

	<h1 style="color: red; text-align: center;">NEW Clarion</h1> <h2 style="color: red; text-align: center;">SAM 1066 Newsletter</h2>	
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## Editorial

As this issue hits the web the 2022 FF season will be underway with the first BMFA Area comps. I hope to be spectating at Barkston and will report back as usual.

I must thank all and sundry for an unprecedented response to my call for Clarion Fodder. As will be apparent I have a full issue this month and enough left over for most of next month. Thanks guys, please keep it up and I can cut down on old magazine reprints. Mind you I think articles from the past are part of our clubs remit.

Let's go through some of this month's offerings:

First up we hear from John (Nova Scotia) Richards who has built two electric powered versions of Ron Draper's 1956 World Championship winning model 'Crescendo'. John has stuck to the original colour scheme. I can recall Ron Draper coming to our trimming field, Bramcote NAS, one evening in the late 50's with a model whose fuselage was painted completely with that yellow/green float paint and in the fading light of dusk you could not make out the model outline, just this fluorescent glowing blob.

Pylonius has a swipe at trees of all things, then Christmas gifts and also paints a literary picture of a mythical club chuck glider comp.

Our Chairman Tony answered my appeal and the first of his two articles is a piece about his return to indoor flying when he attended a Totton indoor meet. I always wanted to get to Totton back in the days when I was trying out all indoor venues that I could get at. Tonbridge Gassers and Rubber fliers is another that comes to mind.

We have an obituary for Bob Close from his son Anthony, Bob will certainly be missed by many. I unfortunately also have to record the untimely death of a local flier Eric Hawthorn, one of my close associates from the Thorns indoor meetings and a well-known Control Line modeller.

In the Blast from the Past we have mention of the first photography from model aircraft as larger models and smaller cameras became available

Our Chairman's second offering this issue is the recount of his first foray this year into outdoor free flight with a visit to the plains of Salisbury.

Peter Watt, following on from remarks by Roger in his December notes concerning Czepa's 'Toothpick', has had a look at one or two gliders, lookers good or bad?. Beauty is in the eye of the beholder.

A neat piece of mechanical resurrection of an ED Bee, replacing a broken mounting lug, is explained in detail by Stewart Mason. You would not guess looking at the finished photograph.

Whilst magazine browsing I came across an article by two icons of the era, Ron Warring & Bob Copland. The 1954 article was an in depth look at the contest rubber of the day and I thought that it might be of interest to any of you rubber fliers who habitually test your rubber.

There are the regulars in Nick Peppiatt, who gets back into CO2 powered models, Roy Tiller still examining our oldest archived magazines, Aeromodeller from 1936 this issue and of course our Secretary Roger, who has been on the receiving end of the recent gales which damaged his property. Roger reports on finding homes for ex Robin Kimber's Wakefields, a visit to Martin Ambrose in Wells and an impending trip up north to the depth of the midlands where he will deliver a Wake to the old Ted Evan's Model Shop in Northampton and finally a Ray Monks model to me for onward transmission to Gavin Manion for the B'ham club.

We wrap up as usual with the 3 plans for the month.

*Editor*



Hi John,

Hope you are coping okay and you are both keeping well. Not much building or flying was done last year but hopefully I can do better this year.

Although I did manage to get the two Crescendo builds completed to the stage where they are ready for flight trimming.

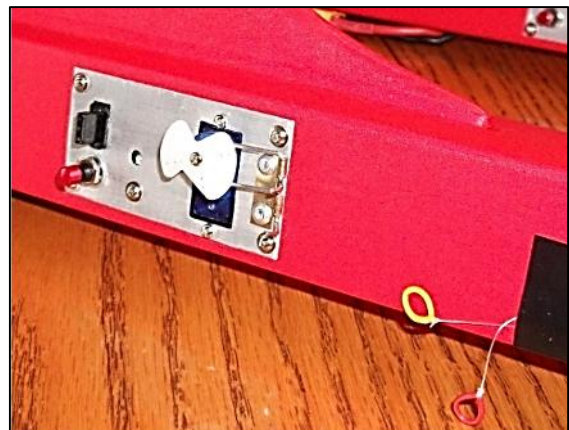
Just waiting for the Shearwater flying field to open up again when the covid restrictions get lifted or get up to the other flying field thirty minutes away when the weather improves.

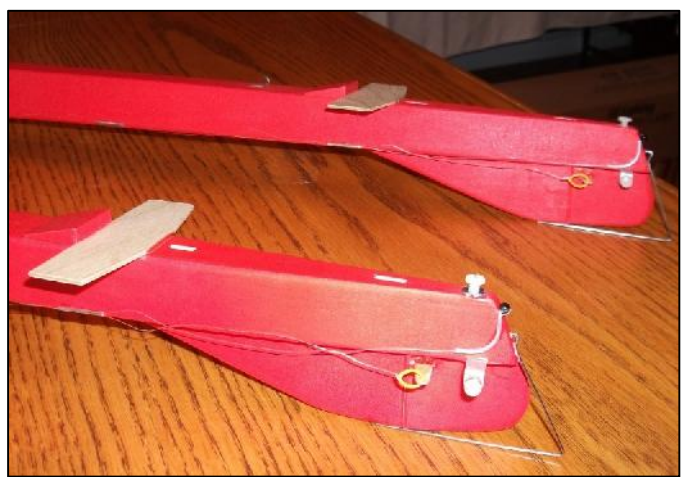
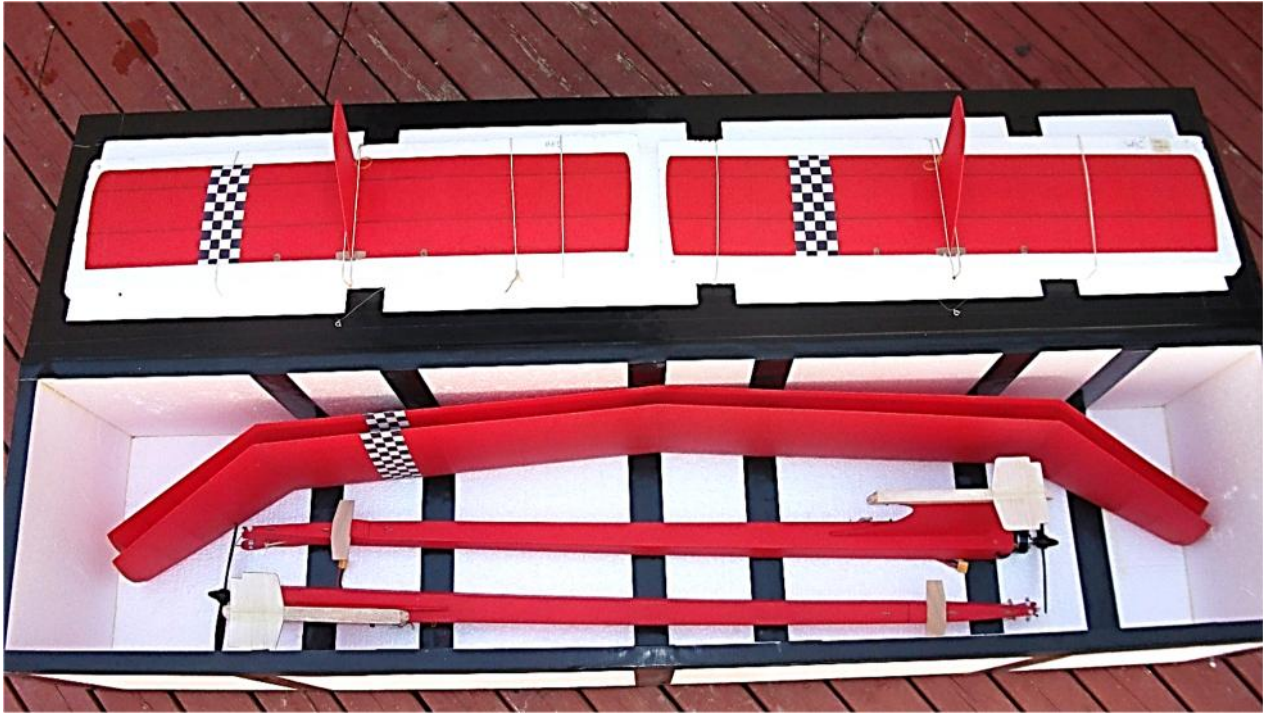
Otherwise with the weather being cold, snowy & windy have been working on the inside of my workshop which thankfully is now in better shape than it was with baseboard heaters fitted in the office & kitchen with a ceiling heater in the work area to keep it all warm .

Also have managed to get my other f/f electric models ready for hopefully flying this year. Should I also say that I have got ready a r/c slope & thermal glider as well.

Now my plan, if it works, is to start working through all the other models stored in the workshop attic which need repairs etc. as I do not see the point in starting new builds with all the models I have, even though I keep looking through my f/f kits & plans.

Anyway John have attached pictures of Crescendos which you might like to use for the NC & by the way if anyone asks the covering is red solartex & the box I made out of packing foam using black Gorilla tape to hold it all together.





*John Richards (Nova-Scotia)*



*Christmas Special Model Aircraft December 1960*

### Branch of Sport

A model's worst enemy is undoubtedly the bloke who slings it up in the air, but running him a close second is the bit of arboreal fungus, known poetically as a tree. If some engineering genius were to devise the most diabolical model trap of which modern science is capable, it could never approach in perfection Nature's own intricate and ingenious device.

Now, since we are told that our balsawood comes from some swamp-bound outgrowth of matronly proportions (sensibly tucked away in the jungle), it is perhaps natural that our models should fly to the embrace of anything that looks like Mother. In fact, this homing instinct is so highly developed that if you happen to see any stick of wood with a fuzz on top lurking anywhere upon the horizon you might as well pack up and go home.

Evolution, too, plays its part in befitting the tree as the perfect model trap. The proof of this is simple. When I was a boy, in a largely model-less world, there was no such thing as an unclimbable tree, but, since the skies became full of our creations, you can never find a climbable one. If, on our part, evolution had back-pedaled a few million years, we might have coped. As it is, when one of our models tucks itself snugly into the inevitable forked branch, we can only gaze hopelessly up the footage of smooth bark. We might sling a despairing twig or two up into the foliage, or drive ourselves frantic with a loop of glider towline, but the outcome is usually to give the cunning old tree best.

But it's a different kettle of fish if, instead of waving a few bobsworth of tissue and balsa goodbye, you are going home to dad without that thirty quidsworth of engine and radio equipment. You might then be driven to desperate means.

Just how desperate you might get is illustrated in a recent newspaper story of a radio bod who roosted his expensive piece of machinery in the upper entanglements of an XXX. size in model catchers. His way out of the dilemma was to go the whole hog by doing a sort of Humpty Dumpty in reverse. Up came the militia and civil defence to the rescue, but like all the king's horses etc., they retired in frustrated confusion.

Undaunted by this our tenacious friend appealed to the local fire brigade, but they too were suffering from a faulty escape-ment, and gave him the "Blow you Jack" treatment. However, he found the steeple type of jack to be more co-operative, and all ended well, albeit expensively.

He might have had a cheaper comedown had he been little more subtle in his approach to the fire brigade. As it was, I should imagine the phone conversation went like this:

What did you say was up the tree, sir? "A model plane."

"Then it's not a cat?"

"No. I never mentioned anything about a cat."

"Pity. We only go out to fires and cats. Now, you're absolutely sure it isn't a cat?"

"No. I've already told you it's a model plane. ..Hallo. ..Hallo. . ."

Now, if your hobby is getting cats up trees instead of model planes then you're the fireman's best friend. Nothing gets the old bell clanging along the highway quicker than the pussy in distress. In the space of a cat's whisker up goes the escape ladder and down comes the stranded tom. There's nothing the firemen like better.

From this the lesson is clear. Every modeller should carry a black cat in his model kit. If it doesn't bring you the luck to keep your model out of trouble, then it can always be used to summon the fire brigade to the rescue. A larding of fish paste in the dope solution will ensure Pussy's rapid ascent, up the offending foliage, to the stricken model. Then, when the fire brigade arrives on the scene you casually ask if they would mind bringing down the model while they are about it.

### Present Trends

And so to quite another 'model up tree' topic—one with a seasonal flavour. I mean, of course, those little plastic kits, which all you kiddies are agog to wrest from the tinselled branches of the family Christmas tree.

If the news of your modelling affliction has leaked out, as no doubt it has, you can be sure that some indulgent auntie will go all bright and modish with a plastic present for clever little you ('Such a child still'). Now, what you do with the thing will depend on Auntie's age, health and bank balance. If she's suitably remote, or on the church mouse list, then you can give the kit to some kid you particularly dislike. If, on the other hand, she's the bossy type with an H-Bomb size in nest eggs, then you'll have to put aside that new radio job and get cracking with the poly whatnot cement. Be sure you make a lousy job of it, though, so that next year you'll be back to woollen socks and pink ties.

Of course, there are always those drain and violets modellers who are gifted with the right sort of gift making relatives. They're the ones who get the tool kits, radio receivers and those itsy bitsy engines in perspex bubbles. Now, I can't think of any more enchanting gift to the young in heart than one of these bubbly bits of ironmongery; the modern variant of the ship in a bottle. However it's done, it's a jolly good trick, and, I for one, wouldn't have the heart to break open the bubble, even if I knew what to do with the engine.

This is also the time when the model dealer off loads some of his huge stock of dust filmed shelf creakers; and many a joyful eight-year-old carts home his five foot span super scale model. No boy worth his salt will look at anything under five foot, and although he feels his pride insulted by the archaic diesel motive power offered, he's content to bide his time. Next year it'll be a supersonic Jet or nothing.

When I was a kit-minded youth you could never get anything over an 18 in. span model, and, for some reason or other, you always finished up with the same old Puss Moth. In these Giant-sized times the same, or other reasons, seem to limit the scope to another popular light plane. I can't mention its name, as there are so many appalling effigies of it knocking about it wouldn't be fair.

We can at least be thankful that most of the kit builders never get farther than opening the lid. When they do the result often calls for dark glasses and a stomach settler. Sometimes, though, the finished product is so outrageous that it has all the endearing charm of a revolting, but friendly mongrel. Lop eared wings, off skew tail, wobbly underpinnings, and even a wet nose.

But, if I go on like this, all I'll get for Christmas is a thick ear.

#### Not Cricket

One beneficial aspect of international competition is the way in which the high standard of organisation sets such a splendid example to the movement generally. We cite as a case in point a recent Chuck Glider contest held by the Little Flickem M.A.C. This event was run on strictly international lines. A fact that will be readily appreciated from reading this report which appeared in the Little Flickem Echo.

R.Twist appealed to S.Bloggs, the Competition Secretary, against the launching method of E.S.Drapple, asserting that the model was thrown and not chucked; an obvious breach of the rules in a Chuck Glider event. Mr. Bloggs upheld the objection, and declared a no flight. This decision caused a certain amount of dissension, but Mr. Bloggs maintained that, as an umpire of the village cricket club, he considered himself something of an authority on the matter.

A number of competitors then drew attention to the catapult sling being used by P.Twang. However, the Competition Secretary declared this to be quite legal. The competitor in question had sprained his chucking finger whilst testing Mr. Blogg's engine, and Mr. Bloggs had framed a special rule for Mr. Twang's benefit, but, unfortunately, he had forgotten to mention it.

At the halfway stage J. Bloggs was in sixth position; the other five competitors leading him by a comfortable margin. But he quickly moved into fifth position after getting S. Squint disqualified on the grounds that his timekeeper had been using visual aids. The timekeeper in question protested that he could not see a thing without his spectacles, but this did nothing to alter the decision.

J. Bloggs again improved his position when he successfully disposed of several other competitors by invoking the rule which states that the timekeeper must not move from the point of launch. The timekeepers claimed that their movement was caused by the aggressive tactics of the Bloggs' bull terrier, which, they asserted, had been deliberately unleashed.

At the beginning of the last round J. Bloggs had moved up into second position; with B.Tricep holding a commanding lead. Joe apologised for stepping on his wing, and paid a special tribute to Mr. Tricep's gallant attempt when receiving the club Sportsman of the Year Trophy.

#### Pilot Plan

Some people say that good team race pilots are born, not made. But, however they come into existence, the homespun species does not seem to find much favour in certain foreign quarters. For one thing, the overall length appears to be a trifle extravagant by continental standards, and for another, their overgrown arms are too sportingly extended for them ever to get the whip hand over their foreign rivals. Seemingly to add that extra m.p.h. to the circulating the pilot should be short with fully retractable flipper. A pilot to this specification can get his full muscle power behind the handle and literally whip round.

I think I prefer our pilots long and sporting, after all.

#### Past-time Trends

Christmas was always celebrated throughout the model world as marking the halfway stage in the winter building season. It was a time of rest and recuperation, when the toiling modeller shook the balsa dust from his hair and called a truce with the hobby-harassed family. But all that sort of thing seems as out of date as roast duck and charades. For one thing, the family is too intent on the telly screen to worry whether some off beat member of the household is gluing up a plastic model by the light of the aquarium table lamp. And, for another, model engine collecting can be carried on equally well in any season.

Possibly the hobby for all seasons is radio. You spend the winter building the model, the spring to get the radio working, the summer to prang it on the tarmac, and the autumn to think about a new hobby. But it hasn't much to do with Christmas. Once you got your head stuck into the fuselage, sorting out the maze of wires and whatnots, you wouldn't notice the coming and going of the festive season, or anything else, except that, if you did get the thing working, you'd think your birthday had come.

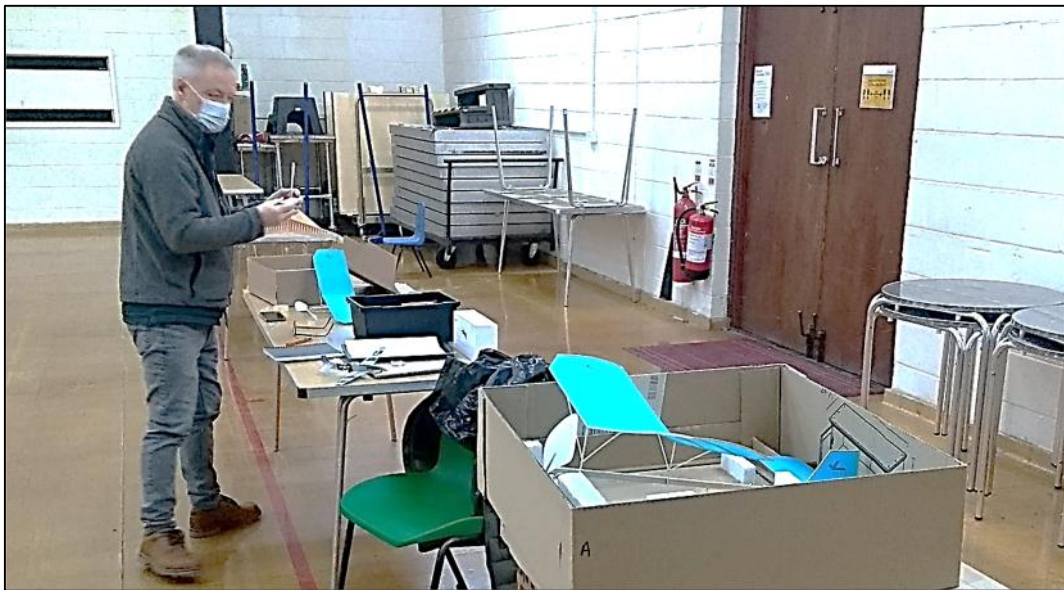
I'm pleased to report that the Christmas break and the first few days of 2022 brought a return to the world of indoor flying for me and I have to say that it's been wonderful to get back to it after a break that started with the first lockdown.

Meeting No1 was at Totton just before New Year's Eve. It was run very efficiently (obviously!) by our Roger Newman and is described elsewhere in this edition of the New Clarion whilst details of further meetings at the same location are included in the final pages.

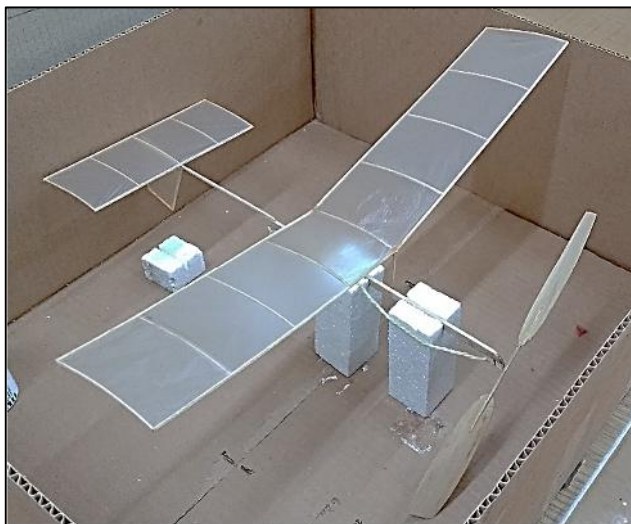
My second indoor meeting of the fortnight was held at the Wickham Community Centre in south east Hampshire and run by the Waltham Chase Aeromodellers (see advert at the back of this edition for details of further meetings). They've been running this for several years and if my memory serves me right it followed on from similar meetings held in Stubbington. I've actually been to many of them over the years and it's always a friendly event for fun flying rather than competition.

In recent months numbers have been restricted due to covid requirements but it is to be hoped that things can be relaxed before too long.

The meeting on January 6th saw about a dozen flyers in the hall including both new and longtime attendees taking advantage of the facilities. It was also good to see a little bit of very informal competition between members of the organising club too. Definitely worth a visit.



My own and John Foster's Ikara Bulldogs - they get everywhere and they all fly well



Rare outing of my EZB. From the estate of former Lee Bees member, Norman Hudson



Waffle 2



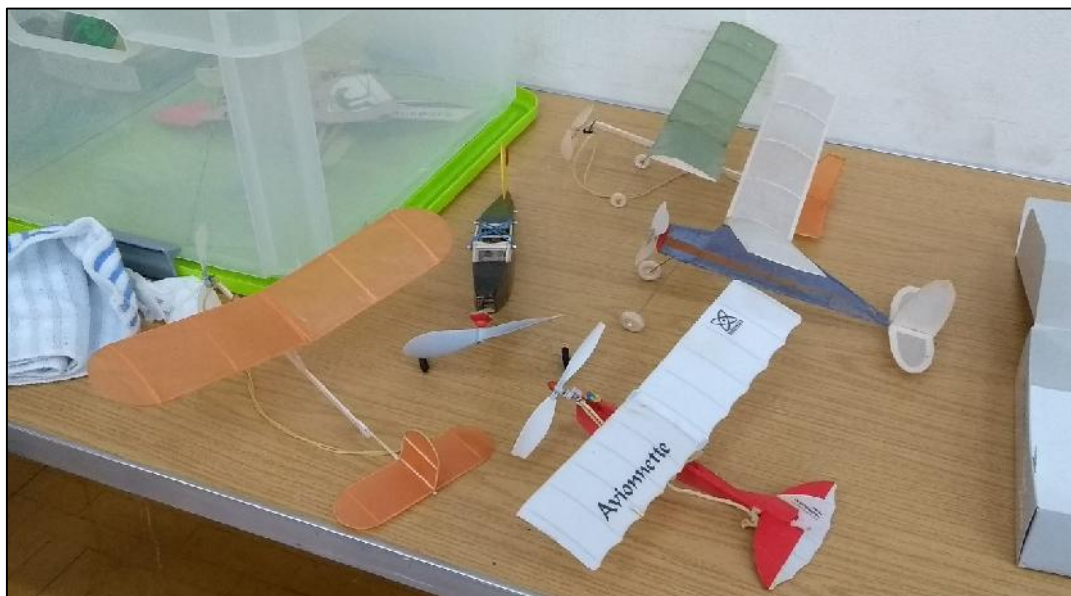
Alan Coppen winding his White Broncho



Dave Etherton with his Gyminnie Cricket.  
Flew really well



Alan Wallington and Kevin McGee, Waltham Chase  
About to launch their Legal Eagles



Just a few of Colin Hutchinson's large collection of indoor models

*Tony Shepherd*



I am writing to all of you to notify you of the passing of my father Bob Close last November at the age of 89. Many of you and your members will have met and known my dad over the years either in the UK or at the US SAM Champs in Muncie or Henderson when he, his grandson Alex, my brother Julian, and myself attended events over the years.

Dad was a Dr. of Analytical Chemistry and a Fellow of The Royal Society of Chemistry and worked his whole career for the Clayton Aniline chemical company in Manchester where now stands the great Manchester City football ground and training facility. Bob also served in the British Army Royal Signals in Germany after the war. He retired early from Clayton to take care of his sick wife, and our mother, Doreen before her passing in October 1985. Bob later met and married his second wife Margaret, and enjoyed a

wonderful thirty years of world travel and adventures together before Margaret sadly also passed in 2018.

Bob was a long-time member of the BMFA, SAM 35 and 1066, and Model Engine Collectors Society but also a member of several various model flying clubs in the Manchester, Macclesfield, and Norwich areas over the years. Bob attended events as often as he could at venues such as Old Warden, Middle Wallop, Tatton Park, Barkston Heath (Bowden Trophy), the European Championships, Wasserkuppe Germany with his friend Herr Holger Menrad, USA SAM Champs in Muncie Indiana and Henderson Nevada and many others, and participated in flying, or in latter years, just went to watch and chat with colleagues.

Dad had many fond memories of flying in the USA and Germany especially with his very good friend from San Diego, the late Charlie Yost and was fortunate to win one or two events - and loose a few models at these wonderful flying venues in the process.

Known as being rather outspoken, and not always PC, Bob was an encyclopaedia of knowledge from all aspects of life, especially classical and choral music (he was a member of several choirs), world history, British history, chemistry, literature, classical and comical verse and poetry, latin, science, physics, industry, geography, transport, and of course model aviation, the history and development of human flight and aircraft, and especially model engines and full sized engines and mechanics such as the examples to be found in the museums at Old Warden and Duxford, two of his favorite haunts.

Bob was also fondly known for what was once described in Aeromodeller magazine as his "Scruffy" models....I have to say that in many cases - scruffy would have been a generous compliment on his radical, careless building and repair techniques (you should have seen his workshop!), although many of his models did fly surprisingly and rather well, especially his version of the L. S. Wigdor "Wasp" powered by a rare Milford Mite 1cc diesel, of which he owned and ran two of the last existing four!

He was lucky enough to be featured or pictured in many model publications over the years and SAM Speaks news items also being a frequent contributor to SAM Speaks and for a while, a SAM 35 Committee member.

Bob was also well known for his considerable generosity amid the modelling crowd. Not just with helpful (even if not always asked for) advice, but also letters, free sharing of plans and building articles, building materials, engines or engine parts, historical aviation documents, and much more. He never asked for anything in return.

I think that by far, Bob's favourite venue was Old Warden. Being close to home, Old Warden offered so much that fascinated and delighted my dad, especially the earliest examples of the Shuttleworth Museum's collection of flying machines and the Box Kite in particular. Not the easiest place to fly and possibly retrieve/lose a model aeroplane, dad loved the OW activities, the museum and of course the cafeteria where he always found time to grab a lunch of sausages or fish and chips accompanied by a Spitfire beer. Dad also attended many of the yearly museum flying events at Old Warden, being a long time financial supporter of the museum, The Shuttleworth Veteran Aeroplane Society, and events and also donated books and information to the OW Shuttleworth library and exhibits. At model flying weekends he would almost certainly spend a considerable span of time rummaging around the stalls looking for anything of interest and bantering with the vendors. He certainly spent a lot of his pension at those tables!

Model events at OW were a mix of sporadic flying efforts with one or more of his unconventional models (as long as one of his kids or grandchildren would act willingly - or not, as a "Fetchermite!), or visiting his buddies and often helping with engine problem solving - especially challenges with diesel engines, his area of expertise.

Bob was almost always accompanied to flying events by his lovely wife Margaret and his brother, my uncle, John Close and his wife, Joy Close. John and Joy always camped on site in their motor home which my dad nicknamed "The Gin Palace". John, widely known for his love of unconventional tailless and plank models, was also a very keen and accomplished model builder and flyer and the two of them grew up in Staffordshire building and flying models from an early age.

Unfortunately, John Close also passed away a few months before my dad.

Since dad's passing I have shipped all of his model plans, engines, materials, engine parts, books, kits, magazines etc over to myself here in Canada.

Over the last few months I have been able to catalogue dad's modelling plans, extensive magazine collection and collection of books on model building and aviation. As a model builder and flyer myself, I already have a considerable catalogued collection of my own plans, kits and engines. Between us we have 600 plans alone.

I have yet to catalogue his engines, engine parts and spares, but this will be my next project. Some items would certainly be destined for a model museum in the UK should this come to pass with the BMFA at some point in the future, but other items, engine duplicates, parts, magazines, and printed copies of plans from both of our plan collections, (in the future I will also list John Close's model plans once shipped over) and a collection of over 250 scale plastic model aeroplane kits, decals and spares, will be up for sale should anyone be interested.

May I please request that this letter is shared with your members.

Thank you and Kind Regards,

*Anthony Close.*



### OS - MAX - 15

#### Manufacturers:

Ogawa Model Mfg. Co., 518 Kumatacho, Higashi Sumiyoshi, Osaka, Japan.

PROPELLER	R.P.M.
dia. x pitch	
8 x 6 (Stant)	10,200
8 x 5 (Stant)	12,000
7 x 6 (Stant)	13,600
7 x 4 (Stant)	16,000
6 x 5 (Stant)	16,800

Bore: .599 in.  
 Stroke: .549 in.  
 Displacement: 2.53 c.c. (.154 cu. in.).  
 Bore/Stroke ratio: 1.03.  
 Bare weight:  $3\frac{7}{16}$  ounces.  
 Max. B.H.P.: .2365 at 14,650 r.p.m.  
 Max. torque: 18.5 ounce-inches at 10,500 r.p.m.  
 Power rating: .093 B.H.P. per c.c.  
 Power/weight ratio: .07 B.H.P. per ounce.



### BARBINI B.40 TN

#### Distributors:

Solaria, Via V. Monti 8,  
 Milan.

PROPELLER	R.P.M.
dia. x pitch	
8 x 6 (Stant)	9,600
8 x 4 (Stant)	12,500
8 x 5 (Stant)	11,200
9 x 4 (Stant)	9,400
7 x 6 (Stant)	12,400
7 x 4 (Stant)	13,900
6 x 4 (Stant)	16,400
6 x 4 (Frog nylon)	18,000
8 x 5 (Frog nylon)	10,500
6 x 9 (Tiger)	12,900
8 x 3½ (Tiger)	14,000
8 x 4 (Tiger)	13,000
9 x 3 (Tiger)	11,100

Displacement: 2.5 c.c. (.152 cu. in.).  
 Bore: .574 in.  
 Stroke: .590 in.  
 Bore/Stroke ratio: 0.95  
 Bare Weight:  $4\frac{1}{4}$  ounces.  
 Max. B.H.P.: .189 at 14,000 r.p.m.  
 Max. torque: 16 inch-ounces at 9,500 r.p.m.  
 Power output: .0725 B.H.P. per c.c.  
 Power/Weight ratio: .04 B.H.P. per ounce.

# NEWS Review

## Cover Story

Our Cover Picture this month was taken at Stoughton Aerodrome, Leicester, on the occasion of the S.M. A.E. Petrol Duration Contest.

Although this contest was in the nature of an experiment, it proved to be highly successful, thanks to the liberal runways with which the aerodrome is provided. An exceptionally high wind prevailed, which gave some of the competitors trouble.

The picture was taken at the moment G. Paul, of the Bushy Park club, released his model and it gives a good impression of the vast runways and the good attendance at this meeting.

The photograph was taken by your Editor.

## Editorial Expansion

We have pleasure in announcing that Mr. E. F. H. Cosh has now joined the staff of MODEL AIRCRAFT, in the capacity of Assistant Editor.

Well known to nearly all aeromodellers as the very successful secretary of the S.M.A.E. in the years prior to the war, he scarcely needs introduction, and he brings a very wide experience of all aspects of aeromodelling, both in this country and abroad, with the added advantage and lustre of a brilliant period of service in the R.A.F. as a pilot during hostilities. He has flown over 3,000 hours in 27 types of aircraft, and is also a qualified civilian flying instructor.

His appointment will, we feel sure, be welcomed by all our readers, and we are certain that the journal will benefit considerably from his association with it.

## Model Air Photography

Several attempts have been made in the past to take aerial photographs from models, with varying success. The main difficulty is the obtaining of a small enough camera or the possession of a large enough machine, plus the danger of damaging the camera on a bad landing.

The photographs which we have seen taken by cameras attached to flying models have, however, been most interesting and it is a line of experiment well worth pursuing, particularly now that there are some large models built for radio control in existence and that small cameras such as the "Compass" are available in the second-hand market.

Mr. W. A. Smallcombe, the curator of the Reading Museum and the President of the

Reading M.A.C., has recently been experimenting with small cameras attached to a glider made by a fellow member of the Reading club, Mr. L. F. Lawes, with promising results.

The camera used by Mr. Smallcombe is a small one weighing about two ounces and is easily accommodated in a large glider. Operation is, of course, effected by a delayed-action time switch, and this should present no difficulty to the aeromodeller who is already well acquainted with time switches in connection with petrol engines and dethermalisers.

Mr. Smallcombe draws attention to the wide scope offered to this type of photography in connection with archaeological work, particularly when photographing sites of ancient settlements.

It has been known for some time that the taking of aerial photographs of the sites of ancient habitations in the very early morning or late evening, when the shadows cast by the sun are very oblique, reveals a clear shadow pattern, or plan, from which much can be seen which is quite undecipherable on the ground or by any other method of reproduction.

For instance, a tremendous amount of information has been gleaned concerning the missing links in such ancient monuments as "Stonehenge" and "Avebury," also excellent photographs of the plan and layout of the numerous Roman remains have been obtained by the use of this technique.

The whole thing is most intriguing and it opens up a wide field of research to those who are interested in model aircraft, photography and the study of the past history of this country.

It is well worth the attention of the serious aeromodeller who is looking for fresh fields to conquer and we shall be pleased to publish any results obtained.

## MODEL AIRCRAFT

March 1947

*The Five-Hundred Thousand*

We have previously had occasion to comment on the gross exaggeration often indulged in by the daily press and even the aeronautical press when dealing with matters relating to model aircraft and it is with regret that we notice our contemporary model aircraft journal indulging in another case of this sort, by making the statement that there are an estimated 500,000 aeromodellers in this country.

No indication of how this figure was computed is given, and we notice that it has increased suddenly in the space of two months from the 200,000 then quoted and the same figure of 200,000 quoted from the same originator at the time of the promotion of the A.B.A.

Investigation has failed to reveal a shred of evidence to show that anything approaching this number of persons are actively interested in the building of model aircraft, either of the flying type or solids. It would be interesting to know how the figure was arrived at and to what extent this is pure "guesstimation."

Certainly the circulation figures of our respective publications fail to reflect such numbers, and the attendance figures for the Dorland Hall and *The Model Engineer* Exhibitions also fail to indicate such numbers.

Irresponsible statements of this nature do no good to the movement in which we are all interested. What is needed is truth and realism.

*"It's in the Air"*

News is now coming through giving details of the various cinemas where this film is being shown, and we shall be giving a list each month of the immediate showings.

Clubs should contact the manager of their cinema and arrange for a display of models in the entrance hall or foyer, and, if possible, for a slide to be shown on the screen drawing attention to their activities.

Here are the showings for March and April :

March 10th.	Regent, East Kirby ...	3 days
" 13th.	Cinema, Haseland ...	3 days
" 13th.	Phibsord, Dublin ...	3 days
" 13th.	Valentine Cinema, Kidsgrove ...	3 days
" 16th.	Labour Hall, Scholes (Lancs.) ...	2 days
" 17th.	Oxford Cinema, Dukinfield ...	3 days
" 17th.	Rex Cinema, Daventry ...	3 days
" 17th.	Temperance Hall Cinema, Northampton ...	3 days

March 17th.	Princes, Stalybridge ...	3 days
" 20th.	Palace, Middleton ...	3 days
" 24th.	De Luxe, Dublin ...	3 days
" 24th.	Don Cinema, Doncaster ...	—
" 24th.	Norton, Kings Norton ...	3 days
" 25th.	Innerleitham Cinema ...	1 day
" 27th.	Alhambra, Dudley Port ...	3 days
" 27th.	Gaiety, Ferryhill ...	—
" 28th.	Star, Ashton ...	2 days
" 31st.	Broadway, Dublin ...	and 1st and 5th April
" 31st.	Queen's, Walton (Lancs.) ...	3 days
" 31st.	Regal, Hadley ...	3 days
April 7th.	Allan Park, Stirling ...	6 days
" 7th.	Embassy, Bolton ...	6 days
" 7th.	Empire, Ashbourne ...	3 days
" 7th.	Empire Cinema, Farnworth ...	6 days
" 7th.	Hippodrome, Altringham ...	3 days
" 7th.	Palace, Wellingborough ...	6 days
" 7th.	Picture House, Ashby-de-la-Zouche ...	3 days
" 7th.	Plaza, Birkenhead ...	6 days
" 7th.	Ritz, Rushden ...	3 days
" 10th.	Drumcondra, Dublin ...	3 days
" 14th.	Futurist, Kidderminster ...	6 days
" 14th.	Kings, Ilkeston ...	6 days
" 14th.	Queen's, Wallasey ...	3 days
" 14th.	The Regal, Dumfermline ...	6 days
" 16th.	Majestic, Chadderden ...	2 days
" 17th.	Victory, Stapleford ...	3 days
" 21st.	Davenport, Stockport ...	6 days
" 21st.	Picture House, Denny ...	2 days
" 21st.	Plaza, Stockport ...	6 days
" 21st.	Regent, Bolton ...	3 days
" 21st.	Ritz, Doncaster ...	—
" 23rd.	Plaza, Bishops Castle ...	2 days
" 24th.	Imperial, Nottingham ...	3 days
" 28th.	Palace, Hollinwood ...	2 days
" 28th.	Tatton Cinema, Gatley ...	6 days

*S.M.A.E. Secretarial Assistant*

The S.M.A.E. will shortly be taking over its new office in the Royal Aero Club, Londonderry House, 19, Park Lane, London, W.1. A vacancy occurs for a young lady to act as a permanent Secretarial Assistant. A knowledge of aeromodelling would be an advantage; but is not essential. Applications giving full particulars regarding age, experience and salary required, should be addressed to Mr. A. F. Houlberg, "Crossways," 102, Staunton Road, Headington, Oxford.

### First trimming session of 2022

In the old days I used to pride myself in always having a trimming session in the first week of the year. That was often just down the road at the Portsmouth Club site or more recently at Beaulieu. Alas the former is no longer available as it's the location of a new reservoir for drinking water for the Portsmouth area and the water company don't want anyone on it prior to building starting. Meanwhile Beaulieu is all but finished as a free flight site due to the restrictions being imposed by Forestry England combined with the lack of any gorse burning on the field for several years.

So now it's Salisbury Plain that's the best "local" field for me. A 116 mile round trip means that things have to be planned in advance, as just chucking a model in the car with some fuel for an hour's trimming doesn't make sense but the recent spell of light winds has made it a worthwhile journey for a proper session. The penultimate Sunday of January looked good but scare stories of very dodgy access tracks for anyone other than those with 4 wheel drive vehicles or Challenger tanks put me off and I didn't go. However a surprise call from Peter Carter the following Tuesday whilst I was pruning the raspberries revealed that things weren't actually that bad and he'd managed to get up to the trimming field with no major problems. So when light winds were forecast for the flowing Sunday it looked like a trimming session was worth planning, especially as the first BMFA area meeting would be only four weeks away at that point.



Salisbury Plain on a good day. So much sky to fly in. Few places better



The flight line on Salisbury Plain that Sunday

The forecast remained positive so the Saturday afternoon and evening were spent starting engines that hadn't run for months, mixing fresh fuel to give me something with a decent ether content for the small diesels and mending Lipo charger balancing boards that were playing up. Then there's all the battery checking and charging for the trackers and RDT components! Anyway all was done and ready for packing in the car first thing on the Sunday morning along with five toy aeroplanes - an open electric, two diesel engined mini-vintage jobs and the Keil Kraft Outlaw and Pirate.

Due to everything that's been going on in life for the last goodness knows how long I haven't driven very far for a long time and the 58 mile outward journey seemed to take forever. Radio 4's news programme helped as Sunday's edition always seems to be conducted in a less argumentative and confrontational manner than those on weekdays, but then there was the sad news that Barry Cryer had died a couple of days earlier, news that I'd missed. Obviously he

was now elderly but I was shocked. I'd first seen him in the late nineties at a London recording of "I'm sorry I haven't a clue" and subsequently at several other recordings and road show performances of the game. They had everyone in the various venues in hysterics - even funnier than what got put out on air. I've been listening to the programme almost since it started in 1972. Radio 4 came up with a great appreciation of him - RIP Barry Cryer.

Right, back to the day out. The track to the trimming field was easy to drive on even in my 2 wheel drive Berlingo. Certainly it was a little slippery in a few places but never a problem. Four of us were up there, Chris Redrup, Jim Paton, Ian Kaynes and myself.

First job was to get the big, electrified Clarkson 432 SLOP checked out ready for Area Meeting No1. A 2 sec motor run and 8 sec DT suggested that all was still as dependable as ever so the run was upped to 11.3 sec and DT to 30 sec. It went up on rails and glided as ever. "Put it away" said Chris but the advice wasn't necessary as I'd made that decision halfway through the glide.

Next was the turn of the Le Timide, mini-vintage power model.



This is my third version of Jossien's design. 1 & 2 both had twin ball raced PAW80s in them. They flew well with these powerful engines on board - indeed one of them flew to the Isle of Wight, over 10 years ago, which was written about in a much earlier edition of the NC. The only downside of this particular configuration was that the engine vibration used to effect the performance in the climb once the very thin, profile fuselage got too oil-soaked. I only have No 3 now which has a smaller, PAW 55 on board. It flew off the board and has had minimal adjustments despite its age. It's much lighter than 1 & 2 were - even lighter still when I was using a fuse DT but I've subsequently given that up in favour of a simpler to use clockwork timer. On this trimming session the only adjustment necessary was to add a 3/8" bit of 1/64" plywood strip to the right side of the fin to clear the slight stall off the top. Four flights in all and it was back in the box.

For long while two Top Bananas were my go-to models for mini-vintage.

But a few years ago neither of those that I still had would perform consistently and I retired them in favour of Le Tim 3. Then all of a sudden, last year, I had a burst of enthusiasm for tinkering with TBs again and it seemed sensible to see what I could cobble together and two models came forth from the hanger, utilising bits from the



collection of remaining parts. The new No 1 has the wing and tail from my first TB with the fuselage from my first E36 Model, an electrified TB. As an E36 it proved that the new electric class could be fun to fly but as the power went up in an attempt to enable the model to be vaguely competitive, the flimsiness of the design at high speed showed its weakness and it was retired. Mods to the fuselage were simple and quick as the build had very much followed the original plan so I soon had, once again, a ready-to-fly TB for mini vintage. The new No 2 involved much the same technique. It has the original fuselage but I can't confirm the source of the wing or tailplane. Later in the year the new TBs were both flown and proved to be ok but No 1 had the better climb so No 2 was put back in the hanger for another day. All was good but a comp flight later in the year suggested that the glide on No 1 was not as good as it could be so further work was required.

The original No 2 would fly well even on the breeziest of days but one day at Beaulieu it started going haywire and I was amazed that it survived. There were no obvious signs of the cause and it was put down to softening of the fuselage at the tailplane platform - one of the three weak points of the design, the others being the thin pylon and the lower wing spar. Well the aforementioned enthusiasm burst saw a forensic level investigation of the faulty wing which revealed a crack in the aforementioned lower wing spar, two bays out from the centreline. It's now repaired and mylared and just awaiting another enthusiasm burst to apply the tissue but with two complete TBs available it's low priority.

And now back to events on Salisbury Plain!

Having got the electric SLOP and Le Tim checked out it was time to fly TB No1. First flight was a short one but all seemed safe so a full power run was flown. With Le Tim earlier in the day the nice, right hand corkscrew climb tended to straighten up a bit during the last few seconds before the engine cut resulting in a slight stall off the top which was cured (I believe!) with the addition of the 1/64" strip. And so it was with the TB's climb, though here I removed some of the turn strip on the left hand side of the fin to give the same effect. Next flight suggested a bit too much had come off so I put it all back on and tried the alternative technique of adding packing at the back end of the tailplane. This is supposed to tighten up the climb as well as decrease the speed of the glide - I don't know why it has the first of these effects and I'm in good company here as Thommo didn't either but he just knew that it worked. And it seemed to for me too. A further test flight or two would've been beneficial but by now the breeze had started to get up as had been forecast and the landings were getting close to the trees and the water tower so it seemed best to quit whilst I felt like I was ahead.

And what of the other flyers on Plain? Well Chris Redrup had problems with his BMFA Electric model but only as he'd left some of it at home! He went on to fly an F1Q that had problems with the inner wing dropping. Having separate wing halves meant that the incidence on the right wing could be easily increased to provide wash-in which certainly improved the situation but the performance was still a little inconsistent.

Jim Paton flew various models including a nice P30 that went very well. He also had his Clan 46 powered Keil Kraft Senator which is an interesting variation on a theme!! And while this was going on Ian Kaynes test flew his two, large F1Q models which are very much of the powered glider variety as seems to be the favoured approach to the class - until they go and change the rules yet again!





Jim Paton and his Clan powered Senator. Interesting flight pattern!!

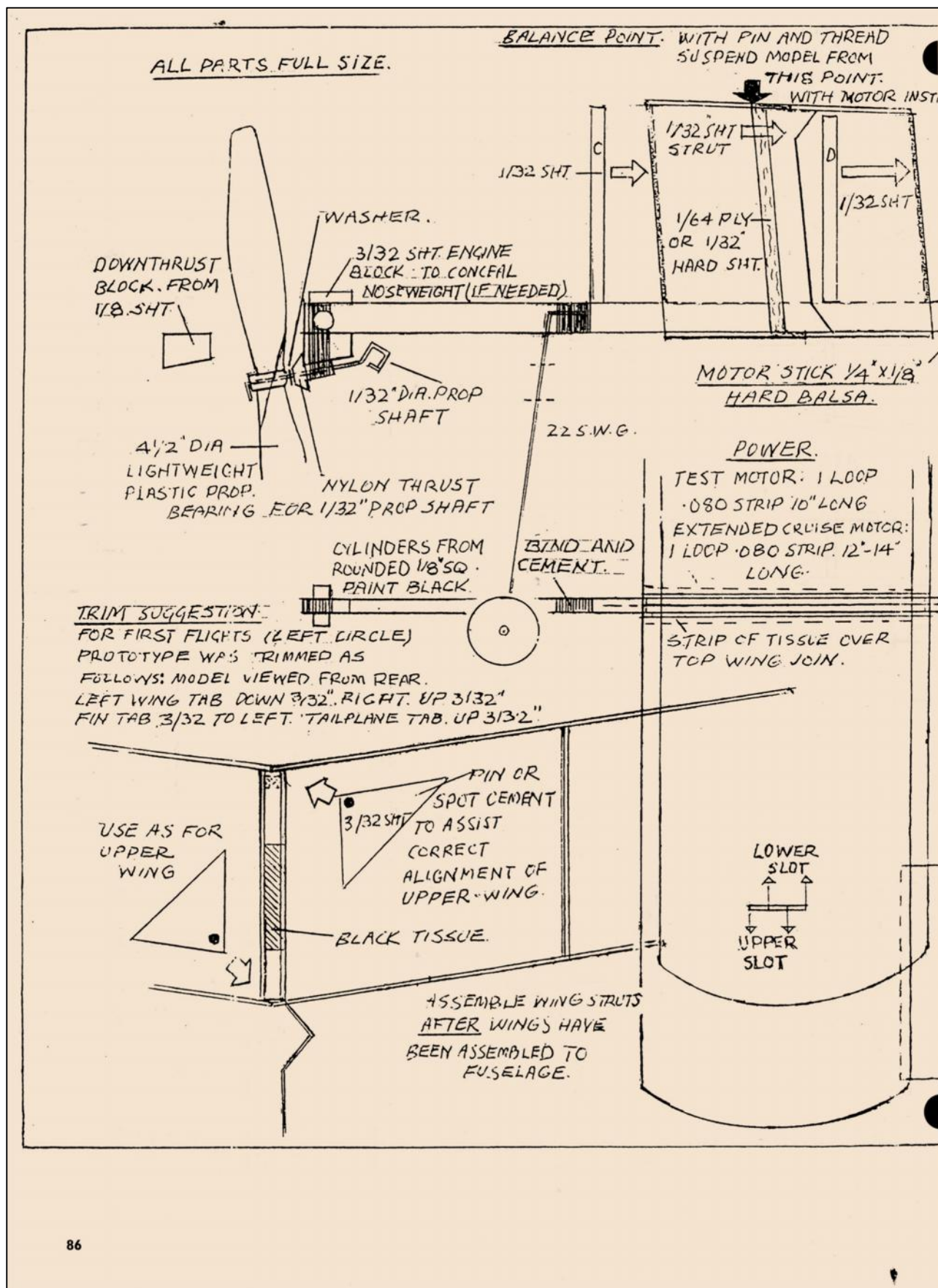


Top Banana's last landing of the day. Too close for comfort

And that was the end of my first trimming session of 2022. It was lovely to be back up on the Plain and enjoying some reasonably benign flying conditions. Long may it stay that way.

*Tony Shepherd*

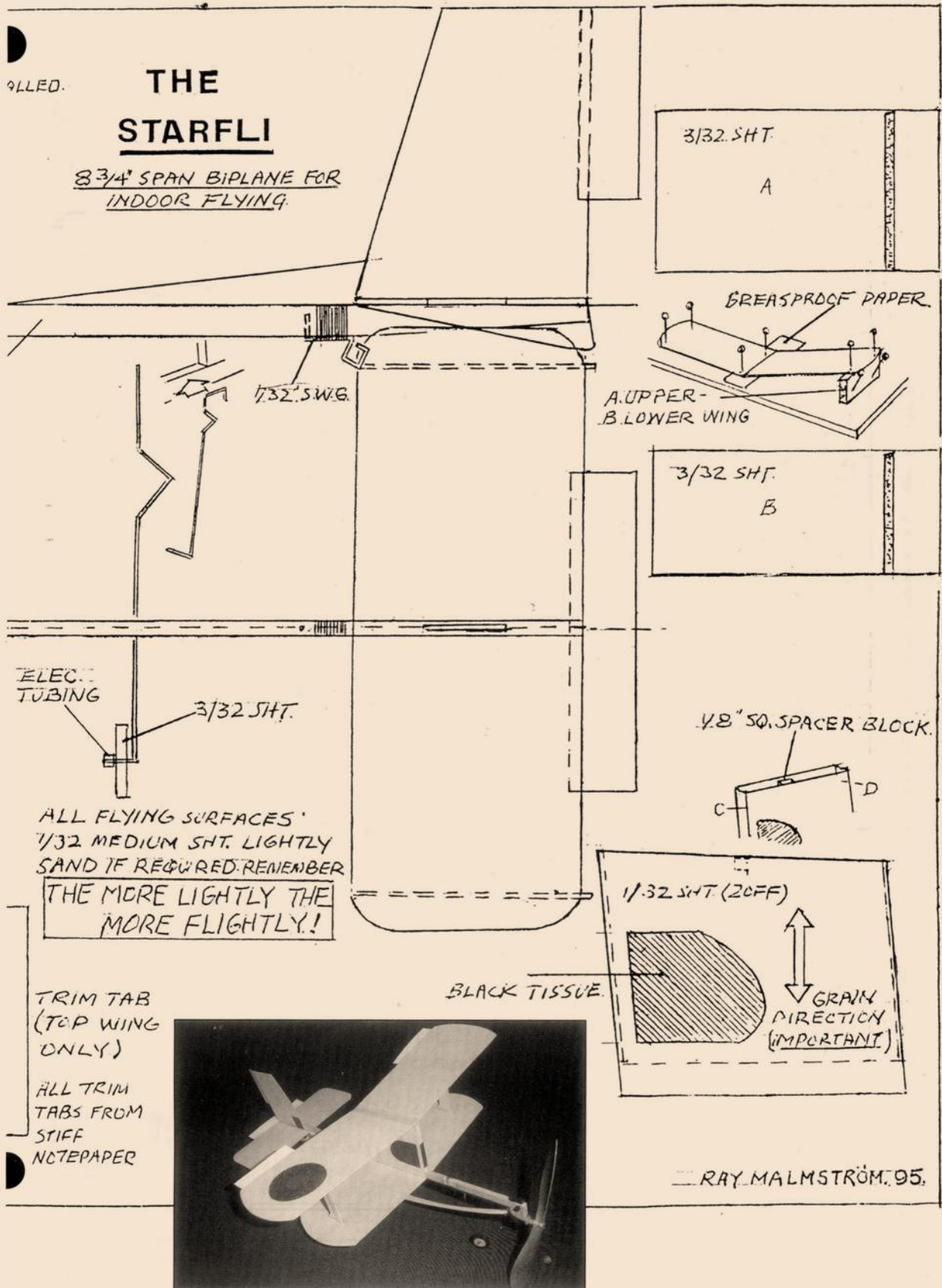
From the book Ray Malmstrom 60 years of IVCMA, - Courtesy Chris Strachan



9 LLED.

# THE STARFLI

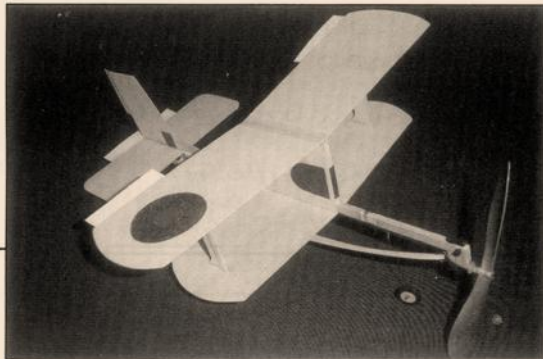
8 3/4" SPAN BIPLANE FOR  
INDOOR FLYING.



ALL FLYING SURFACES  
1/32 MEDIUM SHT. LIGHTLY  
SAND IF REQUIRED. REMEMBER  
THE MORE LIGHTLY THE  
MORE FLIGHTLY!

TRIM TAB  
(TOP WING  
ONLY)

ALL TRIM  
TABS FROM  
STIFF  
NOTEPAPER



3/32 SHT.

A

GREASPROOF PAPER.

A. UPPER-  
B. LOWER WING

3/32 SHT.

B

1/8" SQ. SPACER BLOCK.



1/32 SHT (20FF)

BLACK TISSUE.

GRAIN  
DIRECTION  
(IMPORTANT)

RAY MALMSTRÖM, '95.

## The Good, the Bad and the Downright Ugly

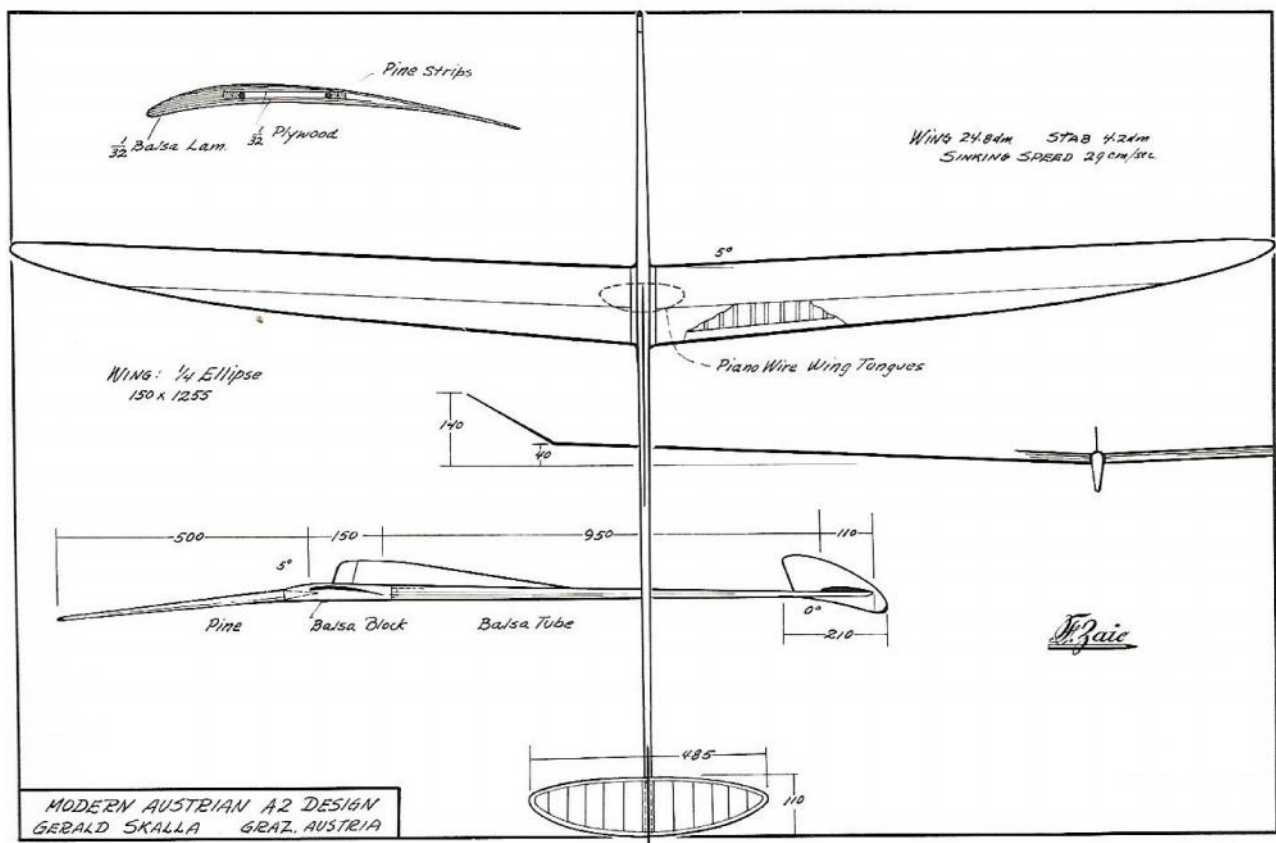
-

Peter Watt

In the December issue of the Clarion Roger Newman's Plans for the Month featured Czepa's Toothpick 1951 World Champ. winning glider with the comment "Is this one of the most inelegant gliders of all time?". I have a penchant for the unusual and considered building one but rapidly abandoned the idea when I took a detailed look at the plan. 0.6mm ply wing spars, trailing edge and triangular fuselage 76" long. In addition the towhook is in front of the leading edge. I don't think so.

Looking through Frank Zaic's 55-56 Yearbook I came across some weird designs along with ones I think show real elegance. What do you think?

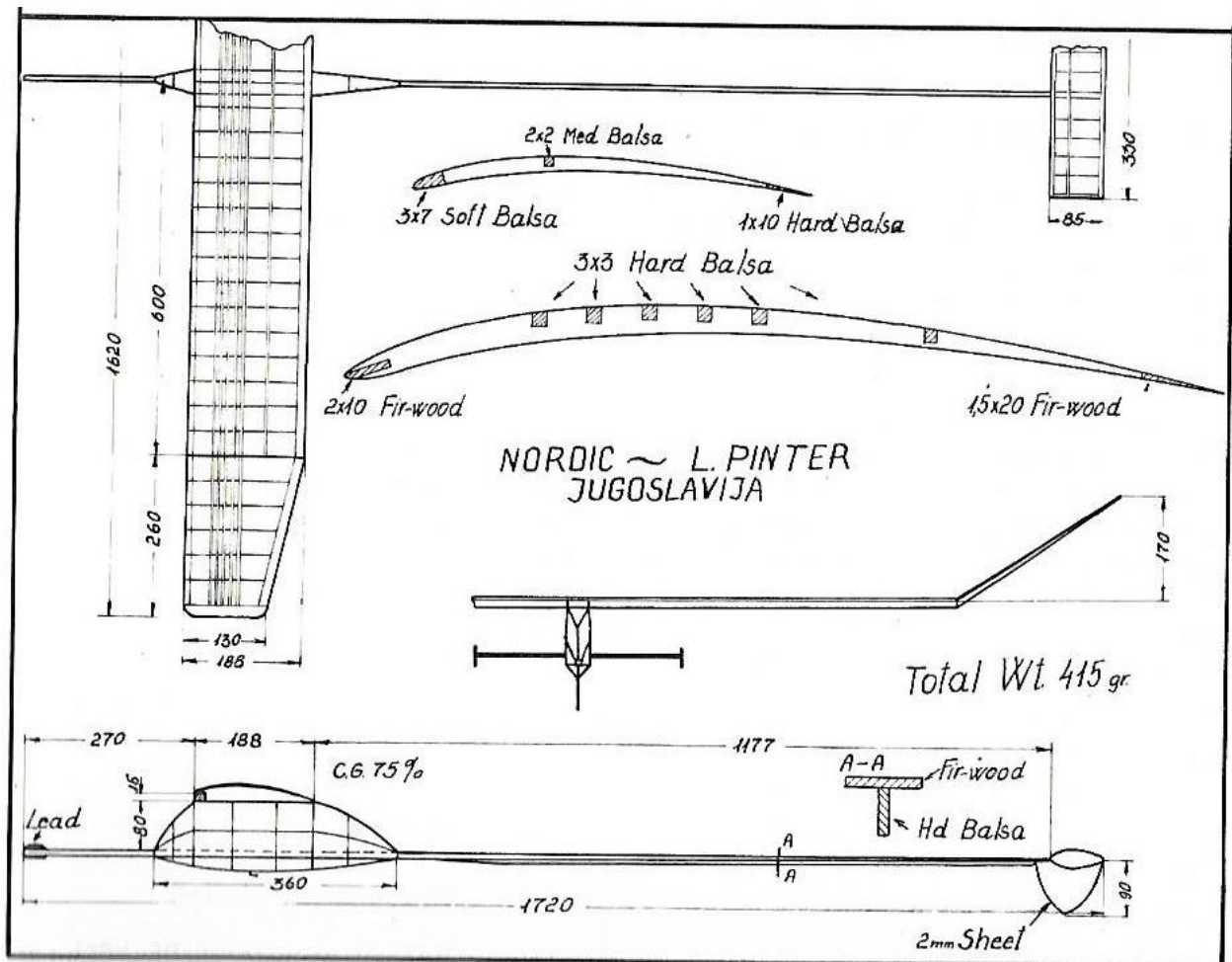
First up and definitely in the ugly and weird I another Austrian A2 from the same school as Czepa's model. This one by Gerald Skalla. Swept forward wings made from laminated 0.8mm. balsa and ply plus a pine nose, balsa block centre section and rolled balsa tube tail boom. All this topped off with a peculiar dorsal fin over the centre section. I imagine the wing would be built on a cambered board but how stable would it be once off it?



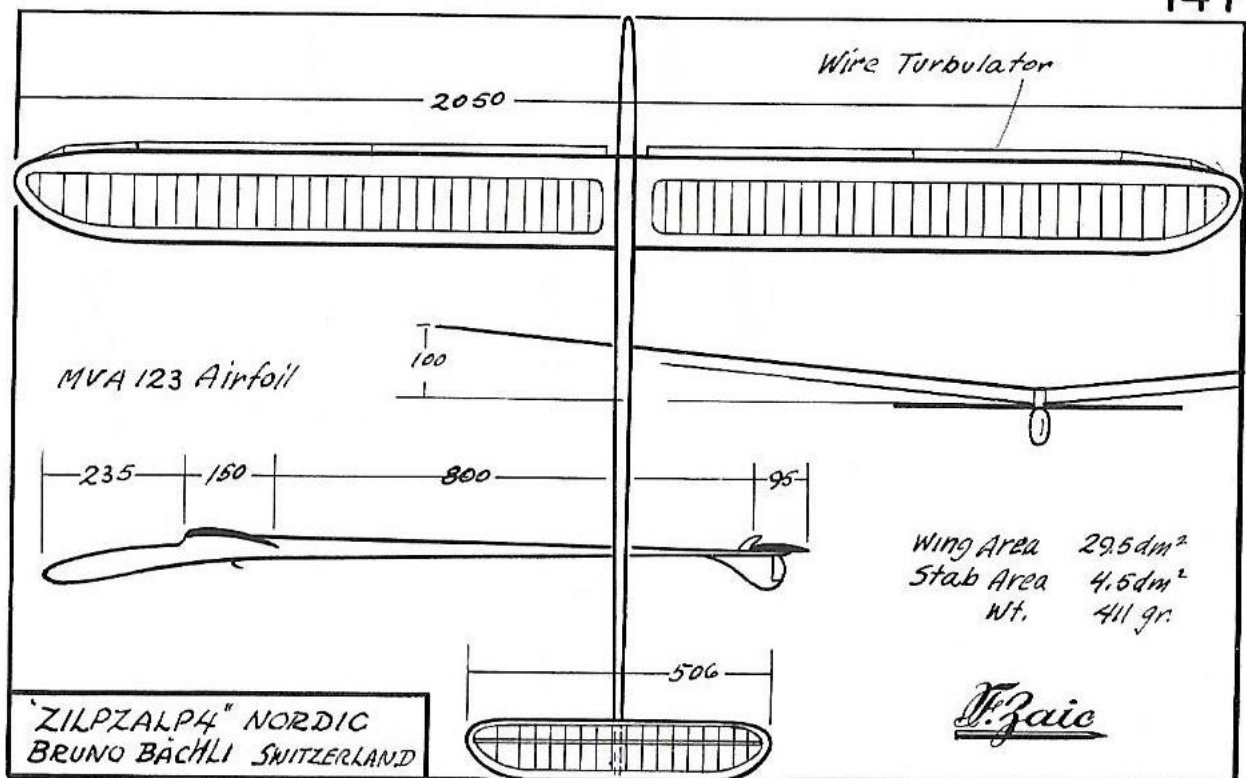
Next and still in the ugly and weird is this offering by L Pinter from Yugoslavia. For a start just look at the wing and tail plane sections and construction. Another candidate for a cambered board but again how stable once removed? There doesn't seem to be a lot of meat in the rib at the rearmost spar plus a 1.5x 20mm. spruce trailing edge. Moving on to the fuselage which is T shaped made from balsa and spruce of constant section capped off with the strangest pylon. I don't think there will be a rush by anyone to build either of these for Classic Glider!

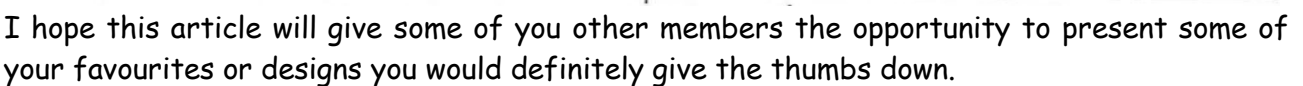
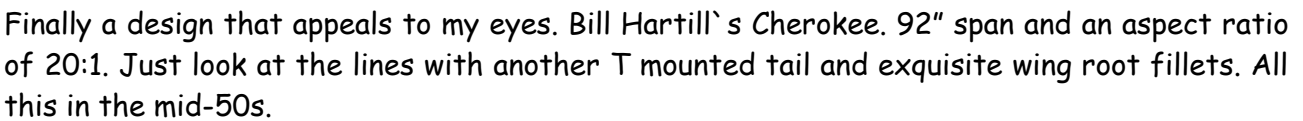
Strangely placed on the next page to the Skalla model is the Zipzalp 4 from Swiss modeller Bruno Balchi. Surely a study in beauty. Unfortunately no construction details given.

In the same vein another pod and boom beauty from Rudolf Lindner- his 1955 World Champ winning model differing from the Zipzalp in the high mounted tail and tail plane dihedral.

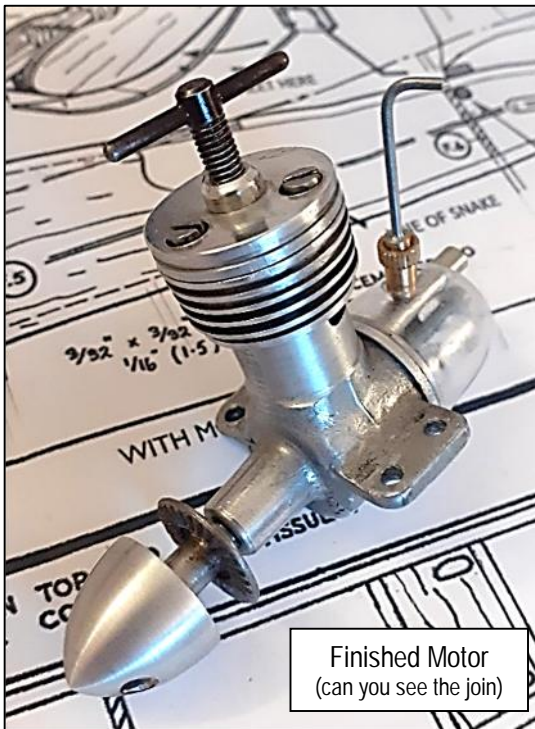


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Peter Watt



Hi John.

After hearing your 'call to arms' in the latest edition of the New Clarion, I thought I'd write up a little account of my rescuing an old ED Bee I was given.

The Bee had laid abandoned for years in a drawer in the garage of a deceased modeller, and came to me in a dirty and rather forlorn condition. One mounting lug was completely broken off on one side, and the remains of the bolt that retains the (missing) tank was



broken off flush with the back plate, and for some reason the 'ED' logo seems to have been machined off...however it turned over with decent compression, and after a strip down to its component parts there seemed no reason why it shouldn't run, so I thought I would give it a bit of TLC and get it to the stage where it can be fitted and run in a model.

I filed off the broken mounting lug square, and carefully marked out and drilled two holes into which I epoxied some small lengths of piano wire. I then took a small piece of aluminium scrap, and filed one edge flat, drilling two matching holes for the wire to slide into. Once I was happy with the fit, I epoxied it into position, finishing off by hand filing it to shape to more or less match the intact bearer on the other side.

Precision engineering it is not, but the resulting mount is strong, and allows the engine to be fitted into a model.



The broken tank securing bolt in the back-plate was carefully drilled through the centre, and removed with an 'easy-out'

The only tool I had to buy was a cheap little puller to remove the drive flange on the crankshaft. I purchased a pattern tank off a well-known auction site, and also an aluminium spinner to finish the job off.

It starts well and runs very nicely indeed. I just need to build something to put it in now.

Stewart Mason

### Gerard Moore's Arrowair and other models



Gerard Moore's Telco style CO<sub>2</sub> motor in his version of Ray Malmström Arrowair

At a recent Trinity indoor meeting, Gerard Moore, that master magician of the CO<sub>2</sub> motor, was flying his version of Ray Malmström's Arrowair powered by yet another home built one. This has a throttle adjustment based on the Telco system with the adjustable eccentric crankshaft bearing. This motor has a capacity of 18mm<sup>3</sup>, and the model was flying quite beautifully. The Arrowair is Ray's only model purposely designed for CO<sub>2</sub> and was published in the June 1980 edition of 'Model Maker', not a magazine I would normally associate with flying models. Ray's original model was fitted with a Telco, but because of his motor's smaller size, Gerard constructed his to the reduced size as published in the book 'Ray Malmström 60 years of IVCMAC'. The plan and article were also re-published in the January 2016 edition of NC.



Gerard Moore's miniature of  
Leon Shulman's Super Sky Rocket



Gerard's Comet nickel Kinner Sportster  
aka Security Sport (10" wingspan)

Another model that Gerard had with him was a 5mm<sup>3</sup> Gasparin powered version of Leon Shulman Super Sky Rocket of 9.375in span.

A video of this flying in the Trinity sports hall can be found at

<https://vimeo.com/658159207> courtesy of the Lurker.

The Flying Aces Club has recently started promoting the building of the Comet nickel series of kits, of which twelve were produced at five US cents each in the early 1940s. Copies of the plans can be found at [Plans - Page 1 - the Flying Aces Club](#), but a number have now or are being re-drawn to a better standard.

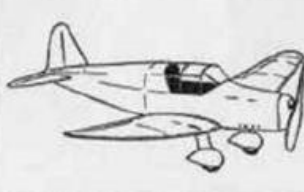
# 5<sup>c</sup> FLYERS 5<sup>c</sup>

Designed to fly, these models of 10" Wingspan have numerous features. Simple in construction—very realistic in appearance—easy to build. All good fliers that will give you plenty of action.

For outstanding values these complete kits can't be beat! Printed balsa wood, noseblock, strips, finished propeller, thrust button, rubber, tissue, wheels and bent wire landing gear.



No. W1 BABY R.O.G.



No. W2 AERONEER



No. W3 DART



No. W4 SECURITY



No. W5 CESSNA



No. W6 RYAN S-C



No. W7 MILLER RACER



No. W8 FAIRCHILD



No. W9 BELLANCA



No. W10 RYAN TRAINER



No. W11 MONOCOUPÉ



No. W12 HOWARD

Build an entire fleet of these dandy planes. Every one a top notch performer.

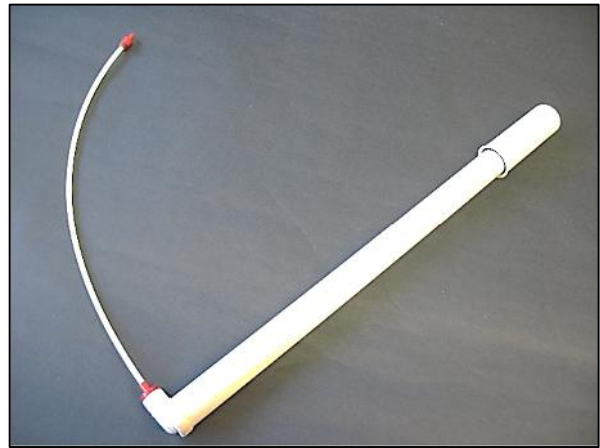
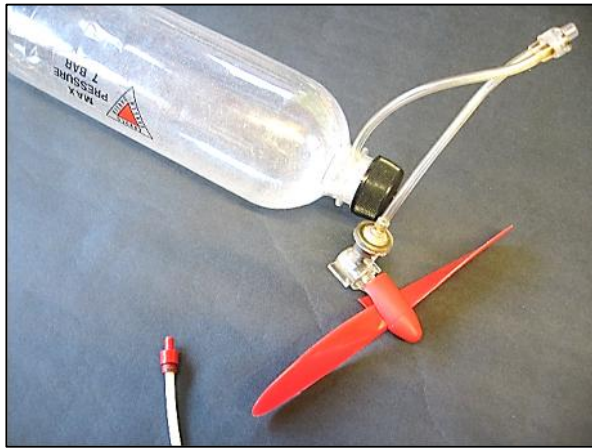
COMET'S BIG VALUES IN LITTLE MODELS

Gerard has been very quick of the blocks with his Security, although the ever prolific Pete Smart apparently produced one of the series in a couple of days! Me, I'm still thinking about it! According to Stew Meyers in the latest FAC News, of which he is editor, 'the Security Sport is really the Kinner Sportster. The Sportster was produced after Kinner's bankruptcy by Security-National Corp as the Security S-1 Airster'.

Gerard's model was flying nicely in right hand circuits.

## **Z Model compressed air motor**

A couple of months ago I described Keith Sedgwick's Foster Wikner Wicko with its completely enclosed Z Model compressed air motor. Another item that Gerard showed me at the Trinity meeting was an uninstalled motor, with the associated bicycle type pump.



Z Model MM3 motor, tank and filler valve (left) with associated air pump (right). The propeller diameter is 165mm

The filler is a hard plastic tube of 4mm diameter, which is a push fit into the slightly tapered hole in the filler valve. Testing has shown that this friction retention is quite adequate. This motor appears to run considerably better than the one installed in the Wicko model and the propeller is in good condition, without stress cracks.

### Lobet Ganagobie

Back to the shed, I have started building a Peanut scale model of the *Ganagobie* from the Peck-Polymer kit. I managed to acquire a new kit from Wind-it-up Enterprises, the current owners of the Peck-Polymer brand. The reasonably light 'print' wood was cleanly laser cut with very little in the way of char marks.

The full-size *Ganagobie* is a single-seat homebuilt designed by the brothers William and James Lobet in France. Their first version was first flown in about 1953. Bob Peck's Peanut design is based on N1949, the version built by Ron Ballou in Oregon. The first photo is the one from [GanagobieStory \(homestead.com\)](http://GanagobieStory.homestead.com) but is the same as printed on the instruction sheet in the kit, along with a 3-view. The other two photos of N1949 I found by internet searching. I think the one in colour must be from the back cover of the March 1970 issue of the EAA Sport Aviation magazine. I would be delighted to hear from any of our readership who can confirm this and perhaps supply a better copy, or any other photos of N1949. Please contact me via OEE. However, the photos shown are quite adequate for Peanut scale documentation purposes. The yellow/white colour scheme with the black pinstripe separation is unusual. The Peck kit was supplied with sheets of yellow and white tissue, but apart from the one black and white photograph, no indication of how it should be used.

The fourth photo below is of N60G, which was in the EAA Airventure Museum in Oshkosh, Wisconsin, when I visited almost twenty years ago, and shows an alternative colour scheme, but the Nelson H-63CP engine on this version is completely exposed. I decided to stick with N1949 because the partially cowled engine makes for an easier nose for a rubber model. I shall be reporting on the build progress in future columns.



Ron Ballou's Continental A40 powered Lobet Ganagobie N1949



Photo of N1949 from the back page  
of Sport Aviation March 1970?



Haydon L Shafor's  
Nelson H-63CP powered Ganagobie N60G  
in the EAA Airventure Museum in Oshkosh.

*Nick Peppiatt*

## **Quaker Flash Resurrection**

Colin Shepherd

In answer for your appeal for content I thought perhaps a picture  
of the result of my latest project might be of interest.

I had this 30 year old 'Quaker Flash' I was thinking of scrapping but it had flown so well for so  
long she warranted a refurbishment so I got stuck in.

She is now ready to go for another 30 years.



She has been powered with an OS20 FS since day 1  
R/C assist with Rudder Elevator and Engine controls  
Lightspan covering and the long gangly undercart is to plan.

*Colin Shepherd*

MODEL AIRCRAFT

APRIL 1954

# Rubber ★ ★ on Test

*The test data given in the following pages was obtained from typical samples of commercial rubbers available—namely Dunlop and Pirelli. In view of the significance of rubber power under the new Wakefield contest rules, test motors were made up to Wakefield size in each case.*

by **RON WARRING**  
and **BOB COPLAND**

**R**ESTRICTING rubber weight to a maximum of 2.82 ounces under the new Wakefield rules places a premium on rubber performance, and also renders the actual making-up of the motor a little tricky. It is difficult to measure rubber *accurately* by length—accurate enough, that is, to work right up to the limit allowed under the Wakefield rules. Measuring out a motor by *weight* is the obvious solution, but then makes it very difficult to subdivide the skein so measured into the required number of strands.

A practical solution is to aim at making up a motor slightly undersize, so leaving that little margin for possible error. What you may lose in power output this way can safely be ignored. Thus a Wakefield motor made up to  $2\frac{3}{8}$  ounces dry weight is a good standard size. Lubricant will then add a further five per cent. or so, making the total weight of the motor between  $2\frac{1}{8}$  and  $2\frac{3}{4}$  ounces, on average—comfortably within the weight limit.

A number of sample motors were measured out to a dry weight of  $2\frac{3}{8}$  ounces and their average physical dimensions taken to provide the data summarised in Table I. Allowing for the fact that there is often a slight variation in density between

different skeins of the same brand, and sometimes even between different ends of the same skein, motors cut to the length indicated should, when lubricated and made up, come safely within the weight limit. The higher figures in brackets indicate lengths to which the rubber should be cut to end up with a lubricated rubber closer to the limit.

Table II reduces these figures to layout dimensions for making up motors of different cross section, substantially correct to the nearest half inch. After breaking in, the motor will have stretched somewhat, due to its taking up what is termed a permanent set, and if it is necessary to re-make the motor at this stage corresponding lengths will be approximately as summarised in Table IIa.

Various specimen motors were then broken in carefully and winding continued to find a nominal maximum turns figure. By this is meant the motors were not actually wound to destruction but as tight as possible without them actually breaking. Many factors affect actual breaking turns, such as temperature, condition and age of the rubber, individual winding techniques, etc. Also, of course, maximum turns will be reduced if the motor is roped or corded. Allowing for such factors, the figures in Table III should be obtainable with similar rubbers, although for safety a working maximum about ten per cent. lower would be advised. Table III data is reduced to equivalent terms for standard Wakefield motors of various cross sections in Table IV.

The data in Table V is intended only as a general guide. It does not follow that the power output of a motor is directly proportional to the cross sectional area of the rubber, although if the rubber were of identical form and constitution in each case, this should hold true. (Theoretically torque or power is proportional to cross section<sup>1-6</sup>). Table V can, however, indicate what size of motor might be a good alternative choice to, say, a 14 strand  $\frac{1}{8}$ -in. motor which is a little too weak, or a little too powerful. In such a case, 18 strands of  $\frac{3}{16}$ -in. Dunlop would give slightly less cross section—19 strands of  $\frac{3}{16}$  in. slightly more cross section.

TABLE I. PHYSICAL DATA SPECIMEN RUBBER STRIP

BRAND	Nominal cross section (in.)	Actual cross section (in.)	Actual cross section area (sq. in.)	Average density (oz./cu. in.)	Lengths for $2\frac{3}{8}$ oz. (Av.)
Dunlop ... ..	$\frac{1}{8} \times 24$	$0.248 \times 0.042$	0.0104	0.56	37 ft. 8 in. (40 ft.)*
Dunlop ... ..	$\frac{3}{16} \times 24$	$0.188 \times 0.042$	0.0079	0.56	49 ft. 6 in. (53 ft.)*
Pirelli ... ..	$\frac{1}{8} \times 24$	$0.242 \times 0.045$	0.0109	0.565	35 ft. 9 in. (38 ft.)*
Pirelli ... ..	$\frac{3}{16} \times 24$	$0.175 \times 0.042$	0.0074	0.56	54 ft. (58 ft.)*

\*These figures are approximate lengths for maximum size motors.

TABLE II. MAKE-UP LENGTHS (IN INCHES) FOR WAKEFIELD MOTORS. (Approx.  $2\frac{3}{8}$  oz. lubricated)

RUBBER	NUMBER OF STRANDS						
	12	14	16	18	20	22	24
Dunlop $\frac{1}{8}$ ...	37½	32	28½	—	—	—	—
Dunlop $\frac{3}{16}$ ...	—	—	37½	33	30	27	24½
Pirelli $\frac{1}{8}$ ...	36	31	27	—	—	—	—
Pirelli $\frac{3}{16}$ ...	—	—	40½	36	32	29½	27

TABLE IIa. APPROX. MOTOR LENGTHS WHEN RUN IN. ( $2\frac{3}{8}$  oz. motors, well lubricated)

RUBBER	NUMBER OF STRANDS						
	12	14	16	18	20	22	24
Dunlop $\frac{1}{8}$ ...	42	36½	32	—	—	—	—
Dunlop $\frac{3}{16}$ ...	—	—	42	37	33½	30½	27½
Pirelli $\frac{1}{8}$ ...	39	34½	30	—	—	—	—
Pirelli $\frac{3}{16}$ ...	—	—	45	40	35½	32½	30

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**TABLE III. NOMINAL MAXIMUM TURNS**  
(Turns per inch)

RUBBER	NUMBER OF STRANDS						
	12	14	16	18	20	22	24
Dunlop $\frac{1}{4}$ ...	25	22.5	20	17.5	—	—	—
Dunlop $\frac{3}{16}$ ...	—	30	26	23	21	20	18
Pirelli $\frac{1}{4}$ ...	27	24	21	18.5	—	—	—
Pirelli $\frac{3}{16}$ ...	—	—	31	28	25	22	20

Such general conversion should, however, be studied in conjunction with the characteristic torque curves of the four different rubbers tested.

The torque curves were obtained by carefully running-in sample motors of the appropriate size, up to about 90 per cent. nominal maximum turns. They were then rested and torque test readings taken with each motor, in turn, made up into three different arrangements—12, 14 and 16 strands in the case of  $\frac{1}{4}$ -in. strip; and 16, 18 and 20 strands in the case of  $\frac{3}{16}$ -in. strip. These motor sizes embrace the whole range likely to be required in a Wakefield model. The same motor was used for each of the three separate tests appropriate to that particular size and brand. This eliminated any possibility of variation between different motors of the same brand and size. The possibility of fatigue affecting the results was also eliminated by winding all motors to 80 per cent. nominal maximum turns for the purpose of testing, whatever size they were made up into. At 80 per cent. maximum turns, fatigue effects are almost negligible until after the sixth or seventh winding, and often delayed for a dozen.

Since we have no simple means of using actual torque figures generated (e.g. torque measured in ounce-inches), torque is quoted with regard to an arbitrary linear scale ranging from 0 to 8. The scale being linear, figures are truly proportional to actual torque and so can be used as a basis for direct comparison. To assist in this all four graphs have been drawn to an identical grid pattern.

**TABLE IV. NOMINAL MAXIMUM TURNS**  
( $2\frac{1}{2}$  oz. rubber)

RUBBER	NUMBER OF STRANDS						
	12	14	16	18	20	22	24
Dunlop $\frac{1}{4}$ ...	940	720	565	—	—	—	—
Dunlop $\frac{3}{16}$ ...	—	—	970	760	630	540	440
Pirelli $\frac{1}{4}$ ...	970	740	565	—	—	—	—
Pirelli $\frac{3}{16}$ ...	—	—	1,250	1,000	900	650	540

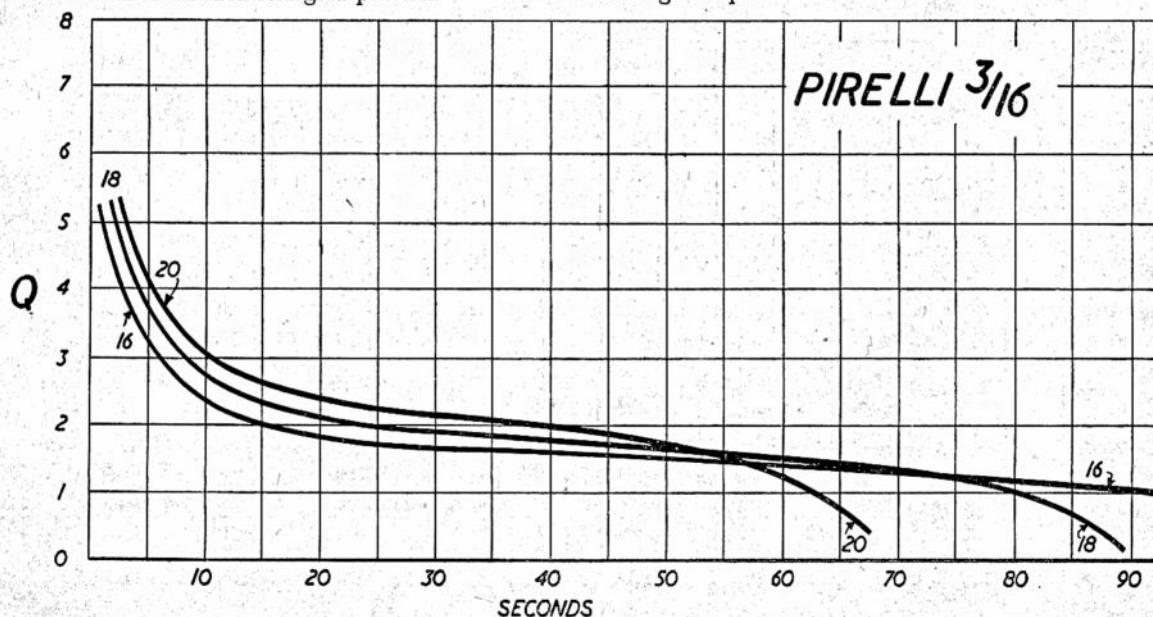
**TABLE V. APPROX. MOTOR EQUIVALENTS BASED ON CROSS-SECTION AREA**

RUBBER	EQUIVALENT STRANDS					
Standard Max. 24 (Dunlop & Pirelli)	12	13	14	15	16	18
Dunlop $\frac{3}{16}$ ...	16	17	18 (18 $\frac{1}{2}$ )* 19	20	21 (21 $\frac{1}{2}$ )* 22	24
Pirelli ...	17	18	20	21 $\frac{1}{2}$	23	—

\*Geometric equivalent.

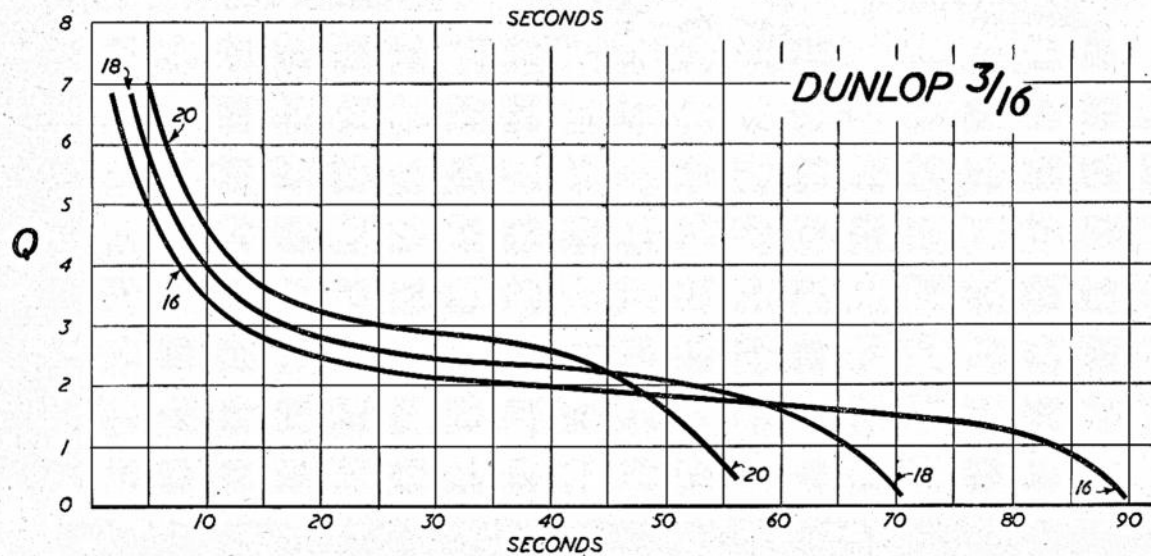
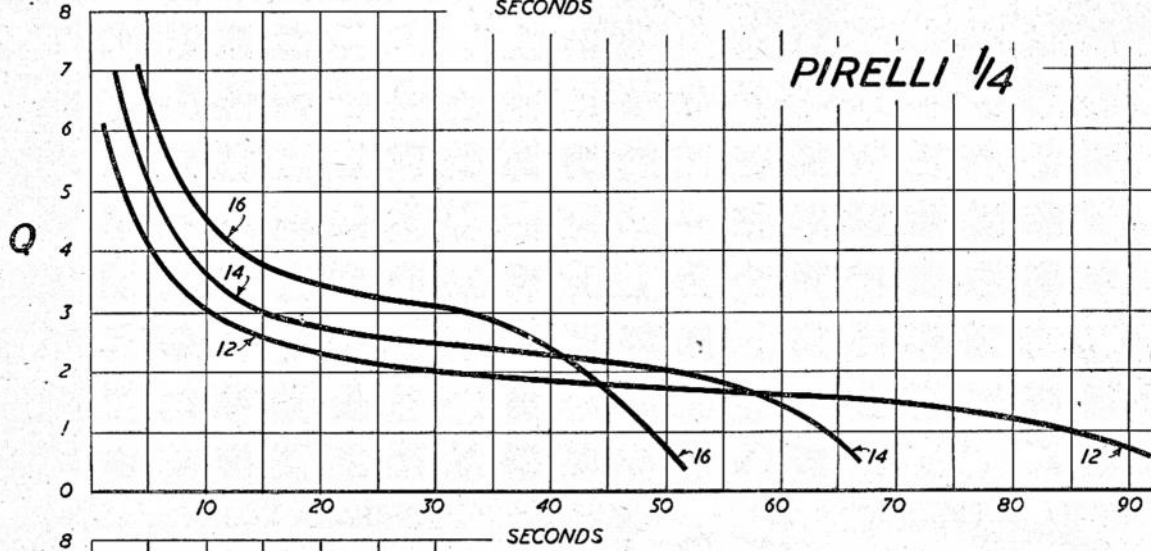
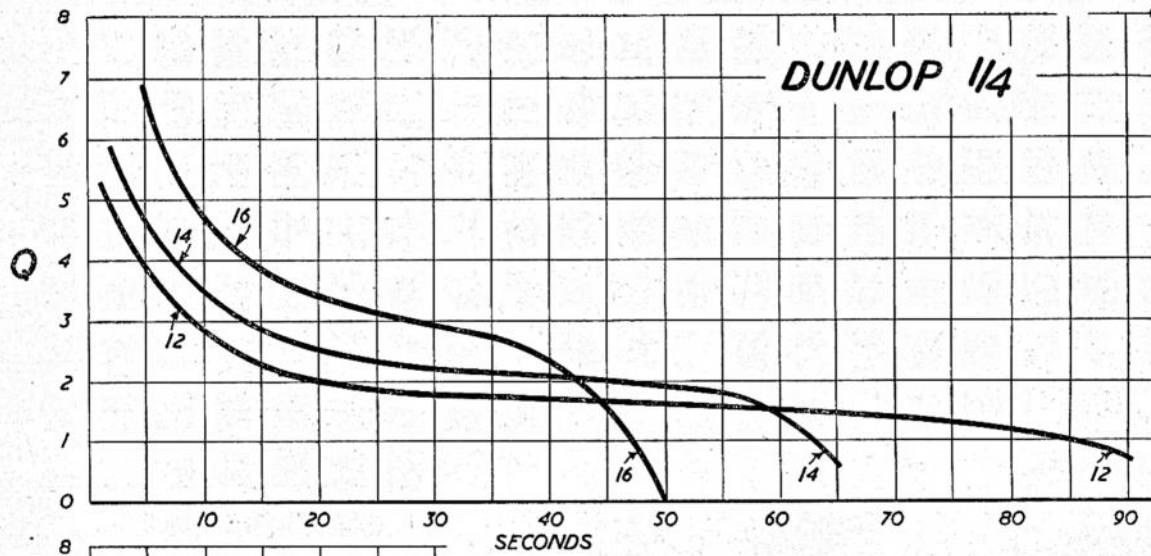
For each brand and strip size, three separate curves are shown. These correspond to the test motor being made up into the number of strands indicated and with each corresponding motor then wound to 80 per cent. of its nominal maximum turns. The load in each case was the same—a 19 in. diameter 30 $\frac{1}{2}$  in. pitch Wakefield propeller of conventional form and blade area.

It is not the purpose of this article to comment on the comparative performances of the different brands and strip sizes concerned. This can be done by individual readers, bearing in mind their particular requirements. For instance, the designer who prefers a long, slow climb will be more concerned with power output towards the middle and end of the power run, rather than with high initial torque, which may present unwanted difficulties in trimming out under full turns. The model designed for high climb with a short power run and a folding propeller will normally call for a motor with high average torque.



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Ron Warring &amp; Bob Copland

Two experts of the era, extracted from April 1954 Model Aircraft

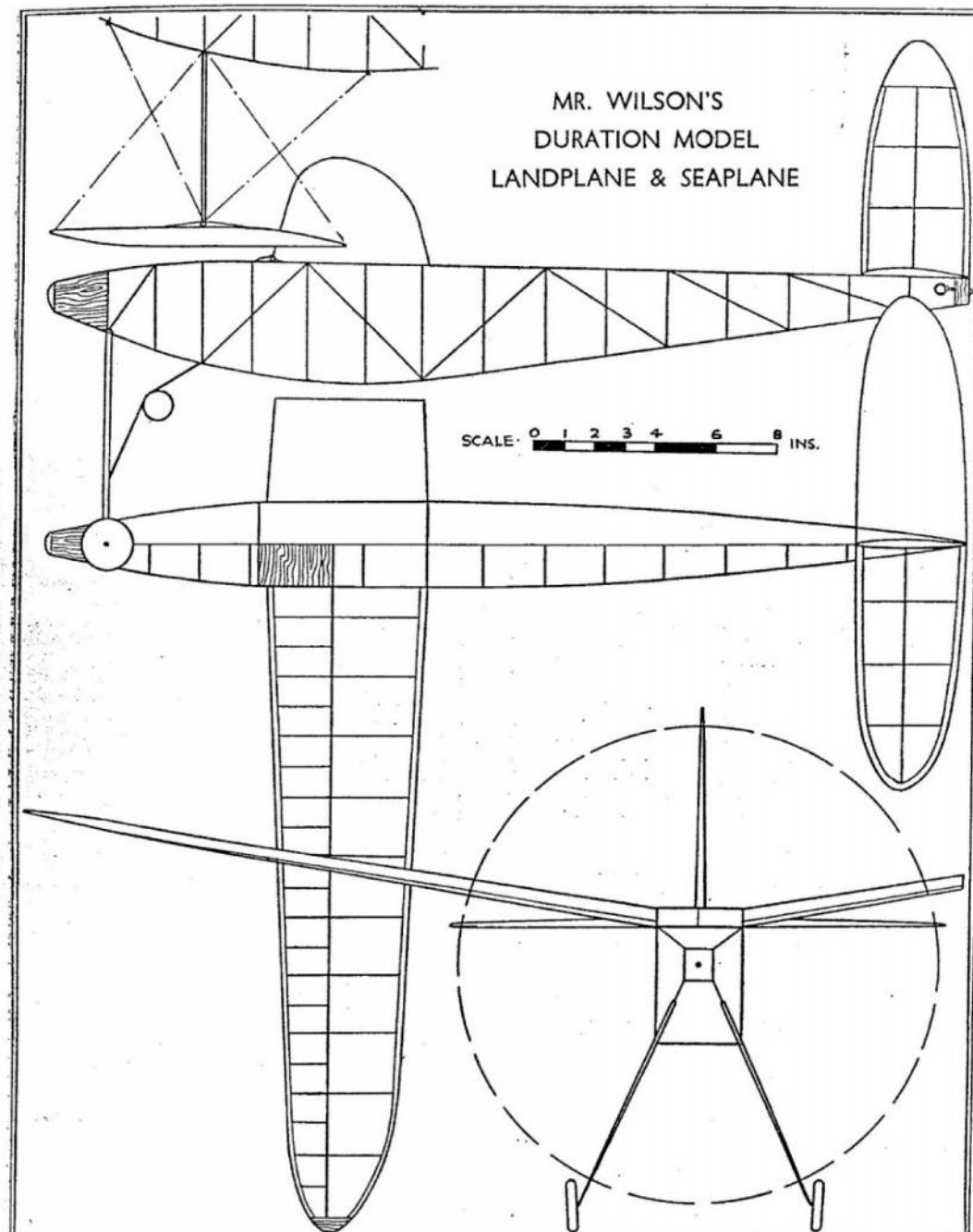
## Report No. 133 Our earliest magazines continued.

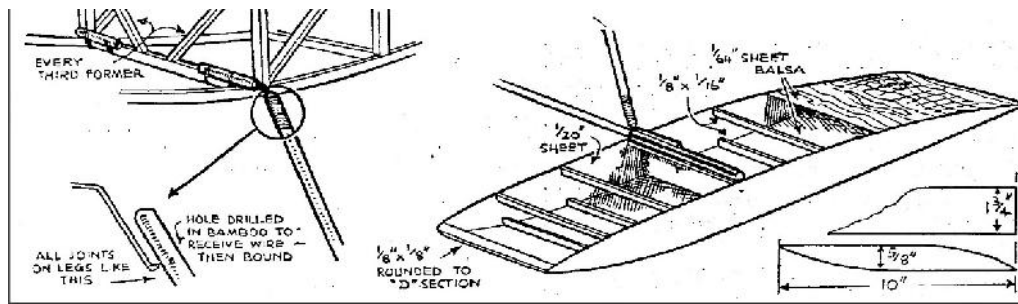
This month we move on to the next issue of *The Aero Modeller*, April 1936, which shows a plan of "A Notable Duration Model" designed and built by Mr. P. L. Wilson. The model has a fine competition success record achieved in the U.S.A. and in the U.K. Success has been achieved both when fitted with wheels and when fitted with floats. The article gives dimensions of balsa to be used and advises that the wing section is RAF 32.

THE model described herewith was designed by Mr. P. L. Wilson and is of particular interest by reason of the fact that not only did it put up the highest duration for the English team in the Moffett Trophy Competition in the U.S.A. in 1935 but it also won the Lady Shelley Cup for seaplanes last year.

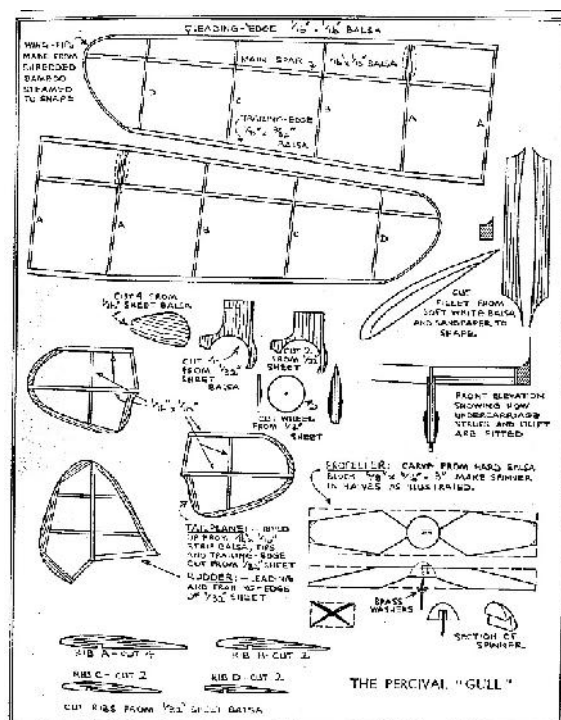
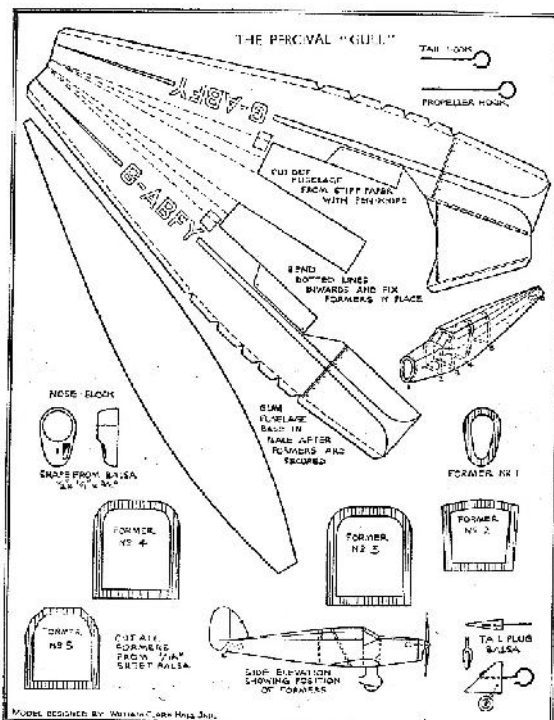
Fitted with a 16-in. airscrew and powered with eight strands of  $\frac{1}{4}$ " by  $\frac{1}{32}$ " rubber the model got fourth place in the Moffett Contest out of eighteen entrants, no small achievement when one considers that the model was flown by proxy. Its times were 1 min. 37 secs., 1 min. 21 secs. and 1 min. 59.2 secs., the last flight giving it fourth place in the contest.

As a seaplane the model is characterised by a very short take-off run combined with a remarkably steady climb. Under suitable conditions it averages 65 secs. rising off water.





Next is a plan, presumably aimed at the younger modeller, for a 12" wingspan flying model of a Percival Gull. Stiff paper fuselage with balsa formers and built up wings, stab and fin. Perhaps not too difficult a job for a youngster to build the components and assemble them to make a satisfying static display model, but a flying model? Given the very basic instructions regarding the two pieces of wing and two pieces of stabiliser to "cement to fuselage" success would have needed either guidance or knowledge of incidence angles and dihedral with preferably an assembly fixture to ensure correct building in of incidences and dihedral.



The next two articles are for the well-heeled aeromodeller. Bowden's regular "Petrol Model Aeroplane Topics" column covers firstly "Control of Flight Duration" for which he suggests a clock mechanism to cut the ignition, details to follow and secondly his favourite subject "Monocoque Fuselage Construction." Russell continues his series on "Some Considerations in the Construction of Large Model Aircraft" including two photographs of examples.

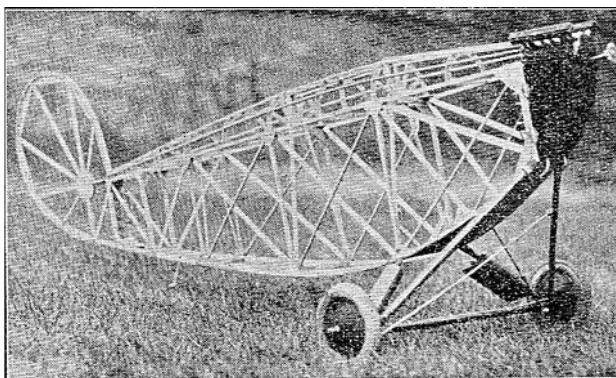


Figure 4. A large rubber-driven fuselage with lapped and fishplated joints.

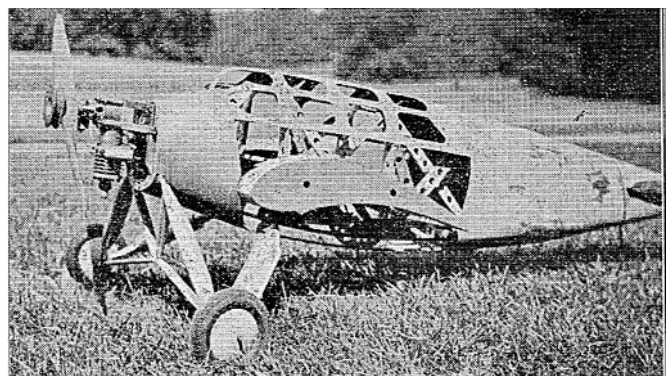
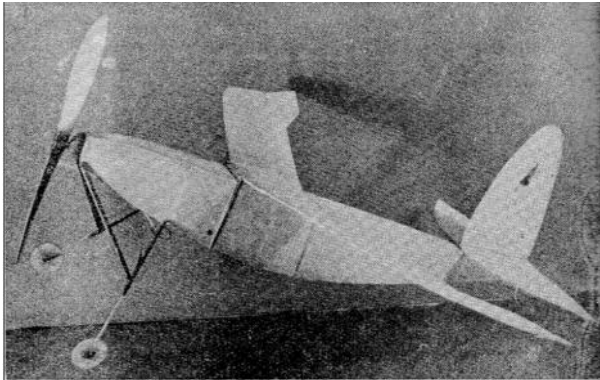
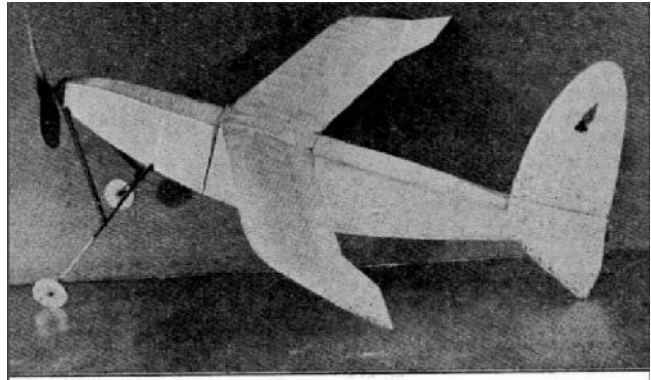


Figure 5. A circular-section plywood-covered fuselage of immense strength.

The May 1936 issue includes C. A. Rippon's three page article entitled "Adventures and Experiments with a Wakefield Trophy Challenger" in which he gives his thoughts on the requirements for a successful competition model and advises that reliability, particularly in respect to flying ability in all conditions, is a major factor and this influences his design of the wing. Mention is made of the name Enterprise II but a plan search has found nothing and there are no plans or sketches in the article, just two photographs which are quite revealing.

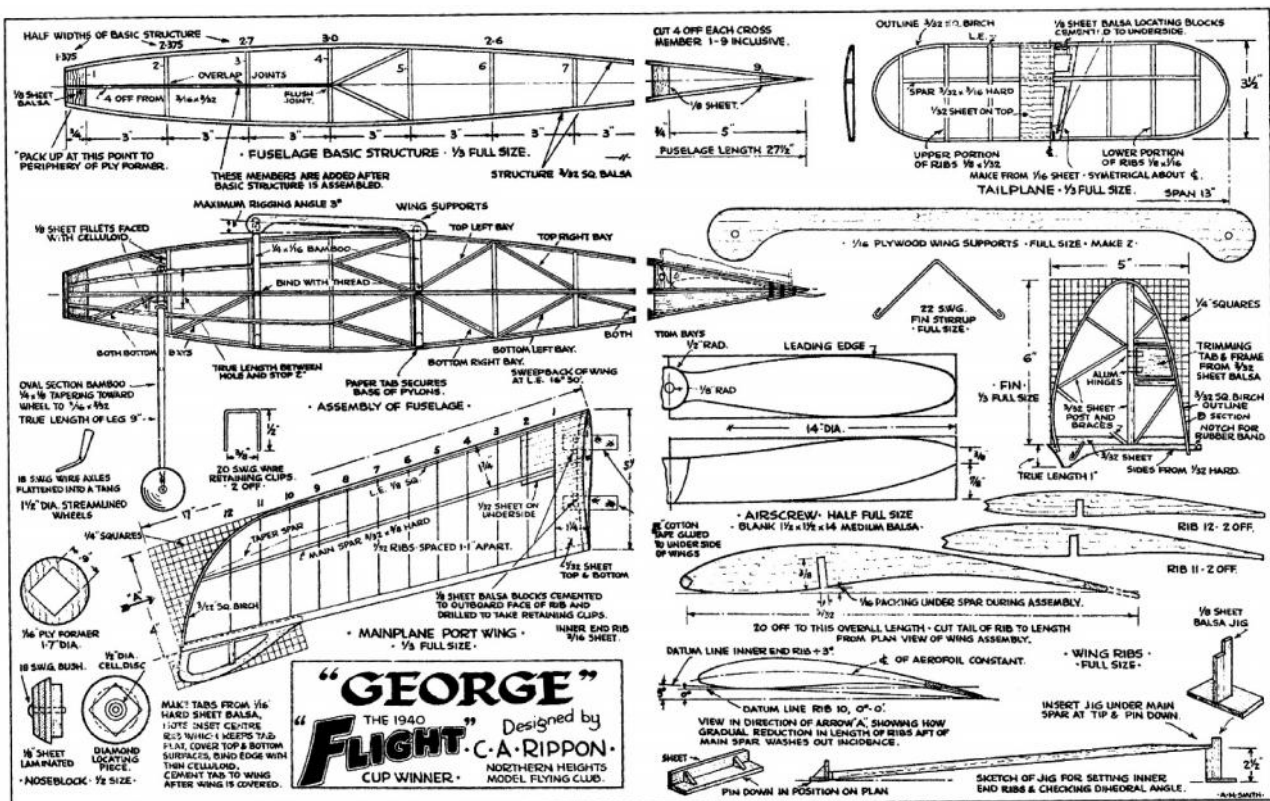


Mr. C. A. Rippon's 1935 Wakefield Trophy monoplane with backswpt wings and upturned wing-tips.



Another view of Mr. Rippon's 1935 Wakefield Challenger showing more clearly the peculiarities of its wing shape.

That wing shape looks familiar, surely we have seen it before, well not before but later, the Enterpriser II Wakefield being a 1936 model and the familiar wing shape is on Rippon's George, Flight Cup model, from Aeromodeller August 1941.



George has a rather complicated diamond fuselage and wing mount arrangement, whereas Enterprise II has a rectangular fuselage with the wing simply banded on top.

The June issue reported on the "Wakefield Trophy Eliminating Trials" held on Heath Row Aerodrome of the Fairey Aviation Co Ltd. by courtesy of Mr. C. R. Fairey. The trials had a record entry level of 123 participants, no doubt attracted by the fact that the full British team would visit U.S.A. to attempt to regain the trophy which had been won the previous year by Gordon Light of the American Team.



This photograph shows, from the left, Mrs. Rippon, Grace Lundi (probably), Bob Copland with his 1936 Wakefield model, and C. A. Rippon holding his 1936 model 'Duracruiser' a swept wing Wakefield.

The selected British Team, in winning order, was announced as:-

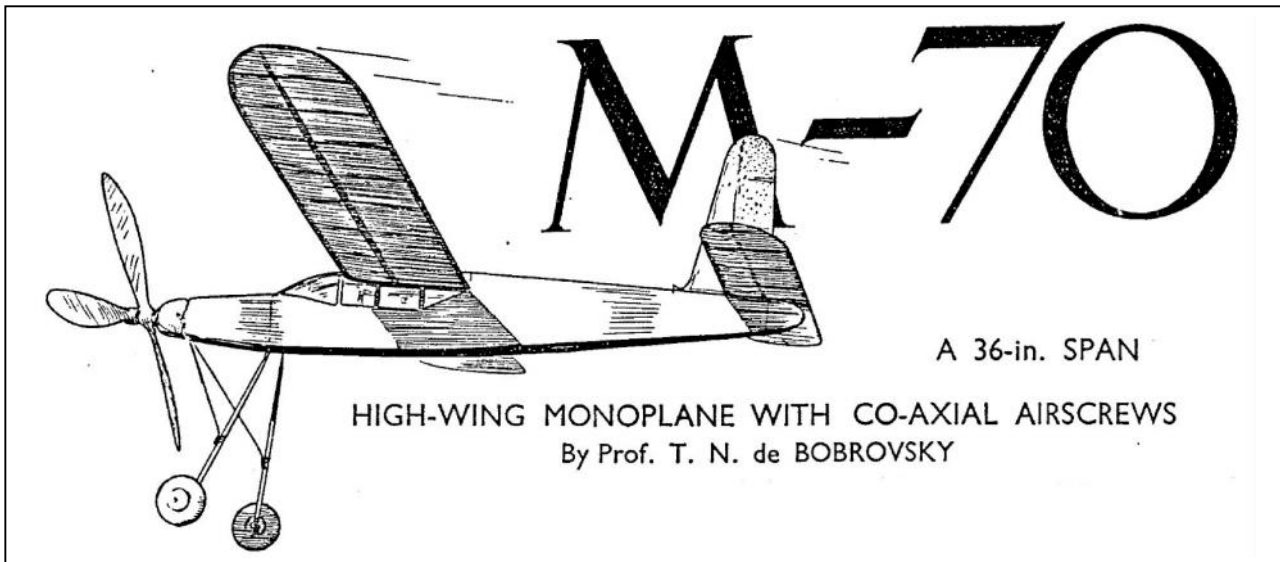
J. B. Allman, D. Fairlie  
A. Greenhalgh (junior),  
H. A. Jones(junior),  
A. A. Judge and R. Copland.



In the photograph above, back row from the left, is R. (Bob) Copland, Denis Fairlie, Henry A. Jones, Justin B. Allman. Front row, A. A. (Bert) Judge, Allwyn Greenhalgh.

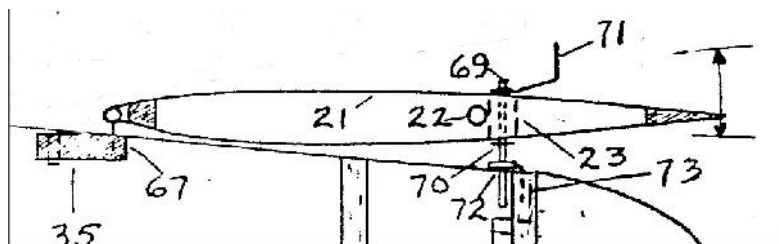
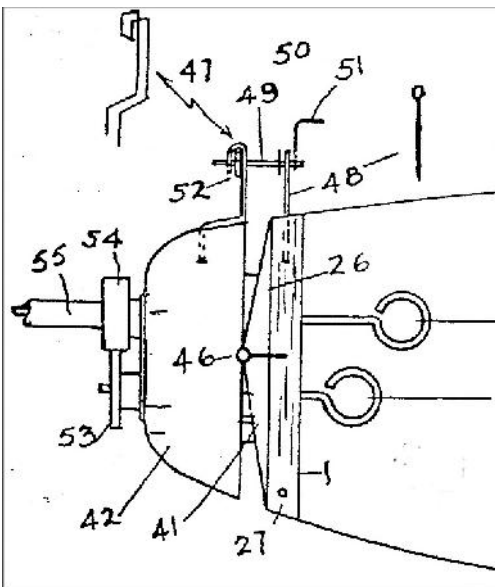
The two pictures on this page are from the website, [antiquemodelaircraft.co.uk](http://antiquemodelaircraft.co.uk), well worth a visit to read Allwyn Greenhalgh's reports on the 1935 and '1936 Wakefield scene.

Now to this month's plan, the M70 by Professor T. N. de Bobovsky.



Who was Bobovsky? Well, he had more than a dozen plans published in American magazine in the 1930's and a web search found a number of technical mags for sale, at big money, which listed his articles in the content. The published plans are all for rubber powered models but of considerable variety encompassing, autogiro, biplane, canard, pusher and scale types. To quote from his article "According to low-speed wind-tunnel tests with the usual type of models, where the speed is below 21 m.p.h. and the wing span is less than 5 ft., it is more important to avoid or decrease head resistance than to assure a smooth flow over the rest of the model. This fact is much influenced by the turbulences caused by the air-screw slipstream. Owing to

the small airscrew-span ratio of the models this effect is large." This model answers that problem by the use of twin co-axial airscrews of smaller diameter than would be required with a single airscrew. Mr. Bobovsky suggests that the use of packing for trimming and rubber bands for retaining flying surfaces is unsatisfactory. "Hence micrometer screws, weighing .0082 oz. each, are used to hold and set the nose-block, wing and tail surfaces."



The stated weight for the model is 2.55oz.(72g) plus 2 motors total rubber 1oz.(28g) No performance figures are quoted but each motor is said to take 1000-1200 turns. The two motors could be hand wound from the front for initial trimming flights and from the rear, by virtue of a removable tail plug, for more extended flights.

All above articles and plans as they appear in the Aeromodeller available by e mail

Wanted. Plans for C. A. Rippon's Enterprise II and Duracruiser Wakefield models.

Roy Tiller, tel 01202 511309, Email [roy.tiller@ntlworld.com](mailto:roy.tiller@ntlworld.com)

Roy Tiller



We have lost another of our dwindling numbers, sadly I must report the death of Eric Hawthorn early in February as the result of a heart attack.

Eric was a long-time member of the South Birmingham club and was a well-known flier of Control Line Models. He was active in C/L organisation running several C/L events at Old Warden.

I came to know Eric through the indoor events organised by Colin Shepherd, Eric being a regular attendee at the Thorns indoor meets. He was a well above average indoor flier often placing in the Thorns xmas competitions and winning a couple of events when we all paid a visit to the Manchester velodrome.

Rachel and I regularly set-up alongside Eric at the indoor meetings and we will miss his cheery disposition and ready wit. The meetings will be poorer for his passing.

R.I.P.

### **Secretary's Notes for March 2022**

-

**Roger Newman**

My word - what a change from last month & my comments about calm weather! The damage wrought by three storms in quick succession will take considerable time & money to rectify. My neighbour lost all his ridge tiles from the corner of the house nearest to me. They bounced off his roof & onto my model room roof, smashing to bits, but fortunately doing no damage to my roof which originally was plastic but had been replaced three years ago by a more substantial ply & felt job. The replacement was a result of the self-same ridge tiles coming off & going through the plastic, writing off several models & other bits in the process. I just hope the roofer my neighbour gets this time does a better job than his predecessor. One of the very few disadvantages of living in windy Lee on the Solent - if we get a south westerly (as is often the case) the wind whistles up the Solent, past the Isle of Wight & doesn't stop till it gets to Lee!

We are still in the "quiet time" of the year regarding any outdoor flying. The notable downside is the banning of all free flight at Beaulieu for 2022 & presumably for ever. Severe restrictions were introduced last year & the roles of environmental zealots at the local Lymington Office of the Forestry Commission have now seen fit to impose their ways without any desire to have a dialogue or to negotiate. In the meantime, every other activity in the New Forest carries on without restriction. One does get the strong impression that aeromodelling & particularly free flight is in its death throes through officialdom, oppressive environmental rules, legislation (viz the Drone laws), the loss of flying fields & active modellers becoming of an age that limits physical recreation. However, enough!

My comments last month regarding the Low Speed Aerodynamics Research Association elicited an interesting phone call from Peter Carter, who called me to say that he was at Farnborough in the days of the LSARA & knew the people involved. Peter even has a copy of a variety of

papers that were published by the LSARA, which would make most interesting reading - maybe even a photo copy for the Library as he thinks they are quite unique.

Meanwhile my E20 Micro Starduster awaits the gales to go away so some flight testing can be done! On the modelling front, a Vic Smeed Ballerina is complete only awaiting the canopy & mandatory Merlin to be fitted. A fuselage for a Keil Kraft Outlaw has been started - to be powered by electricity in combination with a Dens Models timer. John Taylor has promised to help sort out a suitable motor as I don't understand these things. Wings are already done.



Almost complete Ballerina

Quite a few of the Wakefields retrieved from the late Robin Kimber have found new homes. Notably several to Martin Ambrose in Wells, which gave me the excuse to deliver them & have a most enjoyable day wandering around the gorgeous Wells Cathedral & Bishops Place. Religion really doesn't come into the equation so much as the architecture & construction of these magnificent buildings, particularly when one contemplates the age in which they were built.



The imposing & magnificent West Face of Wells Cathedral

Another Wakefield has found a worthy home in its ancestral home at 'The Model Shop' in Northampton - well, it will when I deliver it in April & continue up the M1 to visit our esteemed Editor to drop off the Monks Wakefield for onwards carriage to Gavin Manion for the Birmingham Club.



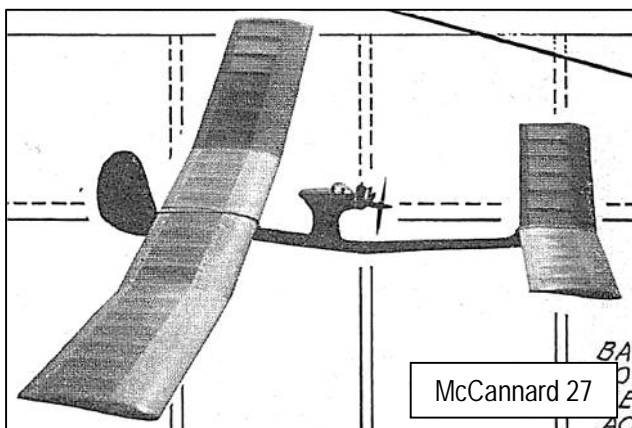
The Model Shop Northampton - established in 1937, this must be its 85<sup>th</sup> year. At one time, on the door frame there was the legend "Super Model Aircraft Supplies" - it will interesting to see if it is still there.

Robins gliders then have to be tackled, but finding homes for them will, I suspect, prove difficult - again aging modellers & the aforesaid lack of flying fields may prove to be a fatal combination but the prospect of putting them in the skip appals me - however, it may be the final solution.

The Nationals this year? Haven't yet made up my mind whether to attend or not. I'm not convinced that a four day Nationals event is necessarily a good idea - for me. Factors that need consideration include cost & accommodation, the prospect of four consecutive days of flyable weather is statistically improbable (but highly desirable of course), the effect on my aging body etc. I'm guessing the most likely outcome is a couple of days combined with alternative activities such as a visit to the Newark Air Museum & to the Nene Valley Railway.

The other issue is that I'm hoping to have a long postponed two weeks in Italy at the end of May visiting Gianni Lofredo in Rome for one week to catch up with old friends & modelling activities in that part of the world & then another week in Tuscany with family, where high on my wish list are visits to the Ferrari Museums at Maranello & Modena. There is plenty of time to think about things, plan a program of activities & to trust that Covid-19 will no longer present any problems.

Area meetings commence at the end Feb. Don't forget the scheduled Easter Monday meeting on Salisbury Plain (subject to the usual MoD permission), hosted by the Croydon club & SAM1066. It will feature the annual Croydon comps for combined vintage & modern Wakefield & Marcus Lightweights plus combined vintage/classic glider & an E36 comp hosted by SAM1066. Just arrived - the February journal from SAM62 in Italy with a fine action pic of an Italian vintage glider advertising a Tuscany aeromodelling event in April this year- the Valdarnesse Model Aircraft Group organises the Valdarno OldTimer Trophy.

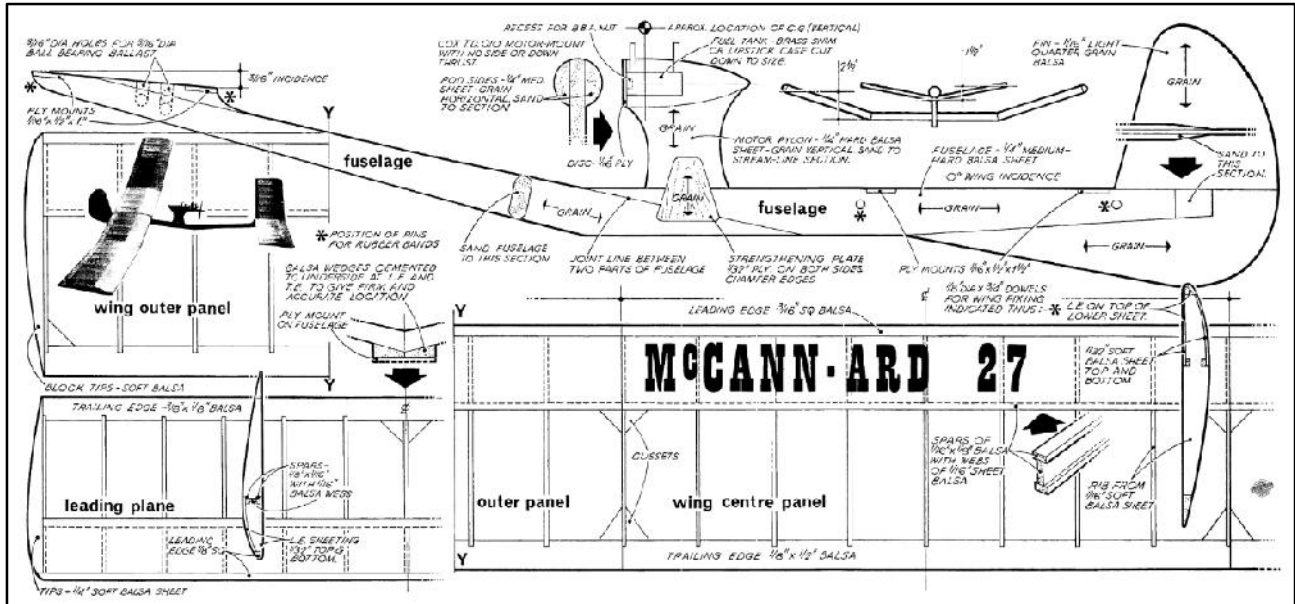


The same edition listed a quantity of engines for sale, prices seem to be roughly on a par with those in the UK, maybe a little lower. For example a Frog 500 is quoted at 50 euro, a fixed head compression Drone at 80 euro. The anomaly is a Cox TD010 at 100 euro - to think I lost mine at Beaulieu years ago in a 27" span McCannard. Many thanks to Paulo Rossi of SAM62 Bergamo Model Aircraft Group.

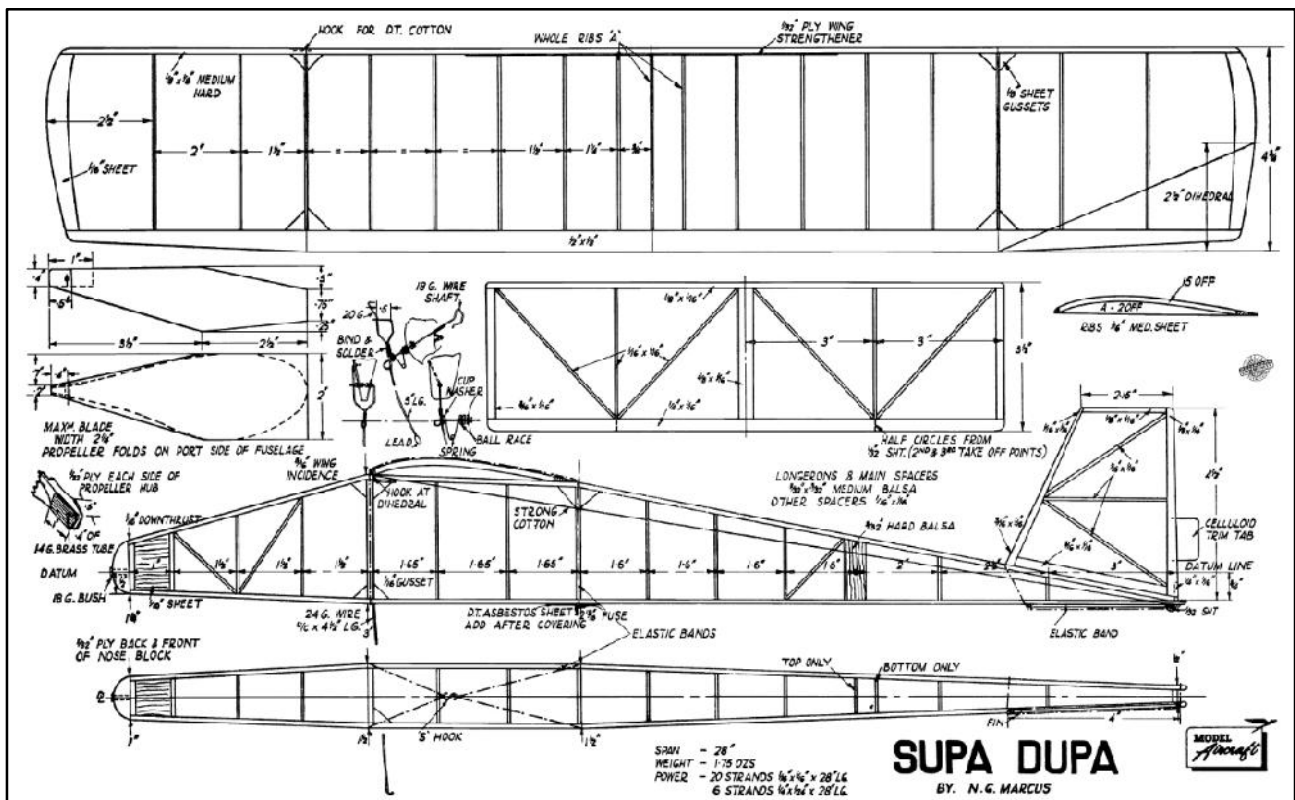
That's it for this month.

*Roger Newman*

**Power:** McCannard 27 from March '63 Aeromodeller- scale it up twice size for a PAW 0.8cc



**Rubber:** Try a Marcus Lightweight for the Croydon Easter meet  
Supa Dupa, published June 1949 Model Aircraft





Make sure that the model balances exactly on the designed C.G. position. Trim to turn to the left on the glide as after many experiments this proved the more favourable way with the original.



## BMFA 100 Indoor Flying Extravaganza

Supported by BMFA South Midlands Area, High Wycombe MAC, Hemel Hempstead MFC and West London MAC




**Big Hall – 30m x 60m x 9m ceiling**

**Sunday March 20<sup>th</sup> from 1:00pm until 7:00pm**

**High Wycombe Leisure Centre, HP11 1UP (M40 J4)**

**Entry Fee: £10**

BMFA Membership required. - Juniors go free with a pre-paying paying adult.

<p>All R/C and free flight indoor models welcome. There will be slots allocated for different classes. Please see the event website for details:  <a href="https://www.hwdmac.co.uk/BMFA100ife">https://www.hwdmac.co.uk/BMFA100ife</a></p>	 Event website
<p>Buy tickets now at ticketsource:  <a href="https://www.ticketsource.co.uk/bmfa100ife">https://www.ticketsource.co.uk/bmfa100ife</a></p>	 Buy Tickets
<p>Buy your tickets now to be entered into our prize draw for a chance to win a fantastic  <b>Microaces Albatross D.V. kit with choice of flight pack!</b>            Many thanks to Jon Porter from Microaces who has generously sponsored this event.  <a href="https://microaces.com/">https://microaces.com/</a></p>	 Albatross D.V.

## Salisbury Plain Permits

Salisbury Plain Area 8 will be available for General Sport Flying and Trimming every weekend (Saturday and Sunday) plus Bank Holiday Mondays, in 2022, from January to December.

During this period flying on area 8 is subject to clearance being granted by Army Air Operations on the preceding Friday. When the clearance is given, a clearance number and the times available will be notified to users via their email addresses.

Users must be in possession of a current permit. To apply for a permit you must complete the application form to be found on the 'Free Flight Technical Committee' website. The cost is £20. Retain the conditions of issue and code of conduct for future reference.

It is important that you read and understand the conditions of issue and code of conduct before submitting your licence application.

Please note that the use of Salisbury Plain Area 8 for Model Flying is delegated by the MOD DIO (SPTA) to the BMFA via the management of the FFTC.

**No other use is permitted.**

## Free Magazines

There are:-

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

Sam Speaks 2007

AMI Aug '02 to Apr '04

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

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

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

I want nothing for them just a good home!

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

If interested contact [john-richardson@btconnect.com](mailto:john-richardson@btconnect.com) or 01233 668767

Address is still 21 Beaver Road, Ashford

## MODELS FOR THE CENTENARY EXHIBITION

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

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

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

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

Jim is at [jim.wright@dsl.pipex.com](mailto:jim.wright@dsl.pipex.com), phone 01525-221543 and

Martin is at [martindilly20@gmail.com](mailto:martindilly20@gmail.com), phone 0208-7775533.

## Le Petit Classique de Brum

North Luffenham 13<sup>th</sup> March 2022

(a relaxed day out or Mad March Hares?)

**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; Classic A1; Classic Glider (50m line)  
Combined E36 + 1/2A power (both 8 second run), 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 £TBC for the day, prizes for 1,2&3 in each class.

NOTE TO POTENTIAL FLIERS: -

March is traditionally SO WINDY there are poems about it!!

If the forecast is for VERY INCLEMENT weather,  
then WE WILL POSTPONE the event.

To avoid an unnecessary journey, if you think you'll be there  
PLEASE TELL GAVIN MANION BY EMAIL.

The decision to go ahead or postpone will be notified  
by email by the evening of Thursday 10<sup>th</sup> March.

Gavin Manion: [gavin.manion84@gmail.com](mailto:gavin.manion84@gmail.com)

Stu Darmon: [stuardarmonf1a@yahoo.com](mailto:stuardarmonf1a@yahoo.com) tel 01858 882057

## Le Petit Classique de Brum

North Luffenham 13<sup>th</sup> March 2022

### Update and reminders...

First the update; entry for this competition can now be  
confirmed as £10 for the day. So, you can fly all classes with  
two entries per class for a tenner.

As previously advertised, there are a couple of variations to  
the normal rules for this event. **Classic Glider** is flown on a  
**50m line** and **E36** has an **8s motor run** and will be flown as a  
combined event with ½ A power. Please don't get caught  
out, **make sure that you can fly to these rules.**

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

To avoid an unnecessary journey, if you think that you'll be  
there please tell Gavin Manion  
by email [gavin.manion84@gmail.com](mailto:gavin.manion84@gmail.com).

The decision to go ahead or postpone will be notified by  
email by the evening of Thursday 10<sup>th</sup> March.

## Peterborough Flying Aces Nationals Saturday 3<sup>rd</sup> September 2022

at  
Ferry Meadows, Nene Park, Peterborough PE2 5UU.  
Competitions 10.00 to 16.15

**Scale Modellers Please Note!** ALL scale classes, except Maselfield Rubber Scale are judged for flight profile and realism by the Flight Judges. They may ask for some verification, so please have the plan or, if scratch built, the 3-view available on the field.

**Maselfield Rubber Scale:** Any scale rubber model, to which Maselfield type bonuses will be applied. **No flight judging**, just duration plus bonuses. Present model to control for processing.

**Open Rubber /CO2 / Electric Incorporating KIT Scale:** Judged for flight profile and realism. Any CO2 motor/tank permitted. See note re verification. Up to 36" Span. Judged for flight profile and realism. See note re verification

**TSP L-1 Rocketplane Duration (New for 2022!)** Models can be of any type of construction, propelled by a single reaction motor of the TSP L-1 type. These motors will be supplied on the day. No others will be allowed and motors may not be modified in any way. All motors shall be mounted in a tube or clip securely attached to the model. Note the motors have a diameter of about 10.2mm. Best Three from five flights to count to a Max set on the day (see [www.peterboroughmfc.org](http://www.peterboroughmfc.org) for full rules and details)

**Jetex / 1 Shot Rocket Motor/ EDF Authentic Scale:** Judged for flight profile and realism. See note with regard to scale model verification

**Jetex/1 Shot Rocket Motor /EDF Profile Scale:** Judged for flight profile and realism. See note with regard to scale model verification

**P-20:** 20" span and length. Max 8" plastic prop, 6 gram motors (may be external), 3 flights to a Max.

**Cloud Tramp:** 5 flights NO MAX. (best and worst times discarded, and the remaining 3 times totalled. Note! If fewer than 5 flights logged the best and worst are still discarded.

**Frog "Senior" Rubber Duration:** (for plan see <http://www.houseoffrog.co.uk>)

**VMC "PILOT" & KK "ROBIN" Rubber Duration:** Senior and Junior Classes.

Models must use plastic prop and kit prop size. Note! We would like to see that any junior has had a hand somewhere in the building of the model.

**Rubber Ratio:** NO MAX. Any rubber powered model with wingspan 15" - 25" (tip to tip).

(KK "Elf" is eligible). Flight score is total time in secs (for 3 flights) divided by span inches.

**Catapult Glider:** Catapult, max 2 grams rubber on a 6" max handle. Any model permitted. 9 flights to a Max set on day, all flight times recorded, best 6 to count.

**Tabletop Precision:** Precision flight time Rubber event - models must Rise off Table.

**36 inch Hi-Start Glider:** Any glider up to 36", tip to tip, not flat span, launched by the supplied "Hi-Start" bungee.

**Best Unorthodox:** Unusual models. Flight must be seen by the nominated Scale Judge

**Open E20 Electric Duration:** Max length and span, 20 inches. Any motor, battery and timer. Max motor run 8 secs. DT and RDT permitted. Certificate for best "Ferry 500" Restricted Class model. (for rules see [www.peterboroughmfc.org](http://www.peterboroughmfc.org)).

**Rubber Scramble:** 20 minutes, use any rubber powered model that qualifies for one of the above events. Competitor must both wind and launch, from box, but may use a retriever.

**Flying Swarm:** Mass launch for any model that is eligible for one of the day's competitions. Last model down is the winner.

**Young Flying Aces:** Prize for Best Junior: Scrolls for top 3 (Jun. 17yrs or under on 3/09/22)

**Prize for 1<sup>st</sup> place:** Scrolls for 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup>;

**Bumper Raffle:** Note: this is a Free Flight event: No Radio Control: Proof of Insurance required for all flyers.

**PLEASE NOTE! NO GROUND PENETRATING STOOGES PERMITTED**

Revel in the special atmosphere created at this unique event.

Toilets, Café, and Park Visitors Centre.

Contact: Luke Goymour on 07752 236645 or [revgoymour@gmail.com](mailto:revgoymour@gmail.com)

See also Peterborough MFC Website at [www.peterboroughmfc.org](http://www.peterboroughmfc.org)

Where applicable, Maxes for each class will be set on the day

Govt. and BMFA Covid restrictions applying at the time will be enforced

## THE CROOKHAM GALA 2022

will be held on Sunday 18th September  
on Salisbury Plain Area 8

### EVENTS

#### Modern And Vintage Coupe combined

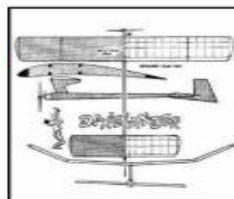
(3 flights only. Prize for best vintage score)

#### Combined Glider: Mini Vintage: E36

(Prize for best Classic A1)



**COMBINED POWER**  
(Including George Fuller Trophy  
for best placed Dixielander)  
1st, 2nd & 3rd cash prizes  
for best Dixielanders  
plus prize for best placed  
other George Fuller design.



#### CASH AND WINE PRIZES FOR ALL CLASSES

Comps Start: 10.00am Finish 5.00pm

Contact: Chris Redrup: Tel; 01483 487273

Mob; 07544533509, email [chrisredrup@yahoo.com](mailto:chrisredrup@yahoo.com)

Supported by Southern Area BMFA

## SOUTHERN COUPE LEAGUE CALENDAR 2022

7 Nov 2021	Grande Coupe de B'ham	N Luffenham
27 March	Second Area	Area Venues
8 May	London Gala	Salisbury Plain
2-5 June	Nationals	Barkston Heath
?	Dreaming Spires	Port Meadow
10 July	Fifth Area	Area Venues
24 July	1066 Cagnarata	RAF Colerne
21 Aug	Southern Gala	Salisbury Plain
18 Sept	Crookham Gala	Salisbury Plain
8 Oct ?	Coupe Europa	Salisbury Plain

Colin Shepherd's

## West Midlands Indoor Meetings

**Mainly Free Flight**

## Leasowes High School

**Kent Road, Halesowen, B62 8PJ**

2021  
Oct 16<sup>th</sup> – Nov 13<sup>th</sup> – Dec 11<sup>th</sup>

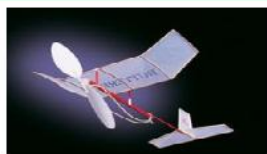
2022  
Jan 8<sup>th</sup> – Feb 5<sup>th</sup> – Mar 5<sup>th</sup> – Apr 2<sup>nd</sup> – May 7<sup>th</sup>

Flying 2-30 til 5-30

**Admission - Flyers £8.00 - Spectators £2.00**

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

For further information phone Colin Shepherd  
07749817767 or 0121 5506132 or e-mail [cosh43@hotmail.com](mailto:cosh43@hotmail.com)



### Flitehook Indoor Free Flight

West Totton Community  
Centre  
SO40 8WU



**2021/2**

**Wednesdays: 12.00 noon – 4.00 pm**

**29<sup>th</sup> Dec; 19<sup>th</sup> Jan; 23<sup>rd</sup> Feb, 23<sup>rd</sup> Mar; 20<sup>th</sup> April**

**BMFA Membership mandatory  
£8 per session**

**Easy access; Café; Toilets; Parking  
Flitehook Sales Table**

Spectators & Juniors are free of charge

Any queries – email [rogerknewman@yahoo.com](mailto:rogerknewman@yahoo.com) or phone 02392 550809



Supported by Southern Area BMFA



### **Impington Village College Model Aeroplane Club**

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

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

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

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

All competition flights timed and reported to control.

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

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

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

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

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

Contact Michael Marshall 01223 246142  
email [mandrshall@gmail.com](mailto:mandrshall@gmail.com)

## **Waltham Chase Aeromodellers Indoor Free Flight Meetings**

**At  
Wickham Community Centre  
Mill Lane, Wickham  
Hants, PO17 5AL**

**Thursday Evenings 7-0pm til 9-30pm, £5**

### **2022 Dates:**

**Jan 20<sup>th</sup> - Feb 3<sup>rd</sup> - Feb 17<sup>th</sup> - Mar 3<sup>rd</sup>  
Mar 17<sup>th</sup> - Mar 31<sup>st</sup> - Apl 14<sup>th</sup> - Apl 28<sup>th</sup>  
May 19<sup>th</sup> - Jun 9<sup>th</sup> - Jun 23<sup>rd</sup> - Jul 7<sup>th</sup>  
Sep 22<sup>nd</sup> - Oct 6<sup>th</sup> - Oct 20<sup>th</sup> - Nov 3<sup>rd</sup>  
Nov 17<sup>th</sup> - Dec 1<sup>st</sup> - Dec 15<sup>th</sup>**

Due to current restrictions, for the immediate future the organisers will need attendees to pre-book their slot at each meeting with the maximum number of attendees being set at **14**. If the number of pre-bookings is significantly less than **14** then the organisers may have to reduce the meeting duration to avoid running at a significant financial loss. Hopefully, in the not too distant future, the coronavirus situation will calm down and we will enjoy greater numbers of attendees such that pre-booking and event duration adjustment will not be necessary. For the time being it is also a requirement that you wear a face mask.

**To book a slot** at a meeting (and for any further information) contact the meeting organiser, Alan Wallington, via email at [alan@ajwallington.co.uk](mailto:alan@ajwallington.co.uk) or by phone on 01489 895157. This should be with Alan by the morning of the Wednesday before the meeting you wish to attend. You will receive confirmation of your slot on the Wednesday evening.

And finally all flyers must be current members of the BMFA. Please bring your 2022 certificate with you to your first meeting or alternatively email it to Alan with your first pre-booking request.

## E30/RDT Batteries

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

Ron marking, Pros Kairon, Pennance Road, Lanner

Redruth TR16 5TF

## CARBON BOOMS For Hand Launched Gliders

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

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

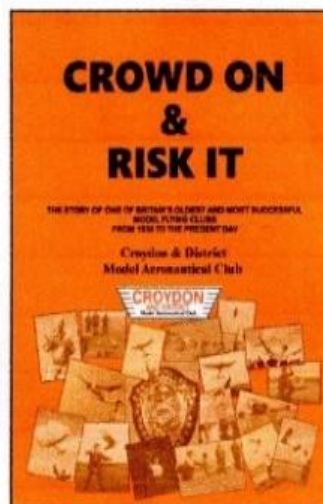
Contact Martin Dilly to order

Tel: 0208 7775533 or e-mail [martindilly20@gmail.com](mailto:martindilly20@gmail.com).

## CROWD ON & RISK IT

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

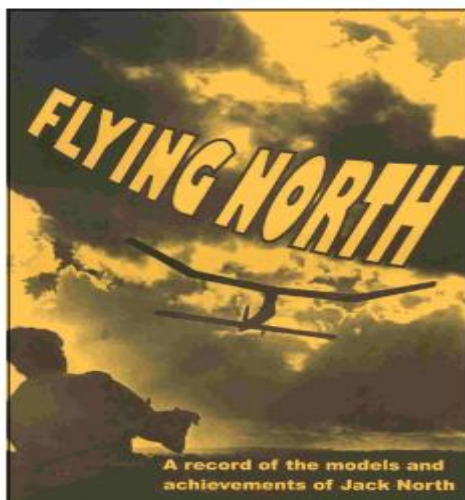
53 designs by Croydon members have been published in the model press and 24 of its members have represented Great Britain in World and European Championship teams. Several have gone on to notable careers in aerospace. Crowd On & Risk It covers all this and more.



Just £8 by PayPal or cheque.

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

### THIRD RE-PRINT JUST ARRIVED



#### FLYING NORTH A goldmine for vintage and nostalgia model flyers -

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

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

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

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

Price £20.00 in the UK, £24 airmail to Europe and £30 elsewhere.

Contact Martin Dilly on +44 (0)208-7775533 or e-mail [martindilly20@gmail.com](mailto:martindilly20@gmail.com)

## FREE FLIGHT SUPPLIES

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

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

e-mail: [mike@freeflightsupplies.co.uk](mailto: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.

## 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.

Anyway, 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](mailto:martindilly20@gmail.com)

#### INDEPENDENT REVIEW OF DILLY JAPANESE TISSUE

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

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

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

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

## FREE FLIGHT FORUM REPORT 2021

Indoor Duration - A Challenge to Conventional Design - Tony Hebb  
 Coupe in a Box - Gavin Marion  
 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 Flyer - 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



## SAM Speaks USA.

This bi monthly emagazine can be obtained from the Society of Antique Modellers. Web site <http://www.antiquemodeler.org/> for the modest cost of \$30 pa.

Quite a few UK people already belong, but a few more might help our Parent Body!



## Provisional Events Calendar 2022

With competitions for Vintage and/or Classic models

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

February 27 <sup>th</sup>	Sunday	BMFA 1st Area Competitions
March 13 <sup>th</sup>	Sunday	Le Petit Classique de Brum, N Luffenham
March 27 <sup>th</sup>	Sunday	BMFA 2nd Area Competitions
April 15 <sup>th</sup>	Good Friday	Northern Gala, Barkston
April 18 <sup>th</sup>	Easter Monday	Croydon Wakefield Day & <b>SAM1066</b> , Salisbury Plain
May 1 <sup>st</sup>	Sunday	BMFA 3 <sup>rd</sup> Area Competition
May 7 <sup>th</sup>	Saturday	London Gala, Salisbury Plain
May 8 <sup>th</sup>	Sunday	London Gala, Salisbury Plain
June 2 <sup>nd</sup>	Thursday	<b>FF Nationals, Barkston</b>
June 3 <sup>rd</sup>	Friday	<b>FF Nationals, Barkston</b>
June 4 <sup>th</sup>	Saturday	<b>FF Nationals, Barkston</b>
June 5 <sup>th</sup>	Sunday	<b>FF Nationals, Barkston</b>
June 19 <sup>th</sup>	Sunday	BMFA 4 <sup>th</sup> Area Competitions
July 10 <sup>th</sup>	Sunday	BMFA 5 <sup>th</sup> Area Competitions
July 24 <sup>th</sup>	Sunday	SAM1066 Club (BMFA) Centenary event. RAF Colerne
July 30 <sup>th</sup>	Saturday	East Anglian Gala, Sculthorpe
July 31 <sup>st</sup>	Sunday	East Anglian Gala, Sculthorpe
August 21 <sup>st</sup>	Sunday	Southern Gala, Salisbury Plain
September 3 <sup>rd</sup>	Saturday	Peterborough Flying Aces, Ferry Meadows
September 3 <sup>rd</sup>	Saturday	Stonehenge Cup, Salisbury Plain
September 4 <sup>th</sup>	Sunday	Equinox Cup, Salisbury Plain
September 11 <sup>th</sup>	Sunday	BMFA 6 <sup>th</sup> Area Competitions
September 16 <sup>th</sup>	Friday	Indoor FF Nationals, Daventry Leisure Ctr.
September 17 <sup>th</sup>	Saturday	Indoor FF Nationals, Daventry Leisure Ctr.
September 18 <sup>th</sup>	Sunday	Indoor FF Nationals, Daventry Leisure Ctr.
September 18 <sup>th</sup>	Sunday	Crookham Gala, Salisbury Plain
October 2 <sup>nd</sup>	Sunday	BMFA 7 <sup>th</sup> Area Competitions
October 16 <sup>th</sup>	Sunday	BMFA 8th Area Competitions
October 29 <sup>th</sup>	Saturday	Midland Gala, Venue T.B.C.
November 6 <sup>th</sup> or November 13 <sup>th</sup>	Sunday	Buckminster Gala

**Please check before travelling to any of these events.**

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

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

[www.SAM1066.org](http://www.SAM1066.org)

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

[www.freeflightuk.org](http://www.freeflightuk.org) or [www.BMFA.org](http://www.BMFA.org)

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

[www.SAM35.org](http://www.SAM35.org)

## Useful Websites

SAM 1066	-	<a href="http://www.sam1066.org">www.sam1066.org</a>
Flitehook, John Hook	-	<a href="http://www.flitehook.net">www.flitehook.net</a>
Mike Woodhouse	-	<a href="http://www.freeflightsupplies.co.uk">www.freeflightsupplies.co.uk</a>
BMFA	-	<a href="http://www.bmfa.org">www.bmfa.org</a>
BMFA Southern Area	-	<a href="http://www.southern.bmfa.uk">www.southern.bmfa.uk</a>
SAM 35	-	<a href="http://www.sam35.org">www.sam35.org</a>
National Free Flight Society (USA)	-	<a href="http://www.freeflight.org">www.freeflight.org</a>
Ray Alban	-	<a href="http://www.vintagemodelairplane.com">www.vintagemodelairplane.com</a>
Belair Kits	-	<a href="http://www.belairkits.com">www.belairkits.com</a>
Wessex Aeromodellers	-	<a href="http://www.wessexaml.co.uk">www.wessexaml.co.uk</a>
US SAM website	-	<a href="http://www.antiquemodeler.org">www.antiquemodeler.org</a>
Peterborough MFC	-	<a href="http://www.peterboroughmfc.org">www.peterboroughmfc.org</a>
Outerzone -free plans	-	<a href="http://www.outerzone.co.uk">www.outerzone.co.uk</a>
Vintage Radio Control	-	<a href="http://www.norcim-rc.club">www.norcim-rc.club</a>
Model Flying New Zealand	-	<a href="http://www.modelflyingnz.org">www.modelflyingnz.org</a>
Raynes Park MAC	-	<a href="http://www.raynesparkmac.c1.biz">www.raynesparkmac.c1.biz</a>
Sweden, Patrik Gertsson	-	<a href="http://www.modellvänner.se">www.modellvänner.se</a>
Magazine downloads	-	<a href="http://www.rclibrary.co.uk">www.rclibrary.co.uk</a>
Aerofred Plans	-	<a href="http://www.aerofred.com">www.aerofred.com</a>
South Bristol MAC	-	<a href="http://www.southbristolmac.co.uk">www.southbristolmac.co.uk</a>

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](mailto: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