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|  | <h1 style="color: red;">NEW Clarion</h1> <h2 style="color: red;">SAM 1066 Newsletter</h2> <p>Society of Antique Modellers Chapter 1066</p> | <p>Issue nc032025</p> |
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Editorial

Here we are again, not a lot of outdoor activity to report as the season is only just about to get underway. Indoor meetings' reports are a bit thin on the ground, in fact I do not recall publishing any, I don't think Nick mentioned any. Please write something about any flying that you manage to do, otherwise this newsletter will inevitably die.

Access to suitable contest flying sites is still a major problem. The Nationals will now be at Sculthorpe, a superb venue if somewhat out of the way for southern modellers. Being a 3 day meeting makes travelling worthwhile though.

OK, let's see what I have managed to nail together for this issue:

-] The Jimp is the major feature this month, with our chairman Tony continuing his musings on what to do with his.
-] Trevor Hahner, another Jimp builder provides some pictures of his.
-] Pylonius writes an amusing piece likening a possible bird flying society similar to our own organisation. A flying lampshade is another of his weird inventions. Sartorial elegance, or rather lack of it, of our contest flyers concludes his thoughts this month in 1956.
-] It's me again with the continuation of one of my past articles on control-line flying back in 2003.
-] News review 1950 March Model Aircraft, as the BMFA are doing today, is largely concerned with an acceptable contest calendar.
-] Our ever reliable Nick Peppiatt's offering No.85, is in the main a departure from his normal indoor observations and concentrates on artificial intelligence due to a lecture he attended. Subsequent visits to ChatGPT revealed quite a depth of knowledge particularly when queried about the New Clarion. He does finish with a little on old indoor model kits.
-] Aeromodeller March 1955, Heard at the Hangar Doors has a picture of one of the stars from the film 'The sea shall not have them', it is the actual 'Sea Otter' used. There is a bit on local council bans, including one by-law refusal by the Home Office. The sale of Fairlop airfield is reported and availability for model club use is offered, SMAE advise that requests for permission to use be coordinated through the London Area Secretary.
-] Roger Newman's report from North Wales is quite extensive and features the first real airliner the 'Handley Page HP 42'. He reproduces the Aeromodeller feature article of the time.
-] Engine test is the Cox 15 MkII special. This engine was possibly the most powerful 2.5cc of its time and was winning comps shortly after its introduction. Despite what the report states, my experience, albeit not first hand, was that the engine was not easy to start and difficult to hold steady RPM when run on FAI straight fuel. On high nitro content however it was a different story.
-] Peter Carter sends a pictorial selection of his Stoloff models.
-] For a change we have a small control-line model 'Sweetheap', one the few C/L designs by Ray Malmstrom.
-] Roy Tiller, from the DBHLibrary, goes Italian with modelling in 1929.
-] The issue wraps up with Roger Newman's usual plans for the Month.

Editor

Further to last time and my bit about future plans for the Jimp, amazingly a bit of correspondence came flooding in from a Mr David Cox of South London! To say the least I was shocked. David suggested that if I were to install an ED Comp Special in the model then it would probably constitute a "Crime against Aeromodelling!" due to the inappropriateness of this engine when considered against the known performance capability of the Jimp. So what's to be done?

It is undoubtedly the case that David has become the indisputable Ace when it comes to flying Jimps, this being the result of his very high skill level when it comes to flying I/C models. (There is also the fact that the extremely high quality air frame he's using was donated to him several years ago by an excellent builder - modesty forbids me mentioning who that was but I think it has been stated before!). Anyway the thoughts of David should always be considered very seriously so I'm back into pondering mode.

Inevitably I hadn't moved rapidly on the airframe changes because installing the engine beams for a Comp Special would require a fair bit of surgery and this would probably be a one way trip for the fuselage, therefore it's time to look at other options. I'm not ready to mess about with glow plug engines so it'll be an elderly diesel of some sort but which one from the box will be the lucky one? There are three that immediately spring to mind, all of which look a bit mucky on the outside but run very nicely.

Option one: Is a lovely little Elfin 149. These have a very good power to weight ratio and a bit of history. Barry Wheeler used one in his Eliminator which was flown to success for him by proxy in the 1952 World Champs. At a much humbler level I also built an Eliminator and fitted it with an Elfin 149. This was my first proper I/C comp model and I very proudly won a combined power event with at Middle Wallop one Sunday afternoon, long, long ago. Add to this George Fuller who flew his Zoot Suit and Stomper with one and he knew



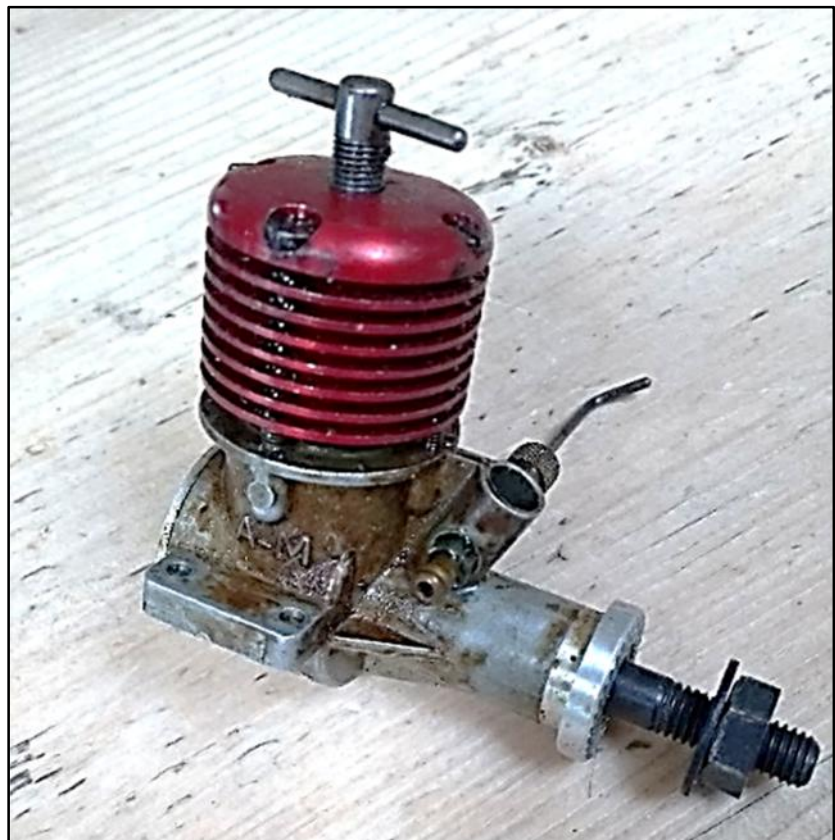
his stuff. These designs have about the same wing area as the Jimp and the airframe is light so this is definitely one to consider and there's the added bonus that mine is a good starter.

For option 2: I'm considering the beam mounted Elfin 249. I have one of these all set up on a modern engine mount with fuel shut off already fitted. It would be the simplest of matters to add a new front plate to the fuselage and bolt on the whole assembly. I thought that when I had originally built this particular Jimp I'd fitted a radial mount Elfin 249 but seem to recall

a problem with it stopping whilst the amount of oil that was thrown all over the starboard side of the fuselage made it difficult to hold with the engine running. But having now seen this beam mount 249 I'm wondering if that whole assembly used to be in this airframe and it was this one that was responsible for the oil going everywhere. Fading memories and all that. I need to flash it up and try it out but I do like this option. As for the slippery fuselage I'll have to stick on some emery paper at the gripping points and wear down my fingerprints even further.



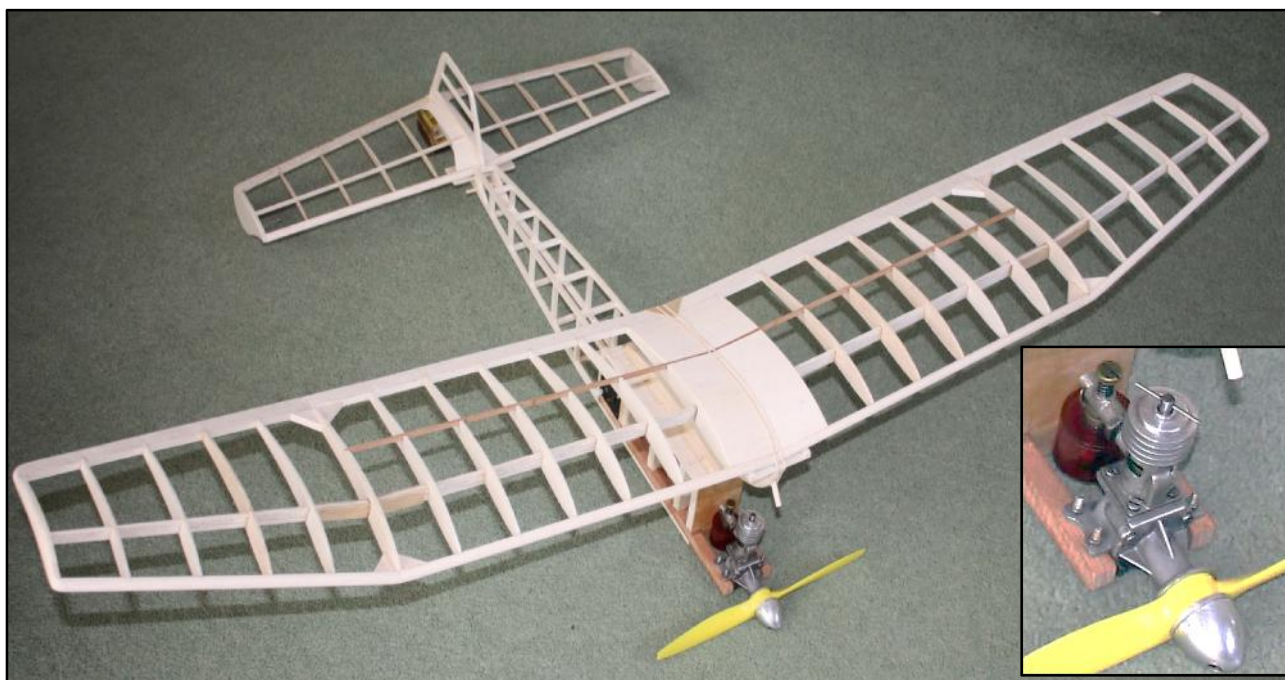
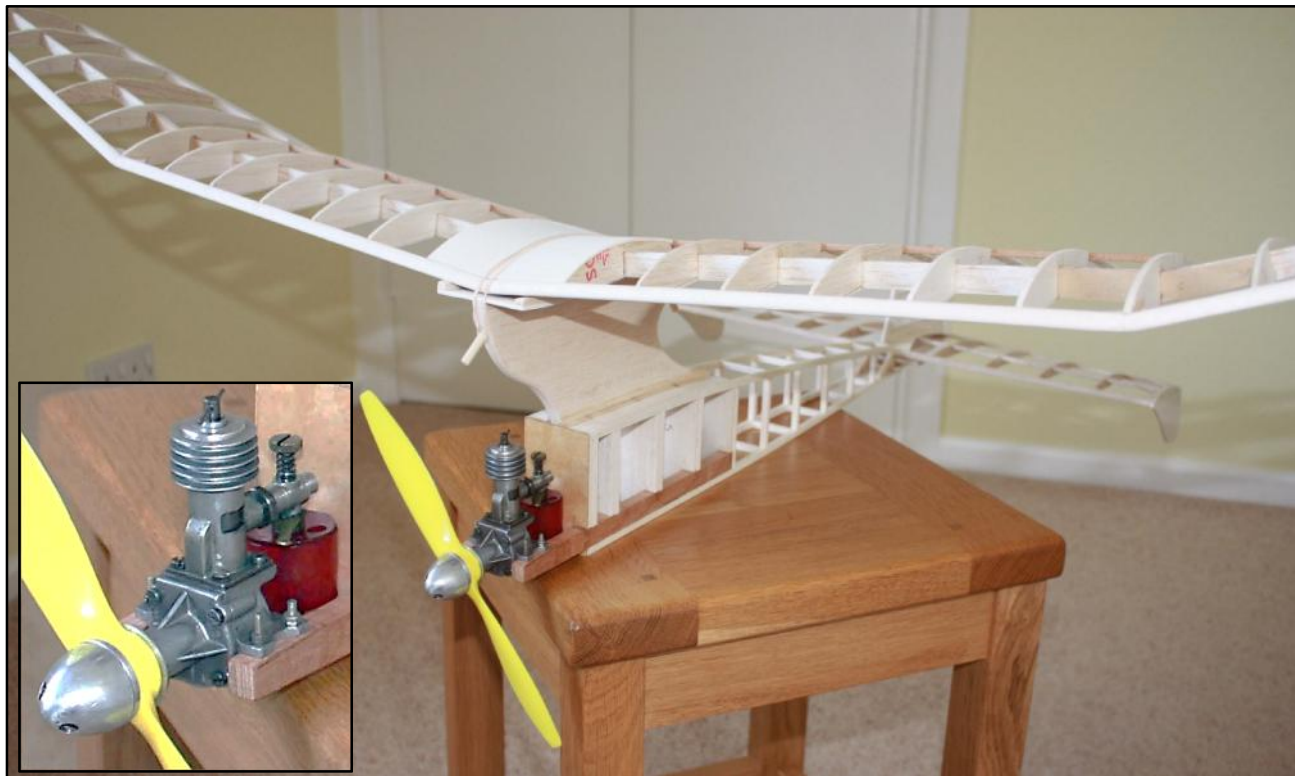
The third and final option: (for now) is to go further up the power curve and fit an AM35. I like them! I flew two of them in Dave Clarkson SLOPs (the 432 sqin variant) and whilst they don't climb like the Cox Jimp with its smaller wing area they still give a good account of themselves. The fit would be as simple as the Elfin 249 option. In the hanger I have Thommo's old Zeek in which he'd fitted an AM35. I seem to recall that he reckoned this was about as much as that airframe would take and it has a 400 sqin wing whilst the Jimp is only 330 sqin so perhaps this option might be too much for it. Things to consider.



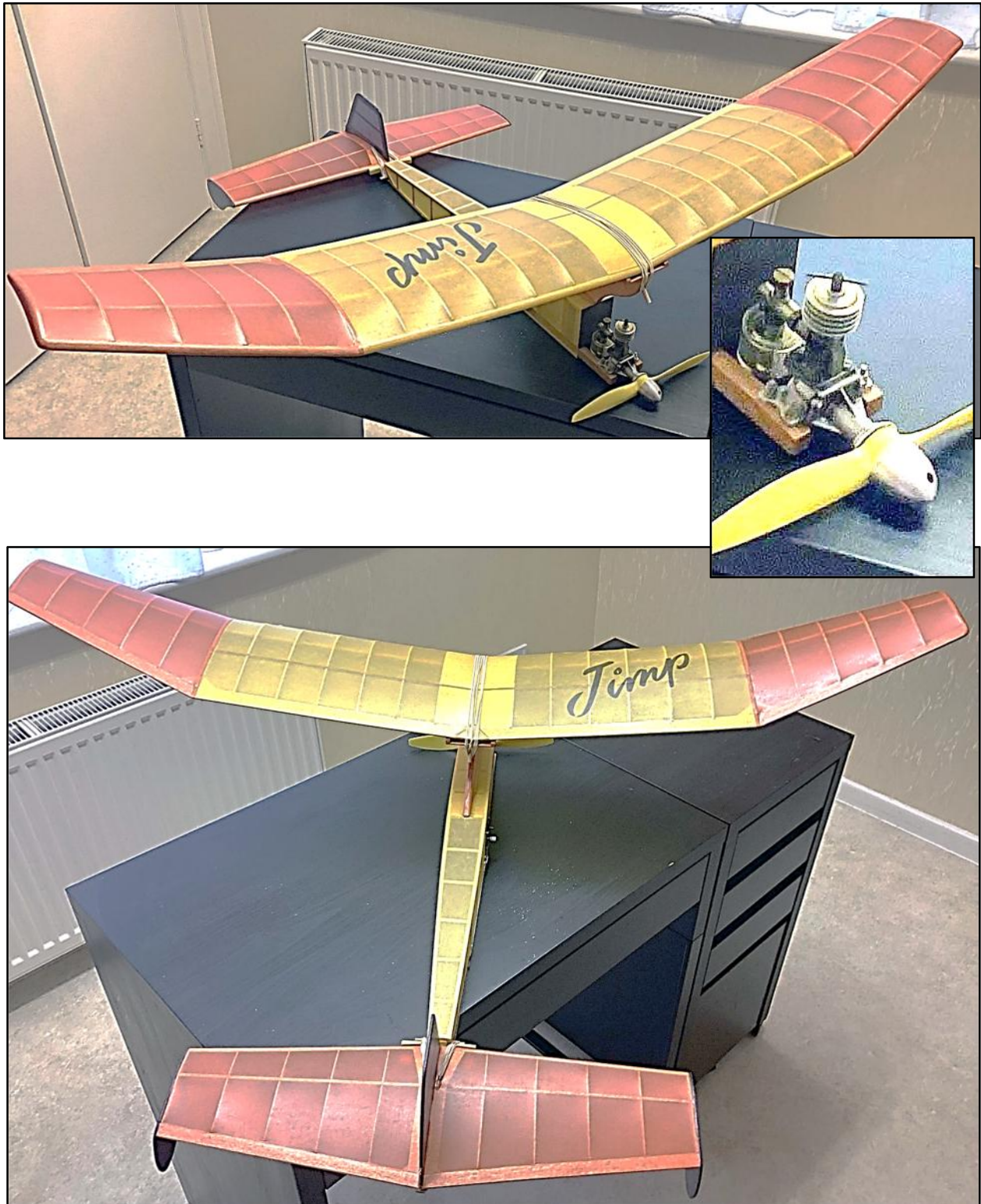
So there you have the conundrum which I will continue to ponder whilst waiting hopefully for some further correspondence to come in from Mr Cox.
More anon.

Tony Shepherd

I was interested to read Tony Shepherd's piece in February's Clarion about the Jimp. I am sending photos of my version which may be of some interest. I am a sports flier, but occasionally when a contest model catches my eye, I diversify and build one.



I have witnessed, on more than one occasion, the astonishing climb of Dave Cox's Jimp on Salisbury Plain. Phew, what a sight!! My Jimp is powered by an ED competition special in keeping with the original design, and so gives a much more relaxed type of flight, and keeps my heart rate under control!



As an aside I am about to embark on the build of an Ethereal Lady.
 It will be a replacement of the one which I built way back in the 80's, but try as I did, I never
 could get a consistent flight pattern.
 Recently I cremated it!
 So, now I will try again. I could take a few build pics and notes if you feel any of the 1066 guys
 might be interested?

I am sure members will be interested (Editor)

Trevor Hahner

TOPICAL TWISTS

by pylonius

Extract from Model Aircraft March 1956

Topical Twists

Getting the Bird.

We are incredibly informed that the first tailless model was a Javanese Cucumber; a primitive form of vegetable life which engages in a sort of Quaternary aeronautics to ensure, in Nature's benevolence, that the Javanese peasant, however impoverished will never go short of a pickled gherkin.

Anyway, it is obvious that the modeller could learn a lot by a study of Nature's aeronauts. Admittedly, my first tailless model flew about as well as the solid, or non-flying, species of cucumber, but birds and bees, we are told, are enlightening subjects to follow. Ideas from this source are not uncommon, and might well be the reason why so few young men now take up modelling. Take bees, for instance. Probably man's first attempt at airborne travel followed a sharp and painful attack from one of these busy creatures. Birds also provide a fruitful field of study, once the main difficulty of spelling 'ornithology' is overcome.

It is, I think, fortunate for bird lovers that their feathered friends do not, in turn, study our primitive model life. Apart from the decimation that might result from the copying of our crude trimming techniques, there is the shocking prospect of a bird society modelled on our own international movement. All the high power/weight performers would soon have their wings clipped. Eagles and suchlike would be obliged to carry a suitable payload in the form of a lead weighted dummy lamb; Starlings etc., would be limited to the wing power equivalent of 1.7 ozs of rubber; and gulls restricted to 50 ft. cliff tops.

Then, again, imagine the plight of our home based ornithopters. Sparrows, starlings and other active wing beaters would be asked to cough up three times the amount of birdseed than duck, geese and the other associated varieties of less strenuous fowl which secretly detest flying and prefer to waddle around looking pompous. In course of time, entries for the annual Trafalgar Square Open and the Nelson's Column Spot Event would dwindle to nothing. Then, upon them being dropped from the Comp. Calendar, a great quacking of protest would arise from the Ducks, who will claim that they had always intended to enter the events, if only they were held over Clapham Pond.

Shady Treatment.

One enterprising American modeller was recently disqualified for entering a flying lampshade in a contest. In the absence of any standard by which to judge it, it was out-ruled by the neo-realists, who argued that it did not look sufficiently like a model plane.

The idea behind the flying lampshade creation was a courageous attempt to solve the home storage problem. Family members do not usually possess that developed aesthetic taste which finds deep fulfilment in the functional beauty of a pylon job dangling artistically from the picture rail. Nor are our objects d'art always dusted with that loving care which bespeaks the true dilettante. In fact, we must face the bitter truth that the qualities of the model machine as a domestic adornment are not widely appreciated.

What better idea, then, than to produce the model plane in the form of some useful household ornament such as a lampshade? The snag is, of course, that the family, besieged and encompassed by a clutter of balsa lampshades, might become even more hostile. You would then perhaps get bewildered and start turning out lampshades that look like model planes.

In the severely furnished home of to-day, the introduction of a little variety by way of a jet propelled What-not, an air-worthy antimacassar, or a rubber driven aspidestra, is out of the question, but what about something nifty in the carpet line—just in case the World Champs. are ever held in Persia?

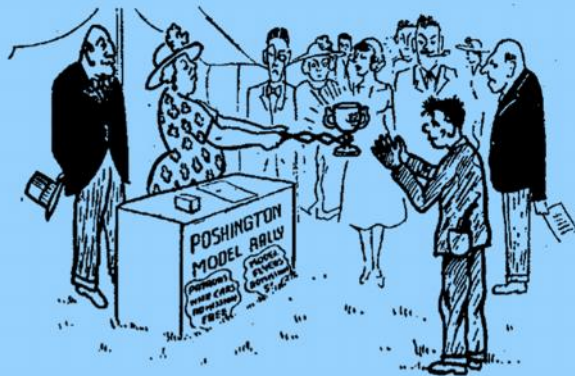
Vagrant Thoughts.

I see that our globe trotting friend, Bill Dean, is back in the old country for a spell; enlivening the correspondence

columns with a spirited defence of the crumpled (but yet undefeated) flannel bag in the International arena. On this subject, Mr. Dean is, of course, an acknowledged authority, having graduated from a rather vagrant line in reach-me-downs, which earned him the quaint appellation of 'Gypsy' back in his model flying days, to his present well groomed and natty appearance. In making his stand for the unkempt individualist, whose cleaning up propensities are directed more towards the contest prizes than personal enhancement, it is perhaps a sad comment on the too fastidious model world of to-day that he should be hard put to find even one grubby handful of such characters. Even among the examples he gives, Mike Gaster can be excused his crumpled flannels, although a soiled pinafore would be more appropriate to one who spends his days over a hot 'Gastove', and as for the 'Stoo' pantaloons, which recent tests have established an oil absorbency rate of 30 c.c.s per lap, they have become an institution quite indispensable—but almost not so on one or two lap chasing occasions.

We are a well shaven lot, too, these days, and lovers of the stubbled chin are often disappointed to learn that the apparent week old growth on the face of one prominent character is in fact a bona fide form of beard. A variation on the popular Van Dyke, it is known as the Holland Fringe.

Back in the old days things were different. We were proud to be known as a byword in unabashed scruffiness, and never more than when our opponents invoked the Vagrancy Acts against us. Indeed, were any flyer to present himself on the flying field in a state of washed and shaven virtue, heads would nod in gloomy despair over the imminent departure of yet another good man from the hobby. It was, in fact, possible to measure the degree of keenness by the order of scruffiness, and it says much for Mr. Dean's early enthusiasm that he should have earned such a meritorious nickname.



Higher Education.

In response to the Northwick Park request for knowledgeable modellers to give club lectures, I offer to them, free of purchase tax, the famous series of Pylonious Talks. They are available either for immediate delivery or on a 'wrap up' and take away basis. Firearms strictly prohibited.

Problems of Inertia (T.V. versus Model Building).

Your Next Step in Radio Control (Boat Designing for the Beginner).

In Pursuit of the Best R.N. Figure (A Study of the Wren in Flight).

Structural Problems of the 1960 F.A.I. Power Model (First steps in sheet lead work).

How to Make Friends.

On the subject of lectures I notice that some editorial wag has prophesied that, in 1956, I shall be delivering a lecture to Kit Manufacturers. (Thinks—Not a bad idea! If I say a few nice things about kits I might get invited to next year's trade bun fight. Extra Think—What nice things can I say about kits? Blank Think—Ah well, I'd have had to get my monkey suit out of hock anyway—Unthinks.)

Pylonius

Extract from Old Paper-back Clarion, October 2003

John Andrews – Bricks on Strings Part 2 – etc.

Here we are again, a little bit of the past to start with. Here is a photo from my archives, a typical control-line group of the 1950's. Members of the Rugby Model Engineering Society Aeronautical Section. (I just love that club name) pose with a couple of combat jobs after a Sunday morning session



Left to right:

Author John Andrews with mates
John Bickerstaffe and Ian Lomas.

The fuel stained clothing had to be seen to be believed, if we had been smokers lord knows what would have happened if we had caught fire. I think the column of black smoke would have been seen for miles. There were plenty of occasions when glo motors

backfired and ignited spilt fuel. I think we were lucky not to have had a bottle fire, I suppose the Devil looks after his own

Whilst I am in the photo album, here are a couple of blasts from the past to indicate we were still flying free flight as well as the Yo-Yo's.

Right is a picture of my Slicker 50, powered by a Frog 160 Glo motor. This model was the first one that I managed to lose. Being somewhat under powered and me being under funded, it was flown without benefit of engine timer. To boot, never having seen thermals it was also flown without D/T.

The club had just lost the use of Lawford Aerodrome and we were flying in a large farmers field (that's the field not the farmer) nearby. I fired up the motor and the combination of quick start, finer pitch propeller, and thermal assistance resulted in a better climb, for longer and up and away went the Slicker with no name or address.

I followed it over the fields and off over the A45 but it was high and long gone.





Next a John Bickerstaffe model of the 50's, probably still with the radial Elfin 2.49. Note the flapping drag tab on the left hand wing trailing edge. John flew right hand climb and left hand glide back then and the drag tab was loaded with plasticine to trim the glide turn. It was hoped that this method of glide trim would minimise interference with the power turn.

Digression into the etc's over, I'd better get back to the control-line subject matter. Mind you, It's not too bad to get a bit of free flight into the article, David is not too sure about C/L being in the Clarion at all really.

So much for the past, now back to the future, well present day at least. When I got into this vintage lark I thought to myself, I used to be good at Control-line Stunt, I'll build one. I had a copy of Sam Speaks with a three view of the Kan-Doo so I made one. I had an ED Racer so onto the front of the Kan-Doo she went. The result is pictured below.

The next trick seemed quite simple on the face of it, all I had to do was have a few flights to get back in trim, its just like riding a bike, you never forget do you? I could not buy a handle to fit my big fist so I had made one up. Fortunately I had the foresight to make it with line spacing options to give me the opportunity to de-sensitise the set-up if required. Next step, off to my local R/C Club flying field complete with model and 50ft lines. To be self sufficient, if no help was at hand, I had made a ground restraint with a pull string release. Unlucky for me there were no club members present at the field that day, so I set myself up on the take-off strip using the ground restraint and fired up the ED. I sauntered out to the handle and pulled the release chord. Away goes the Kan-doo, off like a bat out of hell, well that's how it seemed to me at the time. Next thing I know, there's me spinning round and round with the Kan-doo following a flight path like a fairground merry-go-round, oscillating up and down and totally ignoring my efforts to keep it level.



After a few quick laps it occurs to me that I am nearer 70 years old than 20. The hedges and trees in the background are flying by in a sickening blur and my knees and feet were not quite sure where they should be. Brain panics and comes up with the idea that a few loops might ease the situation, (I've not mastered level flight yet remember) I ease in some up elevator, "Oh hell not that much". The Kan-doo zooms up and round far too tight, mushes out at the bottom of the loop, by now the up line is as taught as a bow string but luck was with me this time and I miss the deck with a fag paper to spare.

Back on the Merry-go-round we go to consolidate thought pattern. A couple more laps and we go for the loops again "That's better" and I manage to get the feel for it and do a few consecutively whilst my legs sort themselves out.

Brain clicks into gear again and comes up with the idea that the twists now in the lines could do with removing before control gets stiffer. "Outside loops is the answer" thinks I. "Not yet" re-thinks I. I then come up with the notion that figure 8's would keep me standing still for a bit longer so in goes some down elevator at the bottom of the next loop.

Round we went and into a few 8's. I got my equilibrium back and then threw in some outside loops to unwind. "I've got it back" thinks I, then the ED 246 decides its had enough, hardens off, slows down and I'm back on the Merry-go-round again, albeit at a slower pace.

It was not long before I was praying for the engine to cut, my legs were unsure again and the blurred background was not helping at all. After what seemed a lifetime the engine cut and the Kan-doo arrived (couldn't call it a landing) on terra-firma. I sat down quite smartly before I fell down and took stock, feeling decidedly queasy.

Next time out I had de-sensitised controls and a smaller fuel tank. I also took a Stemetil tablet as I am prone to travel sickness, this helped with the nausea and after a couple of outings I had the old C/L ability back in hand. The Kan-doo is not really capable of advanced aerobatics as its wing loading is too high so I decided that Brian Hewits Stunt-King with an Enya 29 was required.

I acquired the plan and put one together. This was the first tissue covered model I had built for ages that needed fuel proofing for the Glo engine. My mate John Nicholson said he had some fuel-proofer I could have, but he did warn me that it was a bit old. My scrooge like mentality came to the fore however and I accepted his offer. Mistake, the stuff was far too thick, it blushed when it dried and when the model was finished the Stunt-King was so scruffy it looked as though it had been built in 1949 and just been brought out of retirement.

Looks not withstanding I had something much more usefull and flying on 60ft. lines it was much less dizzy making. I had a few flights with the Enya up the front, then I got really carried away and put my old Merco 35 at the sharp end and got out onto 65ft. lines and the overhead 8's were now solid but cranking my old neck to look over head made them wander about a bit. The big engine and duff fuel proofer had the tissue splitting before long so recovering became necessary and sense prevailed in the end when I replaced the Merco with a PAW19.

I had built a Stunt-King back in the 50's with a Frog 500 up the front but it had not lasted very long due to using soft wood for the elevator. I was flying a demo at a garden fete when the bolted on aluminium elevator horn pulled out and there I was with one of the biggest round the pole jobs you are likely to come across, me being the pole. The Stunt-King hurtled round lap after lap slowly building up oscillations as it climbed into wind and dropped downwind. My fellow fliers were throwing rags at it trying to stop the engine but without luck. Eventually the model flew into the deck on a downwind leg, the Frog still going full bore. The bits went everywhere and there was nothing useable left. On the positive side the spectators thought it was great however.



1953



2003

Author and Stunt Kings 50 years apart
Sartorial Elegance remains unchanged.

To complete my re-born C/L activities I built an own design 49 powered stunt job and, after a few outings, had a recognisable stunt schedule but it dawned on me that without much practice and a like-minded companion I could not venture into competition. All now reside in the garage.

Clarion October 2003



THE YEARLY CONTEST PROGRAMME

The establishment each year of a programme of contests which will satisfy all aeromodellers has proved to be an unenviable task which has not been simplified by the voluntary and "spare time" nature of the work carried out in this direction by the officers of the S.M.A.E. responsible for its collation.

There are usually complaints of too many contests of the restricted type by one section of the model movement, and at the same time too many of the unrestricted type to suit the remainder. In addition, due to apathy, lack of organisation, shortness of time, or what have you, the percentage of aeromodellers who send in their votes in questionnaires is lamentably small, so that the officers of the S.M.A.E. usually have an incomplete cross-section of opinion before them to effect an equitable compromise. In addition the work of compiling, printing, and circulating the S.M.A.E. Contest Handbook must be put in hand much earlier if it is to be made available well before the commencement of the competition season.

In an effort to improve the situation the Council of the S.M.A.E. have decided to try a new scheme for deciding the 1951 programme which should provide better results provided aeromodellers as a whole co-operate.

Briefly, the procedure is this. All clubs are requested to call a special meeting during March, 1950 for the sole purpose of discussing the contest programme and arriving at their requirements in this connection. The Area secretaries will, in turn, call a special Area meeting in the month of April to which the clubs can send their delegates primed with their requirements as defined at the club meeting. Finally, the S.M.A.E. will call a special Council meeting in May, 1950 where the area delegates can bring forward the viewpoints and suggestions of their area. At this Council meeting the contest programme will be finalised so that the Society's Handbook can be put in hand without delay in order to make it possible for copies to be in your hands immediately the 1950 flying season has drawn to a close.

By this means the S.M.A.E. hope to be able to produce a programme for 1951 which will at least please some aeromodellers part of the time, if it does not actually succeed in the almost hopeless task of pleasing all aeromodellers all the time.

FREE TRIPS TO FINLAND

Hitherto the S.M.A.E. has been reliant on a few enthusiasts and aircraft firms for the necessary money to finance participation in international events such as the Wakefield. In short, the S.M.A.E. has had to go begging for money to enable British aeromodelleis to take their rightful place in the international sphere.

It is appreciated that some clubs have made a valiant effort to support the Council of the S.M.A.E. in this direction, but the fact remains that the vast majority of clubs make no effort whatever and the total subscribed by the clubs has been extremely small.

In order to place the matter on a self-supporting basis, the S.M.A.E. has decided to sponsor a grand draw among its members for the privilege of winning a free trip to the Wakefield contest in Finland, or a free trip to the international glider contest in Sweden, among a total list of 100 attractive prizes.

Participation in this draw is by tickets which are obtainable, from Mr. B. A. Messom, 81, Foss Way, York, who is organising the draw on behalf of the Council, or from the Secretary of the S.M.A.E.

CLUB COPIES OF "MODEL AIRCRAFT"

One good feature of the improved paper position is that the S.M.A.E. has been able to resume the issue of a voucher copy of this journal to each affiliated club *for club use*. These copies are sent direct from the MODEL AIRCRAFT Editorial Offices, 23, Great Queen Street, London, W.C.2, and it is therefore essential that all affiliated clubs should keep the Editor informed of any changes in the secretaryship of their club or any changes of the secretary's address.

Unless this is done it is impossible to ensure that the copies are sent to the right persons and disappointments are bound to ensue.

It is notorious that the secretaryship of many a model aircraft club changes as rapidly as the phases of the moon and it must be remembered that it is impossible for your Editor to *guess* that these changes have taken place. You *must* inform him immediately of any changes if you desire this service to function.

We look forward to your close co-operation in this direction.

I recently attended an informative talk given locally in our village on the subject of Artificial Intelligence (AI), so I thought I'd try a conversation with the generative artificial intelligence chatbot ChatGPT.

What can you tell me about SAM 1066? I asked.

ChatGPT replied:-

'SAM 1066 is the designation for a missile system developed by the Soviet Union. It's part of the "SAM" (Surface-to-Air Missile) family, which are designed to protect against aerial threats such as aircraft and missiles. Specifically, SAM 1066 refers to a specific missile in the Soviet-era SAM systems, but I believe you may be referring to the SA-6 "Gainful" (also known by its NATO reporting name), which was a widely known Soviet-designed mobile surface-to-air missile system. Here are some key facts about the SA-6 (SAM 1066) system:

Development and Purpose:

-) The SA-6 was developed in the 1960s as a mobile and medium-range surface-to-air missile system. It was designed to counter low-flying aircraft, helicopters, and, to some extent, cruise missiles. It was particularly effective against medium- to low-altitude targets.

Deployment:

-) The SA-6 was used extensively by the Soviet Union and its allies, and it was exported to many countries. It was designed to be mobile and able to be deployed quickly on the battlefield, providing flexibility and quick-response air defense capabilities.

Guidance and Range:

-) The missile uses semi-active radar homing, which means the system requires a radar to lock onto a target and guide the missile towards it. The range of the SA-6 missile is approximately 25 to 30 kilometers, depending on the target and environmental factors.

Components:

-) The system is composed of a transport-erector-launcher (TEL), a radar unit, and a command post. These components are all mounted on wheeled vehicles, making the system highly mobile.

Combat Use:

-) The SA-6 has been used in various conflicts since its introduction, including the Yom Kippur War and the Iran-Iraq War. It has been praised for its mobility and its ability to operate in a variety of environments.

Would you like more details about any specific aspect of the SAM 1066 or the SA-6 system?'

Ok. What can you tell me about the Society of Antique Modellers, Chapter 1066?

'Ah, the Society of Antique Modellers, Chapter 1066! That's a much different topic than surface-to-air missiles, haha! The Society of Antique Modellers (SAM) is a group dedicated to the appreciation, preservation, and showcasing of model craftsmanship, particularly those relating to historical, vintage, and antique designs.

Chapter 1066 of the SAM likely refers to a local or regional chapter of the organization, with this particular one perhaps having some special significance, such as a historical or geographic tie to the number "1066" (like a reference to the famous Battle of Hastings in 1066, which could be tied to the group's identity).

These chapters typically involve enthusiasts who share a passion for the art of model making, often focusing on historical subjects like aircraft, trains, ships, and cars, or even miniatures based on historical events. Some of these societies also organize exhibitions, competitions, and educational workshops.

Chapter 1066 might hold regular meetings, promote model-building events, and create a sense of community among modellers. They might also have a focus on specific periods or types of models. If you're involved with them, it could be a great way to meet like-minded individuals, learn new techniques, and share in the joy of crafting detailed models.

Do you know more about this chapter, or are you interested in connecting with them in some way?'

Do you know anything about the New Clarion, an on-line newsletter?

'Yes, The New Clarion is an online newsletter that is associated with the Society of Antique Modellers (SAM) or similar groups that focus on model-building. It serves as a publication for enthusiasts to share news, tips, techniques, and updates related to model-making, particularly historical models, as well as events, competitions, and member highlights within the community.

Typically, newsletters like The New Clarion are a great resource for modellers who want to stay up-to-date on the latest trends in the hobby, discover new methods for improving their craftsmanship, and get insights into shows or gatherings.

These types of newsletters often include:

Feature articles: Detailed write-ups on specific models, techniques, or historical subjects relevant to the hobby.

Upcoming events: Information about upcoming exhibitions, contests, or meetings for model-building communities.

Member showcases: Spotlights on work by members, providing inspiration for others in the community.
 Tips and techniques: Expert advice on model construction, painting, detailing, and more.
 Announcements: Any news related to the society, like leadership changes, new projects, or collaborations.
 It's a great tool to foster community and keep everyone engaged and informed in the world of antique modelling.

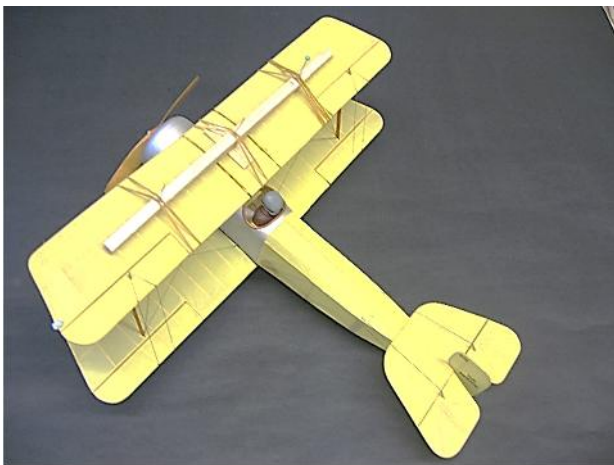
Are you thinking of subscribing or contributing to The New Clarion? Or is there something specific you wanted to know about it?

So now you know! The speed of the replies is impressive and they are quite lucid and fascinating, but it is clear that any information given by ChatGPT and similar AI programmes requires very careful checking.

Nowlen Aero Bristol Scout A

Over 30y ago I built a Peanut sized Bristol Scout A from a Nowlen Aero kit. This was modified to have movable control surfaces, and was originally fitted with a rubber motor, as per the plan, but I did not have much success in getting it to fly well. It was later modified to take a Gasparin G-24 CO₂ motor and was made to fly in a somewhat better manner.

I dug it out recently as our Chairman, Tony Shepherd, had acquired a Gasparin CO₂ motor, which required identification and this, indeed, turned out to be another G-24. I thought I'd attempt to fly the Scout again at one of the Trinity indoor meetings, but noticed it had lost its dihedral. To rectify, I cut the top wings partially through at the dihedral breaks, and devised a simple balsa and rubber band jig to keep the dihedral. The top wings were then re-glued with Ambroid (I still have some!) at the dihedral joints. Incidentally, if you have some dried Ambroid in a tube, you can make it useable by extracting the hard lumps and dissolving them in a mixture of 50% acetone and 50% MEK.



13" wingspan Bristol Scout A with dihedral keeper jig.



Bristol Scout A with some dihedral.

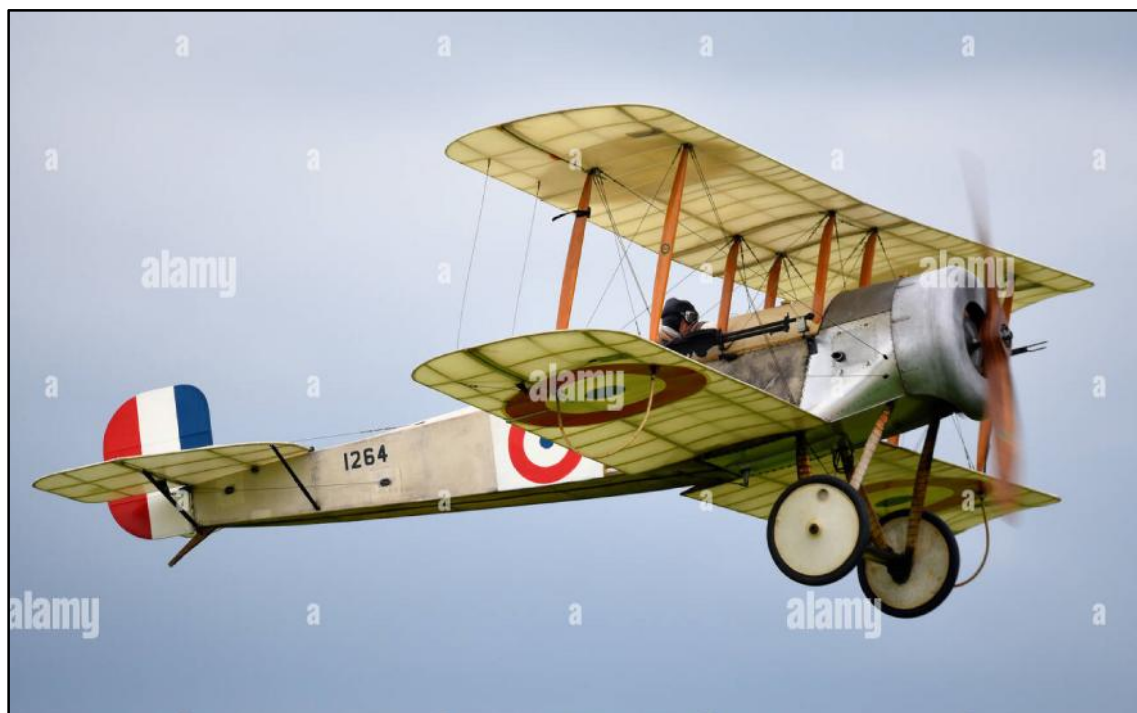


Nowlen Aero spoked wheels, 1 3/8" dia.



Nowlen Aero produced some very complete kits for Peanut scale models of early aircraft. It is, alas, another cottage industry enterprise that has come and gone. The Bristol Scout A kit had a formed light aluminium engine cowl and neat spoked wheels. As far as I'm aware kits were also produced for the Nieuport 11 sesquiplane, the Deperdussin monocoque racer, the Langley Aerodrome 'A' and the Wright Flyer Type A.

Plans for all of these, apart from the Nieuport are available on Outerzone. I still have the pleasure of tackling the Wright Flyer Type A kit to look forward to.

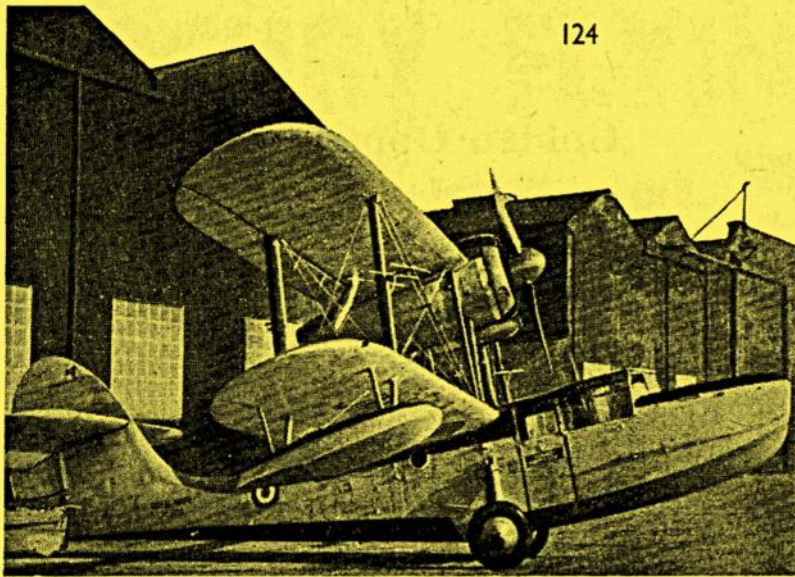


Bristol Scout

Nick Peppiatt

124

March, 1955



Heard at the Hangar Doors

Film Star

Those who have been fortunate enough to see the film, "The Sea shall not have them" will remember the existing sequence when a Sea Otter makes contact with a rough sea on a rescue mission. Modeller G. Massy-Collier had occasion to film, and film from, the faithful Otter and reflects on the "bashing" the airframe took on landing "in the rough". He has been kind enough to send along the heading picture above which we reproduce for the benefit of solid modellers and spotters interested in this type.

7th Northern Models Exhibition

Last year, the show of aircraft models at this well-known Manchester exhibition was decidedly poor, and this was attributable to lack of advance publicity. This year, the organisers have just got notification into this journal by the skin of their teeth—closing date was, apparently, January 31st, but entries for the model aircraft section *only* will be accepted up to February 28th. Entries received after January 31st will not appear in the official catalogue.

Classes are for power, rubber, glider, scale,

scale C/L, any C/L, solids, and radio jobs; juniors (under 17) have one class only. Span of any model entered is limited to 6 ft., entry is 2/6d. per model, senior, but free to juniors. Entry forms (one per model) and full details are available from the Exhibition Secretary, 5 Winstanley Road, Sale, Cheshire. The show will be in the Corn and Produce Exchange, Hanging Ditch, Manchester. March 25-27th. If you don't wish to enter but would like to show a model, the Secretary will be pleased to hear from you.

Aeromodellers— and their local councils

Reports continue to come in from all over the country on the knotty question of "to fly, or not to fly" in local parks, and other open spaces controlled by local councils. In some districts the unfortunate position still exists where local authorities have banned model flying out of hand, and in many places without reference to local clubs.

At Hucknall, Notts., a purely local ban was imposed in this fashion, and it is encouraging to learn that the Home Office refused to approve the byelaw concerned, thus supporting—as they always do—the cause of the genuine aeromodeller. In this particular case a compromise is being arranged which we hope will result in flying space being made available. In other instances we have investigated apparently justified complaints from aeromodellers, only to find that the facts submitted were not accurate. There is absolutely no justification for aeromodellers to expect to receive permission to fly control-line models in districts where local parks are completely surrounded by houses, for the noise factor alone will bring the wrath of nearby residents upon their heads—and affect the cause of aeromodelling in general. (In one case brought to our notice, reasonable alternative accommodation had been offered by the Council, but was unacceptable to the local modellers because it meant them travelling a mile or two! Just another instance of some people wanting it all served up on a plate, for surely an enjoyable hour or two of flying is worth a short trip.)



"How would you like to be rolled up like an old cement tube?"

Fairlop

More welcome news concerns modellers in the London area. At the last L.C.C. Council meeting, the sale of the popular Fairlop site to the Ilford Borough Council was approved at a sale figure of £360,600 which includes a surrounding area totalling 920 acres. The aerodrome is scheduled as an open space and will definitely not be used as a housing estate. We understand that the latter authority will consider applications from clubs in the area for the use of the 'drome. We advise those people interested to make all approaches through the London Area Secretary rather than any form of direct approach to the Ilford Council for it is logical to have one authority to negotiate on behalf of a number than for the Council to be bothered with numerous applications. Previous friendly relations between the S.M.A.E. and the Ilford Council justifies an optimistic view, but at this stage there is no guarantee that flying can be permitted.

Aeromodelling Stamps

Our old friend Just van Hattum, Chairman of the Technical Committee of the Koninklijke Nederlandse Vereniging voor Luchtvaart (Royal Dutch Aero Club) Model Aviation Section, takes us to task for stating that the Hungarian Aeromodelling Stamps featured last month, were the only examples of direct use of aeromodelling in connection with postage stamps. He sends two examples of aviation stamps, one in green issued in 1954, value 2 cents, depicts an aeromodeller hand launching a glider, and the other in blue, value 10 cents, shows Dr. Albert Plesman, President of K.L.M. who died in 1954.

The interesting part about these stamps is that each carries a surcharge over and above the face value, the proceeds of which are credited to the Dutch National Aviation Fund. Proceeds to date apparently total £6,400 which is a sizeable sum. How nice it would be if the G.P.O. indulged in such practices, it would certainly solve the problems of financing our international teams.

First of the Year

The brightest flying day for several months luckily coincided with the date of January 9th and the Annual Blackheath organised Bill White and Winter Glider trophies. Modellers came out of hibernation to enjoy wintry sunshine and unusually calm conditions at Epsom Downs and more than 60 maximum flights of over 3 mins. were recorded for the total 145 entries. It became a North versus South all-rounder battle as John O'Donnell and Tony Brooks vied for top places in both events—with John collecting the Bill White and Tony placing second in both. Outstanding for an eighteen man tie with double max's, in the fly-off, the Bill White now goes to a flier who can manage 7 : 52 without perceptible thermal aid, a clear two minutes ahead of the next man, and flying in the same air as a dozen other models returning from 3 to 5 mins.

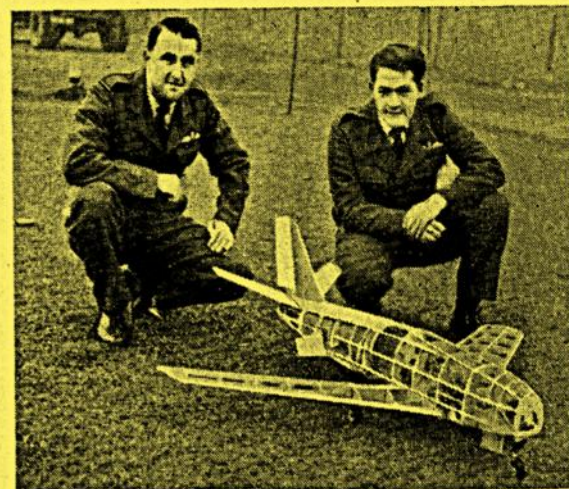


Winner of the Glider trophy, J. Blount (above) flew clubmate Roy Yeabsley's A.P.S. Nebula design for 2 : 43 in his fly-off. If times like these are indicative of what to expect in '55 contests, durations are due to go up with a bump in open rubber and A/2 events—though we doubt whether we shall ever get a repeat of the calm conditions prevailing at Epsom on this occasion.

| Bill White | | Winter Glider | |
|------------------|---------|------------------|--------|
| 1. J. O'Donnell | 13 : 52 | 1. J. Blount | 8 : 43 |
| 2. A. J. Brookes | 11 : 53 | 2. A. J. Brookes | 8 : 06 |
| 3. D. Sugden | 11 : 23 | 3. J. O'Donnell | 5 : 55 |
| 4. B. Rowe | 10 : 49 | 4. C. J. Hancock | 5 : 54 |
| 5. J. North | 10 : 43 | | |

R.A.F. Models

Models rarely gain mention in the regular Air Ministry News Letter: but the efforts of F/O Egginton and F/O Jones stationed at Wildenrath, in Germany with their 1/20th scale Sabre have come to official attention. Since it is the first radio-controlled scale ducted fan model of our acquaintance, and with retracting undercarriage, flaps, dive brakes, rudder, elevators and aileron controls, plus a repeater transmitter in the model to indicate model speed, we reproduce the builders and their product to date for we envy their confidence.

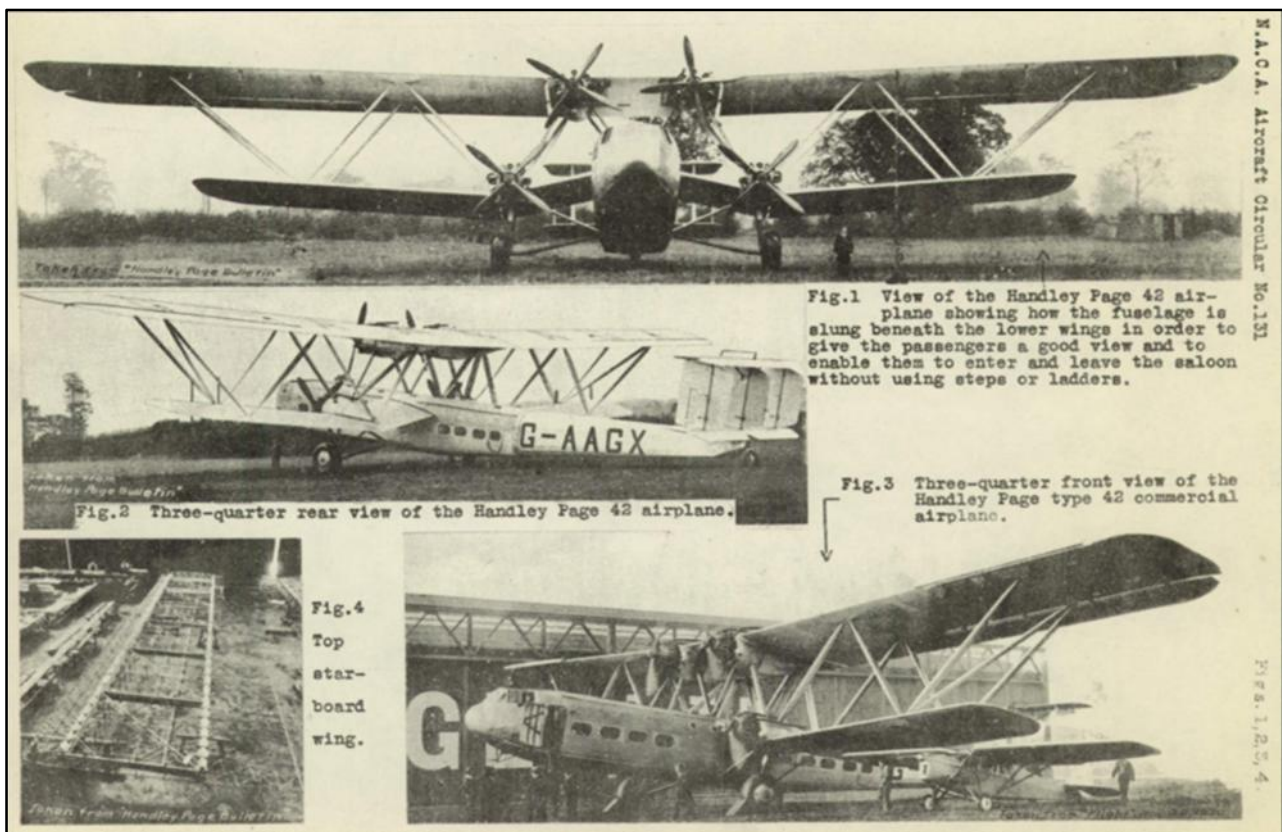


Occasional Notes: February 2025

Weather is still very cold but it has been relatively calm of late. If only there was a local flying field. To rub salt in - conversations with our Chairman indicates he is thoroughly enjoying small model / small field flying of late taking full advantage of the conditions down south. Never mind.

Whilst browsing some past Aeromodeller mags, the Dec 1955 edition surfaced - front cover upwards. Within it was the Handley Page HP 42 & plan. Now I have a vague memory of seeing & marvelling at this very model long ago, probably in 1955 either at Waterbeach or Radlett? Maybe someone is more aware and/or has a better memory? Anyway a bit of poking round the web produced the following extract from Wikipedia:

The Handley Page H.P.42 and H.P.45 were four-engine biplane airliners designed and manufactured by British aviation company Handley Page, based in Radlett, Hertfordshire. They held the distinction of being the largest airliners in regular use in the world on the type's introduction in 1931.



The H.P.42/45 were designed in response to a specification issued during 1928 by the British flag airline Imperial Airways. The two models are very similar, with the H.P.42 optimised for range at the expense of payload while the H.P.45 carried more passengers over shorter distances.

Imperial Airways approved Handley Page's proposals and ordered four aircraft of the two variants to serve as the new land-based long-distance flagships of its fleet.

On 14 November 1930, the prototype, named Hannibal made its first flight. Following their introduction into Imperial Airways service, they formed the backbone of the airliner's land-based fleet through most of the 1930s and, along with the company's numerous flying boats. Eight aircraft were built, four of each type and all had names beginning with the letter "H". Three survivors were pressed into Royal Air Force (RAF) service at the outbreak of the Second World War. By the end of 1940, all of the aircraft had been destroyed.

The photo montage comes from a NASA report on the HP42 published in Dec 1930

The model was designed to be flown as either free flight scale or control line scale powered by two small (0.5/1.0cc diesels) for free flight & the Aeromodeller article describes amusing events with the prototype.

YES—YOU CAN REALLY believe your eyes; a flying scale version of the famous London-Paris airliner to suit as wide a variety of engines as one could ever imagine, and fly no less than three ways. It can be free-flight on any equally-matched pair of small diesels from .5 c.c. to 1 c.c.—it can be flown round-the-pole with the same power, and it can be aviated on a control-line circuit with any combination of up to four engines amounting to a total of 4 c.c. Beyond that power Mr. Reynolds and his number start to play havoc with the stability, so the moral is to emulate the full-size, fly safe and slowly.

Before you let your eyebrows down, we might as well let you in on the secret that the prototype may yet be equipped with radio control!! Such is the confidence shown by designer S. Newton in this remarkable model.

The 65-inch H.P.42 started life with a pair of Allbon Darts for free flight, and after the first test outdoors had revealed a need for slight change of trim, the thrustlines were altered and a check made in an empty St. Athan hangar. A length of line was tied to the tail, and the model allowed to take off



Detachable cabin roof gives access to the elevator pendulum which is connected to the control line bellcrank. A Hobby and Spitfire provide power here for cfl. Free flight requires matched pairs of motors

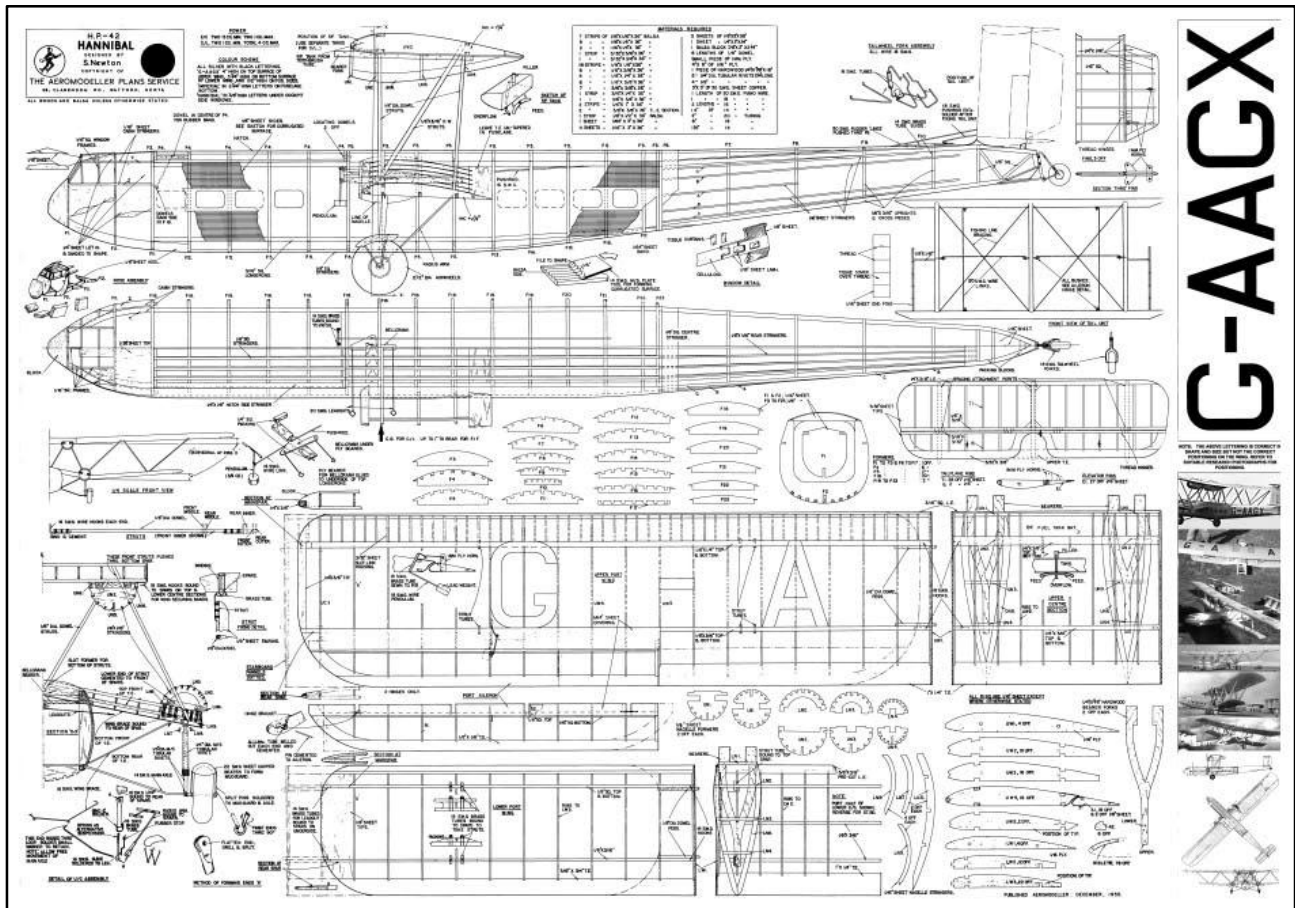
under restraint of this dog-lead arrangement. This worked well—until the string broke and Hannibal sailed gloriously down the length of the hangar: but the doors could not be opened quickly enough. . . . After repairs, a line was tied to the undercarriage, the pendulum ailerons locked and she flew round-the-pole with Cpl. Newton hanging on as the "pole" in the centre. He was kept there for a whole hour as his mechs refuelled the Darts quickly at each landing and set her off again. There was no means of control other than the elevator pendulum and it says a lot for the inherent stability of this huge biplane that it flew so long without the slightest quaver.

With a pair of Mills .75's and full elevator control the Hannibal was next aired at the Battle of Britain "open" day, R.A.F. Station Debden, where it flew the whole afternoon without the slightest trouble, landings and take-offs were a joy to watch, elevator effect being absolutely perfect.

We anticipate that anyone with a pair, or even four small diesels on the bench doing nothing in particular will take one look at the photographs here, say "gee—what a model" and have an immediate hankering to start building. For although the finished product is a huge, most impressive and apparently involved airframe, study of the drawing will show that construction is in fact no more difficult than for many a sport model—it's just that there's so much more of it!

Built for free-flight, a pair of .75 Mills or .8 Merlins would be perfect up on the top wing. The inverted section elevators may seem strange—but don't alter them off as they are essential! See that the pendulums work freely; actually Old Hannibal is very stable longitudinally and the ailerons are rarely called into action. For control-line keep the pendulum on the elevators as it comes in handy when the lines go slack! The ailerons can still be used, locked for a slight outwards bank.

Start with 40 ft. of control-line and when you've got the feel of it let her fly on as long a line as you dare in calm weather. If anyone could stand and watch such a wondrous sight as this H.P.42 airborne without batting an eyelid then, believe us, they deserve to be called a moron!



& the aforesaid article: Truly a scale model worthy of building.

Activities of late. Having settled well into a different life style, realisation has finally dawned that getting rid of almost all of my modelling stuff was not a good move, particularly as Spring brings about the desire to build something. Nevertheless such things are amongst many obstacles in life to be overcome, so balsa & other bits were ordered from SLEC after deciding likely candidates. The service was excellent with a "by return" courier delivery. Another part of the cellar has been tidied up & suitable lighting fitted. Almost ready to go.

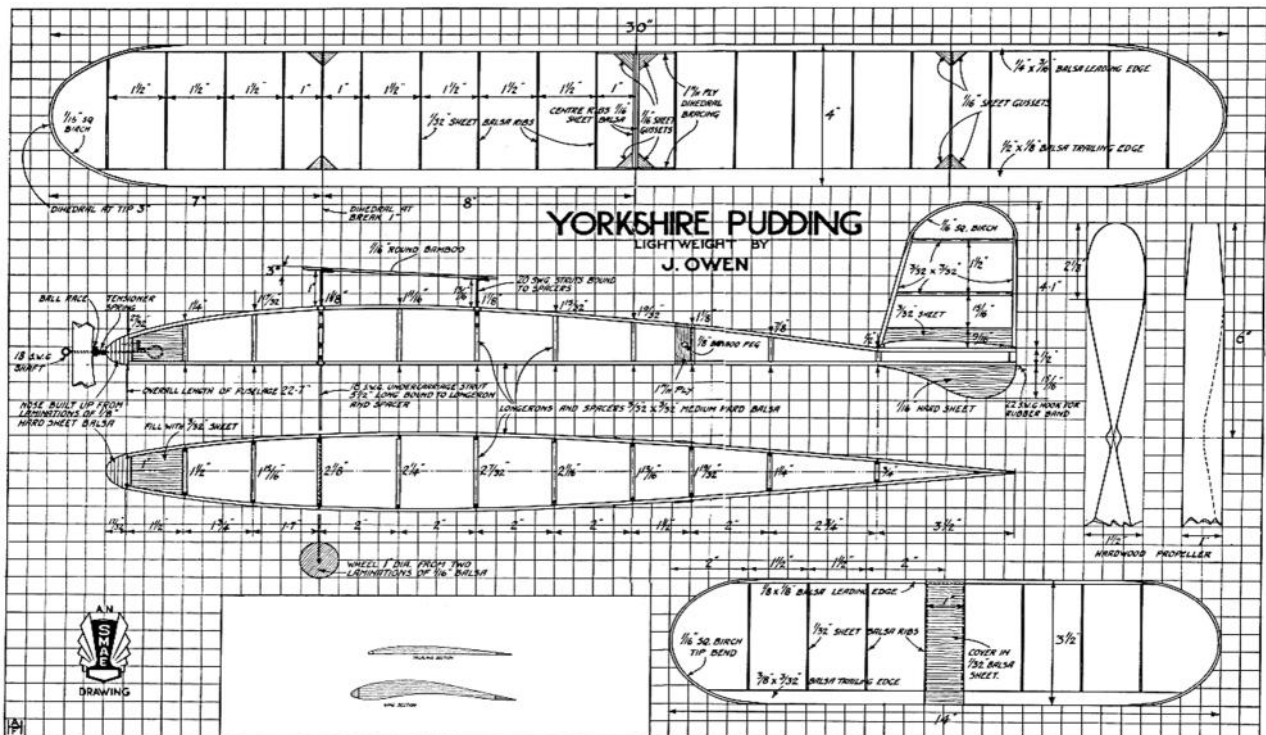


The candidate list came down to Simplex 40, Ehling Triangle & a Vic Smeed Madcap, all of a size that can (hopefully) be flown quite locally. All to be electric powered, as a few electrical bits were retained, more by good luck than planning, plus I have now no idea from where to purchase diesel fuel. The choice - well, the Simplex 40 was a no-brainer, as it is easy to build, stable & robust. This will be the 5th one, having lost two & literally flown the other two into well-earned retirement. The Ehling Triangle because long ago I built & still have a PAW 80 powered Wedgy - the Triangle is a similar size & shape but more angular. Both are high thrust line so it will be interesting to see if they have similar flight patterns. particularly with the Triangle to be powered by electric. The Madcap - always wanted to build one but yet another of the "never got round to it" models that we all have on our lists! Cabin version - not the profile fuselage. Plans are on the way courtesy of my well used print shop in Gosport. Progress will be reported, it may be quite slow!



Simplex 40 :
Ehling Triangle:
Smeed Madcap

Lightweight rubber selection this month is a compatriot to its Blackpool Rock predecessor - the Yorkshire Pudding by J Owen from September 1946 Model Aircraft.





To quote the designer from his original MA article:

"the intention being to produce a contest model requiring very little rubber and also one that could be very easily duplicated".

The Zoom AGM seemed to go ok - I could see & hear everyone but couldn't participate due to a total lack of knowledge of iPads in combination with the inability to

switch on sound & vision! Other than that - fine. Our Chairman & Doug Hunt addressed the issue of the 1066 library very well. Net outcome is that I plan to visit Buckminster on 8th March to discuss further possibilities with Doug, taking into account views of those most concerned with use of the library. Things are looking promising.

On the eVTOL front, the FAA recently released the results of a detailed research survey on downwash & outwash from eVTOL vehicles, which adds to prior research by the CAA. Report No. DOT/FAA/TC-24/42 refers.. The conclusions don't make particularly good reading concerning potential hazards of eVTOLs & Vertiports. However these conclusions & any arising follow-ups will probably fade into the noise level after the recent tragic air collision accident in the USA, as air traffic management & eVTOL operations will surely come under intense scrutiny before any operational activities in the USA are allowed to take place. The EU long ago identified air space control as a priority to be researched through its SESAR project - The Single European Sky **Air Traffic Management (ATM) Research (SESAR)** project is the technological pillar of the European Commission's Single European Sky Initiative to modernize ATM. This is a good time to leave the subject for now.

Free flight news from the BMFA FFTC

For those who participate in/follow free flight competitions in the UK but don't access the FFTC website, the following note regarding the 2025 Competition Programme been posted on the FFTC website. As we are (still) a free flight club, we should take interest in what happens particularly as the FFTC have proposed quite significant changes to competition rules in an effort to generate more comp entries.

Free Flight Competition Programme for 2025

Date of Meeting: January 29, 2025

Attendees:

- Mike Woodhouse, John Carter, Phil Ball, Mark Benns, Ken Faux, Simon Dixon, Trevor Seabrook, Ian Kaynes – FFTC members
- Simon Vaitevicius – BMFA Technical Director
- Chris Redrup, Steve Philpott – Programme Contributors
- David Ginns – Observer

Introduction

A meeting of the Free Flight Technical Committee (FFTC) was held on January 29, 2025, to discuss the 2025 Free Flight Competition calendar. The agenda focused on reviewing the submission from Chris Redrup and Steve Philpott. The FFTC extends its appreciation to all who contributed to this productive discussion.

Key Discussions

2025 Calendar and Rule Development

The 2025 FFTC calendar and associated rule changes were shaped by:

- Feedback from the 2024 Free Flight Conference
- In-depth discussions within the FFTC
- Ongoing engagement with the Free Flight community

These changes were introduced in response to the noticeable decline in contest participation, particularly since Covid, with the aim of revitalizing interest and ensuring the sustainability of Free Flight competitions.

Alternative Programme Presentation

Chris Redrup and Steve Philpott presented an alternative competition programme. While the FFTC acknowledged the effort and thoughtful proposals, it was concluded that the alternative programme lacked the comprehensive detail needed for a replacement.

The FFTC recognizes the community's concerns and anxieties regarding significant changes the FFTC has made.

Outcomes and Commitments

The FFTC decided to proceed with the published programme, however several positive suggestions were taken from the meeting. A key outcome was securing a commitment from Chris and Steve to collaborate with the FFTC throughout 2025 to assist with:

- The vital aspect of gathering data from the season's activities
- Analysis of the data and the impact of the 2025 programme.
- The development of future rule and format changes for the 2026 season

Planned Activity in 2025

In June/July 2025 the FFTC will host a webinar conference to review the first four months of the Free Flight season to:

- Assess how the new format is performing in practice
- Listen to feedback from competitors
- Discuss suggestions for improvements
- Discuss disparities in model performance
- Prepare for the Free Flight Conference in November 2025

Commitment to the Free Flight Community

The FFTC believes its decisions are in the best interest of the Free Flight community, aiming to:

- Safeguard the future of the sport
- Balance tradition with inclusivity and innovation
- Foster a vibrant, fair, and data-driven competition environment

Whilst the current outcome may not align with everyone's preferences, the FFTC assures the community that all feedback will be listened to and will continue to shape future decisions. Chris Redrup and Steve Philpott will participate in future FFTC meetings, and community members are always welcome to attend as observers.

2025 and the future

For the 2026 calendar, the FFTC will focus on:

- Observing how the new format functions in real-world settings
- Listening to the experiences and suggestions of the competitors
- Making data-driven refinements based on community input

Remember that this programme is a trial and will be changed/revised/updated as determined by the results obtained in 2025.

The FFTC remains dedicated to fostering a united, dynamic Free Flight community through a collaborative approach that honours the sport's rich history while embracing necessary change.

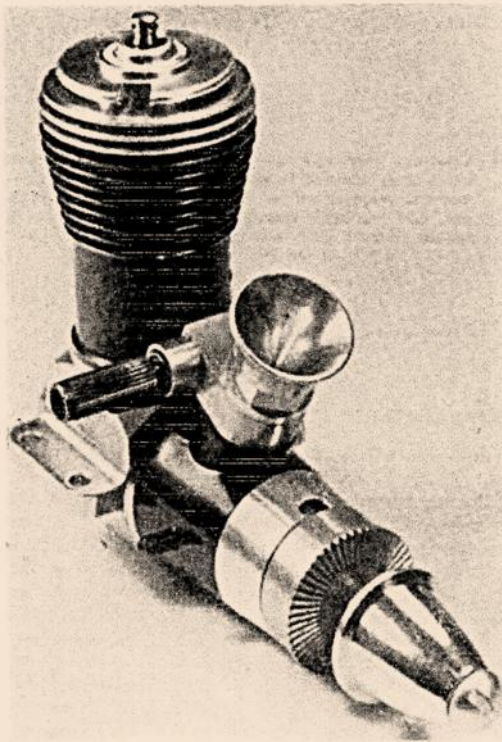
The Free Flight Technical Committee (FFTC)

The competition program can be accessed via <https://freeflight.bmfa.fftc-news-132>

Roger Newman

143

March 1966



COX SPECIAL .15

Mk II

Third in a new series of regular monthly

ENGINE TESTS

by Peter Chinn

.....

*Performance figures and B.H.P. readings taken
on straight fuel to conform with F.A.I. rules*

IN view of the new FAI rule extending the obligatory use of standard methanol/castor fuel to the FAI free-flight power class, we shall, in future, be making a point of using standard fuel when testing engines in this category. Accordingly, our report this month on the Mk. II version of the Cox Special .15, includes performance curves obtained from tests using straight 3 to 1 methanol and castor oil fuel.

Development History

The Cox Special Mk. II is, of course, a development of the Special Mk. I which, in turn, was evolved from the original Cox Tee-Dee 15 engine introduced some five years ago. These engines are unique among contemporary 2.5 cc contest motors in both design and construction. Although the introduction of the Tee-Dee series engines marked a change of Cox policy in so far as they reverted to the use of a shaft rotary valve, many typical Cox features were retained. Thus, unlike any other high performance 2.5 cc glow motor, the Tee-Dee 15 used a machined crankcase (no castings in fact were employed anywhere in the engine), a screw-in one-piece cylinder with twin opposed exhaust ports and internal transfer flutes, and a screw-in head with integral glow filament.

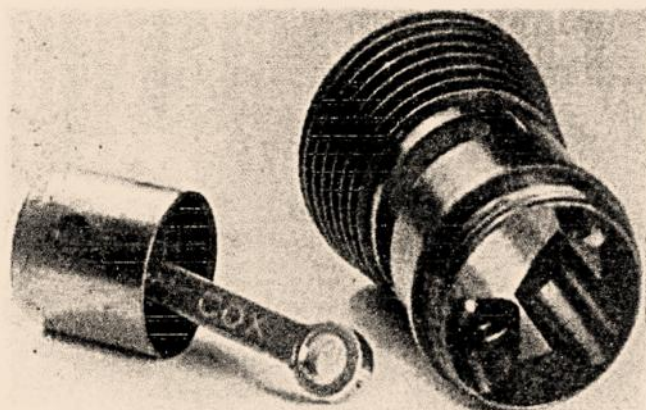
When the Tee-Dee 15 appeared early in 1961, the feature that immediately aroused curiosity was its unconventional crankshaft, bearing and rotary-valve set-up. This was designed during the latter part of 1960 by Bill Atwood, following experiments with rear rotary-valve conversions of the reed-valve Cox Olympic engine, the Tee-Dee's predecessor. Free-flight enthusiasts who attended the 1960 World Championships may recall seeing one of these rear-rotary Olympics impressively performing in the hands of former American National Champion Woody Blanchard.

The Tee-Dee 15 crankshaft was (and still is) by far the largest diameter shaft used in any 2.5 cc engine and thus allowed a very much larger bore gas passage

through the shaft, and a correspondingly large valve port. The design of the intake system and front end surrounding the shaft was equally unorthodox. The crankcase, as we have said, is machined—actually it is produced from an aluminium extrusion—and at the front it is formed into an extension sleeve that serves as the crankshaft bearing. A 7/16 in. wide flat is machined across the bearing to a depth sufficient to expose the required intake aperture width. The complete extension is then encased in a black Delrin moulding which includes the threaded boss into which the carburettor venturi is screwed and forms an accumulator chamber between the carburettor and valve port. The moulding is locked in place by an alloy retaining ring screwed onto the front of the bearing.

Largely as a result of this original approach, the Tee-Dee achieved a quite remarkable increase in power compared with the Olympic. Another contributing factor was the revised, high-compression, trumpet-shaped glowhead which replaced the earlier hemispherical type. Tee-Dee 15's were quickly adopted by many leading FAI free-flight contestants and, within a few months of the engine's introduction, it had powered the winners of several important contests, including the 1961 World Championships and the 1961 British Nationals. However, the manufacturer also had some less favourable reports to contend with. Firstly, the Tee-Dee had a quite ravenous appetite for glow filaments, when propped and fueled for maximum performance. Secondly, and especially if rpm were taken up beyond the 20,000 mark (unnecessary, admittedly) failure of the piston-conrod ball-joint, or fracture of the cylinder between the ports, would sometimes occur.

Within less than a year the Tee-Dee 15 was, therefore, withdrawn and replaced by a revised model known as the Cox Special 15. This had a new head, a new cylinder and a new piston-conrod assembly. The head was changed to a conical combustion chamber shape and provided with a heavier gauge filament. The cylinder wall thickness was increased by over 70 per cent, and the former hardened steel piston and ball-joint hardened steel conrod were replaced by a cast-iron piston with solid 5/32 in. dia. gudgeon-pin and a machined light



Close-up illustrates new single exhaust port and three large transfer flutes in place of the usual symmetrical arrangement of dual opposed exhaust ports and dual opposed transfer flutes. These effectively reduce exhaust port area by just over 30 per cent from the Mk. I Special .15.

alloy conrod. At the same time the cylinder bore was increased by .006 in. to take full advantage of the 2.5 cc displacement limit and rotary-valve timing was altered to give earlier opening.

New Cylinder Porting

This Mk. I version of the Cox Special remained in production for three years, finally being superseded by the present Mk. II last summer. This model shows the first major change in Cox cylinder design. In place of the usual symmetrical arrangement of dual opposed exhaust ports and dual opposed transfer flutes, it has a single exhaust port and three transfer flutes. This reflects a current trend in engine design which is towards the further development of transfer systems. The Mk. II transfer system consists of a vertical flute diametrically opposite the exhaust port, flanked by two inclined flutes which converge and almost join the centre one at the top. These flutes extend around approximately 230 degrees of the bore circumference at the bottom of the cylinder, tapering to 180 degrees at the top, and are timed to open and close 65 deg. each side of BDC. Exhaust port timing is unaltered at 70-70 deg., port depth being unchanged, but, since the single port width covers 59 degrees less than the sum of the Mk. I's two ports, the Mk. II exhaust port area is reduced by just over 30 per cent.

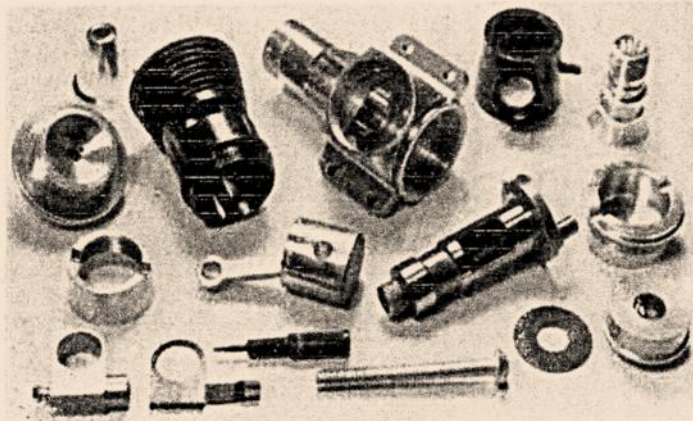
Close inspection reveals one or two other small differences. Our test samples disclosed a very slightly wider valve aperture in the main bearing, as a result of which, rotary valve timing was extended by 5 degrees, i.e. valve timing is now 32.5 deg. A.B.D.C. to 47.5 deg. A.T.D.C. A short oil channel has been added to the main bearing to aid lubrication of the rear section of the shaft and a stamped conrod is used in place of the former turned component.

Performance

As is well-known to most engine enthusiasts, Cox motors are built to extremely close tolerances and do not require a running in period, as such. The makers merely recommend that the engine be run rich for the first 60 seconds, after which it may be given its head. A slight improvement in power can be expected after the engine has accumulated about 30 minutes running time. Our test engine was given a total of about 60 minutes before any tests were undertaken. The engine accumulated a further hour, approximately, during checks on different fuels and comparisons with earlier models on various props.

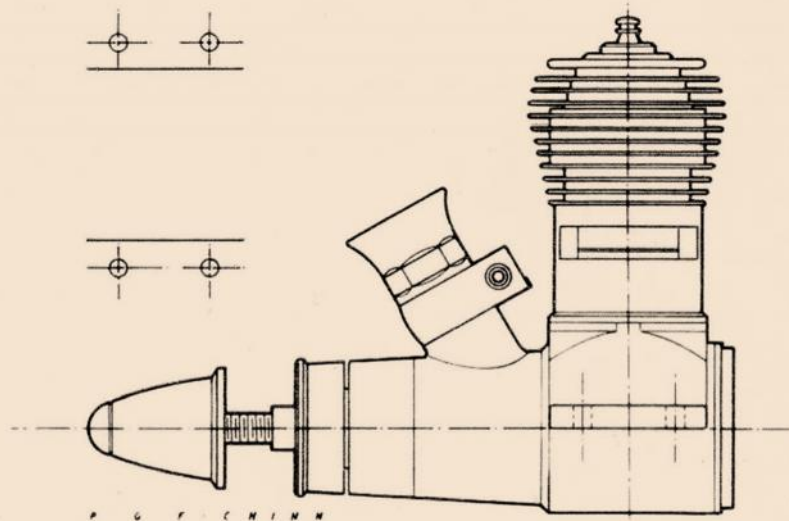
Starting qualities were good and much the same as those of the previous model. Priming into the exhaust port produced a quick start when the engine was cold. A single flick of the prop with the intake choked was usually the only preliminary necessary for a hot restart. The Mk. II was not the most vibration-free 2.5 glow we have encountered, nor were rpm and torque readings held exactly rock steady on straight fuel. These engines are, however, intended primarily for operation on fuels containing at least 30 per cent nitromethane, and, on such fuels, the improvement in steadiness was most marked. In addition, of course, substantially more power is liberated on a 30 per cent nitro fuel—by our test some 26 per cent more in the case of the Mk. II.

Nevertheless, the output of the Mk. II on straight fuel was very good, reaching approximately 0.38 bhp at just on 19,000 rpm. Incidentally, it occurred to us that a slight improvement might be achieved—for the purposes of ultimate contest performance—by reverting to the old Tee-Dee trumpet type head. Unfortunately, our own small stock of these was exhausted in earlier Tee-Dee tests and, in response to our enquiry, the Cox Company informed us that they themselves no longer



Parts of the Cox Special displayed at left give a good indication of the high finish and good design thought in all Cox engines, note that large shaft transfer port and squish band, machine head with integral glow element.

FULL SIZE
DRAWING FOR
CONSTRUCTIONAL
INFORMATION
EXHAUST PORT
ONE SIDE ONLY.



possessed any stocks of them. It is conceivable, however, that since the choice of plug filament and compression ratio are, to some extent, dependent on fuel used, the development of a special head for FAI use might be worthwhile. Compared with the best of our Tee-Dees on straight fuel, maximum torque of the Mk. II was quite a bit lower, but ultimate power output was equally as good by virtue of the Mk. II's better breathing at high rpm and its higher peaking speed.

To achieve this output in flight, the Mk. II must not,

of course, be overproped. A fast 8×4 (around 16,200 rpm static) is certainly the biggest practical prop size and prop dimensions are likely to be quite critical: one might, for example, suggest starting with 8×4 , $8 \times 3\frac{1}{4}$, $8 \times 3\frac{1}{2}$ and 8×3 props, and, by flight tests, finding the best climb by cropping blades $\frac{1}{8}$ in. at a time.

Although Cox make simple exhaust mufflers for their small engines used in ready-made models, manufacture of units suitable for this larger engine has not yet been undertaken. However, to conform to SMAE requirements, a suitable expansion chamber type silencer is available from Henry J. Nicholls & Son Ltd., at about 25s.

Power/Weight Ratio (as tested): 1.36 bhp/lb.

Specific Output (as tested): 152 bhp/litre.

SPECIFICATION

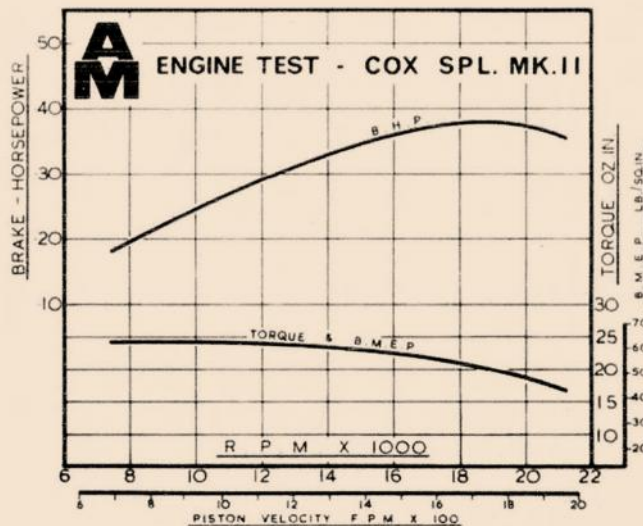
Type: Single-cylinder air-cooled two-port two-stroke cycle with single exhaust port and triple transfer flutes. Shaft rotary-valve induction. Glowplug ignition. Plain bearing
Bore: 0.591 in. **Stroke:** 0.556 in.
Swept Volume: 0.1525 cu. in. — 2.499 c.c.
Stroke/Bore Ratio: 0.941:1
Weight: 4.45 oz.

General Structural Data

Crankcase and main bearing machined from extruded aluminium bar, anodised gold. Hardened and ground steel crankshaft with full disc web and crescent counterbalance, 0.437 in. dia. divided main journal, 0.300 in. bore gas passage and 0.156 in. dia. crankpin. Shaft end knurled for pressed-on gold-anodised prop driver and tapped for prop retaining screw. Unhardened steel cylinder with integral fins and blued finish. Cast-iron, flat crown piston with solid 0.156 in. dia. gudgeon-pin located in piston by pressed-on distance pieces between connecting-rod and piston skirt. Stamped aluminium alloy connecting-rod with unbushed eyes. Screw-in aluminium alloy glow-head seating on soft copper gasket. Moulded Delrin main bearing housing and carburettor boss with moulded-in nipple for optional high-pressure crankcase pressurized fuel system. Screw-in machined aluminium carburettor venturi having three surface jets fed via separate needle-valve body with steel thread insert for blued steel needle-valve. Needle-valve body reversible for left or right hand installation. Beam mounting lugs.

TEST CONDITIONS

Running time prior to test: 2 hours
Fuel used: 75 per cent I.C.I. Methanol, 25 per cent Duckhams Racing Castor Oil.
Air Temperature: 68 deg. F.
Barometer: 30.30 in. Hg.
Silencer Type: Nil. (Maker does not offer silencer for this model).



In answer to Roger's comments in the February edition of the New Clarion, re my model of the Yogi and other Jerry Stoloff designs, I have dug up some pictures, see below.

I have built and flown all of Jerry's designs except the INVADER as I still can't find the plan. All of my models are powered by diesel engines in place of original petrol engines and all excellent flyers.

I enlarged a YOGI by 130% and powered it by an AM25 then a 35 and I am please to say it's flying characteristics are as good as the original size ,if not better.



Daughter Joanne with enlarged YOGI



Spearhead.



Swami



Yogi



Yehudi



Bulldozer



Diamond Demon



Diamond Demon

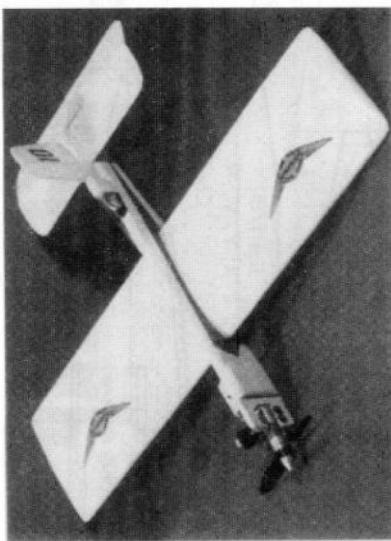
Peter Carter

Your FULL-SIZE Plan of the Month

A 22 inch control-line stunter
for the novice modeller to suit
a range of engines. .8-1 cc

SWEETHEAP

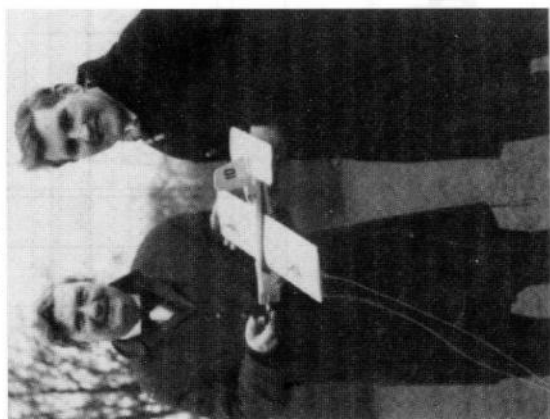
by Ray Malmstrom



Fuselage

OUR MUCH-RESPECTED EDITOR sent us by his most reliable (rubber-powered) carrier pigeon a demand, 'Get going on a stunt-combat job for the .049-1 c.c. diesel or glow engines - and make it the best!' We heard, marked, and inwardly trembling got to work! 'Sweetheap' was the result. We think you'll go for this bundle of action.

Designer Ray Malmstrom (left) and Test-pilot Ken Bedford (right) with the Sweetheap M.A.C. in hand, good and after Sweetheap's highly successful maiden flight.

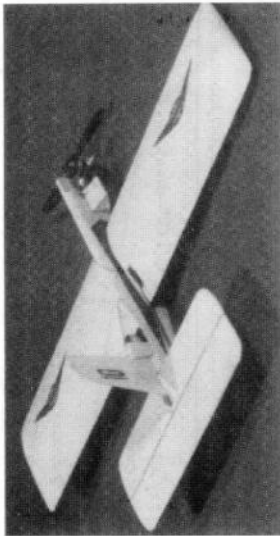


Take care with this important part of the wing construction (Fig. 5). Add the other balsa ribs (W2) noting that all port ribs have cut-outs to accommodate the lead-out wires. As you slot ribs W2 on to the lower mainspar you can check that they are correctly positioned by using jigs V and W in the same way as you used, jigs X and Y. Add upper mainspar and finally leading and trailing edges. Wing tips are cut from lengths of medium 1 in. sq. block, carved and sanded to shape, the port tip being drilled and bushed with brass tubing for the lead-out wires. These should now be installed (cut over-length) through the tubes and ribs and connected to the bellcrank (Fig. 6). With bellcrank in the neutral position, cut the other ends of the lead-out wires off level, and form hooks. Cement $\frac{1}{4}$ in. sq. lengths of balsa between centre ribs (W1) reinforcing the leading and trailing edges (Fig. 7). Finally cover the top and bottom of the centre-section with 1/16 in. sheet noting cut-out in the top sheeting to allow free movement of the control-rod. Lightly sandpaper the entire wing and cover with Modelspan tissue. Water shrink and give one coat of clear dope. The wing can be pinned to the building board supported on leading and trailing edge jigs V and W as shown in the small sketch on the plan. This keeps the wing true and prevents warps (most important) while firstly water and then the dope dry.

Assembly of wing to fuselage

The wing can now be installed pushing through the wing cut out in the fuselage. When in position and at right angles to the fuselage it can be firmly cemented. Add about $\frac{1}{4}$ oz. weight to the starboard tip. Now cement the tailplane 1/16 ply control horn into its slot in the elevator

Slender profile is misleading, this 'Sweetheap' is tough though simple, flies through most man-made obstacles and is a real brother. Original has a Cox .049.



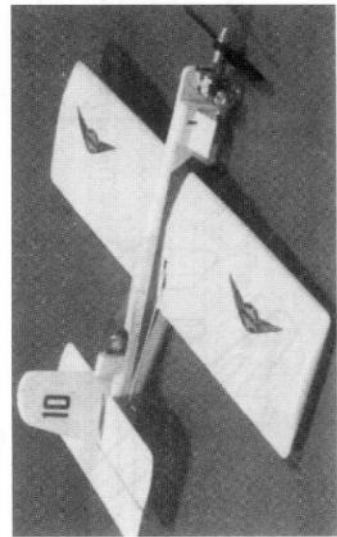
and connect up to the control rod. Check that when the lead-out wire hooks are level the elevator, is at neutral (flat). You can adjust this before the cement holding the control horn sets. Then cement $\frac{1}{4}$ sq. pieces either side of the control horn as reinforcement, and cover the top surface of the tailplane, where the control horn slot was cut, with a small piece of linen or nylon tape. Solder a small washer to the end of the control-rod after it has passed through the control-horn to retain the control rod in position. Araldite a Mercury commercial stunt tank in position as shown.

Decoration

Go over the whole model carefully with a fine grade sandpaper and eliminate the 'bumps' before application of your final finish. You can now paint your 'SWEETHEAP' and decorate it to your own scheme. If you use Humbrol enamel paint you need not (for all normal fuels) fuel-proof your model. Any transfers you may use, must of course, be protected by fuel-proofer. Bolt your engine to the engine mount, noting the 1/16 thick washer, which gives the engine the necessary offset. See top view on plan. This offset will help to get you out of trouble if those lines ever go slack, so be sure you incorporate it as a safety factor!

Ready for flight

Connect the engine to the Mercury tank with a length of neoprene fuel-tubing and your SWEETHEAP is complete. It should balance on the front lead out wire. You may need a small amount of nose or tail weight to obtain correct balance depending on the weight of the engine you use. Fly on 30-35 ft. steel lines. Good luck - and be seeing you - Inverted of course!



Ready for action! The Golden Wings Club transfers signify how suitable 'Sweetheap' is for the novice or junior modeller. It really is a real brother, now to do their first loop or to fly inverted.

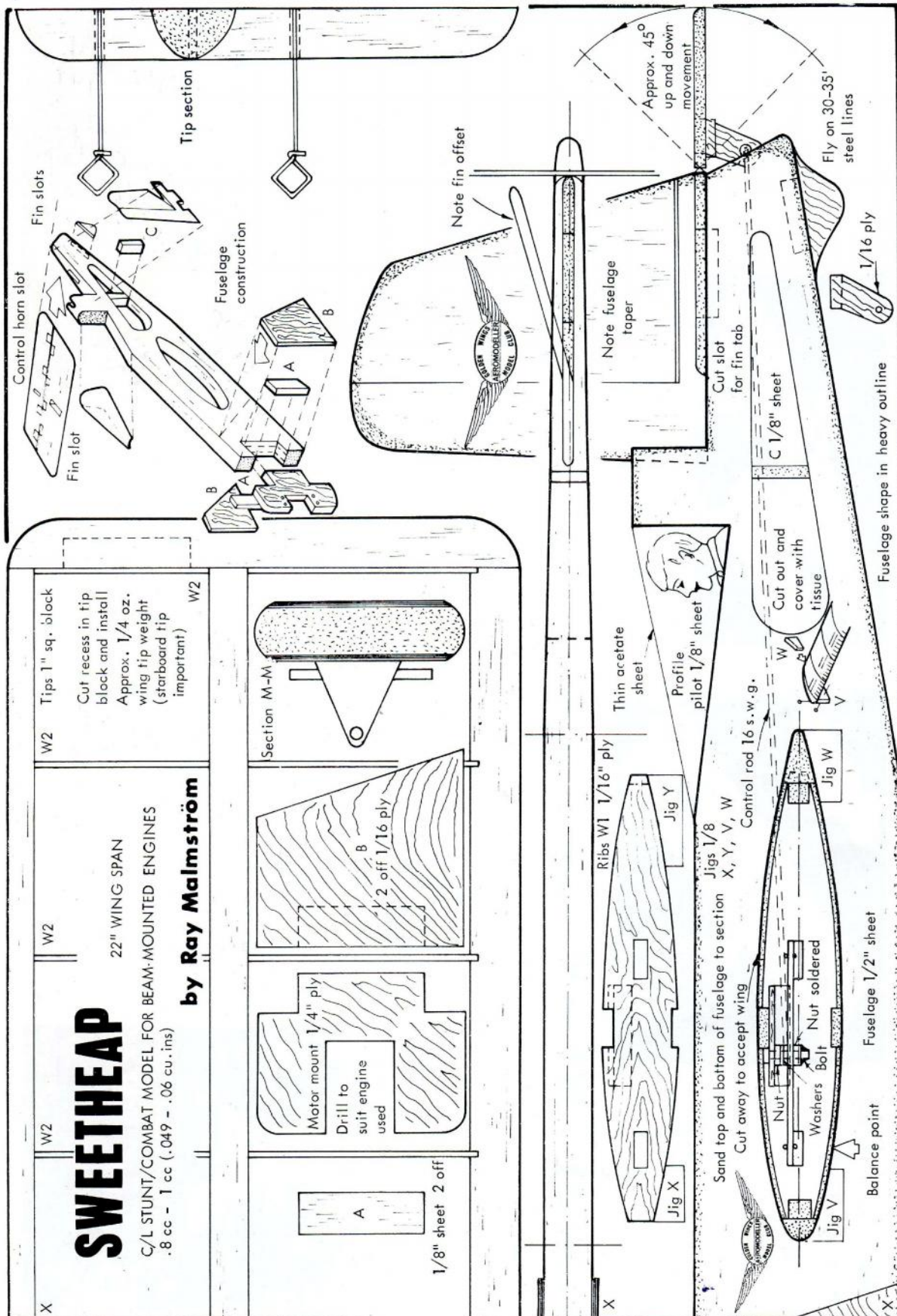
SWEETHEAP

22" WING SPAN

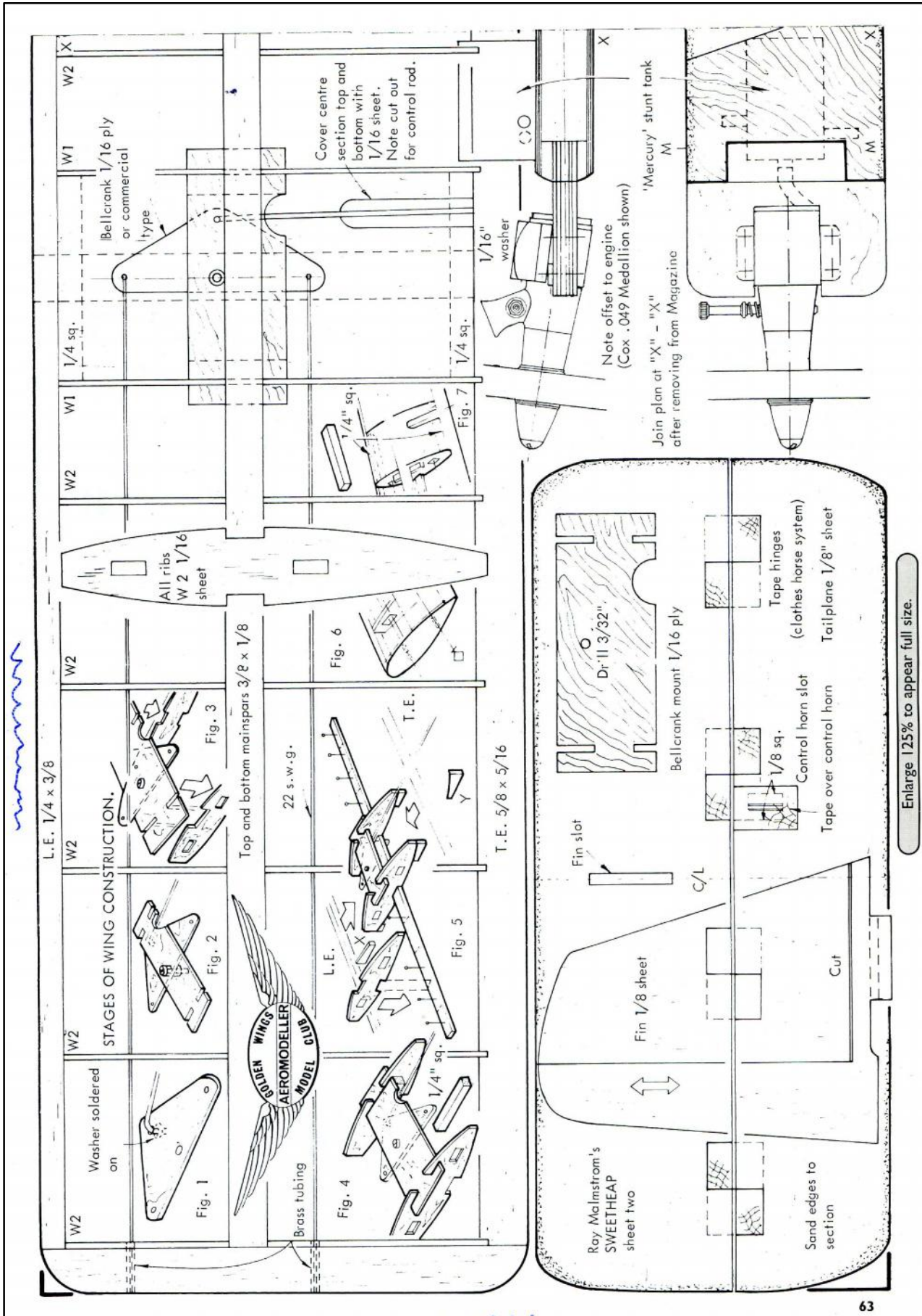
C/L STUNT/COMBAT MODEL FOR BEAM-MOUNTED ENGINES

.8 cc - 1 cc (.049 - .06 cu. ins)

by **Ray Malmström**



Enlarge 125% to appear full size.



Ray Malmstrom

From the book, 60 years of IVCMA:

Courtesy Chris Strachan

Report No.169 Our earliest books.

This month we move on to 1929 and an Italian book titled "Modelli Volanti" (Flying Models) written by Tomaso Piccardo.

We have a digital copy of this book and the extracts below are courtesy of Google Translate. Pictures and drawings are via Printscreen and Screenshots.

The first chapter, which is titled "Elementary Notions of Flight", covers airflow over flat plates, aerofoils etc.

The next chapter "The Aircraft, its Parts and its Manoeuvres" includes the following.

"The forces that act in an airplane can be reduced to 4 main ones: traction, resistance, weight and support; for the flight to be balanced these different forces must be applied in a well-determined way, otherwise flight stability could not be achieved."

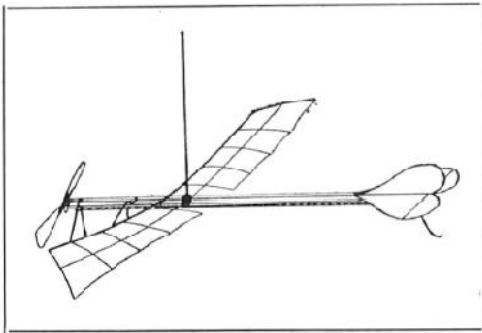


Fig. 6

"The traction is given by the propeller and it is exerted on the extension of its axis. The resistance, since the airplane is symmetrical, will be found on the longitudinal plane of the center of the plane. The resultant of the weight is located in the center of gravity. The supporting force can be considered concentrated in the center of pressure."

"It is easy to determine experimentally where the center of gravity is located especially in models, see Fig. 6."

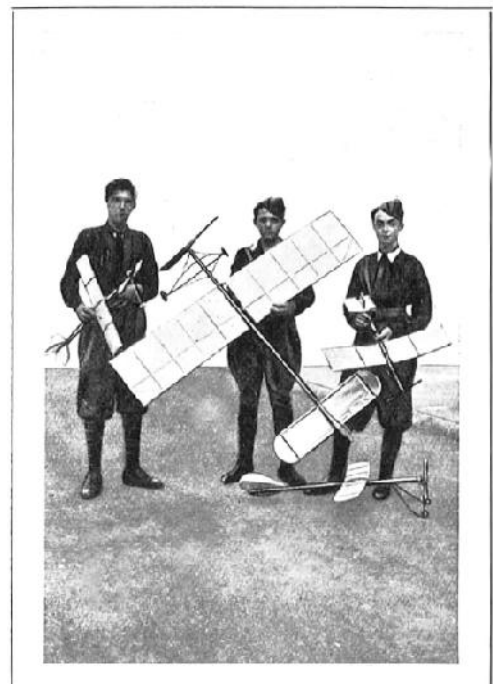
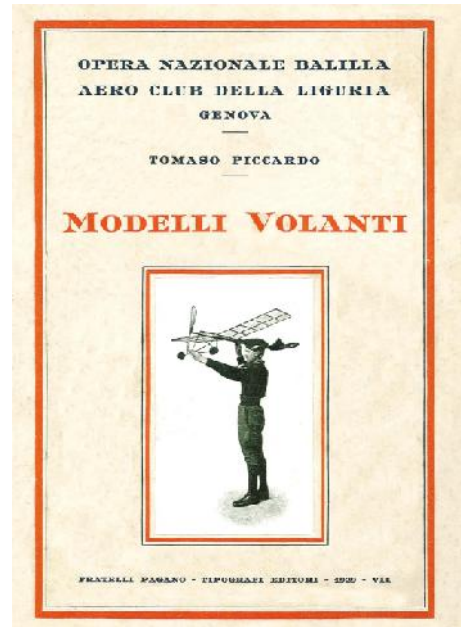
The next chapter is "Types of Flying Models".

The author states that the book will not cover ornithopters, autogiros or helicopters

"It is a good idea for the modeller to begin his constructions with model gliders. For these he does not have to worry about the engine and the construction of the propeller, which for a beginner are sometimes the least easy parts."

"The launch can be done by hand from above or by means of an elastic slingshot, reproducing on a smaller scale the launch system of gliding aircraft."

"A flying model with good flying qualities is necessarily dissimilar to a real aircraft, especially if an elastic band is used as the engine; this is obvious because while in an airplane the weight of the engine is concentrated in a small space, in the model it is extended along the entire length of the fuselage. The centres of gravity are found in different positions and the wings must consequently be placed in different positions."



"Models can be with a traction (front) or propulsion (rear) propeller. In the first constructions, preference is given to models with a traction propeller in which it is sufficient to adjust the incidence of the wing, and the tailplanes have no incidence. The second ones, commonly called canards, require greater expertise for the set-up because the elevator must also have positive incidence to support part of the load of the model, consequently the supporting force is distributed between the two surfaces in proportion to each other and their incidence."

Chapters follow on "Tools Needed by the Modeller", "Materials", "Working of Materials", "Relationships Between the Dimensions of a Model", "Motors" "The Fuselage", "Wing and Tailplane Construction", "Propeller Construction", "Landing Gear and Floats", "Tests for the Set-up" and then "Practical Model Construction"



"MODEL OF A GLIDER"

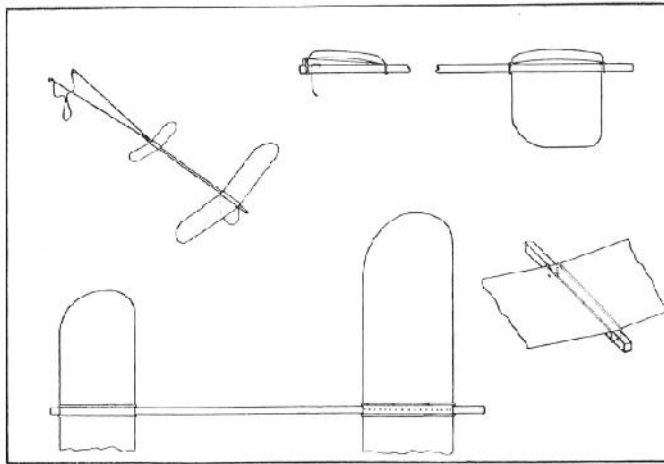


Fig. 39

"The simplest model of this type can be built in paper or cardboard, cut out with scissors and folded conveniently. Every boy has certainly built similar gliders for fun. Very probably, without any knowledge of aerodynamic laws and with only attempts, he will have equally achieved positive results, and will have observed how it is necessary to weigh down the leading edge of the wing to make the center of pressure coincide with that of gravity. He will also have observed that if the wing has a strong dihedral the flight

is more stable, and that the same thing is noted if the wing is given the shape of an arrow."

"Fig. 39 gives the details of a very simple glider, to be launched with a rubber band slingshot. The load-bearing surfaces are made of Bristol board and have the following measurements: wing 13 X 6 cm., horizontal rudder 8 X 5 cm., vertical rudder 6 X 5 cm. The leading edge of the wing can be reinforced by glueing a strip of the same board 0.5 cm. wide on top."

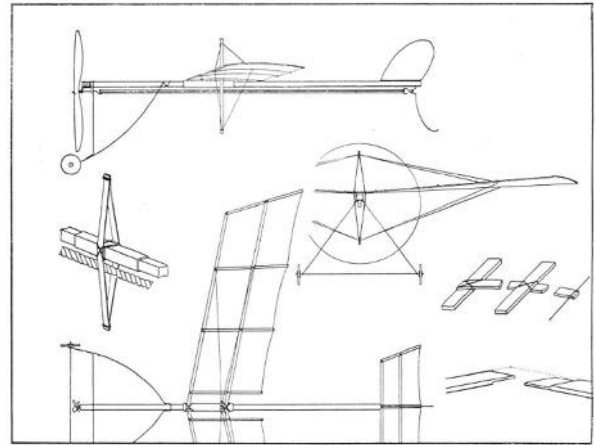
"The stick has a square section of 4 mm. on each side, and is 30 cm. long. In the back part, a slot is made with a hacksaw, into which the vertical rudder is inserted and glued. The load-bearing surfaces are connected to the stick by elastic rings. The horizontal rudder must have an angle of incidence that is determined experimentally, by applying different thicknesses under its leading edge. In the front part of the stick, an iron wire is inserted as shown in the figure, to serve for launching."

"MONOPLANE WITH TRACTIVE PROPELLER WITH A STICK FUSELAGE (Fig. 40)"

"The rubber band holder stick has a section of 9 x 9 mm. and is 70 cm. long, pine or spruce. The propeller support is obtained from a 1 mm. thick brass strip, 7 mm. wide and 50 mm. long, bent into a U, glued and tied with wire to the stick. Two brass washers are placed between the support and the propeller, which constitute a good thrust bearing. The propeller shaft is made of 10/10 mm. steel wire. The propeller has a diameter of 25 cm. and an angle of incidence at the end of the blades of 20deg."

"The engine is made of a 12 meter roll of rubber with a section of 1 X 3 mm."

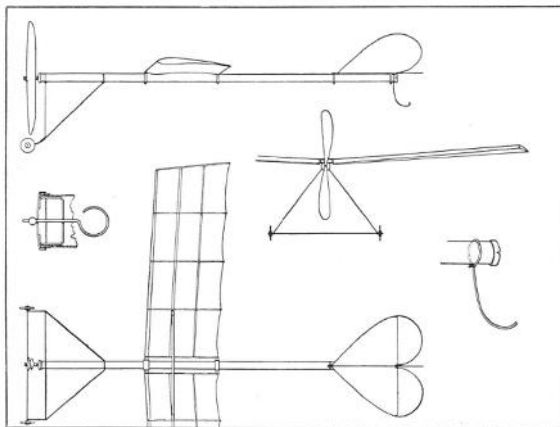
"The wing is made of bamboo strips; it has a 75 cm. opening and a depth of 14 cm. For the leading edge spar use a section of 6 X 2 mm. and for the second 4 X 2 mm. To have an arrow-shaped wing, the spars must be in two pieces glued together and tied as shown in the figure. The 8 ribs are 14.5 cm long and have a section of 5 X 2 mm. They are given a slight heat curvature; they are glued to the spars and tied as shown in the figure. The trailing edge is made of a silk thread stretched between the ends of the ribs and around which the paper is folded. The covering is a simple covering applied to the concave lower surface of the wing, folded around the leading edge. Between the two central ribs, once the glue is dry, the paper is removed. Use parchment paper, and be careful when spreading it out to avoid deformations. Once dry, proceed with varnishing."



"The wing is fixed to a very thin tin case so that it can be moved along the stick. This case is obtained by folding the tin around the stick and welding it. Once the position of the wing has been experimentally determined, the case can be fixed to the stick by introducing a small wedge. The horizontal tail plane is composed of two spars and three bamboo ribs with a section of 4 X 1 mm. with a trailing edge in silk thread."

"The vertical plane can be made of 12/10 steel wire or 2 mm. aluminium, or rush."

"MONOPLANE WITH TRACTIVE PROPELLER WITH TUBE FUSELAGE"



"The tube, made of wood veneer with a thickness of 3/10 mm., has a diameter of 2 cm., is 96 cm. long, and is reinforced at the ends. The propeller has a diameter of 30 cm., incidence of 22deg. at the end of the blade. The support consists of a tin box cover to which a 1 mm. thick brass strip is welded, bent as in the sketch so as to provide the second support point for the axis. The wing is cantilevered, with a span of 108 cm. and a depth of 20 cm., it has a notable dihedral and an arrow shape. It is composed of three

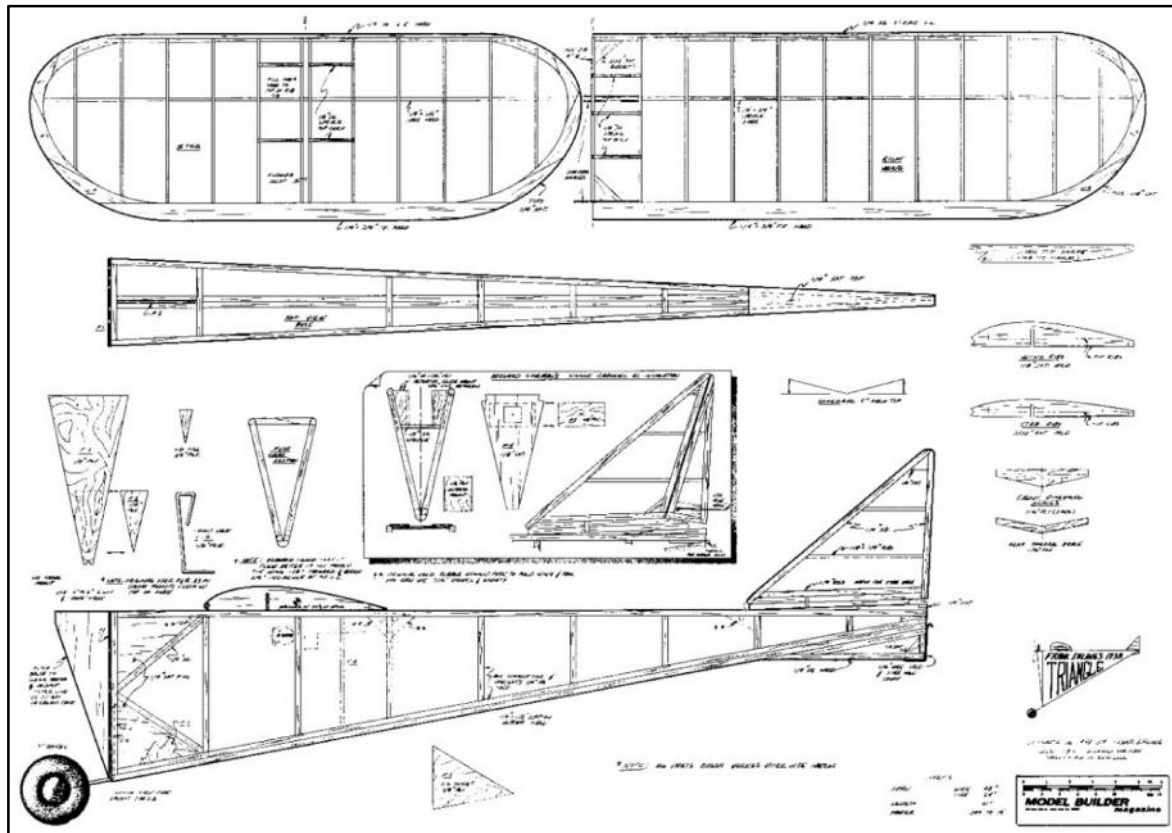
spars, of which the leading edge is the most robust, and 10 semi-thick profile ribs in 3 mm. plywood lightened by holes. The trailing edge is made of silk thread tied to the end of the ribs. The wing has no struts since it has been made structurally rigid by means of a strip that connects the four central ribs and the second spar. The tail planes are made of wire 12/10 steel. All surfaces are covered with wet-stretched and varnished drawing paper. The motor is made of 20 meters of elastic with a section of 3 X 1 mm. The wing is fixed to the tube with brass clamps."

Should you wish to build any of these models, the full instructions are available by email.

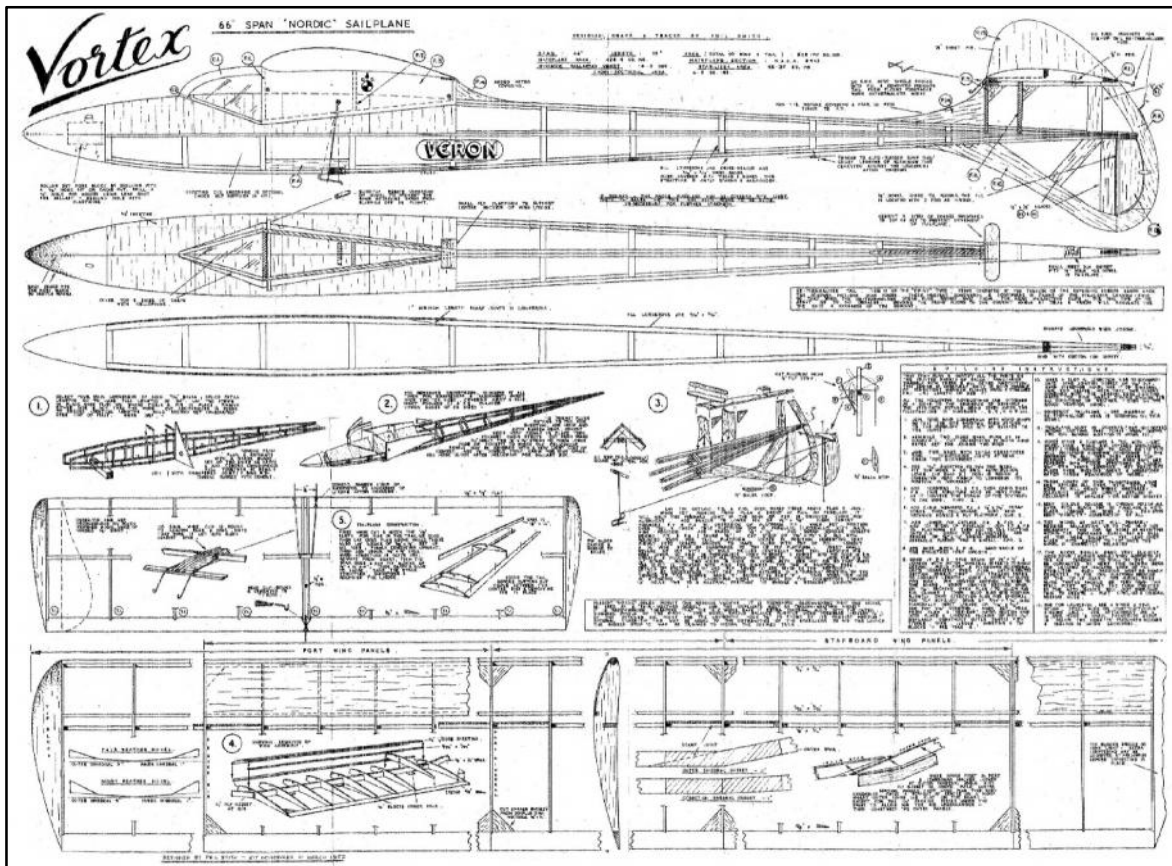
Roy Tiller, tel 01202 511309, email roy.tiller@ntlworld.com

Roy Tiller

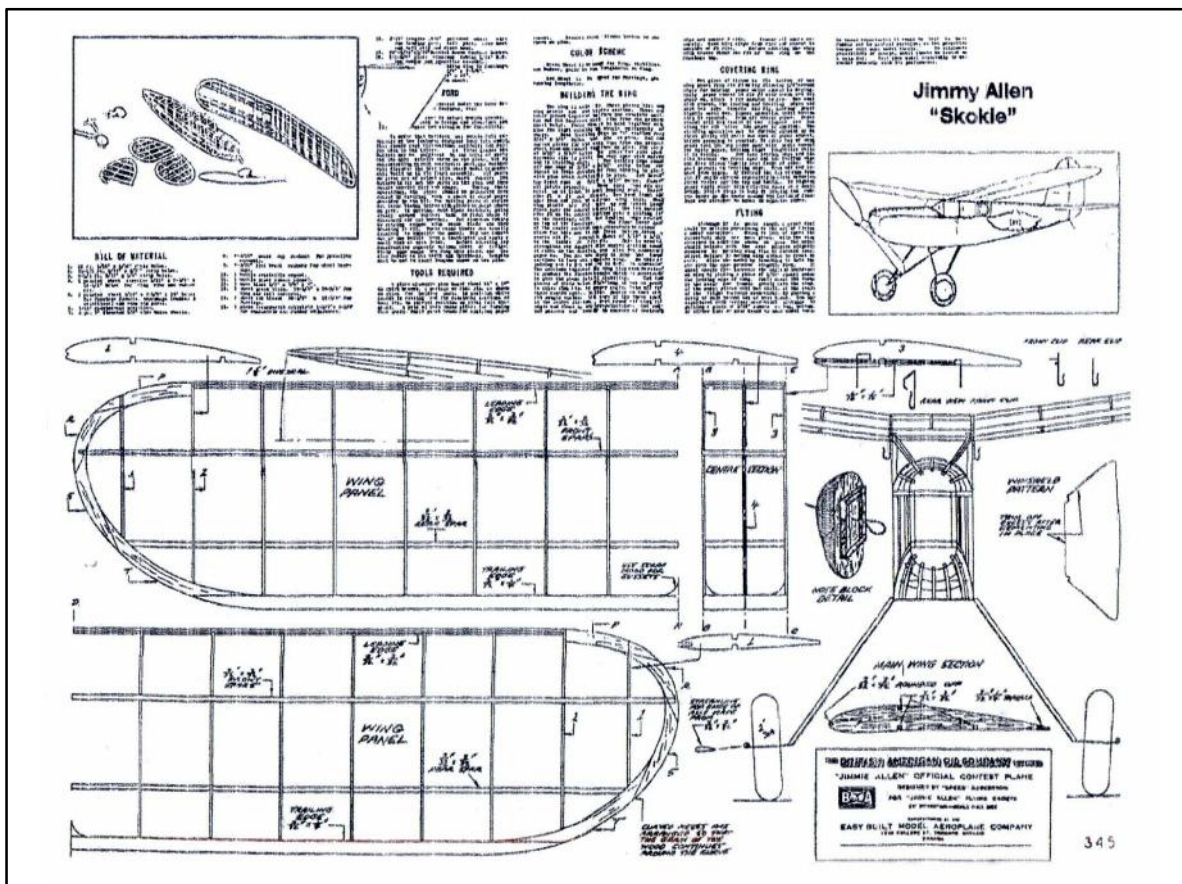
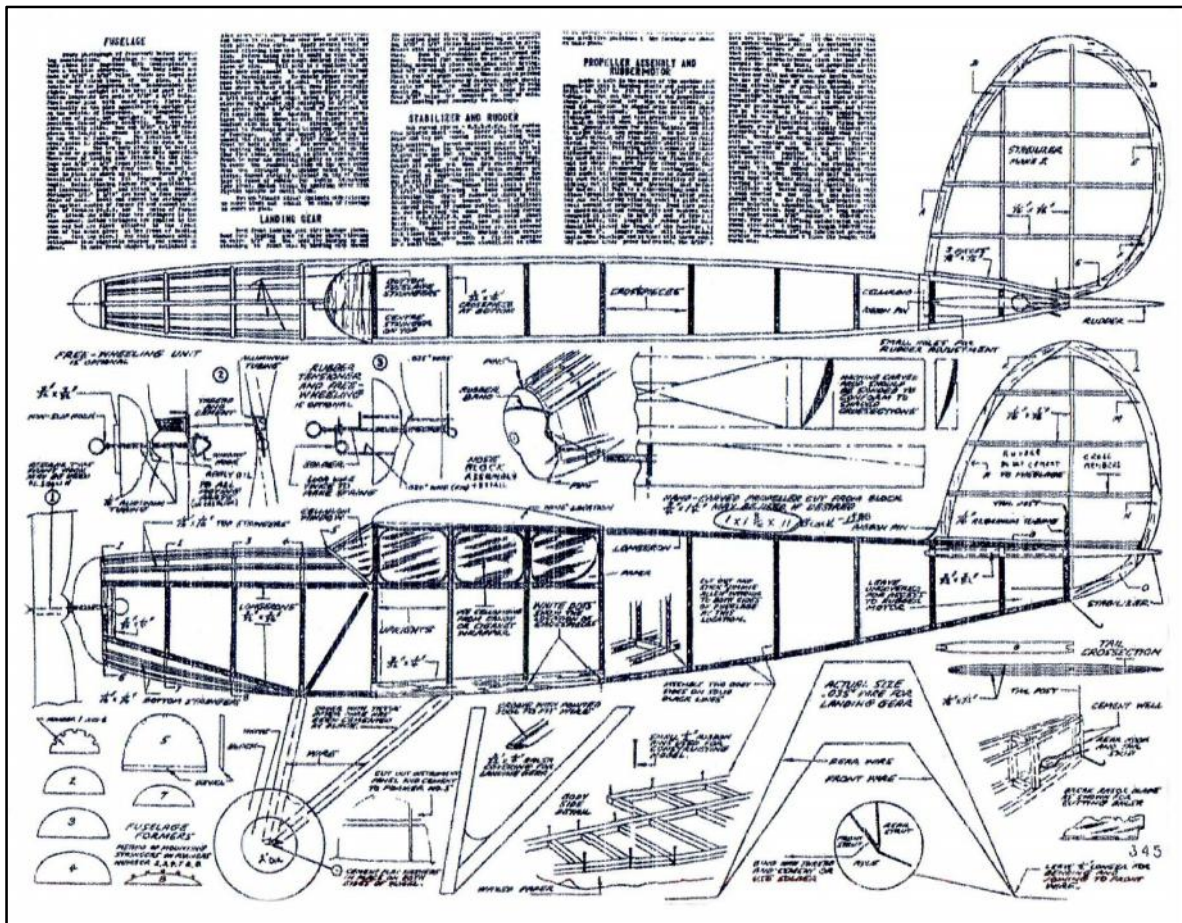
Power: has to be the Triangle but a close call with another unorthodox model, which is now held over till next month.



Glider: Veron Vortex - Phil Smith's answer to the KK Chief.



Rubber: One of the Jimmie Allen series - Jimmie Allen Skokie. Our Hon Librarian much enjoyed these little models, flying them with great skill & enjoyment.



Roger Newman

Events and Notices



The Peterborough Model Flying Club invite you to join us at our large indoor flying venue. The hall has minimal ceiling obstructions and measures 33m x 33m: big enough to trim models for the Indoor Scale Nationals!

Visitors are welcome (BMFA Insurance required.) We are a free flight focused club but welcome sensible RC flyers. Indoor scale models that need a clear hall for trimming can be accommodated.

We run friendly competitions for Scale, Hangar Rat and Precision Landing, as well as the first national event for Rubber Powered Paper Planes. (see <https://peterboroughmfc.org/feature/paperfreeflight> for details.)

The hall is located close to the A1 with affordable accommodation nearby and an electric vehicle charging station within a 100 yards. We are also just half an hour from the BMFA Buckminster and North Luffenham outdoor flying sites.

There are two more sessions this winter:

- **Sunday February 9th** 10.00am to 13:00pm.

- **Sunday March 2nd** 10:00 to 16:00pm.

A six hour all-day session including The Paper Plane Nationals.

Address: Bushfield Sports Centre, Orton, Peterborough, PE2 5RQ

See <https://peterboroughmfc.org/events> for more details and future dates.

Contact Brian Waterland: 01778 343722

Or Email: indoor@peterboroughmfc.org



PETERBOROUGH MFC RUBBER POWERED PAPER FREE FLIGHT MODEL AIRCRAFT NATIONALS

BUSHFIELD SPORTS CENTRE, PE2 5RG

SUNDAY, 2ND MARCH 2025 10 AM START

1) RUBBER POWERED SPORT DURATION

2) RUBBER POWERED SPORT SCALE

Primary construction material paper (not tissue) 60-200 gsm.

Fuselage, formers, wings, tailplane fin to be of 100% paper construction. Paper to be used for areas requiring strengthening. Wheels of paper/card with U/C of paper or thin wire. Wings and tailplane spars may be a paper tube, drinking straw (paper or plastic),bamboo, or cocktail sticks. Wing struts may be of paper, bamboo or drinking straw.

Noseblock may be of paper or balsa and a commercial nose bush may be used. Propeller may be a commercial light weight wood/plastic or homebuilt balsa/ply, yoghurt pot, cocktail stick combination. Prop shafts may use thin wire and bead bearings.

Rubber Duration requires 5 hand launched flights of 20seconds to record a score. The flight time in seconds from the best flight of five determines the final placing.

Rubber Sport Scale is a flying only competition. Five official flights, one attempt per round for a flight of less than 5 secs.

Flights are scored for ROG (bonus 10 points) or hand launch then climb, height, cruise, descent, landing and overall flight. Models to be accompanied with three view/photo to enable a visual check. The highest score from 5 flights determines the final placing. Full info on the PMFC and SAM 35 websites.

Please remember to REGISTER YOUR ENTRY(S) early. Send to blever@btinternet.com or Tel: 01733 252416 (message can be left) or Brian Lever, 3 The Park, Peakirk, Peterborough, PE6 7NG

Fun Fly Indoor Duration event Sunday 18th May

**at Daventry Leisure Centre, Lodge Road
from 11:00 until 17:00,**

entry expected to be £25 per person for all classes.

Whilst the event is for any indoor duration class there are expected to be in the region of 20 attendees so probably not a great place to fly F1D or F1R....

There may be an informal "Best time" comp for the lightweight classes but otherwise purely informal FF.

Any questions please contact Andy on 07860796914 or email at andybeere@yahoo.co.uk asap as he would like to assess interest prior to finalising booking and entry costs.

Southern Coupe League 2025

Provisional list of qualifying events as at 16/1/25

Now that the FFTC calendar for 2025 is settled the following events are (reasonably) confirmed and form the list of qualifying events for 2025.

| | | | | |
|---|--------------------|---|-------------|--|
| 1 | Coupe de Brum | 22 nd or 23 rd February | Luffenham | gavin.manion84@gmail.com |
| 2 | Crookham Gala | 28 th or 29 th June | Salisbury | Contact Chris Redrup |
| 3 | BMFA Nationals | 25 th August | Sculthorpe | Assumed 3 rd day (Check) |
| 4 | Oxford Duration | 30 th August 09.30–13.30 | Portmeadow | Contact details TBA |
| 5 | Coupe Europa | 4 th or 5 th October | Salisbury | Contact Ray Elliott |
| 6 | Birmingham Classic | TBA October | Luffenham | gavin.manion84@gmail.com |
| 7 | Buckminster Gala | TBA November | Buckminster | Contact Stu Darmon |

The scoring system is as last year, 12 points for 1st place then 9 for 2nd down to 1 for 10th, all regardless of the number of entries.

According to Roy Vaughan who, with Peter Hall, ran the league for many years the rationale is
(a) it rewards people who turn out in inclement weather regardless and
(b) it may encourage more entries knowing that stacks of points are likely to be available to those who turn out.

Best 5 from 7 events to count, in the event of a tie at the end of the season then number of 1st, 2nd etc. places will be used to resolve.

Additional events may become available as the year progresses e.g. Ray Elliott's proposed "Cagnarata" event in June. This and any other "privateer" events which people may choose to hold will be notified as they become available.

I'm sorry it's such a shortened programme but it remains unclear how Coupe results can be extracted from the combined classes ("groups") which now make up the totality of the BMFA programme for the year other than the Nationals.

The SCL Programme for 2026 will be determined following input from interested parties as it's clear that there are other possibilities.

Gavin Manion

Permits for Salisbury Plain & North Luffenham

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

The costs are:

£30 for Salisbury Plain - £35 for North Luffenham

The details of the Conditions of Issue

And Code of Conduct are included with the application

And must be strictly followed

Options for Flying on Salisbury Plain, Area 8

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

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



SENATOR

75th. Anniversary

Cleemac & Peterbro'

Invite you to a **SENATOR Fly-in**
& easy Comp day



Buckminster BMFA HQ

Monday August 18th

10am till 4-30pm

To celebrate the 75th Anniversary of this popular
Albert Hatfield design which originated
in Kit form in 1950

Build, Buy, Beg, or otherwise legally acquire
a **SENATOR** to join in this mainly Fun-Day
and celebrate with many others.

There is no need to participate in the
organised part of the day if so inclined.

Just bring your model along and fly it.

Just enjoy the atmosphere as we all appreciate this
design that has given countless hours of pleasure to
so many Aeromodellers and been one of the most
successful Mini-Vintage competitors over the last
three decades.

On behalf of Cleemac & Peterbro' we look forward to
seeing lots of you there.

SUPERLIGHT CARBON E-20 AND HLG BOOMS

New stock just in.

First come, first served.

**Carbon rod blanks, ideal for E-20s
and hand or catapult-launched
gliders. Long enough for two booms.**

**97cms long, 4mm diameter tapering
to 1.5mm. 3.4 grams, but some wet-
and-dry action will lower this figure.**

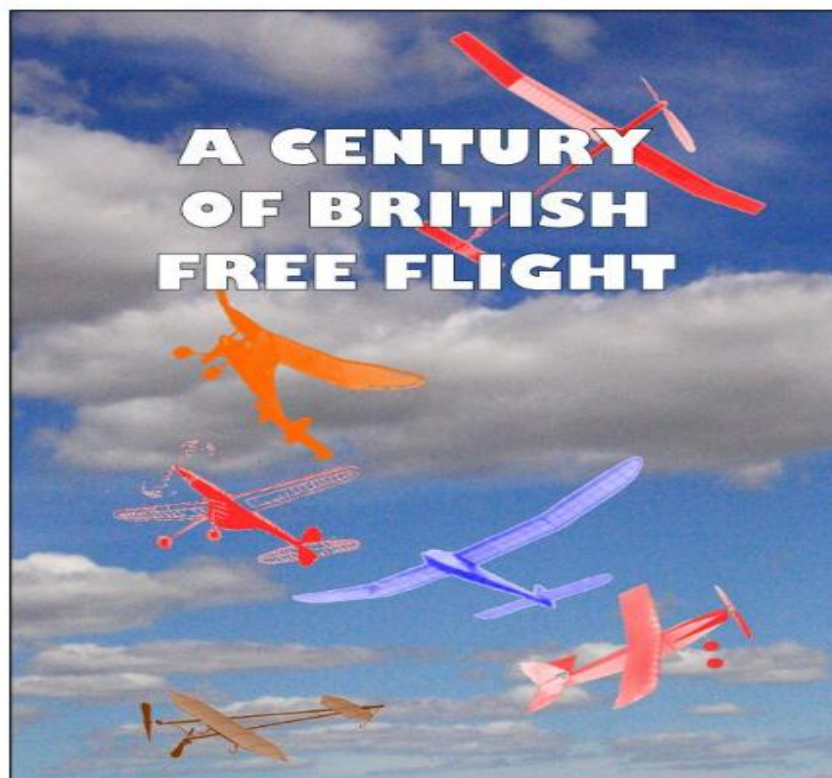
**£8.00 each + postage from Martin
Dilly on +44 (0)208 7775533 or
martindilly20@gmail.com.**

A CENTURY OF BRITISH FREE FLIGHT

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

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

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



Copies are available from:

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

May Welsh 10-12.5.2025

This is a new event that I am organising to promote free flight in North Wales, especially scale free flight. It will span three days, with both indoor and outdoor flying.

My aim is to give people another opportunity to meet and fly, we are lucky to have access to a number of spacious areas. There are also slope-soaring hills and a sizeable indoor hall. The plan is to fly both outdoors and indoors during the weekend and the Monday - for those able to stay. Social events and an aviation museum visit included.

More details on the www.SAM1066.org website

Please register with Martin on
members@sam1066.org

MAY-WELSH

Scale Free-Flight

Extravaganza!



9th -12th May 2025

Bethesda and Bangor,

North Wales

Contact: Martin Pike

at members@sam1066.org

or 07831 141418

for more details

Indoor Model Flying Bangor, North Wales

at the

Brailsford Centre LL57 2EH

Sundays 15-00 til 18-00

2024 Dates:

6th.Oct - 3rd.Nov - 1st.Dec

2025 Dates:

To May - dates to be decided

Free-Flight Models & Lightweight R/C

Beginners Encouraged

Contact: Martin Pike, 07831 141418

Email: martin.pike.xray@btinternet.com

Join us, flying models. No experience needed,

We have free flight models for people to try out.

Of course you are welcome to bring your own models.

We fly: duration models; scale models; and fun-fly

such as Gyminnie Crickets and Hangar Rats.

Radio models must be slow flyers to fly safely in the hall.

The hall is 25x22x10m, a good size for model flying

TWIFF

(Totton West Indoor Free Flyers)

Please bring all your toys (Free flight only)

Sundays, from 12:00-16:00

Admission for flyers £15.00

Free for spectators and helpers

2024

15th September

20th October

17th November

15th December

2025

19th January

16th February

16th March

27th April

25th May

The West Totton Centre has plenty of parking, although there are a lot of people coming and going at Vaccination times.

There is a Tesco Local nearby for coffee and snacks.

Location

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

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

Contact Ken Brown 02380578866 or 07913814492 brown53hh@gmail.com

Chasetown Indoors

I have secured an indoor flying venue at ;
THE ERASAMUS DARWIN ACADEMY,
POOL ROAD,
CHASETOWN,
BURNTWOOD,
WS73QW

**Flying 1pm til 4pm
Saturdays**

2024

**28th Sept, - 19th Oct,
9th Nov, - 7th Dec,**

2025

**11th Jan, - 8th Feb,
8th Mar.**

The parking is at the far end of the car park & the sports hall is the far end of the car park, the large building.

Costs are the same as previously, **£8** for flyers & **£2** for spectators, children free.

Can you bring your BMFA + contact details & write them down in the supplied book please. We need 15 flyers to break even, hopefully see you on Saturdays.

Contact: peter.thompson7406@gmail.com



Waltham Chase Aeromodellers

INDOOR F/F MEETINGS

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

2024:

Sep:19th., Oct:3rd., Oct:17th., Oct:31st.
Nov:14th., Nov:28th.
Dec:12th.

2025:

Jan:2nd., Jan:16th., Jan:30th.
Feb:13th., Feb:27th.,
Mar:13th., Mar:27th.
Apl:10th., Apl:24th.
May:8th., May:22nd.
Jun:5th., Jun:19th.

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

Admission will be **£8** for fliers and **£2** for junior fliers, and spectators accompanied junior spectators and parents of junior fliers admitted free.

Fliers will be required to show proof of insurance.

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

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

For further details please contact:

Alan Wallington, "Wrenbeck", Bull Lane,
Waltham Chase, Southampton, Hants.

(Tel. 01489 895157) (e-mail: indoor@wcacro.bmfa.club)
or see our web site: <https://wcacro.bmfa.club>

E30/RDT/BMK/E20 Batteries

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

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

DILLY JAP IS BACK -AGAIN

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

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

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

INDEPENDENT REVIEW OF DILLY JAPANESE TISSUE

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

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

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

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

FREE FLIGHT SUPPLIES

MICHAEL J. WOODHOUSE

**12 MARSTON LANE, EATON, NORWICH
NORFOLK, NR4 6LZ, U.K.**

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

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

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

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

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

ORDERS and PAYMENT

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

WESTERN UNION, PAYPAL

AVAILABLE

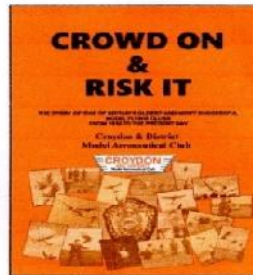
LIGHTWEIGHT COVERING MATERIALS - HI-TECH MATERIALS - FIXINGS - RUBBER - RUBBER MODEL PROPELLERS - TIMERS - KP AERO MODELS - TOOLS - PLANS - KITS - "HOW TO DO IT" PUBLICATIONS - BOOKS.

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

CROWD ON & RISK IT

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

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
or write to 20, Link

Just £10 by PayPal or cheque

020 8777 5533
✓ for your copy.

FREE FLIGHT FORUM REPORT 2021

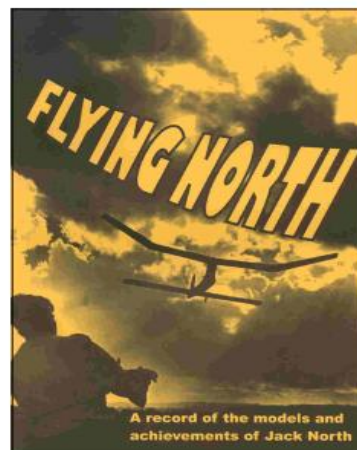
Indoor Duration - A Challenge To Conventional Design - Tony Hebb
Coupe In A Box - Gavin Manion
Building Other People's Mistakes - Stuart Damon
The Models Of Ray Monks - Simon Dixon
Simulated 3d Flight Dynamics - An Approach To Gain Insight For
Trimming And Aircraft Development - Peter Martin
Building During Look-Down - Phil Ball
Tame Your F1s 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 Damon
Geo Fencing And Electronic Stability - John Emmett

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



Copies are available from: Martin Dilly, 20, Links Road, West Wickham, Kent BR4 0QW
Or by phone: +44(0)208 777 5533 Or e-mail: martindilly20@gmail.com

THIRD RE-PRINT JUST ARRIVED



FLYING NORTH

A goldmine for vintage and nostalgia model flyers -

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

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

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

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

READERS' FEEDBACK

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

"I hope it becomes a classic."

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

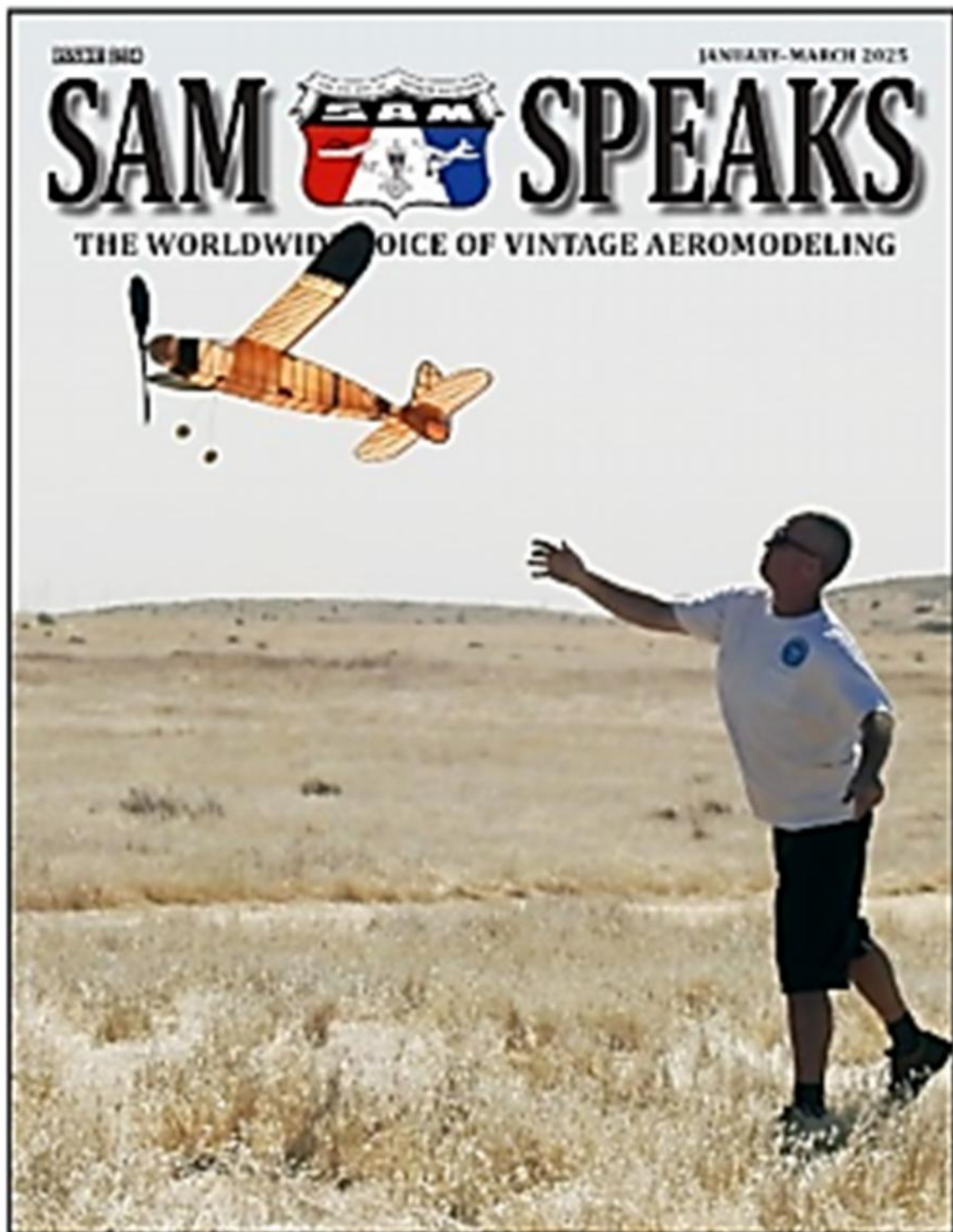
"... am immensely impressed. A splendid effort"

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

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

"The best aeromodelling book since the Zaic Yearbooks"

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



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

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

Provisional Events Calendar 2025

With competitions for Vintage and/or Classic models

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

| | | |
|---|---|--|
| February 22 nd or February 23 rd | Saturday Sunday | Coupe De Brum, Luffenham |
| March 9 th March 23 rd | Sunday Sunday | BMFA 1st Area BMFA 2 nd Area |
| April 6 th April 18 th or April 19 th | Sunday Friday Saturday | BMFA 3 rd Area Northern Gala, Luffenham |
| May 4 th May 24 th or May 25 th | Sunday Saturday Sunday | BMFA 4 th Area London Gala, Salisbury Plain |
| June 1 st June 14 th or June 15 th | Sunday Saturday Sunday | BMFA 5 th Area Croydon, & 1066, Salisbury Plain |
| July 6 th July 26 th & July 27 th | Sunday Saturday Sunday | BMFA 6 th Area East Anglian Gala, Sculthorpe East Anglian Gala, Sculthorpe |
| August 9 th or August 10 th August 23 rd August 24 th August 25 th | Saturday Sunday Saturday Sunday Monday | Southern Gala, Salisbury Plain FF Nationals , Sculthorpe FF Nationals , Sculthorpe FF Nationals , Sculthorpe |
| September 7 th September 13 th & September 14 th | Sunday Saturday Sunday | BMFA 7 th Area Stonehenge, Sculthorpe & Equinox cups |
| October 4 th or Sunday 5 th October 12 th October 25 th or October 26 th | Saturday Sunday Sunday Saturday Sunday | Croydon & 1066, Salisbury Plain BMFA 8 th Area Midland Gala, Luffenham |

Please check before travelling to any of these events.

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

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

www.SAM1066.org

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

www.freeflightuk.org or www.BMFA.org

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

www.SAM35.org

Useful Websites

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

control/left click to go to sites

Are You Getting Yours?

- Membership Secretary

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

P.S.

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

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

Your editor

John Andrews