduction to the history and attributes of just about every type of CO2 motor produced, together with a clear indication of what sort of subjects would match each motor, these articles really take some beating. I also found a useful CO2 Power section on the Hip Pocket Aeronautics Free Flight Forum, and a couple of invaluable Facebook Groups. In particular, "CO2 Motors for Model Aeroplanes" is run in a very friendly manner by scale buff George Kandylakis, who has compiled a great set of resources as downloadable PDF files.
This led me to a fabulous Telco Tutorial by Gareth Evans in the June 2019 Aeromodeller, which provides a solution to practically any conceivable problem with these little motors. Don Ross's "Flying Models" also offers a good overview of the subject and his usual down-to-earth practical tips.

Test bed awaiting repairs following initial flight trials. The retrofit (using my older Telco) was certainly crude, but it worked.

So, back to my Telcos. These motors are ideal for 18-24" wingspan models weighing 35-45gms, and obviously the sensible thing would have been to choose a nice, simple, easily trimmable high wing subject. Predictably though, given my recent obsession with scale biplanes, I chose my Vintage Model Company Tiger Moth. This had been a delight to build and was originally finished as rubber powered, but was unsuccessful in this form.

I achieved a good glide, but could never figure out how to stabilise the small noseblock and thus could only manage erratic powered flights. Here was my CO2 test bed.
Don Ross advocates basically adding a ply bulkhead and taping the CO2 tank to any suitable model to see what happens. I went with the ply bulkhead, and decided to stow the tank in the forward cockpit supported by foam blocks. This placed the tank in the favoured position just in front of CG. The theory is that, with a full tank, the slight increase in forward weight will help offset the motor's initial power burst and overcome any power stalling. In terms of thrust adjustment, Telco advises 5 degrees of down. I ended up with more like 6 degrees, and added one stainless washer-worth of left thrust to one of the two mounting bolts, augmented with a trim tab on the fin.
To Wickham for taxi and flight trials. Using gas charges (with the charger pointing upwards), I got to a point where the left circuit was within bounds with the wheels just lifting. Time for a new sodastream bottle, a full liquid charge (charger pointing downwards) and never mind that the trim tab had come off the fin. Several big mistakes there of course, including the cardinal sin of more than one change at a time. This led to 2 rather hectic flights at about 3 times scale speed, ending respectively with a wall and a table leg as the left turn opened out once the motor slowed.

One re-attached port lower wing later, I tried again the following week at Totton. I eventually found the answer with less down-thrust and reduced power (I find the hexagonal throttle, which moves the crankshaft on an eccentric bearing, to be extremely sensitive) and a decent tab on the fin got us to reasonably slow and stable left hand circuits, with the motor now running for up to 45 seconds. I think that counts as a success!

The bottom line is that I am now completely hooked. I know that modern electrics give more consistent performances. But there is something about CO2 that really appeals to me, in the same way as does maintaining British Seagull outboard motors and 1970s motorbikes (and indeed building classic rubber powered designs). Success is by no means guaranteed, tinkering is essential and no two outings are the same. However, when it all comes together – fantastic! I have now reviewed my stash of unstarted kits for suitable CO2 subjects and intend to provide further progress reports in the months ahead.

Paul Lovejoy

Super Glue Comes Unstuck - Jim Paton

Just a quickie after watching youtube.
I don't have a pair of trousers without blobs of cyano spoiling their pristine look.
According to youtube, putting salt on the cyano and moistening with water softens it. It might also be good for re gluing a joint that went wrong. I haven't tried it yet as all my joints are perfect…. Ha ha.

OK now I've tried it. It's magic. It really does work and pretty much instantly. I scarf jointed two pieces of 1/8" square. Left it glued for a few hours. I sprinkled a small amount of salt, dipped my finger in water and moistened around the joint and it fell apart. I didn't think it would be that good!

Jim Paton

Heard at the HANGAR DOORS

Presentation of the A.T.C. Aeromodelling contest Trophies at Ilford was made by Air Commodore J. M. Cohu, C.B.E. who is seen between F Lt. S. E. Thompson of No. 50 R.A.F. Recruiting Centre and Victor Ludorum winner, Sgt. E. A. Harris. Some of the entry, with individual Trophies is seen in foreground, while at left, Sgt. Harris poses with the collection gathered by his Keilkraft Ladybird, and outright winning A.P.S. Rubberdub

A.T.C. Modellers

A most encouraging aspect of Air Training Corps activity is the introduction of an annual modelling championship which for this year was open to 37 squadrons of the A.T.C. in Hertfordshire, West Essex and East Essex Wings. Eliminating contests at these Wings provided finalists for the judging of best models at Ilford on March 23rd, where the organising officers of No. 50 R.A.F. Recruiting Centre are located. There was much to be said for the standard of workmanship, bearing in mind the youth of the entrants, and model trade and press judges had difficulty in defining winners in two of the four classes. There was no doubt, however, that the efforts of Cadet Sgt. E. A. Harris of 1107 Squadron, W. Essex Wing, resulted in him winning free-flight power and rubber, and we are sure that the impressive array of trophies and other prizes will encourage an even larger entry next time. Indeed the trend of thought is that the contest might become open to all Squadrons, and held on a nationwide basis.

Air Commodore J. M. Cohu, C.B.E., who presented the trophies in the presence of the Mayor of Ilford and an appreciative throng of R.A.F. and A.T.C. officers, stated that aeromodelling was an ideal medium for encouraging more A.T.C. recruits, who are, of course, recognised as most suitable applicants for future service in the Royal Air Force. Flight Lieutenant S. E. Thompson, O.C. No. 50 R.A.F. Recruiting Centre at Ilford, is to be congratulated for his enterprise in stimulating this interest in the hobby, and in particular in obtaining such fine donations from the model trade, and aircraft industry. For winning the Victor Ludorum prize, Sgt. Harris will be the guest of Messrs. Kelvin Hughes for a very full day, beginning with a factory tour at 9.30, afternoon flight over his home from Southend Airport, and finishing with an evening at "Cinerama" in London.

Wrong gliding site!

Mentioning the gliding centres in last month's "Hangar Doors", we stated that the Bristol Gliding Club operate at Lulsgate, and although that may have been true for last year, it is no longer correct. New site is in the heart of the Cotswold country at Nympsfield, just north of Bristol, and offers excellent hill soaring in addition to a runway length equal to that of Lulsgate. For those who have yet to decide upon their holidays this year, we can heartily commend a gliding course at this or the Surrey or Yorkshire sites.

Congratulations are due . . .

With F.A.I. recognition of his 208 k.p.h. speed record for Class 1, Ray Gibbs now holds two of the four speed classes in the list of World records, and there is every likelihood of an attack on the 10 c.c. figure later this year by the same Gibbs/Carter combination. Speaking with Fred Carter, whose workmanship has made the two records possible, we learn that 165 m.p.h. is the target figure for something which is on its way from the now famous workshop. Details of the Carter approach will be found on pages 244-247 of this issue, where we describe his 5 c.c. engine. On April 30th May 1st Ray Gibbs will be flying again at the 7th Criterium of Europe, Brussels, in company with a British private enterprise team of speed, team race and combat fliers.

Who lost 'em?

A postcard from Epsom tells us that an A.P.S. "*Sporty*" landed in a certain garden on Saturday, March 10th, and if the unwise owner would care to identify his model by naming the engine, colour, etc., we will gladly tell him where to collect—and where to stick his "lost" notice.

More unique is the case of an air sea rescue in the Humber Estuary of a 6-ft. radio-controlled (was it?) model, found adrift on an ebbing tide and now awaiting identification at Sheffield. Model has a red fuselage and white wings: but owner must identify the engine, etc., when writing to us for the location address.

Planes in the News

The flood of orders for the A.P.S. scale drawing of the Fairey Delta 2 to either 1/72nd or 1/48th scale leaves no doubt in our minds on the popularity of our accurate scale range. The F.D.2 was described in our issue for December, 1955, and as close comparison with latest photographs show, is "spot-on" to the last line. Congratulations to pilot Peter Twiss on his magnificent 1,132 m.p.h. achievement with prototype WG 774. The second F.D.2 is registered WG 777.

Also in the news, and as opposite in character as it is possible to get, is the diminutive Druine Turbulent which by coincidence was described in the same December issue. Air Registration Board Inspector, and committee member of the Popular Flying Association, Harold Best-Devereux borrowed Roger Druine's over-sized man-carrying model for a three week demonstration tour among the British lightplane clubs and P.F.A. groups. When we visited Elstree a few days after its arrival, Harold made a special demonstration flight for us, and was in return duly pleased to see Asst. Ed. Ron Moulton's scale model of the same type. F-PHFR is coloured Vespa metallic green and has black tips to wing, tail and rudder surfaces plus a six-pointed black star on the fin. As Turbulent number 201 it is the very latest type, following No. 200 which was the subject of the model in December issue, and registered F-PHFQ.

In a tree and hedge height flutter round the airfield, Mr. Best-Devereux ably displayed the capabilities of the Volkswagen-powered ultra-light, and we hope that many modellers have been inspired by similar flights throughout the country. The Turbulent can quite genuinely be built for approximately £350, of which £110 17s. 0d. is for the engine and £22 for the prop. Moreover, its similarity to the most elementary forms of model construction, with ½-in. sq. longerons and ½ x ¼-in. rib structure place it well within the abilities of most experienced aeromodellers. Those who want to try their hand should join the P.F.A. at 19 Park Lane, W.1.

New address for E.D.s

Messrs. Electronic Developments Ltd. have now moved into new premises at Island Farm Road, West Molesey, Surrey (*Tel.:* Molesey 6037) and all correspondence, engine repairs, etc., should be sent here instead of to the old Villiers Road, Kingston, factory.

Ron Moulton sits his Turbulent model on the nose of visiting F-PHFR at Elstree. Note the small prop and neat hand heater cowling on the full-size which covers the crankcase of the Volkswagon car engine. The Turbulent weighs only 340 lbs. (less pilot!) – ready to fly.

Glug! Glug! Glug!

Unusual mode of aeromodelling is given by contributor A. B. Custis in our American contempary "*Young Men*". He "flies" small plastic models *underwater*! Model is a Spitfire which, being close to same density as water, was perforated in various places to make sure no air remained inside, and then balanced "fluid-dynamically" by trial and error in the bath.

Original plastic prop. is driven by lightweight rubber gleaned from interior of golf ball, as normal ¼th strip proved too powerful, and for prolonged underwater "glide" a motor one third longer than fuselage is recommended. Mr. Custis' comments on "flying" are best quoted ad lib.

"A face mask and a good breath will give you a ringside seat to the most realistic flights encountered this side of radio control. You see the prop turn and the entire flight is in slow motion. I use a weight to keep me at the bottom of the pool without effort, since a lot of thrashing around creates eddy currents which affect the flight pattern."

Leaving aside suggestions as to which member of the editorial staff should be suitably weighted and dumped at the bottom of the pool, we feel Mr. Custis has definitely got something. The behaviour of a body in water can be directly compared with its behaviour in air, apart from the speed factor, which in this case enables accurate observation of flight characteristics.

Mistral Addenda

Peter Valentine's feature in the last issue which included his unique swept wing Slope Soaring design has aroused considerable enthusiasm and Peter passes on two more points of advice which will be of interest to builders.

Firstly, he advises that the model be trimmed over flat ground and during the test, the tail should sway side-to-side in flight. This motion will not occur when flown from a slope and is created by the large forward fin. It is best to start with a fin that is too big and trim it down until the swaying motion is gentle.

Second point is that the model should be trimmed for a *straight* glide and if these two rules are observed Mistral will *always* slip back into wind providing the wind is blowing up the slope.

Pictures from my Album - John Andrews

Scratching around for a bit of copy I came across a couple of Photo Albums and thought that scans of a few random pictures might fill the bill. I'm not sure which came from my old film camera and which were from my early digital camera. Not that it matters.

Above a set of engines gifted to me by my old schooldays next door neighbour and aeromodelling buddy for many years, Ian Lomas. They all ran perfectly when I tried them out. Even the old KLG plug in the Frog500.

Myself and Peterbro's Bert Whitehead competing in the 'Cloud Tramp' event at the Ferry Meadows meeting, I've no idea when. I do recall that no matter what the weather forecast, The Peterborough Flying Aces event always had the best of the weather.

The late Dave Greaves, long-time stalwart of the Leamington Club, pictured here at Middle Wallop in April 2004. Dave & I had another interest, we both rode motorcycle trials.

After my re-birth as a Free-Flight rubber flyer, the early version of this model was my first competition flyer. Originally it did not have a wing mount and used a fuse D/T, but after I set fire to it on Warwick racecourse whilst lighting the fuse, the back end was rebuilt with Tomy timer and wing mount added as above. I also increased the wing span at some time.

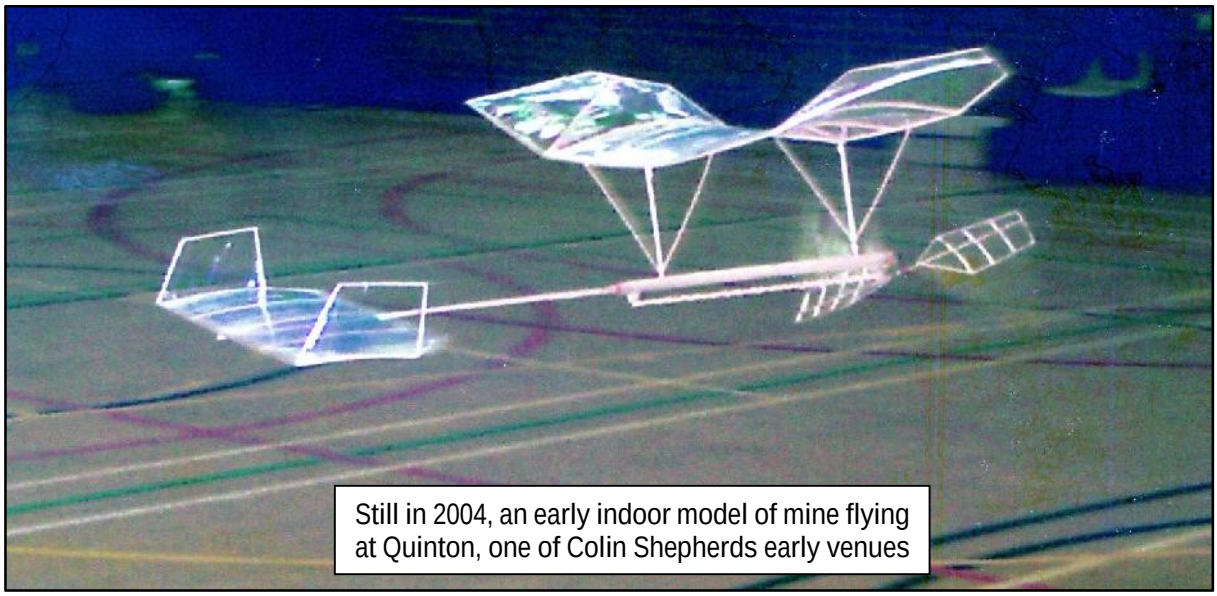
My first seriously competitive open rubber model, well before the 50gm motor rule was ID'd as O-1, seen here being given its head at, I think, the Nationals.
It was a bit of a hybrid with many repairs and wing extensions giving it its colourful appearance.
It was finally lost at Middle Wallop when it DT'd over the wood and could not be found. The camouflage colour scheme was no help when looking up through tree tops.

My second, open rubber model O-2, seen below, for some reason I do not recall, was built with a flat bottomed wing section and it never performed particularly well, too heavy I assume, it certainly looks like it. The best flight it ever made was one windy day somewhere, when the main spar in the left wing cracked on launch and away went O-2 climbing left instead of right and at prop fold it continued with a stally left glide in good air to max. I fly right/right by the way.

Middle Wallop Easter Monday 2004 so says the picture caption.

I do not know the modeller but when I queried his activity I recall he stated that when he was loading his car he realised that he had not done a job on his model's engine so he just threw his workbench into the car and brought it with him. He had a Mills .75 in bits and was beavering away on it.

Broken Tomboy from 2nd Area do at Barkston, March 28th 2004
Flew into the side of a warehouse on an industrial estate across the road



Still in 2004, an early indoor model of mine flying at Quinton, one of Colin Shepherds early venues

George Fuller at Wallop Easter Sunday 2004

George told me that at one time he had been considering buying a boarding house in my hometown Rugby but decided against it. Rugby MESAS nearly had another good power flyer.

John Andrews

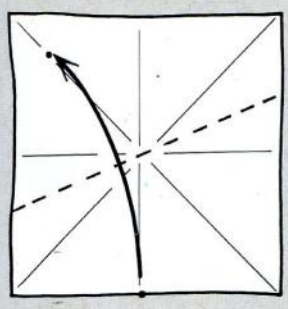
Paper Airplane: Flying Saucer - Nick Robinson

FLYING SAUCER

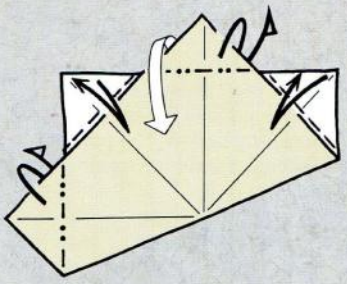
NICK ROBINSON

Although flying saucers are generally circular, we can make an impressive version using a square. This is easily converted into an octagon, then into a heptagon as we make the paper three-dimensional. All the creases are easily located, providing you take your time. Because it is launched with a spin, this design uses gyroscopic principles rather than those of conventional paper airplanes. The design was inspired by a saucer made from a circular piece of paper.

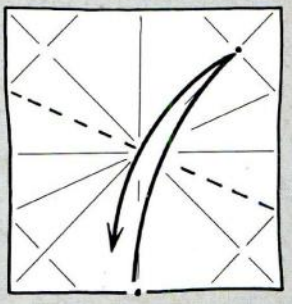
Start with a brightly coloured piece of paper, the heavier the better; you might even use thin card. Foil-backed paper also works very well. From the white side, crease in half and from corner to corner both ways. Make all these folds valleys and keep it white side up.



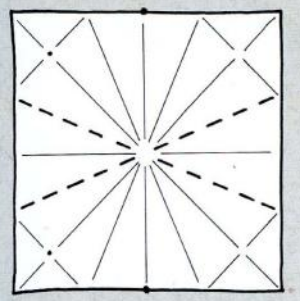
1 Making sure the crease passes through the centre of the paper, take the lower centre-point to lie along the upper left diagonal . . .



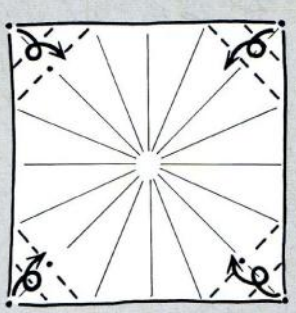
2 . . . like this. Pre-crease the corners along the edges in front (valleys) and below (mountains). Open the paper back out.



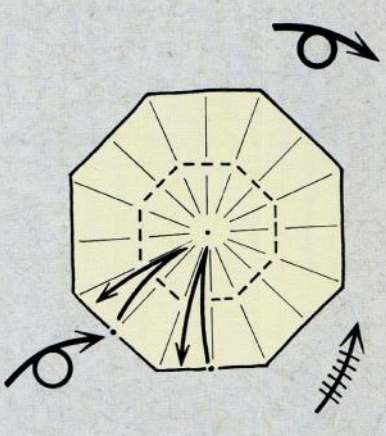
3 Repeat step 1 to the right-hand side and unfold.



4 This is the crease pattern so far. Repeat step 1 twice more using the location marks shown to complete the radial creases.

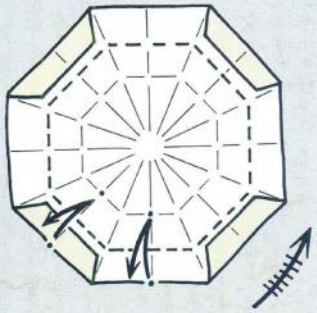


5 Fold each corner to the creases made in step 2, then over again using the crease itself. Turn the paper over.

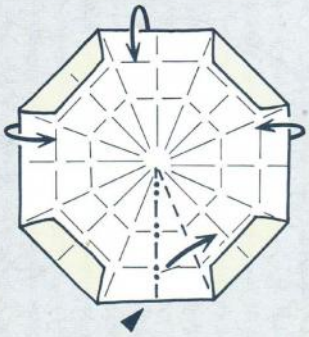


6 The paper should now be octagonal in shape. Fold the centre of each edge to the centre point, but only crease between either adjacent diagonals before opening. Turn over again.

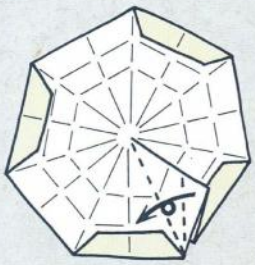
FLYING SAUCER



7 Fold each edge to the "spoke" creases you have just made, creasing again only between the diagonals. Then unfold.



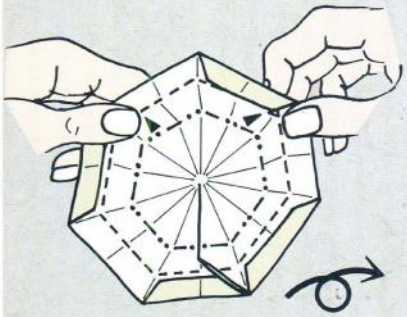
8 Make one crease into a mountain, then pleat it sideways, raising the sides of the paper to form a central hollow. The paper is three dimensional from here onward.



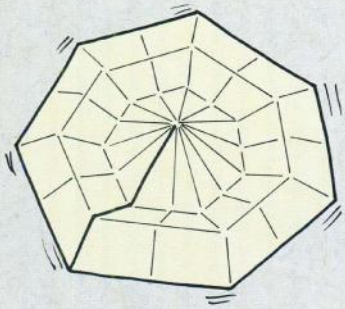
9 Lock the pleat by folding the outer edge to the diagonal, then folding over using the diagonal.

FLYING HINTS

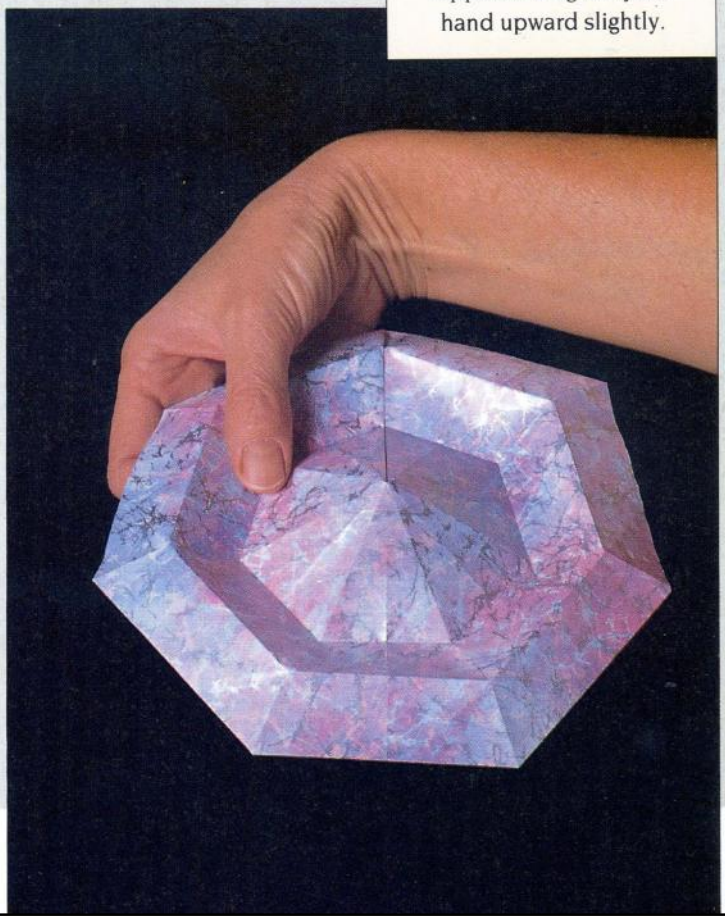
Launch the saucer like a frisbee, trying to impart as much spin as possible at the launch by "flicking" your wrist. Raise the opposite edge to your hand upward slightly.



10 Lift the paper up and gently press it into shape using the creases you have made. Go slowly and try not to force the paper. Turn the paper over; it should match the profile below.



11 It came from outer space!



Nick Robinson

Couprofile No.8: Roy Vaughn - Peter Hall

Couprofile: Roy Vaughn

1: Roy, you are co-organiser of the Southern Coupe League and you have won the cup on three occasions. I am sure it would have been more but for the last ten years you have devoted much of your time to power flying. I have observed your practice over many years and in my opinion your coupes are unbeatable in 'neutral air.' Give us a brief summary of your experience.

My experience was mainly as a team race pitman until I became interested in free flight after reading Dave Hipperson's articles in Aeromodeller on high tech construction. I built a couple of Coupes which both had the annoying characteristic that they wouldn't climb after the burst. Sometimes they maxed when I managed to find lift but fly-offs were a joke. Tiring of this, I decided to take things more seriously and designed a model loosely based around Peter Kings Mk7 model recently published in Free Flight News. The model was built down to weight using carbon and Kevlar to help. The first model was in fact too light and fragile but it flew more or less off the board, which was very gratifying. All my subsequent models have followed a similar design philosophy.

2. You are one of only three League competitors who fly systems coupes, despite predictions that factory models would prevail. You design and engineer your own DPR variable pitch hubs. Tell us about your design and flight pattern preferences.

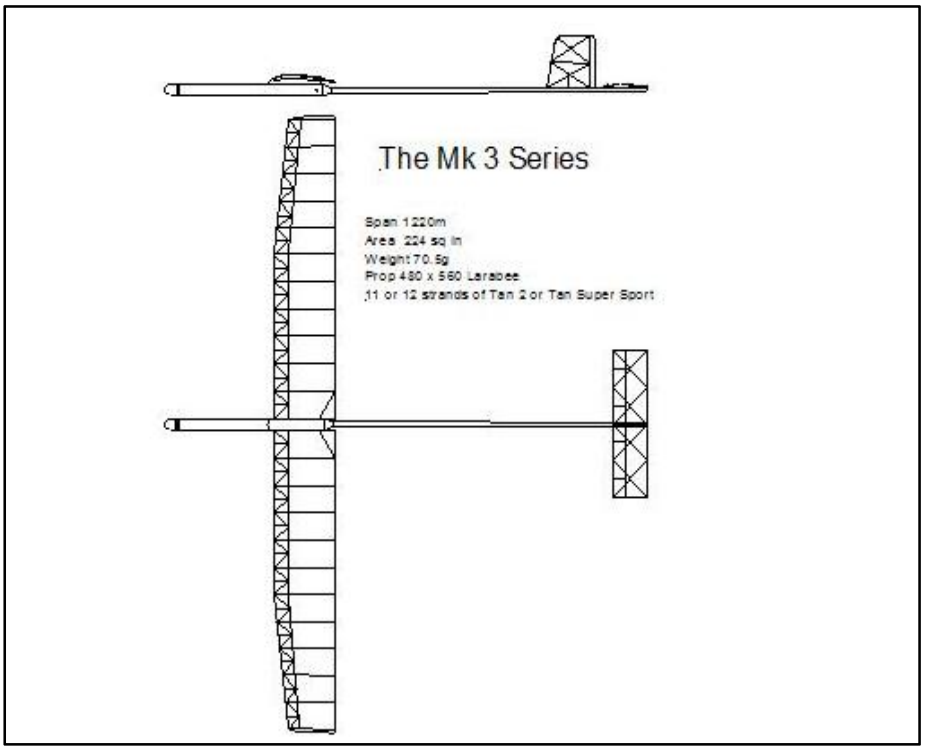
I learnt early about Coupe swoop and, having little trimming skill, resolved to knock the problem on the head once and for all using a wing wiggler to hold the port wing down during the burst. This is not the same usage as on full systems models where the wiggler stays in for most of the run. It's a nice way to operate because the timing is non-critical, anywhere between 5 and 15 seconds can be satisfactory, which is a useful characteristic when the timer is a Tomy. It's also very reliable because the model is not thrown but launched at a much shallower angle, again not sensitive. I choose the angle to take account of wind strength. Of course this trim, utilising a looping tendency, is not so efficient as a VIT-controlled burst so my later models are equipped with VIT as well, though it's usually possible to fly WW-only without retrimming if desired, e.g. if the wind picks up. The VP hubs are more of a novelty, I have no idea whether they actually help!

3. You build and always use your own thermal detection system. A rarity, if not unique, nowadays. Please comment.

I like gadgets especially ones which help pick decent air, so I built an analogue thermal detection system with a meter for display early on. This was hopeless, the needle drifting about all over the place. I soon ran out of patience with it. A digital thermometer setup from the States was much more practical but necessitated a lot of time at the pole watching the spot reading in order to get a good impression of the trend. Strip chart recorder type did not appeal, too much work and a lot of faff with paper not to mention the need for telescopic vision. Then I came across a paper by Alan Jack about building a system showing wind and temperature profiles on a digital display. My operating concept was to make the trends immediately evident on arrival at the pole. It's certainly not a panacea but provides a sort of comfort blanket of reassurance that one knows generally what's going on in the air around.

4. Assuming another decade of perfect health what developments in coupe design and flying can you imagine ?

I have two low A/R models, two mediums and a high one "in stock". Being hi-tech they don't wear out and I've been lucky enough to have only lost one. Their performance is not the principal limit on their success so there is no pressing need for development. It usually takes me several years to work up a new model into a competition-worth state, so to be honest, I am unlikely now to build any more Coupes.



Peter Hall
&
Roy Vaughn

Indoor Isn't For Everyone 61 - Nick Peppiatt

Henry Struck and the Dayton-Wright RB-1 Racer

As I mentioned last month, my current building project is the Dayton-Wright RB-1 Racer, a Peanut scale model from the Jetco kit. This was from Lindsey Smith's collection, which was inherited by SAM1066. This model intrigued me both because it was designed by Henry Struck and because it has a retractable undercarriage.

Henry Struck was a prolific American flying model designer, and is possibly best known for his 'Trail Blazers of the Air' series of fourteen rubber powered flying scale designs published in Flying Aces before WWII, as listed below. These are all 1/24 scale, apart from the Curtiss NC-4 Flying Boat and the Handley Page 0-400, which are to 1/48 scale.

Model	Span (in)	Flying Aces publication	Outerzone availability.
Bleriot Channel Crosser	15	May 1937	
Cierva Autogiro (1924)	14	March 1940	
Curtiss JN-4D 'Jenny'	22	June 1938	Y
Curtiss NC-4 Flying Boat	32	January 1939	Y
Curtiss Tripod Pusher	16	June 1937	
Deperdussin Racer (1913)	17	July 1937	
Douglas World Cruiser	26	May 1939	Y
Fokker DVII	14	April 1938	Y
Handley Page 0-400 Bomber	25	August 1938	
Rumpler Taube	22	September 1937	Y
Ryan 'Spirit of St.Louis'	23	August 1937	
SPAD XIII	13	February 1938	Y
Vickers Gun Bus	19	October 1937	Y
Wright Flyer (1903)	17	April 1937	Y

If you are looking for a real challenge, how about the Cierva Autogiro, the Curtiss NC-4 Flying Boat or the Handley Page 0-400?

More on Henry Struck's achievements can be found in Issue 29 of the KAPA Kollector (March 2000), which is available on the Flying Aces Club website

ISSUE29.pdf (flyingacesclub.com)

The Dayton-Wright Racer is an interesting prototype with a number of novel features for 1920. It was designed as a racing plane with a monocoque fuselage and a cantilever wing built around a solid balsa core laminated with plywood and covered with linen that incorporated a mechanism designed by one Charles Hampson Grant (he of later Cloud Tramp fame) to vary its camber in flight by adjusting the angles of the flapped leading and trailing edges. There was a bellcrank mechanism installed in each wing, which was connected to a screwed rod to operate the flaps and a separate linkage to operate the rear flaps as ailerons. It also had a very early example of a retractable undercarriage, the mechanism being later used on Grumman fighters. The retraction of the undercarriage was linked to the position of the flaps. Designed by Milton Baumann, the RB-1 was entered in the 1920 James Gordon Bennett Cup Race, piloted by Howard Rinehart (the 'R' of the 'RB'), but dropped out after the first lap because the left rudder cable failed.

The original Dayton-Wright RB-1 still exists as an exhibit in the Henry Ford Museum of American Innovation.

The Peanut Scale Dayton-Wright Racer kit

Henry Struck's drawing is dated 1977, and he made use of the full-size adjustable camber wing to give the model an under-cambered section. The wood in the kit was generally light and firm, but I did replace the trailing edge flaps with some light 1/20" C grain. Lindsey had started the model by cutting out a considerable number of the print-wood components, and they were all

present in a polythene bag in the kit box. There was a vac-formed polystyrene sheet for the wheel halves, nose-plug and nose cowling. The wheels are similar to the ones Lindsey later supplied as part of his 'Small Scale Services'. The only parts that appeared to be missing from the kit were the plastic propeller (Sleek Streak?) and tissue. The layout for a carved balsa propeller is also shown on the plans.

The Jetco models company of Brooklyn, New York was run by C.A. (Christine) Zaic, sister of Frank of Year Book fame. I am not aware that this line of kits was ever imported to the UK. Interestingly, Bill Dean dedicated his 'Eagle Book of Balsa Models' to Christine Zaic.

This is a fairly heavy model, a weight of 0.8oz (23g) is quoted on the plans and it will certainly require outdoor trimming, at least, initially. The weight of the structure shown below in Fig. 8 is 12.5g

Fig 1. Jetco kit box for Peanut Scale Dayton-Wright racer. Easy to build??

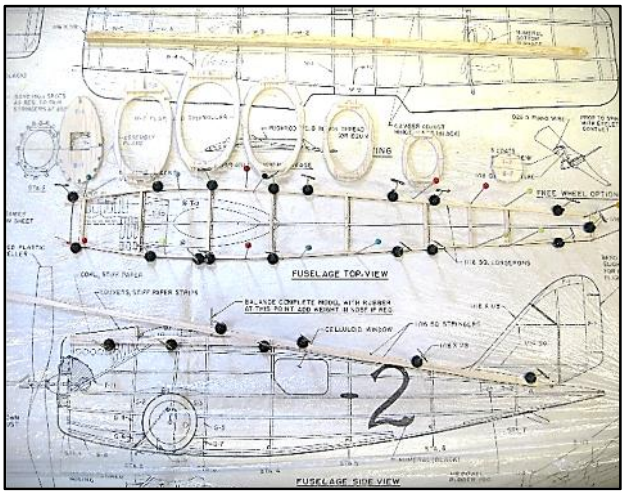


Fig. 2. Fuselage crutch and formers.

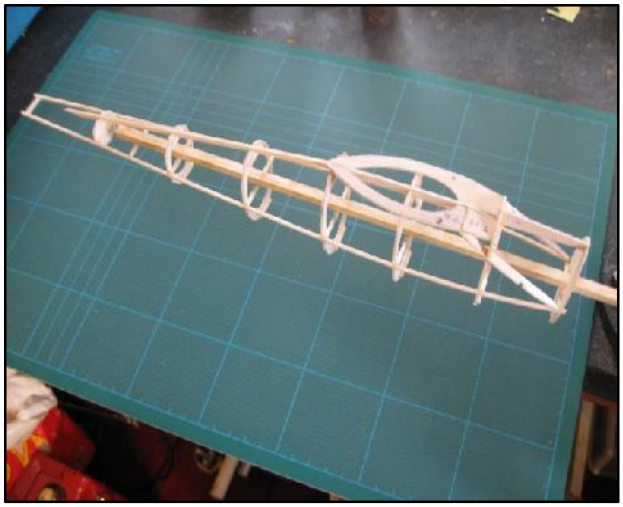


Fig. 3. Start of fuselage frame assembly, showing temporary 3/16" sq. jig, which is held in a vice in this photo.

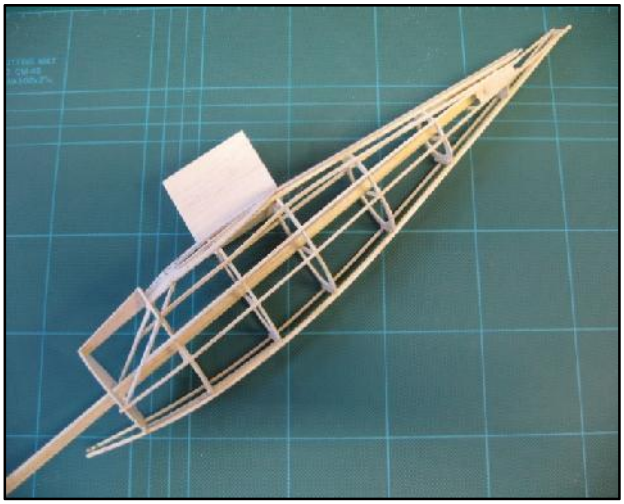


Fig 4. Adding stringers to the fuselage frame. It is supported by a balsa block in this photo.

The only major change I have made is to replace the nose plug with a K&P adjustable nose bush, which I found fitted the nose cowling well. I have also added provision for a second motor peg position closer to the CG.

The instructions suggest building the top of the fuselage first over the plan. However, as Lindsey had not split the formers, I decided to follow the method he describes in the construction of his P-47D in Flying Models, June 2007 (article reproduced in NC, June 2022) , and built a crutch over the plan with temporary 1/16" sq. cross pieces, just in front of the formers (Fig.2.).

A temporary supporting jig of 3/16" sq. was then glued to these cross pieces, after the formers had been loosely put in place. The formers were then glued into position, against the cross members and with the aid of the top keel (Fig. 3).
The remaining stringers were then added (Fig. 4.), fitting opposite sides alternately to minimise the distortion of the frame.
Before the last pair of stringers were added, I cut through the temporary cross pieces to remove the supporting jig.

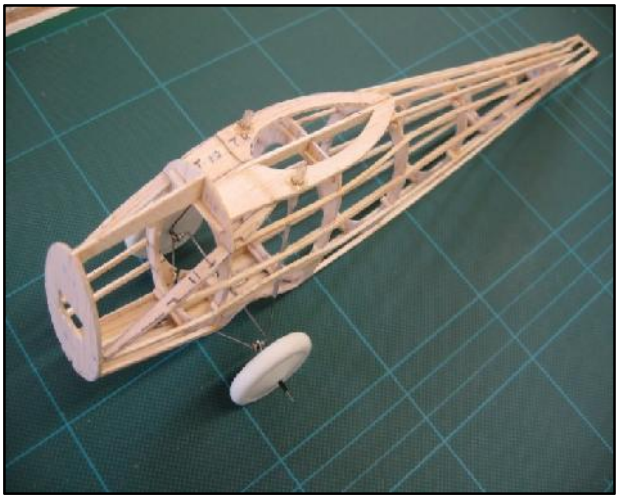


Fig. 5 Fuselage frame with undercarriage fitted and the vac-formed wheels temporarily installed.

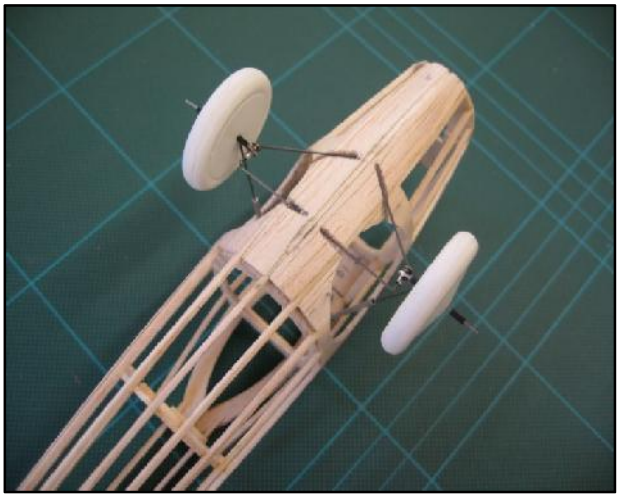


Fig. 6. Undercarriage in lowered position.

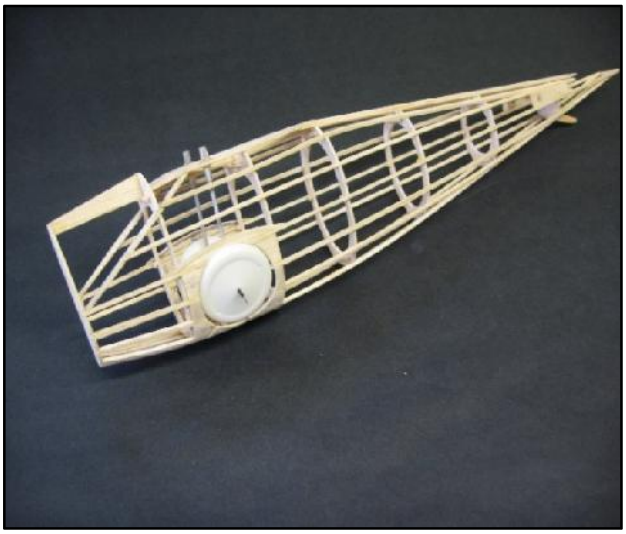


Fig. 7. Yes, the undercarriage can be retracted!

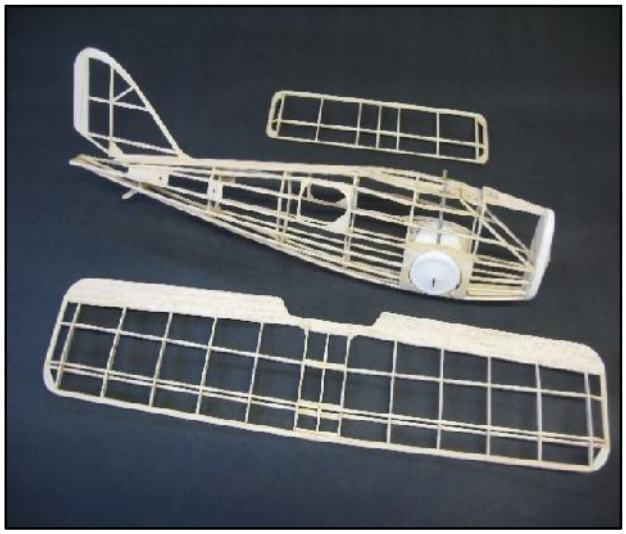
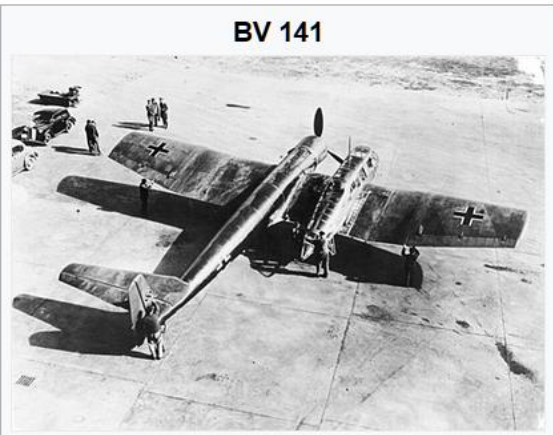


Fig.8. Major components prior to covering

I then fitted the undercarriage, adding the balsa sheet infills after gluing the short aluminium hinge tubes for the lower wire members in place on the lower front keel with five minute epoxy (Figs. 5 and 6).
Getting the wheels to stow required considerable fettling of the sheet pieces forming the wheel housing.
Eventually, the undercarriage could be retracted (Fig. 7). There is a latch, which holds the undercarriage in the down position, which I added after covering.
In comparison to the fuselage, the construction of flying surfaces was straightforward (Fig. 8)
I will talk about covering the model in a future column.

Nick Peppiatt

Blohm & Voss BV 141 - Wikipedia



BV 141

BV 141B featuring its asymmetrical gondola and tailplane.

Role	Reconnaissance, light bomber[1]
Manufacturer	Blohm & Voss
Designer	Richard Vogt
First flight	25 February 1938[1]
Primary user	*Luftwaffe*
Number built	~28[2]

The **Blohm & Voss BV 141** was a World War II German tactical reconnaissance aircraft, notable for its uncommon structural asymmetry. Although the Blohm & Voss BV 141 performed well, it was never ordered into full-scale production, for reasons that included the unavailability of the preferred engine and competition from another tactical reconnaissance aircraft, the Focke-Wulf Fw 189.

Development

In 1937, the German Air Ministry – the *Reichsluftfahrtministerium* (RLM) – issued a specification for a single-engine reconnaissance aircraft with optimal visual characteristics. The preferred contractor was Arado with the Ar 198, but the prototype proved unsuccessful.[1] The eventual winner was the Focke-Wulf Fw 189 *Uhu*; even though its twin-boom design using two smaller engines did not match the requirement of a single engined aircraft. Blohm & Voss (Hamburger Flugzeugbau) although not invited to participate, pursued as a private venture something far more radical. The proposal of chief designer Dr. Richard Vogt was the uniquely asymmetric BV 141.

Design

The Plexiglas-glazed crew gondola on the starboard side strongly resembled that found on the Fw 189, and housed the pilot, observer and rear gunner, while the fuselage on the port side led smoothly from the BMW 132N radial engine to a tail unit.

At first glance, the placement of weight would have induced tendency to roll, but the weight was evenly supported by lift from the wings.

In terms of thrust vs drag asymmetry, the countering of induced yaw was a more complicated matter. At low airspeed, it was calculated to be mostly alleviated because of a phenomenon known as P-factor, while at normal airspeed it proved to be easily controlled with trimming.

The tailplane was symmetrical at first, but in the 141B it became asymmetrical – starboard tailplane virtually removed – to improve the rear gunner's fields of view and fire.

Operational history

Three prototypes and an evaluation batch of five BV 141As were produced, backed personally by Ernst Udet, but the RLM decided on 4 April 1940 that they were underpowered, although it was also noted they otherwise exceeded the requirements. By the time a batch of 12 BV 141Bs were built with the more powerful BMW 801 engines, they were too late to make an impression, as the RLM had already decided to put the Fw 189 into production. An urgent need for BMW 801 engines for use in the Fw 190 fighter aircraft reduced the chance of the BV 141B being produced in quantity.
Vogt came up with several other asymmetric designs, including the piston-jet P.194.01, but none of those were actually built.
Several wrecked BV 141s were found by advancing Allied forces. One was captured by British forces and sent to England for examination. No examples survive today.

Wikipedia

Letter to the Editor - John O'Sullivan (Canada)

Hi John:

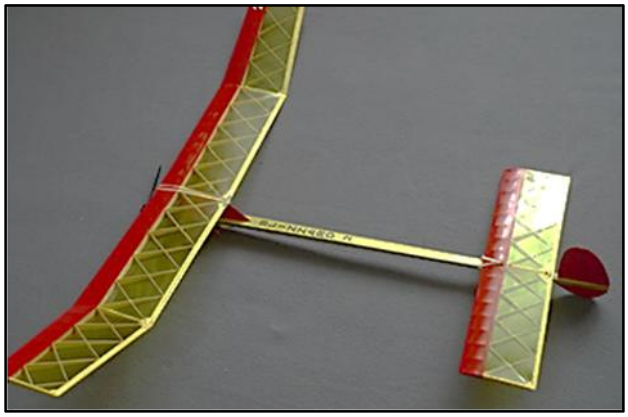
It's been a while since we had an update from the east coast of Canada. Not much Free Flight activity since the advent of Covid, resulting from lack of access to flying fields. Hopefully this year will see an upturn.
There are only about 4 of us currently flying, the two Richards brothers John and Brian (from Coventry) , John Davies (our welsh component) and me (from Ireland). All in, or approaching our 8th decade. I've been very much RC sailplane and Indoor RC active.

https://hummingbirdmodelproducts.com/e36-electric-ff-power-models

The photo of John Thompson in January's Clarion brings back memories. I flew on the Irish team with John that year. My #1 Oliver model was stolen on a test flight before the contest and I used my 1.5cc reserve (PAW 149) Hi-Tee model during the contest. The photo shows John Thompson, with skinny me and Johnnie Carroll (team Manager) in the background.

Best wishes to you and Rachel for 2023.

Your continuing promotion of SAM 1066 is highly appreciated.



John O'Sullivan, E36 Blizzard

Regards

John O'Sullivan (Canada)

LiPo Battery Safety - Martin Pike

Having read the fire reports in SAM 35 Speaks and Aeromodeller, I have changed how I charge and store my LiPo batteries.

I have moved the charger and batteries from the house to the garage. They are stored in an ammunition box that has been lined with fire-resistant plastic material, to prevent shorts. Two holes have been drilled in one side to relieve pressure, if required.

Batteries that are being charged or transported are kept in a commercial safety bag.

Both the charger and ammo box are on a stone slab, next to a brick wall. A fire extinguisher is kept nearby.

Ideally I should keep an eye on the batteries when charging, I tend not to stay in the unheated garage, but will look at them intermittently.

Looking critically at the garage, there is no place without flammable material somewhere. I guess you can only reduce the risks a certain amount.

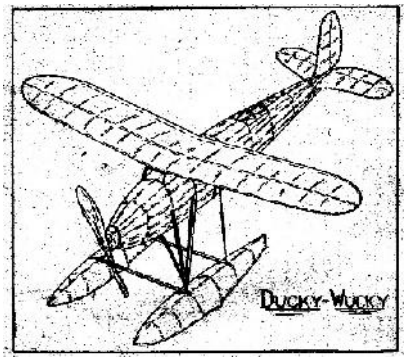
Hopefully we will never find out if a battery fire is contained.

Martin Pike

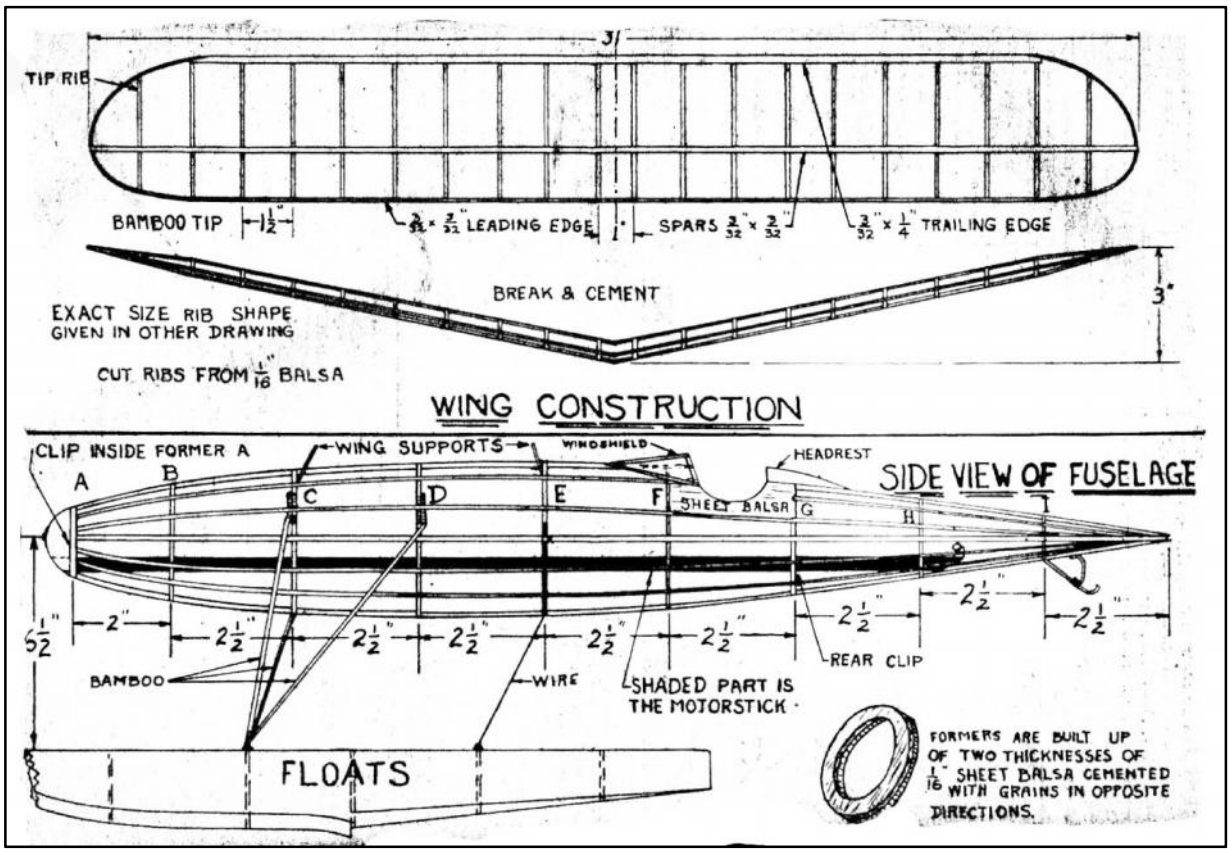
Report No. 144 Our earliest magazines, continued.

We come at last to the U.S.A. where, as we all know, controllable, man carrying aeroplanes all began way back in 1903. We need to move forward by a quarter of a century to find an American magazine title in the library collection. Let us look at what we commonly refer to as **Air Trails**. First published in 1928 as **Bill Barnes Air Trails** the title changed to **Air Trails**, **Air Trails Pictorial**, **Air Trails & Science Frontiers**, **Air Trails Pictorial**, **Air Trails**, **Air Trails Hobbies for Young Men**, **Young Men-Hobbies-Aviation-Careers**, **Young Men**, **American Modeler**, and finally **American Aircraft Modeler** with a last issue dated March 1975. I have a note claiming that throughout all these changes of title, plus three different publishers, the numbering of the volumes was maintained consistent.

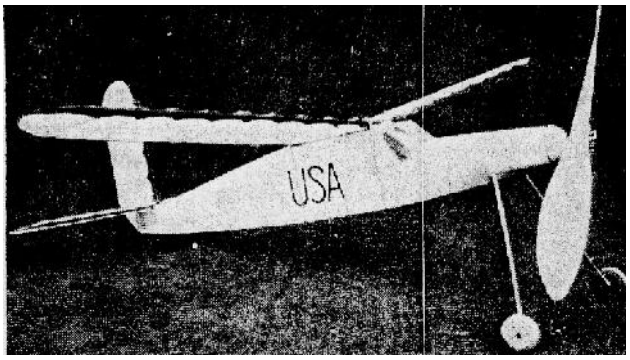
The earliest issue held in the library is that of October 1935 which has 80 pages measuring 8.5" wide by 11.5" high. The content is primarily comprised of articles related to man carrying aircraft, including both factual reports and fictional stories. The latter is where Bill Barnes comes in, "Bill stuck the nose of the Lancer into the ominous black mass as rain came lashing in against the windshield----".



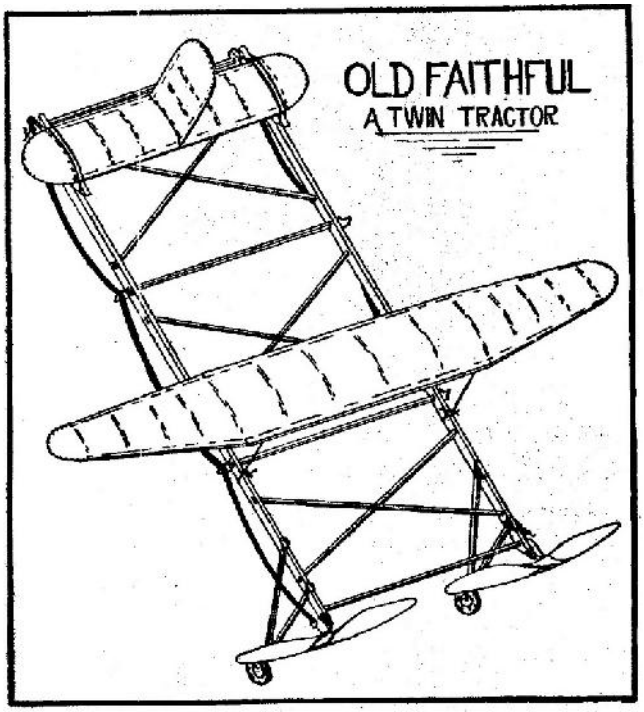
The aeromodelling "Department" covers just six pages but what it lacks in volume it makes up for in quality as it was "Conducted by" Gordon S Light, winner of the 1935 Wakefield World Cup competition. Gordon's article offers instructions and plans for building his "Ducky-Wucky" a 31" wingspan rubber powered twin float model. The "Flying and adjustment" paragraph covers centre of gravity, elevator incidence setting, trimming for a right turn and concludes with "if your ship doesn't take off, add a few more strands of rubber. If it tips forward on its floats, it might be necessary to move the floats farther forward."



The December 1935 issue carries a report on Gordon Light's Wakefield win at Fairey's airport, complete with a picture of the model and an Editor's comment "So our model builders may proceed with the confident knowledge that our model plans are championship plans."



Gordon's offering this month is his "Old Faithfull," twin tractor rubber powered model of 30" wingspan. The plan is spread over several pages with the wing shown at full size, the elevator at half size and the "motor frame" at one third actual size. Sketches show the stages of marking out and carving right and left hand propellers. The machine is built light, single surface covering on the flying surfaces, and is intended for flying on calm days only. The wing has fixed incidence of $\frac{1}{4}$" in its near 6" chord, the elevator is set at zero incidence, and there is no provision for thrust line adjustment, trimming for flight attitude being achieved by moving the wing forward or back on the motor frame. There is no note of the flight times to be expected.

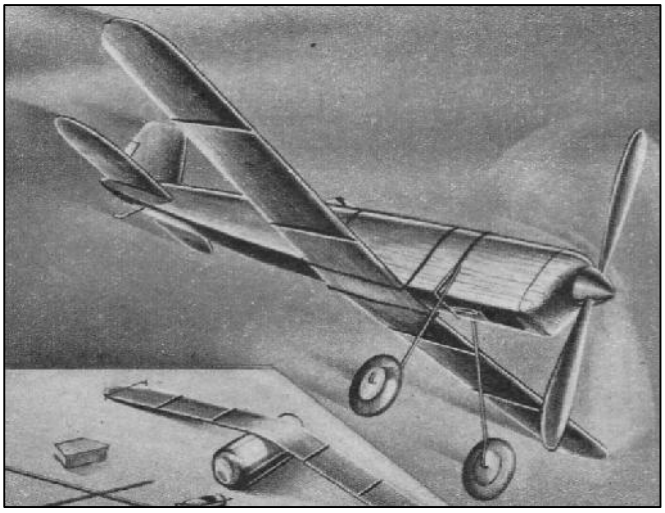


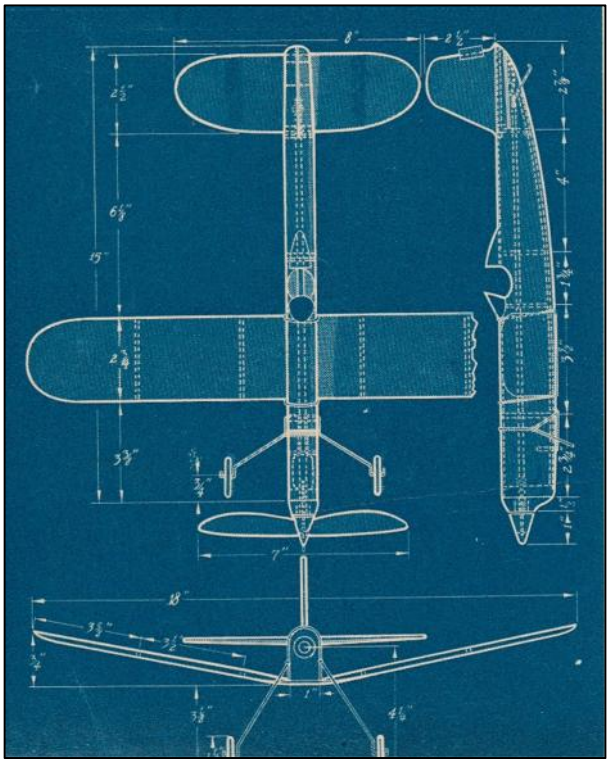
This look at our 1935 magazines begs the question: how much aeromodelling material was to be found in the earlier or later issues. The quick answer relating to the earlier magazines is that I do not know, but suspect that it was very little. This is based on the fact that the bulk of the **Flying Aces** material in the library, which comprises magazines and photocopied pages from magazines, come from David Baker's collection and surely if there had been earlier material it would have been included. I would, of course, be delighted to receive any material that would prove my assumption to be incorrect. As for the later issues, let us look forward a decade.

Air Trails Pictorial October 1945. The page count now includes the front and rear covers and totals 104 pages. The page size has been upped to 10.5" wide by 13" high which explains why, In an online report, the earlier magazines are referred to as "small format". The content is roughly a 50/50 split, advertisements included, with the non-aeromodelling part being strongly war related.

The first model plan in this issue is a well-known power model, the "Banshee", first developed in 1941, by an equally well-known designer. Pictured here are the model and the man. The article names him as Lieutenant Len Shulman.

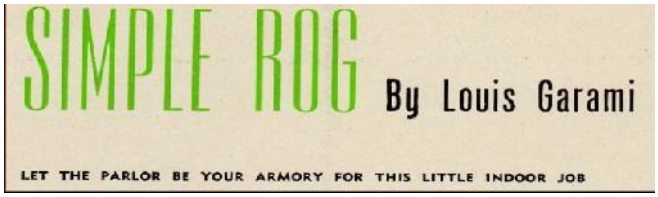
The next plan; the "Luxury Liner" is also by a known name, Charles Hampson Grant, famous for his "Cloud Tramp". The word "Luxury" in the model name is explained by "The strength-to-weight ratio of all-balsa construction more than offsets the luxury involved."

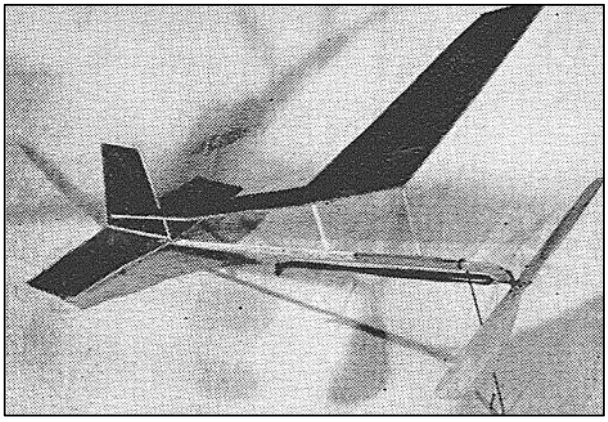




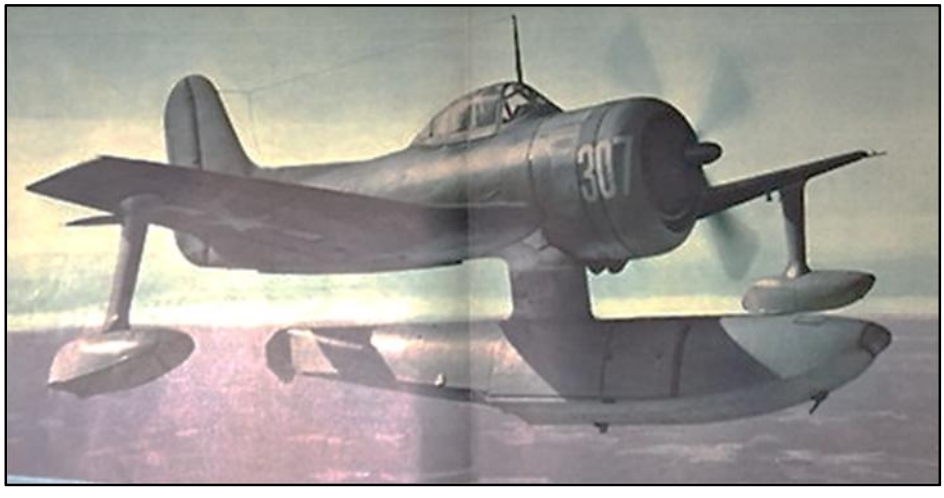
When will we find an unknown designer?

Not in this next plan. The "Simple R.O.G." is an indoor model of 11" wingspan for flying in your local Armory, or Drill Hall to us Brits, if such things still exist.





The paper quality of these magazines was not selected to last three quarters of a century so the pages are now rather brown and prone to crumbling at the edges, but that does not apply to the centre spread pages which still have a good white colour and are structurally sound. This better quality paper carries a 20" by 11" full colour picture of a Curtiss SC-1 Seahawk, which by careful opening of the staples and removal from the magazine is suitable for mounting and framing.



More U.S.A. magazines next month.
Plans as in the magazines available by email.

Roy Tiller:

tel 01202 511309,

Email
roy.tiller@ntlworld.com

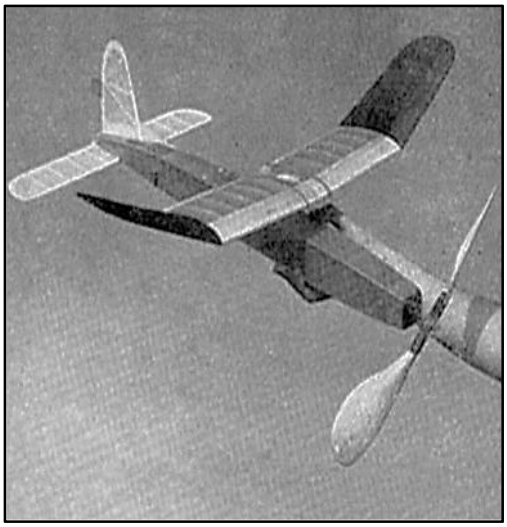
Roy Tiller

Secretary's Notes for February 2023 - Roger Newman

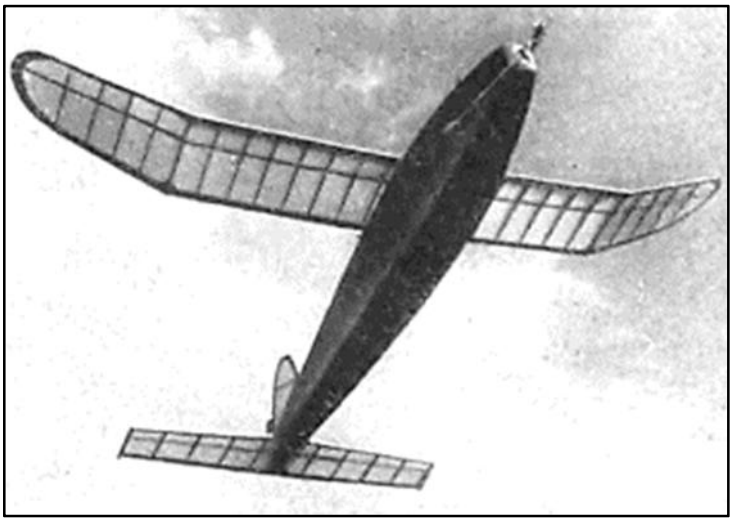
For those possessed of a stern constitution & a local flying field, it has been cold but with some relatively calm days. In times past we would have been at Beaulieu, operating from frozen flooded old runways with impunity – no longer as old bones can't stand the cold & anyway – we're banned!
So it's the local park with chuckies and a bit of indoor activity, but even the latter is in potential jeopardy as attendances at both Totton & Wickham sadly seem to have reached an all-time low in January with a non-viable financial tipping point rapidly looming.

However, some thoughts must turn eventually to a bit of outdoor activity with the first Area meets on the horizon & then the annual Croydon/SAM 1066 day on Easter Sunday in April.
Time to at least contemplate getting those models dusted down, repaired & in fettle for the occasion. Comps this meeting will comprise the usual Croydon mix: 4oz Wakefield, 8oz Wakefield, F1B (in rounds),
Marcus Lightweights & P30. The SAM1066 comps are Mini-Vintage & combined Vintage/Classic Glider. So – hopefully a good mix for everyone. I know we are all getting old(er) but wouldn't it be good to see a few of those lovely Vintage Wakefields & Marcus Lightweights once again.
As noted at our recent AGM, SAM1066 comp entries for the season are FREE, as are the prizes,

Here are a couple of pics of Marcus designs:



Bazooka



Hereward the Wake

There has been very little activity on my home front of late, primarily as once again I've been away for most of January. However – must make an effort as there are a few little projects way behind schedule.
Some concerns arise regarding our planned meeting at Colerne in July, as the licence for use of the airfield is still awaited by our friends at South Bristol. It seems that the decision making process (if it can be called that) is now with RAF Cranwell & progress is proving to be somewhat dilatory. We live in hope?
What else? Little of note that I have seen on the modelling front. EVTOL full size activity gets plenty of publicity but makes little apparent progress & regulatory issues may well impede commercial activity for some years to come. Coupled with that, investment funds are harder to come by & financial stresses are beginning to take their toll as well, so maybe we shalln't see a plethora of flying taxis invading what little precious airspace we have left!

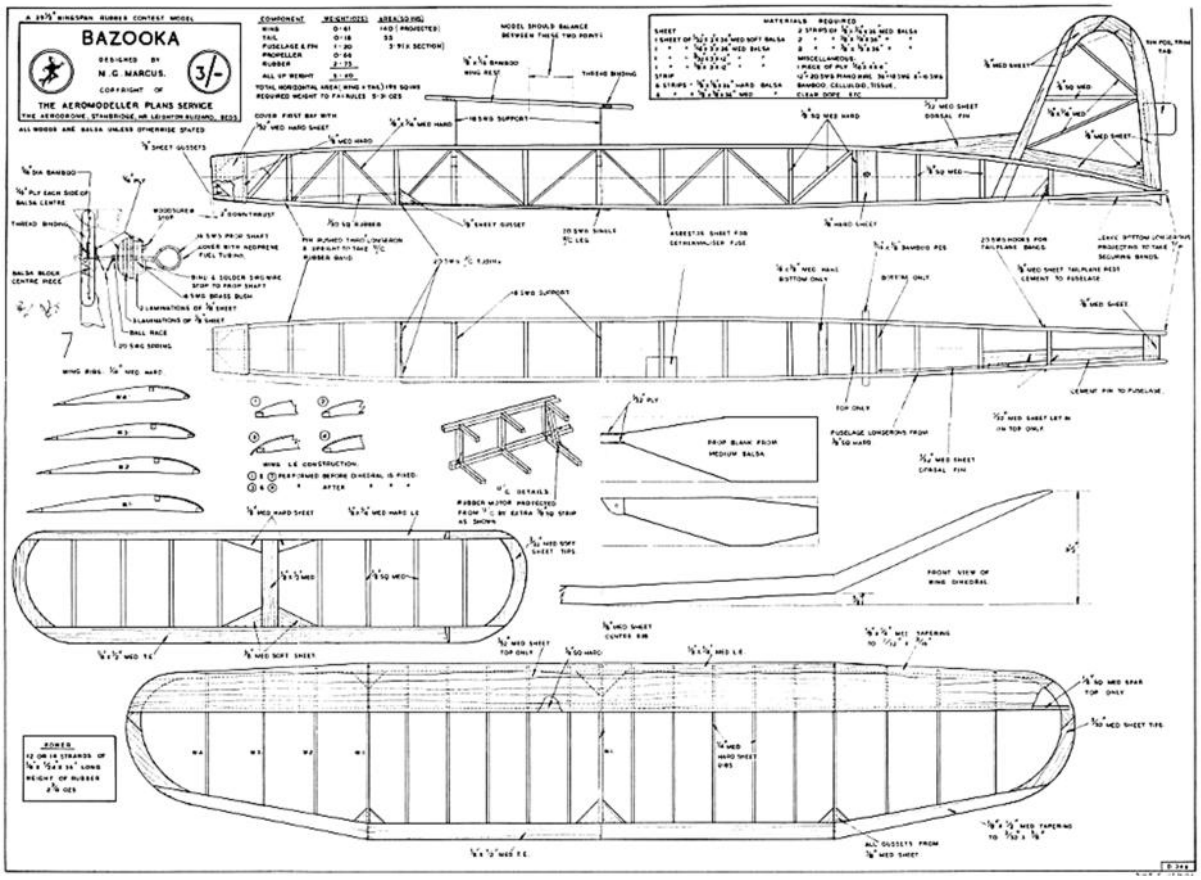
That's all for this month.

Roger Newman

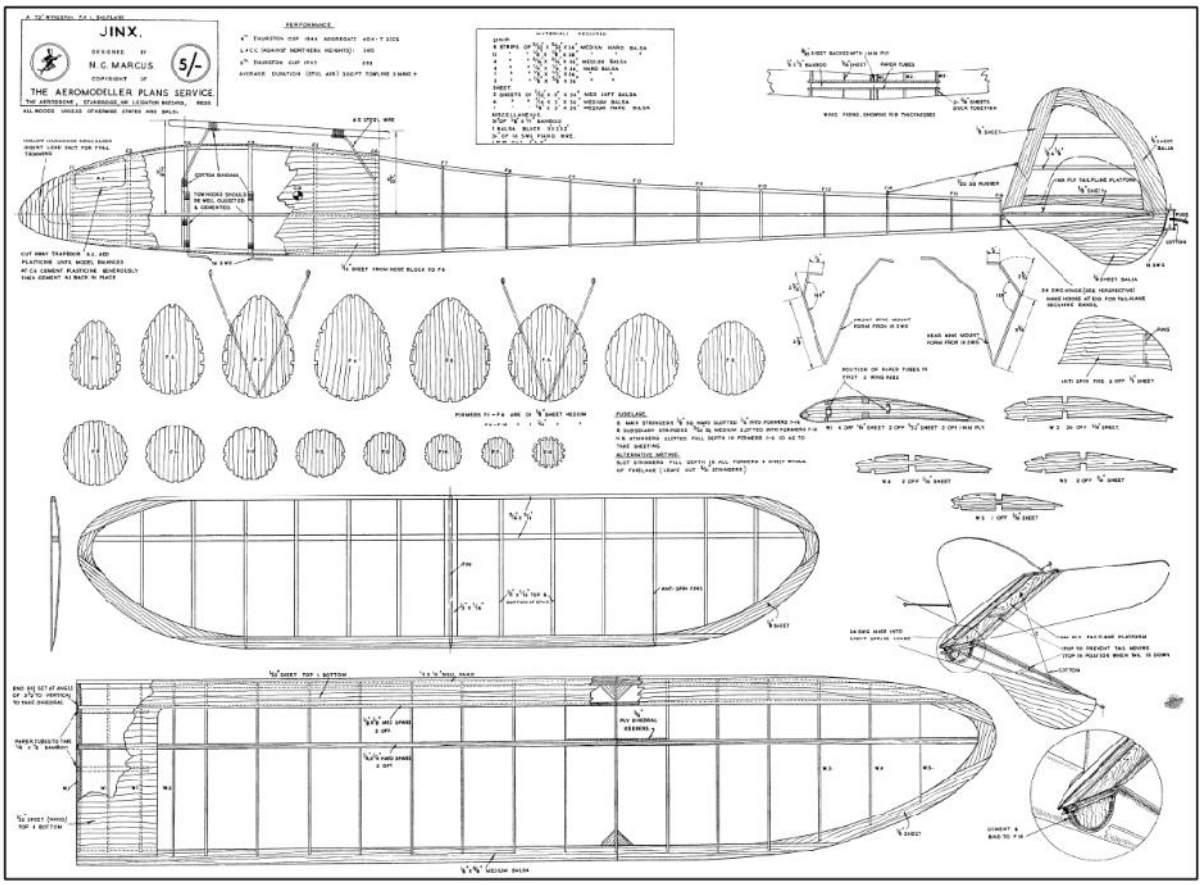
Plans for the Month - Roger Newman

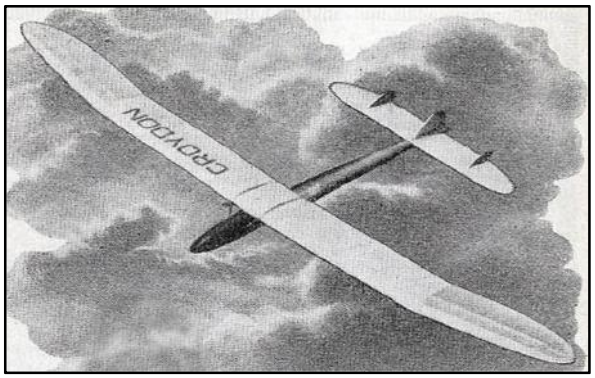
Let's make this month a Norman Marcus month

Rubber – Bazooka

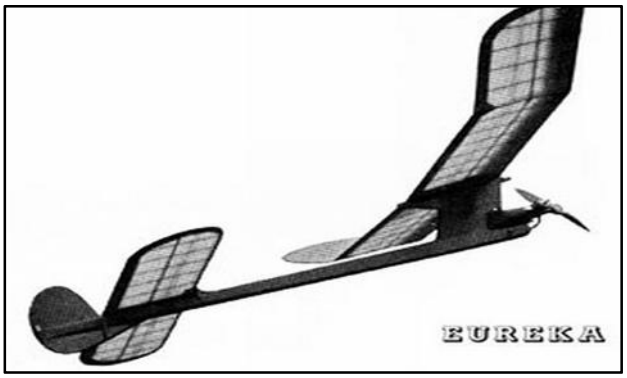


Glider: Jinx – elegant parasol wing job with a somewhat hard to build fuselage!



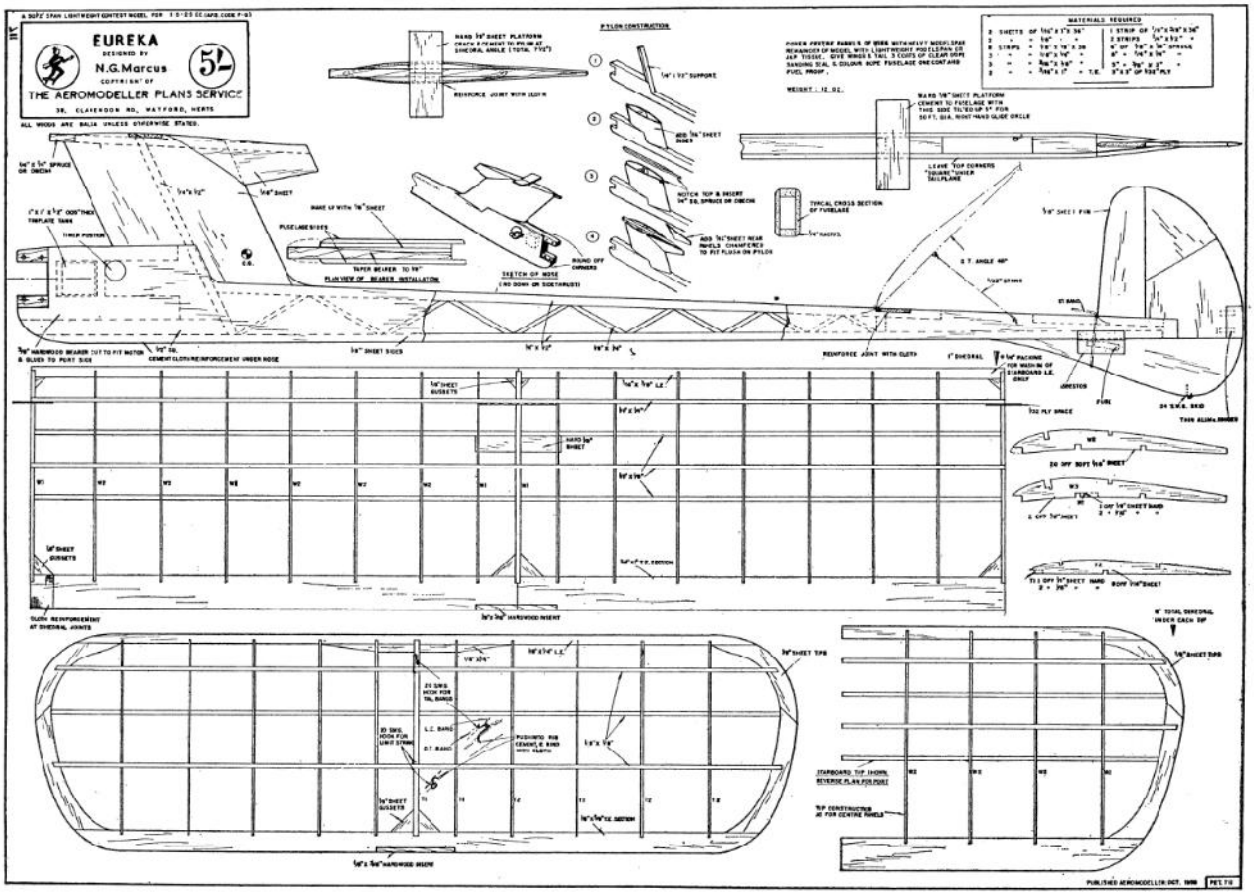


Jinx



Eureka

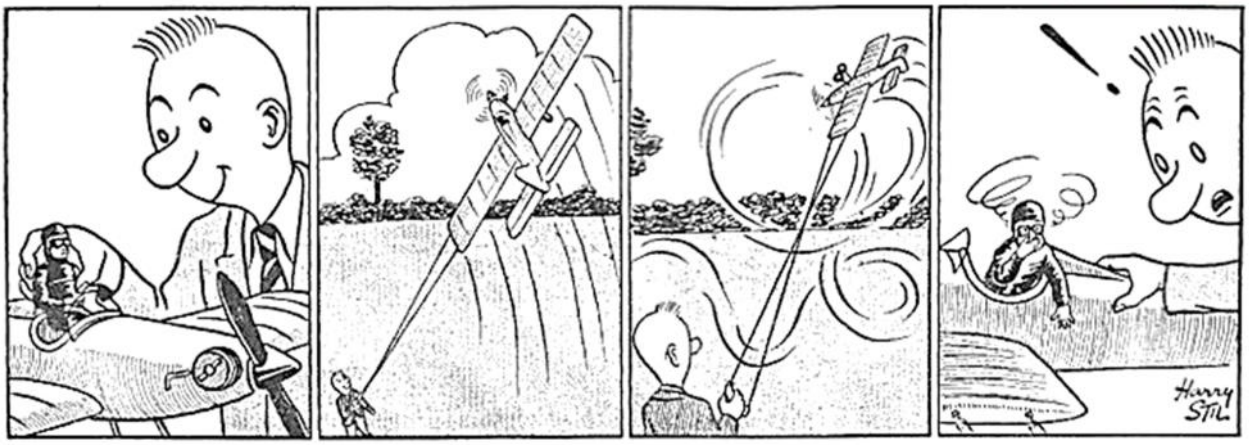
Power: Eureka – fast climbing duration design



Roger Newman

REALIS(T)IC FLIGHT!

By Harry Stil



Free Flight Nationals 2023 - Michael Woodhouse

Introduction

It was not unexpected that Barkston Heath would not be available for the 3-day Bank Holiday event. This despite our proposal of a reduced or closed event.

The plan

The replacement contests will be a cut down Free Flight Nationals which will not be the same as the "real" Nationals. We will apply a "light touch" organisation in a similar vein to that which was operated in 2022 running in the standard Free Flight Gala format. The contests will be flown for their respective Free Flight Nationals trophies.

Facilities

There will be no camping or other facilities except for the provision of toilets. The entrance gate at North Luffenham will be manned. We will arrange to collect the entry fees at the gate at North Luffenham.

Awards

- Certificates and medals for all events will be awarded for BMFA events.
- Hand launch glider and catapult glider will be flown at both North Luffenham and Salisbury Area 8. The best time at either event will decide the placings and the awarding of trophies. We will run these contests on all 3 days.

Details

- There will be no pre-entry requirement. Entry will be on the day. The fee will be a simple £10.00 per day charge. This fee would allow the entrant to fly in as many events/classes as they desire. There is no exemption for season ticket holders.
- Mike Woodhouse has overall responsibility being the Free Flight Nationals Coordinator. We will require CDs for each weekend, please step forward with your offers.
- Number of flights and maxes to be decided on the day. There will be no rounds for FAI.
- Start 10:00 finish 17:00. Then fly offs if required

Free Flight Open and FAI classes – Salisbury Area 8

Saturday 27th May Start 10:00 – to 17:00	Sunday 28th May Start 10:00 – to 17:00
Combined Glider	F1A Glider
Combined Rubber	F1B Rubber
Combined Power	F1C Power
Combined Electric	F1Q Electric
Classic Rubber/Power	Hand Launched Glider
Women's Cup	Vintage Rubber/Power
Catapult Glider	Slow Open Power
Hand Launched Glider	Catapult Glider
Catapult Glider	Hand Launch Glider
Frog Junior (J)	Classic Glider
Tailless	Catapult Glider
Vintage Glider	Hand Launched Glider

Mini classes - North Luffenham

Sunday 4th June Start 10:00 – to 17:00	
F1H (A/1 Glider)	P30 Rubber
F1G (Coupe d'Hiver)	Mini Vintage
F1J Power	CO_2 Duration
BMFA ½A Power	Hand Launched glider
E36 Electric	Catapult Glider
E30 Electric	

Free Flight Overall Championships

Rubber	F1B	F1G	P30
Glider	F1A	F1H	Classic
Power	F1C	F1J	SLOP
Electric	F1E	E36	E30

Bowden Trophy
Venue to be decided.

SAM35 and Scale
Discussions are now taking place with SAM35 and the BMFA Scale Technical Committee regarding the possible inclusion of some of their events.

Updates
Further information will be provided as when available and agreed

Michael Woodhouse

L'AQUILONE SAM 2001

TOMBOY RALLY INTERNATIONAL POSTAL CONTEST

01/07/2022 - 30/06/2023

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

Model

- The **36" or 44"** wing span (as per plan Aeromodeller) and **48"** (as per Boddington plan or 36 " scaled-up) models are admitted;
- - Models may be fitted with floats as per plan (scaled-up for 48" version);
- - no minimum weight;
- - reinforcement or lightening of the structure with respect of the basic outline of the original
- model are admitted;
- - materials to be used are those found on the plan;
- - plastic covering in place of tissue, silk or other is admitted.
- - More than one person can use same model;
- - Same model can flight in L.G. or float version;
- - Lone fliers can self launch and time

Engine/motors

I.c. engines and electric motors are admitted within the following limits:

36"-44" WINGSPAN

I.C. Engines:

- Any engine with 1 cc. maximum displacement;
- Fuel tank : 3 cc.
- R/C carburettor is admitted.

Electric Motors:

- Any electric motor is admitted with direct drive
- The engine cannot be stopped and started again: the motor must run continually withoutinterruptions till the end of the battery charge or competitor's decision;
- no folding prop is admitted; if a folding prop is used the blades must be held open with a rubber band;
- freely assembled admitted batteries:
- **-450 Mah 2 cell LiPo**
- separated batteries pack for Rx alimentation is allowed

48" WNGSPAN

I.C. Engines:

- **Any engine with 2, 5 cc. maximum displacement;**
- **Fuel tank : 6 cc.**
- R/C carburettor is admitted.

Electric Motors:

- Any electric motor is admitted with direct drive - The engine cannot be stopped and started again: the motor must run continually
Without interruptions till the end of the battery charge or competitor's decision;
- no folding prop is admitted; if a folding prop is used the blades must be held open with a rubber band;
- freely assembled admitted batteries:
- -500 Mah 3 cell LiPo
- separated batteries pack for Rx alimentation is allowed

Flights and results

- Each competitor may fly as many flights as wished during the admitted period but only the best flight will be considered for the final result.
- Hand launches are admitted.
- The flight time start when the model is released or takes off. The flight time ends when the model lands or hits a fixed obstacle. In case the model flies out of sight the timekeeper will time for 10 seconds after losing sight of the model . Timing will continue if model is seen again or stopped after 10" deducting this time from the total time of the flight..

Awards :

A diploma for all competitors and prizes for the first three in each version rank. Special prize for best flight in float version.

Results

Results, address, photos and technical specification about model must be forwarded to the Organization within the 15th July 2023 to Curzio Santoni (cusanton@tin.it) or to Gianfranco Lusso (gfl@orange.fr). Many pleasant flights and happy landings to ALL !!!

SPECIAL PRIZE VIC SMEED

SAM 2001 have scheduled an extra Diploma that will be awarded to the best flight in Tomboy floatplane version (30",44" or 48") taking off from water. The Editor will send to the winner a Diploma signed By SAM 2001 President and a bottle of special Italian Wine to drink to Vic Smeed!
Good ROW and flight

SPECIAL PRIZE DAVID BAKER

The 2012 was the 5° edition of SAM 2001 Tomboy Rally and we have scheduled a special prize for the three best
flights obtained with 30" Tomboy F/F. Only engines diesel max 0.75 c.c. shall be used. The other rules are the same for 30" or 44" wingspan type. It is possible to use a R/C Tomboy, however, being this a free-flight contest, the time must be stopped when transmitter is used, since the aircraft model should fly freely from any control
from the ground.
Good thermals

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 .

Permits for Salisbury Plain & North Luffenham

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

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

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

Southern Coupe League

Programme for 2023

The country may be on its knees but the S.C.L. is in rude health and will stride boldly into the new season offering a rich and challenging programme. These are the confirmed events so far and we intend to include all the season's Coupe events in the League. You may wonder then why we do not change the name to the 'National Coupe League'. It is a peculiarly British trait to retain and celebrate the obsolete and look with suspicion on the new-fangled. The first event will be La Grande Coupe de Birmingham on either the 18th or 19th February depending on the weather. at North Luffenham. The date will be publicized as soon as a reliable weather forecast is available. Assuming ten events, your five best scores will count.

18 or 19 February	Coupe de Brum	North Luffenham
12 March	2nd Area	Area venues
30 April	London Gala	Salisbury Plain
7 May	Crookham Gala	Salisbury Plain
29 May	Nationals Small Classes	North Luffenham
9 July	5th Area	Area venues
20 August	Southern Gala	Salisbury Plain
8 October	Coupe Europa	Salisbury Plain

La Eighth^{eme} - part deux...
Grande Coupe de Birmingham

Sat 18th OR Sun 19th of February

At MOD North **Luffenham**

Starting at 10.00. All other details are as previously advertised but with the following addition.
The organisers will determine which of the two days of that weekend are likely to have best weather and will email potential attendees on the evening of Thursday 16th Feb to confirm the chosen day.

Will all potential fliers please email Gavin Manion ahead of time so that they are included in that confirmation email.

Gavin Manion gavin.manion84@gmail.com

Competitions

F1G for the Aeromodeller Trophy: Two flights between 10:00 & 12:00 then three rounds to published timetable.
Pre 1970 Coupe Three flights (no rounds) start 10:00.
Within this event models which meet our pre 1958 cut-off date will fly as Vintage Coupe.
Pre 1970 Coupe may double up with F1G as at last year's event.
Contacts below for details if unsure.
Both events finish at 14.45 followed by fly-offs as required (Not DT!)
Maxes will be determined by conditions on the day.
Prizes for 1,2 & 3 in F1G, Pre 1970 Coupe and Vintage Coupe.
The winner of F1G will be awarded the Aeromodeller Trophy and in Vintage Coupe the Vintage Plate.

Entry Fee **£10** covers both events
(includes £5 field fee for ALL competitors)

For further information contact:-
Gavin Manion at: gavin.manion84@gmail.com tel 01543 422509
Or Stuart Darmon at:stuartdarmonf1a@yahoo.com tel 01858 882057

Petit Classique de Brum

MOD North Luffenham, 16th April 2023

A relaxed day out – or will we be April Fools?

A competition of 3 flights, no rounds. Start 10.00 end 16.00, followed by Fly-offs as required.
Max and Fly-off (not DT) to be determined by the CD on the day with regard to weather and other conditions.

Classes will be:
pre 1970 Coupe (incl. Vintage Coupe), - Classic A1,
Combined E36 + 1/2A power (both 8 second run),
Classic Glider (50m line) and Mini Vintage.

Competitors may enter two models, separately, in each event.
Highest placed entry to count,
NO SUBSTITUTION of parts nor model permitted.

Entry £10 for the day, prizes for 1,2&3 in each class.

NOTE TO POTENTIAL FLIERS: -
April is traditionally a bit showery, so much so that they write songs about it.
If the forecast is for VERY INCLEMENT weather, then WE WILL POSTPONE the event to the alternate date of 23rd April.
To avoid an unnecessary journey if you think you'll be there PLEASE TELL GAVIN MANION BY EMAIL. The decision whether we go ahead will be notified by email by the evening of Thursday 13th April.

Gavin Manion - gavin.manion84@gmail.com
Stu Darmon - stuartdarmonf1a@yahoo.com
tel 01858 882057

THE CROOKHAM GALA 2023

will be held on Sunday 7th May

on Salisbury Plain Area 8

EVENTS

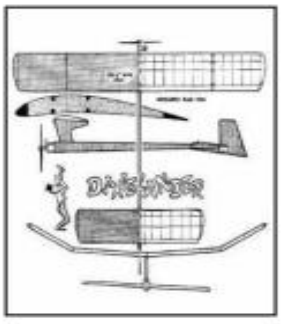
Modern And Vintage Coupe combined

(3 flights only. Prize for best vintage score)

Combined Glider: Mini Vintage: E36:

COMBINED POWER

(Including George Fuller Trophy for best placed Dixielander)



PRIZES FOR ALL CLASSES

Comps Start: 10.00am Finish 5.00pm

Contact: Chris Redrup: Tel; 01483 487273
Mob; 07544533509, email chrisredrup@yahoo.com

SWAPMEET

Derby Aero Models Flying Club

Sunday 16 April 2023

at

West Hallam Community centre, Station Rd, West Hallam, Ilkeston DE7 6HP

Doors Open: 8.00 Traders, 9.00 Public
Finish @ 16.00

Indoor Fly-In (micro RC & FF) 16.00 to 20.00

Entry:	**Table**	**£5 (Booking Required)**
	Own Table	**£3**
	Public	**£2 (Partners and children Free)**
	Fly-In	**£2.00**

Refreshments available

Contact Mick Lawson

Email: dickybird1@hotmail.com, Tel 07739584913

Waltham Chase Indoor FF

at

Wickham Community Centre
Mill Lane, Wickham PO17 5AL

Waltham Chase Aeromodellers are pleased to announce the dates for indoor for 2023 up to the summer break are as follows:

2023

05/01, 19/01, - 02/02, 16/02, - 02/03, 16/03, 30/03, 13/04, 27/04, - 11/05, 25/05, - 08/06, 22/06.

Should we be required to cancel an event due to unforeseen circumstances, an extra event will be added to the end of the season.

All events will be held in the Main Hall, Wickham Community Centre, from 7 p.m. to 9.30 p.m. There is no need to book a slot for these events, and there will be no attendance limits.

Admission to events will be **£5** for adult fliers and **£1** for junior fliers (parents of junior fliers will be admitted free) and adult spectators

Fliers at these events must have proof of insurance for 2023 (BMFA membership or equivalent).

All indoor F/F fliers are welcome to attend these events.

Contact: Alan Wallington indoor@wcaero.bmfa.club

Bloxwich Indoor Flyers

Free Flight & lightweight RC

Sneyd Community School

Vernon Way, Sneyd Lane,
Bloxwich, WS3 2PA

Saturdays 1pm until 4pm

Flyers - £8 Spectators £2

2023 dates

Jan 21st - Feb 25th - Mar 25th
Apl 15th - May 20th

Contact:-
Peter Thompson: peter.thompson7408@gmail.com

The success and costs of these fixtures will be dependant on attendances.
If a regular group of flyers can be established we can move forward
If not then they will have to be cancelled.

Indoors in Wales

At

Canolfan Hamdden Plas Leisure Centre
Coetmore New Road, Bethesda LL57 3DT

Free Flight rubber and Small electric RC, Scale, small helis and small quads etc.

Sundays 1.00pm til 4.00pm

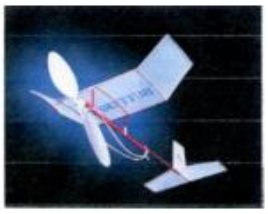
2022

Oct 2nd - Nov 6th - Dec 4th

2023

Jan 8th - Feb 5th - Mar 5th

Contact:
Martin Pike: martin.pike.xray@btinternet.com



Flitehook Indoor Free Flight

West Totton Community Centre SO40 8WU

2023 Winter/Spring Dates:

Weds: 18th Jan; 15th Feb; 15th Mar; 19th Apr;

12.00 noon - 4.00 pm
BMFA Membership mandatory
£8 per session
Spectators & Juniors are free of charge

Easy access; Cafe; Toilets; Parking
Flitehook Sales Table

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

Supported by Southern Area BMFA

Peterborough Model Flying Club

Free Flight Indoor Flying

at the Veracity – Bushfield Leisure Centre,
Orton, Peterborough, PE2 5RQ.

Car Park on site.

Contacts Brian Waterland 07717461000
or Martin Skinner 07774863008.

Small Rubber/electric or Co2. No R/C, Drones or shockies.

Dates

30/10/2022.	Sunday.	10:00 AM to 1:00 PM.
12/11/2022.	Saturday.	10:00 AM to 1:00 PM.
26/11/2022.	Saturday.	10:00 AM to 1:00 PM.
7/1/2023.	Saturday.	10:00 AM to 2:00 PM. Extra hour.
5/2/2023.	Sunday.	10:00 AM to 1:00 PM.
4/3/2023.	Saturday.	10:00 AM to 1:00 PM.

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.

Dennis Davitt

I am downsizing my stock of model plans
They include all the KK Jet Fighter Series,
all for Jetex, and all quite small scale.
Included are

FiatG80, DH110, Panther, and Venom.

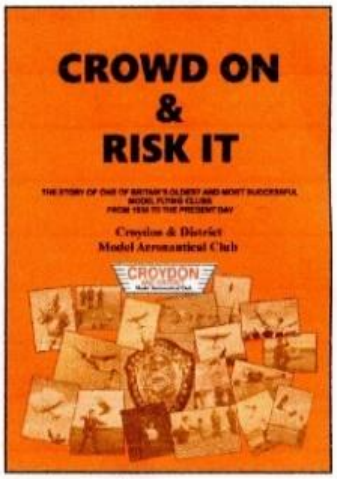
These I think are all quite rare now.

They are free except for an A4 size SAE.
dendavitt@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. I still have some without connectors which are now 5 for £10. Ron Marking, Pros Kairon, Pennance Road, Lanner, Redruth TR16 5TF. Alternatively, use PayPal but e-mail me your address. ron.marking@btinternet.com

CROWD ON & RISK IT



This is the story of one of Britain's oldest and most successful model flying clubs, Croydon & District MAC, from 1936 onwards. The club contributed much to aviation, both model and full-size, and the late Keith Miller compiled its history till around 1960. Now, this up-dated 73 page version of the club's history, copiously illustrated with many previously unpublished photos, takes the Croydon saga up to the present. Contributions by past and present members vividly capture the atmosphere of the heyday of free-flight, with almost weekly contests at Chobham or Bassingbourn.
53 designs by Croydon members have been published in the model press and 24 of its members have represented Great Britain in World and European Championship teams. Several have gone on to notable careers in aerospace. Crowd On & Risk It covers all this and more.

Just £8 by PayPal or cheque.

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

DILLY JAP IS BACK

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

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

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

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

INDEPENDENT REVIEW OF DILLY JAPANESE TISSUE

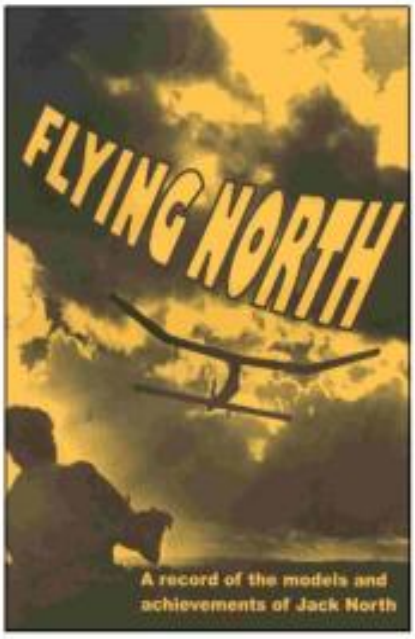
The following appeared on the Hip Pocket Aeronautics Builders' Forum. Nine different tissues were tested, doped and un-doped.

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

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

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

THIRD RE-PRINT JUST ARRIVED



FLYING NORTH

A goldmine for vintage and nostalgia model flyers -

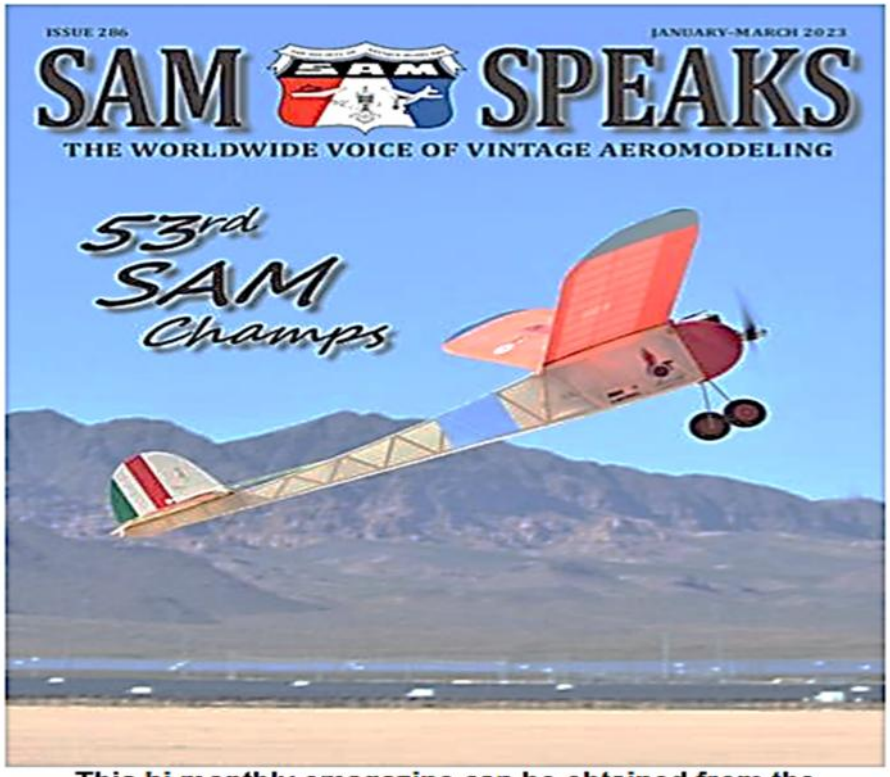
FLYING NORTH traces the model flying career of Jack North, one of only three people to represent the UK on all three outdoor free flight teams, - Wakefield, Power and Glider. It covers his flying and models from 1938 onwards and includes no less than 24 of his previously-unpublished designs.

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

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

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

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



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!

FREE FLIGHT FORUM REPORT 2021

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

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

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

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

FREE FLIGHT FORUM REPORTS OVERSTOCK SALE

There's an excess stock over the years of the following Free Flight Forum Reports – 1997, 1998 and 2016. There's an enormous amount of information there on a wide range of free flight topics as the following contents list shows.

1997- Slow Open Power - One Man's View by Dave Clarkson; Vintage Lightweights by Andrew Longhurst; Testing Balsa Quality by Bernard Hunt/ John Taylor; Return of an Old Tosser by Chris Edge/ Mike Fantham; Some Rambling Thoughts on Free-Flight Aeromodelling Design Trends by Andrew Crisp; Electronic Timers - An Overview by Chris Edge/Martin Gregorie; Selecting Slippery Stuff by John Barker.

1998 - Computer-Aided F1A Fuselage Layout by Mike Fantham; Fast Track to F1C Flying by John Cuthbert; Micro-Meteorology and Thermals by Mark Gibbs; The Latest Thinking in F1B Trimming by Peter King; F1A Tailplane Structures by Mike Fantham; Is the Weather Better on a Sunday or a Monday? by Phil Ball; A Practical Introduction to Electric Free-Flight by John Godden; Avionics and the Future of Free-Flight by Mike Fantham; GPS - A Global Position Paper by Julian McCormick; Builder of the Model - Where Next? by Mike Fantham

2016 - Indoor Scale Free Flight Gliders by Andy Sephton; Juniors in Free Flight by Mark Gibbs; Carbon Fibre for Aeromodellers by Mick Lester; The Making and Testing of F1B Rubber Motors by Peter Brown; Computations at Low Reynolds Number and a New Aerofoil for F1G (Coupe d'Hiver) Models by Alan Brocklehurst; Carbon Fibre Covered Prop Blades from Simple Tooling by Phil Ball; Weather Forecasts - How Good Are They and How to Interpret Them by Mark Gibbs; Capitalising on Low Drag Aerofoils and All That by Alan Brocklehurst; Basic Propeller Theory by Andy Sephton; Methanol to Lithium by Peter Watson; Some Interesting & Successful Models from 2015 by Phil Ball; Dave Greaves 1942-2016 - An Appreciation

To clear the excess we're offering all three Reports together at a special discount price of £15.00, a saving of £21 on the single copy prices. To Europe the cost is £18 and anywhere else it's £21. Cheques should be payable to 'BMFA F/F Team Support Fund' in pounds sterling, drawn on a bank with a UK branch; you may also order by credit card, which is a lot easier (and cheaper). Copies are available from :

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

Provisional Events Calendar 2023

With competitions for Vintage and/or Classic models

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

February 26th	Sunday	BMFA 1st Area Competitions
March 12th	Sunday	BMFA 2nd Area Competitions
March 26th	Sunday	BMFA 3rd Area Competitions
April 7th	Good Friday	Northern Gala, Barkston
April 10th	Easter Monday	Croydon Wakefield Day + **SAM1066,** Salisbury Plain
April 29th	Saturday	London Gala, Salisbury Plain
April 16th	Sunday	Le Petit Classique de Brum, N Luffenham
April 30th	Sunday	London Gala, Salisbury Plain
May 7th	Sunday	Crookham Gala, Salisbury Plain
May 29th	Sunday	**FF Nationals, Mini,** N Luffenham
June 3rd	Saturday	**FF Nationals,** Salisbury Plain
June 4th	Sunday	**FF Nationals,** Salisbury Plain
June18th	Sunday	BMFA 4th Area Competitions
July 9th	Sunday	BMFA 5th Area Competitions
July 23rd	Sunday	**SAM1066** Cagnarata Day, RAF Colerne
July 29th	Saturday	East Anglian Gala, Sculthorpe
July 30th	Sunday	East Anglian Gala, Sculthorpe
August 20th	Sunday	Southern Gala, Salisbury Plain
September 2nd	Saturday	Stonehenge Cup, Salisbury Plain
September 3rd	Sunday	Equinox Cup, Salisbury Plain
September 17th	Sunday	BMFA 6th Area Competitions
October 1st	Sunday	BMFA 7th Area Competitions
October 8th	Sunday	Croydon Coupe Day + **SAM1066** Salisbury Plain
October 15th	Sunday	BMFA 8th Area Competitions
October 28th	Saturday	Midland Gala, Venue, Barkston
November 5th or 12th	Sunday	Buckminster Gala, BMFA Centre

Dates for events are confirmed as: Croydon Wakefield Day 10th April; Crookham Gala 7th May; SAM 1066 Cagnarata Day RAF Colerne (provisional - subject to grant of licence) 23rd July; Croydon Coupe Day 8th Oct; There will be a couple of SAM 1066 events on both Croydon days. All on Area 8 of SP.

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

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

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

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

Useful Websites

SAM 1066	-	www.sam1066.org
Mike Woodhouse	-	www.freeflightsupplies.co.uk
BMFA	-	www.bmfa.org
SAM 35	-	www.sam35.org
National Free Flight Society (USA)	-	www.freeflight.org
Ray Alban	-	www.vintagemodelairplane.com
Belair Kits	-	www.belairkits.com
Wessex Aeromodellers	-	www.wessexaml.co.uk
US SAM website	-	www.antiquemodeler.org
Peterborough MFC	-	www.peterboroughmfc.org
Outerzone -free plans	-	www.outerzone.co.uk
Vintage Radio Control	-	www.norcim-rc.club
Model Flying New Zealand	-	www.modelflyingnz.org
Raynes Park MAC	-	www.raynesparkmac.c1.biz
Sweden, Patrik Gertsson	-	www.modellvänner.se
Magazine downloads	-	www.rclibrary.co.uk
South Bristol MAC	-	www.southbristolmac.co.uk
Vintage Model Co.		www.vintagemodelcompany.com
John Andrews		www.johnandrewsaeromodeller.webs.com

control/left click to go to sites

Are You Getting Yours? - Membership Secretary

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

P.S.

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

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

Your editor
John Andrews