NEW Clarion

SAM 1066 Newsletter

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I Pad users: If you are having trouble opening the New Clarion, hold your finger on it to display a menu, then select "open in new tab". You will find the new tab to the right of the SAM1066 tab.

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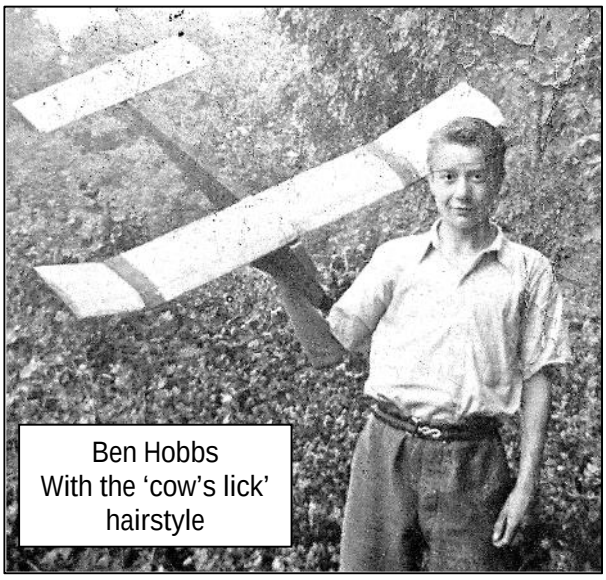
Editorial

I kick off this month with a proverbial kick up my own behind. When assembling Ben Hobbs's article in last month's issue I used the wrong picture at the head of his piece. If I had been paying attention to the text I was duplicating I would have realised that the model in the pic I published in no way matched the written word. Sorry Ben.

Looking at the picture again I notice the inevitable snake hook belt buckle that we all aspired to at that age.

As for the hair style, the "cow's lick" is not one that I recall. My own hair at that age was rust red ginger and my uncle who cut it said it was like cutting copper wire.



Ben Hobbs
With the 'cow's lick' hairstyle

Next up a mystery picture sent by Tim Mountain. Tim sent it to me and I was a mile out when I tried to identify it. Perhaps some of you can make a better job of identifying the object than I did. The answer to the puzzle may be found in Tim's article at the end of this issue.

Right, here we go on content this month. The lockdown seems to be bringing in a few articles from folk who are thumb twiddling at home and they are finally rallying round with a few penned words. I hope you will keep up the good work when we are turned loose on the flying fields of Great Britain once again, not that there are many remaining to be turned loose upon.

Jim Paton leads off with his lockdown activities, principally entertaining his grandchildren by building models and local park flying. It appears Port Meadow holds a lot of water this time of year. It must have been quite a trial getting the 4 year old's model built.

As always another historic Pylonius Topical Twists extraction followed by a few more of my random memories which turned out to be my early control-line activities.

Jim Wright provided me with a piece from the soaring associations magazine. The article is an insight into the Keil Kraft model company by John Snell who served as General Manager for some time.

There are some interesting letters to the editor and a Wakefield piece by Peter Watt who responded to my pleas, he has been busy with a beautiful creation. I look forward to seeing it covered. He may fly it at Sculthorpe, who knows.

Our regulars Nick Peppiatt, Roy Tiller and Roger Newman provide their months contributions and combined with the bits a pieces I find interesting, purloined from magazines of the past, make up the rest of the issue.

The final item is the answer to the puzzle picture sent by Tim Mountain by a description and use of the object depicted. Also he poses a couple of quiz questions.

Editor

Lockdown - Jim Paton

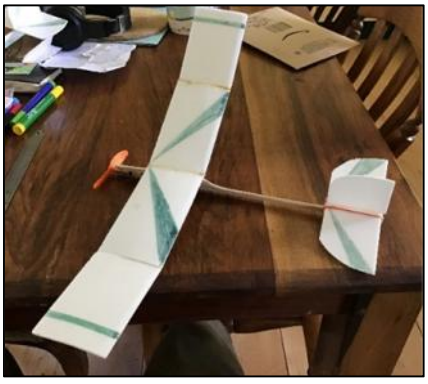
Never mind lockdown, it's been winter with a flooded Port Meadow. I've been making tiddlers with the grandchildren and flying them at the local park and allotments.

The setup in the vice is a Peterborough Ferry timer and a small coreless electric motor.

The cheap Chinese RTF flies the best of course, once it was given polyhedral.

Photo below is a model made by granddaughter Imogen aged 4 years under close supervision.

The bottom photo is a model built around a beautiful Pawlonia Japanese propeller. It's almost as good as my usual Spencer Willis props.! Wing ex Ted Tyson. Tail was in a drawer. It awaits us all being vaccinated. The Oxford vaccine may pave the way for preventing other viral respiratory infections. Coughs and colds could be a thing of the past. I've had my first dose and am itching for normality to return, especially flying and social contact, and leaving winter behind.



Jim Paton

Extracted from Model Aircraft May/Jun 1952

Second Sight

The Maestro himself was about to fly, and a small and excited crowd hastily gathered about him. Three main types predominated as usual the, Junior Club type. mute and pop-eyed in awe and admiration, the Lesser Club type, exchanging the timid, knowledgeable whisper, and the Greater Club type, seeking reflected glory in gusts of chummy badinage.

Six stopwatches (one official, five auxiliary) clicked into simultaneous action as the Maestro's model corkscrewed it's way heavenwards. But visibility that day was poor, and we, the Lesser Club types, were soon blinking hopelessly into the obscuring mists, while the cheerful and confident ticking of the six slop watches mockingly proclaimed our visual inferiority.

This rather annoyed me at first, then I remembered something I had recently read on the vagaries of timekeeping: that the ability to keep a model in sight varied from individual to individual which I now take to mean the importance or otherwise of the individual being timed.

When I innocently asked members of the Croydon Club if they could tell "Which Twin has the Towline?" so loud were their groans that I almost curled up.

One writer in this journal suggests the use uf a small pudding basin as an engine cowl. Sounds like a bit of *duff* gen to me.

How to Watch. Free Flight

Of the non-active club members many non-activities, that of Free Flight Fancier is undoubtedly the most difficult and the least rewarding. The chief hazard lies in the dread possibility of being called upon to lend a hand: a crashing bore, at the best of times, even when, as in radio and team race events, the presence of a large and appreciative gallery gives opportunity for acting in the grand expert-to-the-rescue manner. But when, the audience factor is limited to a couple of grubby little urchins and a mongrel dog, the very idea of removing one's hands from one's comfortable pockets is, to say the least, positively revolting. Unfortunately, the free flight fanatic is a desperate character; ever shorthanded he keeps a wild and wicked eye constantly peeled for any likely source of assistance. To avoid the menace of this malignant optic, demands of the free flight watcher a high degree of cunning elusiveness. One quite successful device is to always appear to be on the point of imminent departure, while another subtle ruse is to maintain a firm grip on a stopwatch and to proceed to gaze earnestly upwards whenever danger threatens.

In free flight there are three types of model to look out for: glider, rubber and power, particularly the latter. Let us take gliders first. Enthusiasts for this type of model, you will notice, differ from their oilier free flight brethren in that they always hope and pray for a strong wind: a meteorological phenomenon necessary for avoiding the athletic feat of running the length of the aerodrome backwards. Also you may notice that the art of winning the average glider comp. lies in the ability or means of transporting a Brabazon-size model to the flying field.

Next we come to rubber models, and in doing so I will add a special warning. Never, under any circumstances, be beguiled into assisting in a stretch-wind. Anyone who has undergone the terrifying ordeal of hanging on to one of these flimsy rubber contraptions while some wild-eyed fanatic recedes into the far distance with the other end of the fearsome, squirming rubber motor would be only too happy to erase the grisly, nightmarish experience from his mind. All this perilous, fatiguing preparation might, make you wonder why the rubber types continue to use such a weird and archaic method of propelling their models when they could so easily fit a neat and efficient miniature engine. After seeing the frightful things that happen to models so equipped you will probably come to see their point of view.

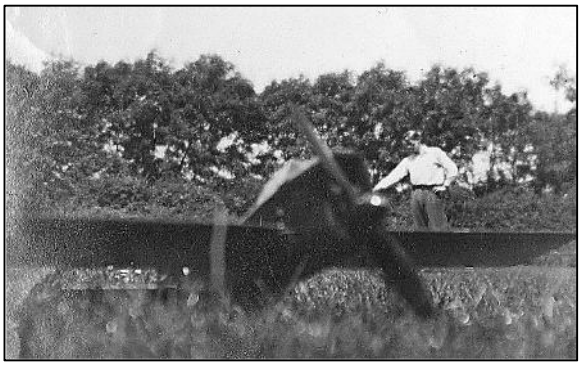
This brings us finally to power duration; the most critical and hazardous branch of free flight flying. It can truly be said of the power practitioner that he is constantly opening up new fields—mostly with the sharp end of his model. For this reason it is essential that the power spectator be gifted with the three special qualities of tact, understanding and the ability to duck quickly.

One last pointer to the newcomer to free flight spectating, on attending his first big rally, he may wish to know of a ready means of identifying the big names of this sport. It's quite easy really; they're, the only ones who don't have to wait for timekeepers.

Pylonius

Memory Lane Again, C/L - John Andrews

Here we go again, scratching about in the brain box trying to dig up some snippets from my somewhat less than laudable past that might prove to be of some interest to any readers who may still be following these memories of my past exploits.



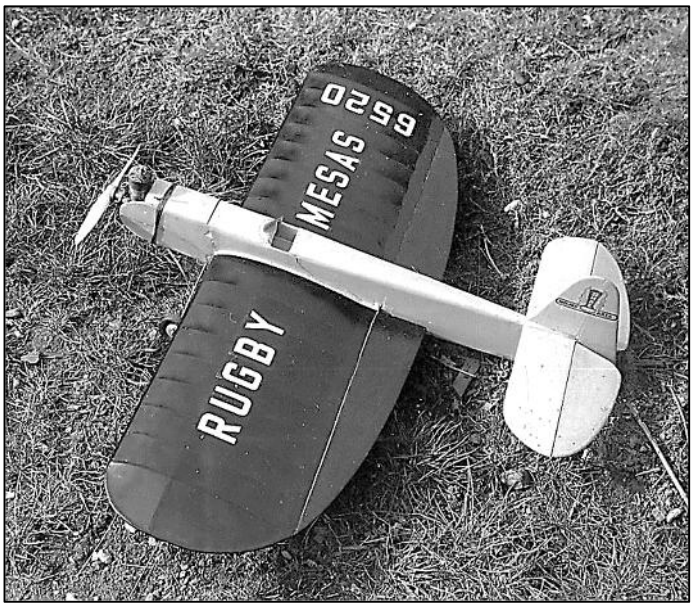
In the early days of control-line team racing my buddy Ian and I decided to give it a whirl. I put together a model powered by a beam mount Elfin 2.49, fuzzy picture right is best I've got. The picture was an attempt to simulate myself on the wing of a full size aircraft, nearly got it right but the camera had its limitations. My camera at that time was bought from Woolworths and the only viewfinder was a metal frame on top of the camera and pictures were tiny things off a 127 film size if memory serves.

Back to the model, it was quite quick and I always had a way with engines so restarts were no problem. Trying to be clever I only put a small elevator on one half of the tailplane and, whilst this made the aircraft smooth to fly for pilot Ian, it proved to be our downfall in competition. Ian and I did a bit of practice on the runway at Church Lawford, our flying field at the time, and we were quite proficient with one flick restarts and a good turn of speed. How many laps per tank I cannot recall but it was OK for the era as it was well before Olly Tigers and special venturies.

Skegness winner

There was a team race event at Butlins Holiday Camp in Skegness and Ian persuaded his dad to take us there to compete. When we arrived we found the race circle was on grass and come our race our model would not take off, a combination of the 1½ inch wheels and the small elevator just did not work on grass. We tried but it took several attempts each take-off and, although we were faster in the air, the ground time saw us comfortably beaten. The winner, ED 2.46 powered, had full elevator and 2 inch wheels, our only saving grace it being the model that beat us won the 'A' class event.

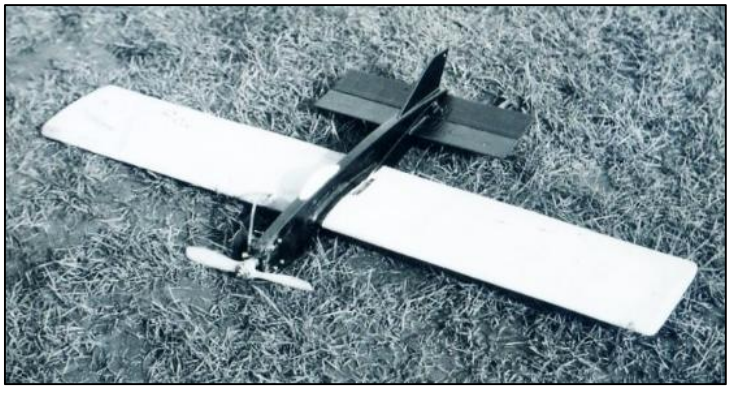
Back then I flew C/L aerobatics and I recall in 1958 or 59, whilst practicing at some rally or other before my competition flight I suffered an up-line line break and my AM35 stunter failed to do a wing under and spread itself all over the tarmac. Whilst Ian and I were sweeping up the bits I was conscious of a figure standing behind me. Under a big Australian bush-hat was Brian Horrocks who had come over to commiserate with my misfortune. Whilst chatting Brian stated that his ambition was to win The Gold Trophy and said he'd probably pack up flying if he did. He won the Gold in 1959 and again in 1961 and he went on to compete in World Championships.
My own efforts in the 'Gold Trophy' were far from meritorious as I seemed to develop the ability to crash models whilst practicing beforehand. I did manage to compete a few times without any great distinction.



I had the Frog500 powered model, pictured right, for a couple of years and it served me well but getting the engine to run properly was always tricky. I could not start it without opening up the needle which then needed closing down to get the engine running just below peak rpm. In the air the engine would peak out when doing manoeuvres if I had set it right, problem was I could not tell on the ground if it was correct for the needle adjustment was too sensitive. If I did not get it right the engine would burble along just below peak rpm and manoeuvers were only just possible and if windy they were suicidal. One contest I got stuck inverted without sufficient power to get upright again and when the Frog cut I did a nice smooth upside-down landing on the runway. Trouble with that was the engine scraping along the tarmac knocked of the little brass knob on my KLG glowplug and made a mess of the head fins. There were good plugs and bad plugs back then and I did not appreciate losing a good one.

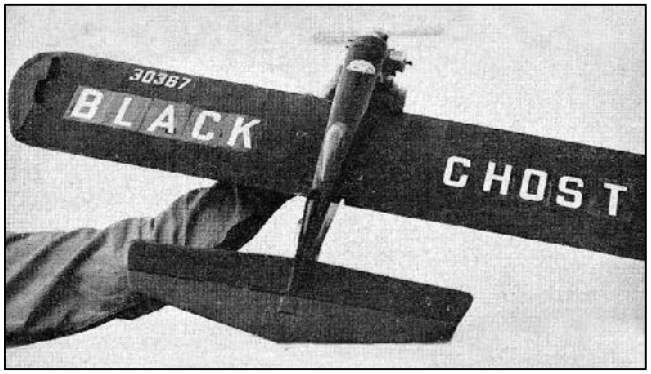
My last foray in the Gold was with a PAW19D powered model, which although without flaps, was a good performer but as usual I'd dropped a clanger. The fuel tank was just too small and my schedule was always one manoeuver short. I was never sure which to leave out, either the double wingover if it was windy or the clover at the end. I tried it both ways, did not do well of course but I got two flights in.

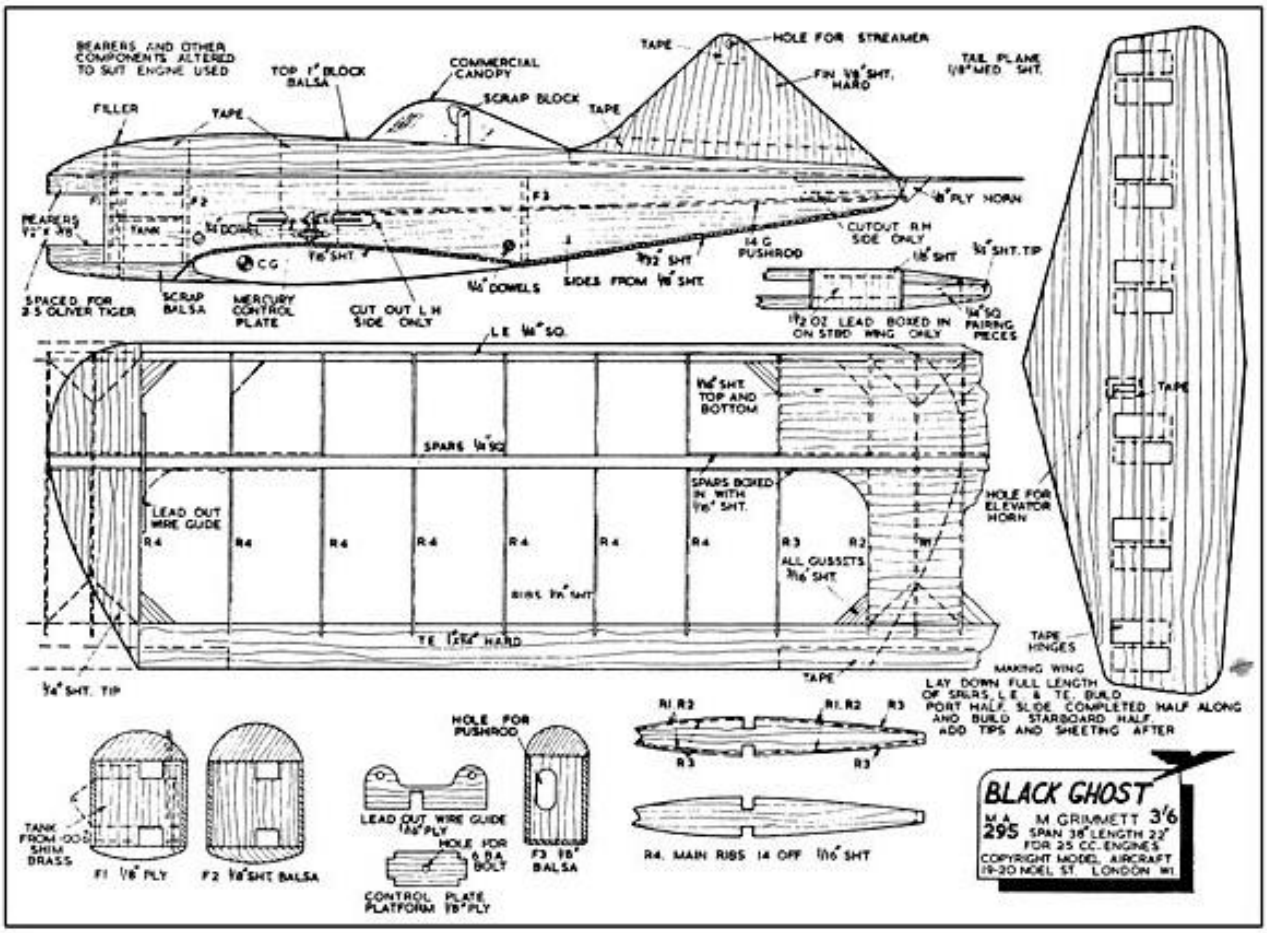
We had a go at Combat in its early days but nothing particularly outstanding comes to mind. Most of the club flyers participated on the club field but only Ian and I tried out competitions at a rally or two.



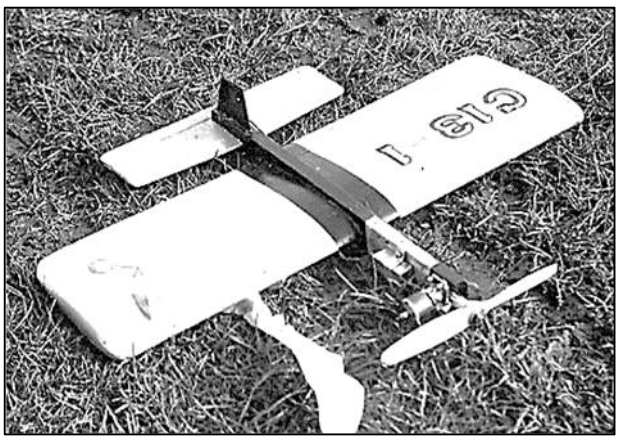
Combat models initially were quite ordinary, one successful design 'Black Ghost' by Mac Grimmett, a contest winner of the day, was a stunt model and could almost have been described as semi-scale as it had a fuselage and bubble canopy.

Ian and I got well beaten up by him at some rally or other.



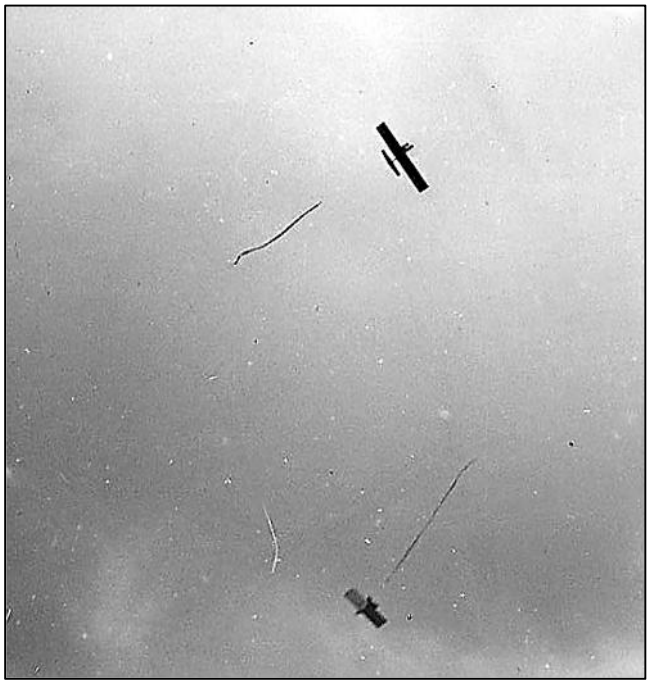


It soon became apparent that something simpler was required and we evolved the models into flying wings. At first we used our normal fat stunt wing section with elevators tacked on the trailing edge and, whilst these were great fun when we flew against each other on our Sunday morning sessions, they were too slow for serious competition. The final model in our design series was similar to C16 shown below but with elevator stood off the trailing edge on two piano wire booms. We were using AM35's but hot restarts were a problem, ED Racers and Frog 249's were slightly slower but the better restarts cut down on ground time penalties. We never aspired to Oliver Tigers, maybe expense and availability were the problems.



We travelled to rallies on my motorcycle, Ian on the pillion with two models under each arm and a flight box strapped on the Triumph's tank top. I should add here that you may get the impression that Ian and I were regular competitors at all events but we only made occasional trips out. In point of fact the Skegness team race was the only one we entered and what happened to the model I have no idea.

Left picture above shows, John Bickerstaffe, the free flight power flier, dicing about with myself on our club patch.
Right picture, after one Sunday morning flying session, Myself, John Bickerstaffe and Ian Lomas. Ian holds one of our first flying wing combat designs and I have an earlier smaller type, C11 (we kept a design log book with numbers and three views which I still have somewhere but cannot find).
This small model was not really aerobatic enough but seemed to be a survivor and was usually the only one we brought home from rallies in one piece. Ian had usually used it in our last round being the only model remaining from the four we usually carried.
Ian more often than not survived longer than I in the competition.

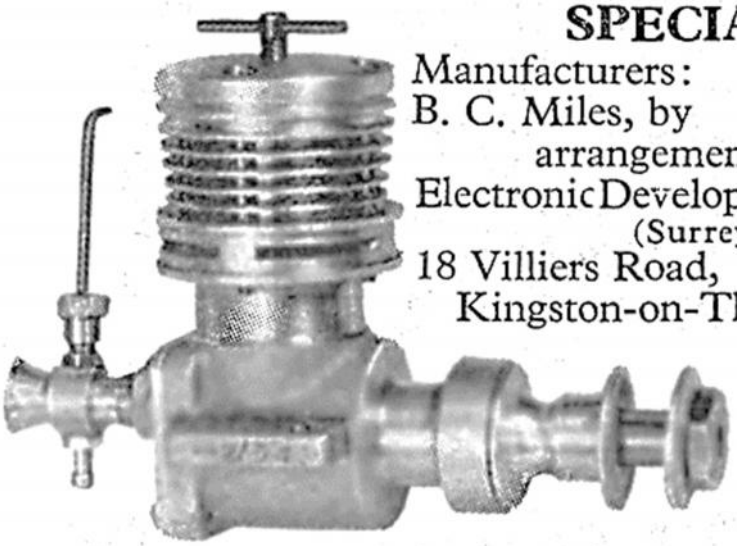


A couple of pictures to wrap up this discourse, assuming your still reading.
First Ian launches one of my early designs, then the model in action against one of the early flying wing designs

John Andrews

Engine Analysis: Miles 5cc - Aeromodeller Annual 1955-56

MILES 5 c.c. SPECIAL



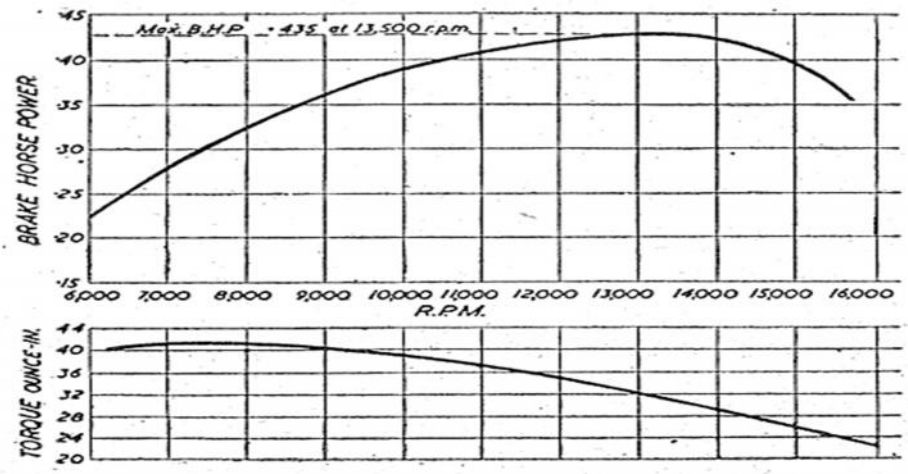
Manufacturers:
B. C. Miles, by arrangement with
Electronic Developments (Surrey) Ltd.,
18 Villiers Road,
Kingston-on-Thames.

Retail price: £8 6s. 3d., water-cooled £9 19s. 6d.
Displacement: 4.92 c.c. (.30 cu. in.) Bore: .781 in.
Stroke: .625 Bore/stroke ratio: 1.25 Bare weight: 10 oz.
Max. B.H.P.: .435 at 13,500 r.p.m.
Max. torque: 41.8 oz.-in. at 7,300 r.p.m.
Power rating: .0885 B.H.P. per c.c.
Power/weight ratio: .0435 B.H.P. per oz.

Material Specification:
Crankcase: Cast light alloy, DTD 424
Rotor disc: aluminion
Cylinder Centrifugally Cast Iron
Cylinder jacket: Dural
Cylinder head: Dural
Contra-piston: Cast iron
Piston: Cat iron
Connecting rod: Dural
Crankshaft: Steel S.14
Crankshaft bearing: Two ball races

PROPELLER dia. pitch	R.P.M.
11 × 8 (Whirlwind)	7,100
12 × 6 (Trucut)	6,750
10 × 8 (Truflex)	8,500
10 × 8 (Whirlwind)	8,500
11 × 6 (Whirlwind)	8,800
11 × 5 (Stant)	10,000
9 × 6 (Stant)	12,600
10 × 4 (Stant)	13,000
8 × 6 (K-K)	14,700

Fuel: Mercury No.8



Aeromodeller Annual 1955-56

Inside Keil Kraft - John Snell

Extract from ISA 'The Beacon' magazine courtesy John Snell

My role at KeilKraft - Assistant General Manager

Returning to the UK in the Spring of 1979 after four years working abroad, I found the civil engineering sector still at a low ebb. The industry had not fully recovered from the "oil crisis" of 1973, which had prompted me to take a job in Saudi Arabia in 1975. My efforts to find a job were hampered by the entrenched attitudes of some employers who, in assessing my years of experience, insisted on disregarding any time I had spent abroad! To find the origin of the trail that lead me to Keil Kraft in Wickford in 1979, you have to go back to the early 1950's…… please read on:

During a family holiday on the Norfolk coast in 1950, possibly 1949, I had met a group of enthusiasts flying control-line, one of whom, John Chinn, was the brother of Peter Chinn. If you've never owned an infernal combustion engine, that name will not be familiar to you; if it is familiar, you will know that Peter was the author of highly respected model engine test reports on a monthly basis for about thirty years. In 1950, these test reports were published in the monthly mag *Model Aircraft,* then under the editorship of Eddie Cosh. Peter was an avid 'correspondent' in the original sense: a letter to him produced a considered and informed reply, and we corresponded intermittently about model aviation for the next 20-plus years.

By 1979, Eddie Cosh was again General Manager of Keil Kraft: he had retired once and been persuaded back by the new owners, Solarbo. By 1979, Keil Kraft, KK, still commanded brand loyalty but the product range was being overtaken by competitors.
In a letter to Peter Chinn, I mentioned my lack of success in finding paid employment in civil engineering to support my expanding family and, unprompted, he asked if an introduction to Eddie Cosh would be of interest.
In Peter's view, KK had lost its way at the hands of two generations of accountants and needed an active modeller in their team. After a low-key interview with Eddie Cosh and John Peake, the owner of Solarbo, I signed up for a 6-month trial period, after which both sides would sit down to agree a permanent contract. I don't think I shall now embarrass anyone if I mention the terms and conditions at Wickford: Eddie was paid £1,800 pa, plus £10 cash-in-hand every week for a lunchtime beer and sandwich, also an Austin *Princess* with free fuel. An accountant, a works manager and a production manager were all paid in the range of £4-5,000 plus a tenner a week but no vehicle. As Assistant General Manager, I got £8,000, the tenner and a Morris *Marina* with fuel (approximately what I was then worth as a civil engineer). This was grossly unfair in several directions but nobody complained --- wouldn't work today! In signing for the 6-month period, I asked for the title "Deputy General Manager" but was firmly told I was there to assist Eddie and could not deputise for him in his absence, absolutely not.

Arriving at Wickford in July 1979, I saw the inside of the works for the first time and it was not a happy sight. All balsa was now milled and processed by Solarbo at Lancing so that equipment was, unsurprisingly, coated in balsa dust. The injection moulding plant also sat dormant. The Victorian letterpresses, modified to die-cut sheet balsa, gaped open and ready to bite your hand. The long parallel benches at which kits were assembled and packed lay empty and idle, the tall racks in the stock room held but a handful of kits. The only bright spot was the computer room --- clean, air-conditioned and humming, printing out columns of that concertina paper with feint green gridlines on it (knowing that KK had a computer was one of the factors that influenced me to sign up, as the new technology had passed me by in Saudi Arabia).
I didn't have a formal job specification but my objectives were to rejuvenate the product range while doing anything necessary to support our flagging sales, which included fielding complaints. I think the only production run we had in my six months' stay was 50 *Super 60* kits (in the heyday, production runs were usually 200) and that was an education --- to be able to seal the box, all 256 parts had to be inside. The computer was invaluable to ensure this happened --- how they managed before it was installed, about 12 months before I got there, I cannot imagine.
One of my 'support activities' was to assist with the advertising. Eddie Cosh had a simple mantra for advertising: "If you don't tell, you don't sell" and I've carried that with me for the last 40 years! My inputs were to keep the ads topical and to ensure that we avoided anything silly that would offend the enthusiast. Many advertisers, then and even today, depend on a layout for several months but

that was not the KK way --- every month had to change and had to be fresh. The key word was "new" --- every month something had to be labelled "new" as "new" was the word that sold!
I was also involved in the design and production of the large labels stuck on the kit boxes, discovering the simple truth that labels with two colours could be afforded whereas those with three colours were over budget.
One of my more bizarre support activities was to act as guide and general factotum to Solarbo's Ecuadorian "fixer" when he visited London: this involved shepherding him around the Underground and helping him buy an expensive pair of shoes at Harrods. It was only later that I was told he was a very senior officer in the Ecuadorian Army and a key player in ensuring the raw balsa logs got from the plantation to the coast.

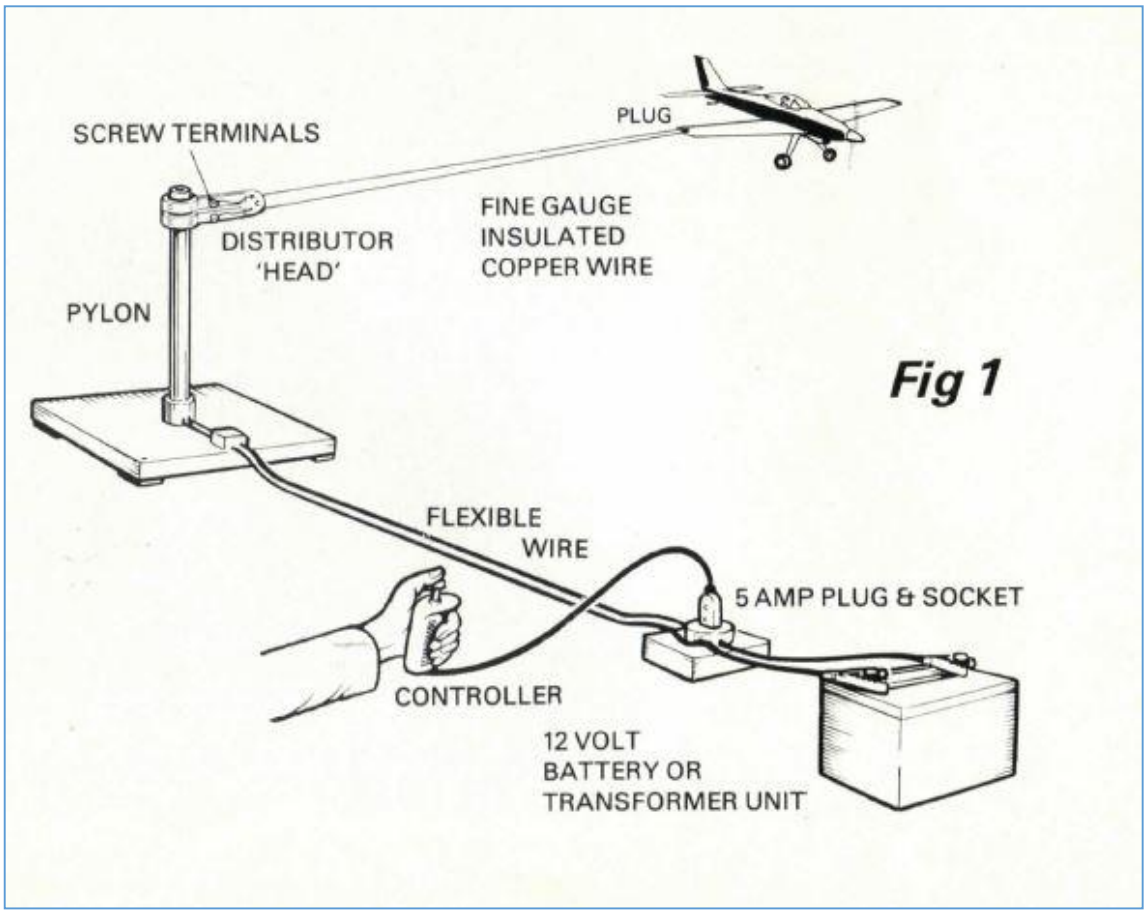
While the *Super 60* covered the 40-size trainer and sport end of the R/C market, there was only the *Intruder* if you wanted something 60-size and aerobatic and, by 1979, it was selling in single figures per month (but not every month). My solution was to plagiarise --- a polite word for stealing somebody else's work. My target was an American kit which came on their market about 1975, namely, the ***Midwest Products Attacker****:* 48 inch wingspan, so 40-size, high wing, tricycle undercarriage (then very fashionable) and cartoon-scale appearance.

Midwest Products Attacker

It was a foamie and therefore one of the first ARTF's to be sold, although I never got my hands on one. The image shows the *Attacker* in the foreground and a near-copy by World Engines in the background. My version was to be the same size and shape but with foam-cored, obechi-lined wings and a built-up balsa box for the fuselage: as a trainer, it would have dihedral and no ailerons, for aerobatics it would have ailerons but no dihedral. The engine would be an OS-40, of course, as KK then had the sole agency. I was convinced it was a winning formula, in fact, I think it could sell today! My office at Wickford did not have a drawing board but I found one in the works and moved it in about the end of my first month. By the end of the second month, *My Attacker* was on the board and Eddie Cosh approved. However, John Peake, JP, did not approve and I think that day was the beginning of the end of my career with Keil Kraft. Time to explain about JP.
I believe Solarbo had bought KK during the 12 months before I got to Wickford. Solarbo was owned by JP (if, in company law, he was not the legal owner he certainly acted as if he was). JP was also intent on adding the Veron range to his stables, possibly to ensure its extinction so that it did not compete with KK sales. (Solarbo also acquired the Amerang brand, variously reported as happening in 1979 or in 1983, and the Solarbo name slipped into the mists of time,
although still registered at Companies House).
JP was an accountant and, it was said, first took an interest in KK when auditing their annual accounts. When I knew him his sole objective was to maximise balsa wood sales, directly through the Solarbo brand and by resuscitating KK. JP was based at Lancing and appeared at Wickford most Wednesdays, chauffeured by his personal assistant in a Reliant *Scimitar*. These meetings concentrated on financial affairs and I was only asked to join them occasionally. I did wonder why these face-to-face meetings were necessary so often as, on every working day, it was the first task of the KK accountant to phone Lancing with the previous day's cash flow. Every day: how much in. how much out.
Balsa has applications other than that which excites us and JP was intent on selling as much as he could. For instance, it can be an industrial "space filler" of low weight with excellent thermal insulation properties. These properties gave it a market in the production of the internal doors of railway carriages! Small end-grain blocks, mainly offcuts, were glued together to form a sheet about 50mm thick, about 2m tall and 700mm wide, then shipped to the carriage maker who glued a GRP moulding to both sides to give a light and "warm" door. Production was not at Wickford so I never saw it but it was known as "a nice little earner" for Solarbo. On a totally different scale was the use of balsa to insulate liquid petroleum gas, LPG, tankers coming into service at the end of the 1970's: the cube to

insulate one ship was enormous, probably more than Solarbo processed in a decade. I was at a weekly meeting when this application was discussed with JP, who was so taken with the scale of it I thought he was immediately going to put KK on the market. Well, that didn't happen and the tale is told of the steps he took to protect the operation he had already built. An ex-employee opened a shop in Ipswich and planned to start his own business importing and processing balsa for the model trade. His first container, full of raw logs, duly arrived at Felixstowe but never got to Ipswich: during unloading, a fork-lift truck accidental tipped the container over the side of the quay. You might expect a container full of balsa to float but apparently it didn't. Only a rumour but it makes me chuckle.
It was one Wednesday about the end of August that JP wandered into my office and found *My Attacker* on the drawing board. He did not chuckle. I forget his exact words but the spirit was that he was not paying me to play with model planes in his working time. It was probably at this point that he gave me his vision of the future of KK and Solarbo, viz, selling chuck gliders at supermarket check-outs. At the end of the 1970's, out-of-town supermarkets were springing up like mushrooms and canny confectioners, such as Cadbury, already had small bags of sweeties hanging up beside the till for children to snatch and force their parent to buy. JP's vision was that a small chuckie in a polythene envelope would hang beside the sweeties and Solarbo sales would soar. The envelope was to contain three pieces: a pre-cut 1/8" balsa fuselage, colourfully printed on both sides and hopefully representing a Spitfire, with slots for a 1/16" sheet wing and a 1/16" tailplane --- just push the wing and tail through their slots and fly! The ticket price to be one pound Sterling, equivalent to £5 in today's money. Apart from my technical misgivings whether a low-wing chuckie with no dihedral would ever fly, I was sceptical about the concept selling at £1 in 1979 but at five quid I guess it might just work today.
Somehow, I managed to stall the One-Quid-Chuckie until my departure from Wickford just before Christmas 1979, whilst trying to get Eddie to agree that *My Attacker* be put into production (he didn't). But JP had another "winner" that he wanted brought into the KK range to ensure that sales of Solarbo balsa did not similarly stall.

In the 1950's, -60's and -70's, "indoor flying" meant small electric powered models flying "round-the-pole", RTP: a vertical plastic pole about 3ft high, sitting on a weighted base with a transformer/rectifier to convert a 220v AC supply to direct current, with two rotating and insulated contacts at the top of the pole that fed thin copper wires, lacquered for insulation, giving about 6v to the small electric motor in the model.



The components of a typical installation are shown in the diagram, taken from the book ”Electric Round the Pole Flying” by Peter Bullivant (see references, below).

Car batteries were an alternative source of power. The length of the wires (the radius of the flight circle) varied between 10ft if you had just one battery to 40ft+ if you used four! The only control was a hand-held “throttle”, a variable resistance that simply varied the current to the motor. Equipment to make this all work was sold by a sparky (sorry) entrepreneur named Harry Butler, who just happened to live in Southend, a short trip from Wickford. Harry wanted to sell his operation and move to Portugal, which ultimately he did. As I remember, his negotiations with JP were primarily discussions about the price to pass all rights to Solarbo.
I got involved as advisor to JP: was the concept safe, could KK produce it, could we produce it cheaper than Harry? This called for several visits to Harry’s industrial unit on the outskirts of Southend and, frankly, I tried to sit on the fence about buying him out. Apart from selling Harry Butler’s equipment under the Keil Kraft name, the attraction of the RTP concept was that no fewer than 35 KK scale models had been flown this way or could be.
However, JP and Harry could not agree on a price. With the end of my trial period in sight and beginning to realise that my future was not in Wickford, I considered offering Harry the £13,000 he wanted for the freehold of his unit but baulked at the £50,000 asking price for the rest of his operation.

During the honeymoon period when JP and Harry were negotiating, Harry agreed to help me run a KK stand at the 1979 Nationals. He was driving a Transit van hired for the weekend, stuffed with a tent, lots of built models and the then full range of KK kits, and I trundled behind with the Camper (the one I still have). It was pretty miserable: the site for the tent was on a slope and the “floor” was just trodden grass, while the counter fell down the slope if you happened to nudge it. We didn’t offer anything for sale but I could see that the KK brand still had a little of that old magic. I did not offer Harry a share of the double bed in the Camper, so he curled up on the floor of the Transit. But any feelings of discomfort were quickly forgotten when, on the Monday morning, we heard that Lord Mountbatten, some family and friends had been assassinated.

Back at Wickford, I rubbed along happily with Eddie Cosh, almost a ‘father-and-son’ relationship, but it was increasingly obvious that there was no long-term career with Keil Kraft. The arrangement was that, before end of the trial period, the parties would negotiate a permanent contract, one part of which would be an incentive bonus. I think this was mentioned even at the initial interview as, from memory, was the scale, namely, 3% of annual profit on top of a market salary. I never did find out how KK was trading but convinced myself that such a bonus would bring in at least £15,000 a year. Then Fate intervened and settled the matter. In September or October, auditors arrived for the annual financial health check. They worked in Eddie’s office, next to mine. Any uneasiness I had about the long-term prospects were confirmed when, the office door being ajar (Eddie had gone home, I think it was a Friday afternoon), I heard one of the auditor propose “OK, we’ll increase the stock value by a million”. Whoa! --- if the stock could go up by seven figures, the profit would go down by an equal amount. I thought about this and decided that, if such manipulation was possible in a phone call, the prospects of fair figures to determine my future bonuses were slim. I had had a quick apprenticeship in the world of commerce but I had an escape route. It wasn’t very difficult to hand back the *Marina.*

If you want to delve deeper into KeilKraft and its fascinating history, here is some more reading/viewing:
‘We visit Keil Kraft’: article in May 1952 issue of *Model Aircraft*, scanned and reproduced in *The Beacon* Summer 2018
‘Working for Keil Kraft’: article by David Rawlins in January 2018 issue of *AeroModeller*
‘The Keil Kraft Factory Tour’ at *www.youtube.com*
“Electric Round the Pole Flying” by Peter Bullivant, *Argus Books Limited*, 1977, ISBN 0 85242 438 8 (if you can’t find a copy on eBay, you can borrow mine)
For a comprehensive list of replica KK plans available, visit
http://www.model-plans.co.uk/keil%20kraft.htm
where there is also a history of the participation of Ernie Webster in the KK saga from 1946 to 1966.

Footnote: this article is my recollection of events almost 40 years ago. I believe it to be factually correct but if there are errors and significant omissions, I’d be happy to hear from survivors of that era, the heirs and successors, to set the record straight.

John Snell

Letters to the Editor

John:

POPSIE & JENNY

Thanks for the latest edition and the very readable content. Much appreciated.
I cannot build any more - there are four new/refurbished models awaiting air time. A fifth model stayed on the bench for ten minutes before being packed away for 'another day'.

I will be interested to learn about the flying tests on the POPSIE. I built one some years ago for electric 2 channel RC. I was completely defeated by same. While it would climb away, any attempt at a turn resulted in a dive to ground. I never was able to trim this out. To add salt to my wounded pride, I have seen this design happily buzz around the sky at Old Warden.

Some time ago you kindly published some photos of an old yellow nylon covered JENNY in the hope that it might be recognised and the builder identified. It wasn't.

Refurbished JENNY

Eventually I stripped the airframe and set about a refurbishment. Rudder and elevator were incorporated and an OS 40FS to give throttle control. New covering is polyspan with tissue over.
Sadly still un-flown for the usual current reason. The last few days have been perfect for flying (27/28 Feb).
Hey-ho.
Best wishes,

Jim Woodside

Editors Note: POPSIE problems:
Sometimes a little extra dihedral has been known to stabilise cabin models in FF.
Wing warps. Could have been wing tip stalling if speed was marginal.
I really don't know what I'm talking about, this is just to help fill the page really.

Letters to the Editor continued:

David Lovegrove: re Benn Hobbs:
Hi John
I've just been reading Benn Hobbs' reminiscences in the NC. He doesn't say exactly where he was living as a youngster, but his mention of locations such as Henley and Wallingford put him somewhere in my current neck of the woods, although our paths never crossed. I've lived in Wallingford for 42 years but my association with the town began much earlier – 1958 to be exact – when I started at the local Grammar School. So, he and I might have been at the same school.
Mention of the local model shop was intriguing too. Living in Abingdon until my marriage in 1969, there was a little model shop there too (they were of course much more common everywhere, back then). That was Mr Niven's electrical supplies and model goods in Bath Street. Strangely, during my time at the Grammar School, I don't think I was even aware that there was a model shop in Wallingford. In fact, it wasn't until I came to live here in 1980 that I discovered it. Run by Doreen Atkinson after her husband Mick died (of a heart attack whilst model flying!) it was to hang on until about 2012. I didn't know of any previous owner, but evidently the Atkinsons had purchased it from the Terry somebody that Ben knew. Their son, Bryan Atkinson, ran the Oxford Model Centre in St. Clements until about 2016, when he abruptly decided he could no longer make a living from it. And so ended an era.
These days, my nearest dedicated model shop is Mantua Models, about 30 miles away in Royal Windsor. It's an excellent little emporium, but it's not somewhere I can visit very often, so it's predominantly internet shopping for me these days, even for balsa.
A final note to add to this nostalgia-wallow is that Ben will be sorry to learn that his Chalgrove Aerodrome, owned until very recently by Martin Baker, the manufacturers of aircraft ejection seats, has been sold for housing development. As an aside, they also operated one of the last flying Meteors.

Cheers, *David Lovegrove*

Jim Paton: Another good episode of Clarion. Thanks John.
Concerning "Lost models". I have had a couple of interesting finds. The first was a fly-off from Port Meadow. I think a dt failure. I drove off to Marston on the other side of Oxford and got a signal just before the ring road. What luck. I did the usual performance to locate the model but despite a strong signal failed miserably. The following day I had another go. No signal but I could see the model in the next field where sheep were grazing. There it was right in the middle of the field. Of course the most valuable item, the tracker, was missing. No hope of finding that. I walked along the edge of the field to return to the car and there on a low bush was the tracker with a bit of wool attached.
The second was another flyaway from Port Meadow over to Wytham. Chris Redrup and I searched the area for about an hour. No tracker signal. The model was a Buckeridge lightweight. About to give up I saw it perched high on the wall of the estate just by the pub, tall dense trees all around. I climbed onto the roof of my Land Rover and picked it up. Most other flyaways were less successful. Last season I used a Pyxis gps tracker. It was wonderful except on one occasion at Salisbury Plain. I hooked the dt line around the fulcrum of the servo to stop battery drain on my previous flight. I then proceeded to launch without moving onto the servo arm. When the dt failed at just over 2 minutes I realised what had happened. No worries, with a gps tracker I can drive straight to it anywhere on the planet. 6 minutes later I could just see the model still going up and the bleep stopped. Not a good time to have a flat battery. That was goodbye to the tracker, the rdt and servo and battery and my best carbon fibre Bukin F1G. There are times when you think a small sticks and tissue model with a tomy timer is the best approach to competing. A flyaway then costs about 3/6d. The Bukin episode cost a bit more

Regards, *Jim Paton*

This & That - Lt. Col. C. E. Bowden

Extract from Model Aircraft April 1946

Further Observations on "THIS & THAT"

By Lt.-Col. C. E. BOWDEN

WE knew before this war that the Germans were masters of the art of soaring flight in the model world and also in the full-sized world. They turned their attention to this aspect of aviation after World War I, when they were forbidden to make full-sized power-driven craft.

As was ably brought out by "Zephyr" in the January number of MODEL AIRCRAFT, weight to give momentum through air disturbances, was one of the main points that the Germans realised long before we in this country obtained the clue. I have a very efficient German model sailplane of 9 ft. span that is a colossal weight. Since the early days, the Germans have allied this weight to gain momentum idea with super streamlining and super, super "finish." They have also gone in for high-aspect ratio in a big way in the past. Results have been most impressive, and we British want to get down to those three things, at the same time making for ourselves *large* models.

I must emphasise that weight with aerodynamical uncleanliness will merely cause the model to sink like a brick.

I also watched the German instructors soaring these full size sailplanes. It all looks fantastically easy. There seems to be no difficulty to keep the things up. The difficulty is to get them down! In fact, they have to fit special "dethermalisers" to do this in the form of spoiler panels that are very simple and raised through slots in the wings. (See Fig. 2.) This method could be adopted to petrol models or model sailplanes, operated by a "timer," to prevent the models being lost in thermals. [This scheme is not sufficiently drastic for models.—ED.]

The German sailplanes have a lovely finish on them that glistens in the sun, and the German chief instructor told me it is one of their secrets of success. So put on plenty of polish, ye model men, until your creations gleam. Hang the weight, it will be useful provided you keep the sailplane "clean" in shape, and have a lightish wing loading.

A point I was vastly interested in was the mounting of the tailplanes and the wings. I expected to see elaborate fairings everywhere and tailplanes stuck up high as our model people over here are so keen about—without exception, and I feel the German knows what he is doing in the sailplane stuff, for one has only to watch him at it to be more than impressed, apart from the long list of records he has captured. The tailplanes are mounted without much filleting, but cleanly on *top of the fuselage* and *well in front of the fin*. (See Fig. 3; also refer back to Fig. 2.)

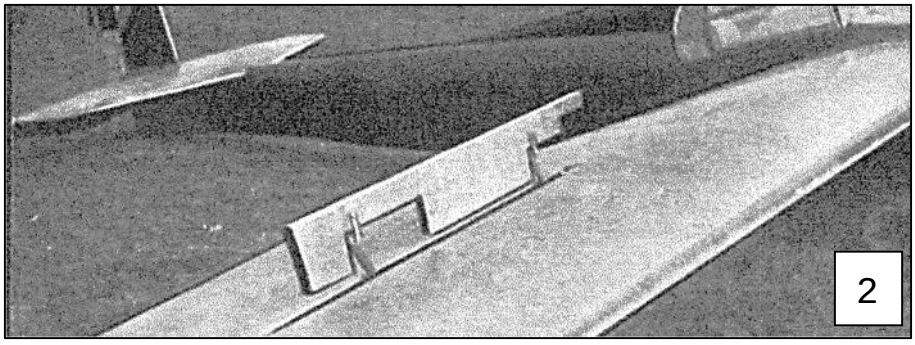
Now we talk a lot about the stability virtues of mounting our tailplanes up high on the fin to get the tail in undisturbed air. This to my mind looks unsightly, makes for difficult construction and often flappy and sloppy operation, and I have *never found it give superior stability on a petrol model* in actual practice! It is hard practical experience that counts.

The setting of the tailplane high on the other hand, does cause out-of-phase drag leverages unless one also parasols the wings. I grant that it certainly works, and please do not think I entirely condemn it, but I ask, "Is it necessary, and why fit this sort of tail when the other type is proved satisfactory?"

The Germans tow-launch their full-size soarers up at a tremendous angle which requires great stability of the machine where blanketing and other troubles could all upset stability, and yet they mount their tailplanes easily on top of the fuselage. All they do is to reasonably fair in the tailplane and to give a nice long fuselage, and *mount the tailplane halfway ahead of the fin*, with a little under-fin. This simple combination appears to deal with any stability problems, and is structurally much more efficient and rigid.

I do not think we want to be dogmatic about anything, but results do count, and I feel there is something there backed up by practical results for us modellers to seriously consider, for we are going all tail-high at the moment like a fashion in women's clothes that sweeps the land. By the way, these bent banana-shaped model fuselages some model makers are now using seem to put up unnecessary drag. They are not, and never can be, true streamliners. I always ask myself, why does a man go to all the trouble to bend the tail end down of a nice monocoque fuselage and then find he has to mount the tail halfway up or at the top of a tall willowy fin?

Now, have a look at the wing mounting on the German "Olympia," Fig. 4. We see great simplicity and yet cleanliness. All the high-efficiency German sailplanes I saw were the same. It makes you think! Of course, it may not be the answer. But results do talk. I am told the Germans do not believe in the gull-wing



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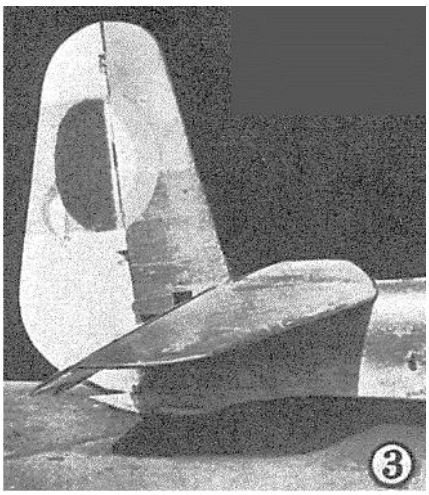
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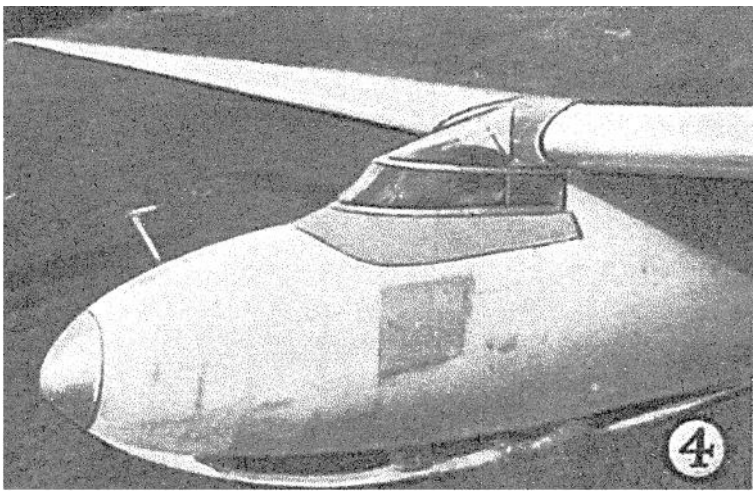
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centre-section. They maintain that a small dihedral is more efficient. Heavens, I shall be unpopular !

Some Observations on Thermals

Whilst on the subject of sailplanes, thermal soaring and risers crop up. As it is not only of such vital importance to the sailplane fan, but if you are a rubber-driven duration expert, you pray for a suitable thermal during a duration competition, and you set your model to circle in the hope that it will keep in this thermal should your model contact it.

If you are a sailplane man you should dream of thermals and up currents, knowing exactly where they are to be found and what causes them. You should visualise the country and the weather as a picture of up-risers and down-currents. It is not difficult to do if you think about it and know the reasons. The thermal therefore has a definite place in the activities of the model aeroplane enthusiast, and it is well worth his while to purchase a book on the matter and understand his subject.

Aeromodellists often gaily say, " Oh, I caught a lovely riser today and did umpteen minutes." But are there many that know where a thermal is likely to be found, or where and how high an uprising flow of air over a hill is likely to be found, also how a thermal is created. Also where the down currents occur ? Does one know, for instance, that a newly-ploughed field causes a " riser " by giving off heat stored in the ground. That red roofs and yellow corn-fields do likewise, that a bonfire or a factory chimney can send one's model up. One of my hobbies is full-sized sailing, as well as model sailing, and when I was at Gibraltar I often made use of a certain advantageous flow of cold air which was being sucked in from the colder sea, to make room for the heated air that was rising over the hot roofs and sand of the little Spanish town of La-Linia. This won me several races, because I had craftily tested this out on non-racing days, and knew exactly where the thermal started its work. Fig. 5 gives a general idea of how some thermals are created.

" Smoke Gets into Your Eyes "

I was in bed in Germany recovering from 'flu, and my wireless was playing that well-known tune " Smoke gets in your eyes "—I was enjoying my first cigarette and it was one of those nice fat Egyptian ones that produces clouds of swirling smoke that one can make intriguing thick smoke rings with.

As a result of the tune I was ruminating on the mysteries of airflow " risers " and I blew out great clouds of smoke and idly watched the gentle up-risings and down-flow of the bluey-white wreathing smoke against a background of sunlight which was streaming into my window.

Knowing about the bonfire business causing even a full-sized sailplane to rise, I thought I would see if I could create " risers " in miniature, and see how much heat was required, also the extent of the " riser." So I lit a candle (we always had them handy, because the electric light supply so often failed) and held the candle below my nicely wreathing cloud of smoke with the sun lighting up its antics.

Up shot a perfect " riser " in miniature of great velocity, which continued up to the high ceiling of the room ! Now, if a candle can create such a stir one can well see how a fire or a number of hot factory chimneys can push a sailplane up and why sailplane pilots use these things. The point that particularly interested me was, how thin the up current or column of air can be and how it sucks in the colder air around it, also how, in order to keep in such a thermal, the model must circle quite tightly without being too tight to lose lift.

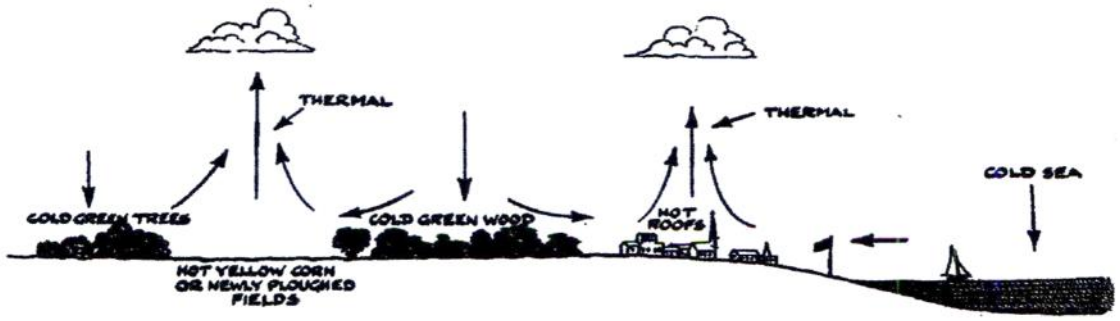


Fig. 5. How some thermals are created.

Lt Col C E Bowden

Clarion Past - John Andrews

Extract from old paperback Clarion circa 2003

John Andrews - BMFA Nationals 2003 – etc.

My regular readers may recall that I made a block entry in the 2002 BMFA Nationals and laid the blame at Peter Martin's door. By the way, Peter's associates are amused by the fact that I seem to blame him for many of my activities; surely, that is what mates are for. Well, I did it again; block entered the 2003 BMFA Nationals that is, not blaming Pete. This mistake was all mine own.

I took stock of my models, I am not a prolific builder by any stretch of imagination, and neither do I build anything that could be described as vaguely near exhibition standard, to boot I had made only the STOMPER in the winter building programme (building programme, that's a laugh). Second thoughts, I have the framework of an ACHILLES ready for covering, I have been messing about with that on and off all winter. The wife is off with the car this afternoon, so I think I will go up to the workshop and stick a little tissue later on.

Drifted off course again did I not, back to the model stock. I have three open rubber models; (36-3) the little three-footer in the photo, (O-2) the model that I flew in last year's Nationals and my new one (O-3), slimmer, lighter but not yet flown in anger. My new STOMPER-2 would do for Open Power & SLOP and the HEP-CAT for Vintage & Mini-vintage. My Gipsy was still in bits from Wallop, so no Wakefield for me and my LULU had been sucked up into the wide blue yonder at Wallop last year, so no glider. It had been the LULU's first competition flight, Peter had launched it and was timing, he saw the D/T tail go up but the lift was just too good for a lightweight like the LULU and it just kept on going up. I don't think I can blame Pete for that one though.

First day was the open events and I arrived to the howling gale that was to be the 2003 Nationals. I set the estate car into wind and as Open Rubber is my number one interest, began to assemble O-2 in the shelter of the back of the car. I did not intend to risk my lighter model O-3 in the high wind.
(I was saving it for the fly-off Ha! Ha!).

With the wind being so strong, I fitted a 20 strands x 3/16-rubber motor rather than the 14 strands x 1/4. It punches through ground turbulence better with the bigger motor (that sounds like I know what I'm doing, Oh Boy! the power of the written word). Unusually for me, I had actually prepared for this year, I had de-stranded all my motors, lubricated and re-stranded. There are five nails stuck in the doorframe over the workshop door where I looped the motors to equalise the strand lengths for re-stranding (I don't think Rachel the wife has seen them yet but I bet she'll be interested when she reads this).

Back to the contest, I had set up my big winding stooge in the lee of a fishing umbrella, with four guys to take the strain (that's ropes not blokes, it's not that big) and two to keep it upright (still looks like I know what I'm doing). Now comes the big let-down. I pick up O-2 from the back of the car and moves around the umbrella towards the winding jig. I was now out in the in the open.

Bang! all of a sudden I have myself a two piece wing. I said it was windy. That was the end of O-2's interest in the day's proceedings. I quickly hid the bits of O-2 back in the box and set about assembling 36-3 to continue my onslaught on Open Rubber (still saving O-3 for the fly-off Ha! Ha! again).

Author with 36-3 in the winding stooge

I went over to Control, booked in and picked up my Flight Card. Peter Spalding was doing the honours, we had a quick chat and in the process, he warned me about the turbulence caused by the trees and cars around the peri-track. Peter suggested that I launch over by the main runway, bear that in mind, I didn't.

I thought I had better have a quick test flight, so I put on half turns and walked out about halfway to the runway. There was virtually no other activity and as a result a photographer appeared as if by magic to record the moment. Fame again thinks I, with my new hat and name blazoned across the front I was bound to make all the magazines. (Must have been a duff photographer).

Being a test flight 36-3 ignored the turbulence (what does Peter know thinks I) and 36-3 zoomed sedately up to a reasonable height, prop folds, glides OK, D/T pops, floats down, flips over and awaits recovery. Job done.

The maximum had been set at an easy (says who) 2 minutes, so I wind 36-3 up for my first competition flight with a conservative 850 turns. With my mate John Nicholson on the watch I walk out towards the runway but not as far as on the test flight. Big mistake. I make a good job of the launch and 36-3 goes straight up through the ground turbulence on the initial burst then settles down to climb. Now Peter Spalding's warning kicks in, before 36-3 reaches the runway she starts bucketing about all over the place and the climb cruise is ruined. However, when the prop finally folded, she still looked plenty high enough for 2 minutes. Wrong.

36-3 starts to glide very brick like, two circles and half the altitude had evaporated, now we were back down in the ground turbulence and this is halfway across the aerodrome. Two quick stalls and wallop, down to earth in something like 1-40 or so, memory dims when recalling disasters. Looking on the bright side, it saved O-3 from a windy fly-off (does it look like I know what I doing now? Do not think so, fly-off Ho! Ho! Ho!).

I recovered 36-3, one prop blade broken, one split and the wire hub somewhat out of shape. I decide I'm going to put in three flights if it kills me. Good old cyno, prop blades back in one piece and hub straightened. Wind up again and move out to the runway (clever Eh!, it takes time but I get the message in the end), good launch again, text book flight, D/T pops well up, simple max still on the airfield (any fool can do it second time).

When I got back from control, Ron Draper, the 1956 World Power Champion, had parked his camper van close by and I popped over for a chat. Knowing Ron, from the best part of 50 years ago (frightening aint it), I decided to give him a demo of my current prowess, as I was much less expert in those days of yore (difficult for regular fans to imagine I know).

I wound up 36-3 again and made a total pigs ear of the launch by not being straight. 36-3 whips round downwind, shooting off for 40 yards or so Quail high at unbelievable velocity before starting the climb. Face was saved however as 36-3 eventually managed to get up quite high in good air and maxed again (I imagine Ron thought 'just like the old days').

That was the end of my competitive efforts at Nats 2003; I gave it best and switched to spectator mode for the next two days.

Day two was even windier but as the wife Rachel and one grandson, 7-year old Jamie, were with me, we were in genuine picnic mode. The weather was quite good if you ignored the wind.

Highlight of the day was the Bowden Contest; we watched the activities from the opposite side of the runway with Ray Allbon and Peter Martin for company. It saddened the heart to see so many crashes as the competitors, brave enough to attempt to compete, struggled with the elements. It certainly was not a good advert for aero modelling, although I imagine there were not too many members of Joe Public watching. My grandson Jamie however, thought it was great as he manipulated my stopwatch as an unofficial timekeeper. He kept calling out the times, three seconds, five seconds etc and was highly delighted when someone flew away for a minute or more. It was just as well that we were on the opposite side of the runway, as his happy chortlings would not have pleased the contestants I'm sure.

We discovered that there were polystyrene indoor models in the hanger for kids use, we had a dabble and I resolved to bring some of my own the next day.

Day three I was on my own, I wandered about for a bit and then took some indoor models I had brought into the hanger and had quite a good time flying my Poly-rat and a couple of other styrene models. After a while, some little lads started kicking a football about and sure enough it finished in the corner with my models, it put a few creases in some of the styrene and snapped a tail-boom. The damage was not serious and I soon had it all fixed. While I was busy surveying the damage, a poor little downcast 6 or 7 year-old appeared at my elbow and set about trying to tell me he was sorry for causing the trouble. He had obviously been ordered over by some adult, but I managed to assure the lad that no serious damage had been done and the models would soon be all up in the roof again.

There were quite a few lads taking advantage of the other models that had been left for them to play with and I finished up as permanent winder-upper as they came to me, one after the other, asking for 300 turns or 500 turns. They had discovered that I had a counter on my winder. This took through lunch break.

In the afternoon, I wandered the flight line to see whom I could put the jinx on. First victim was Dave Greaves; I spotted him winding a coupe and watched with interest as he launched and some mechanical failure in the auto-trim devices brought a premature termination of the flight. "At least it was less than 20 seconds," say I, thinking of the first attempt rule." I've got a no flight" Dave ruefully remarked, adding "That was the second attempt". I made my excuses and wandered on looking for another victim.

I spotted John O'Donnell with his lightweight shiny coupe waiting for good air. I watched and waited for him to launch, when he did he got the wrong side of the wind, which had veered and his model staggered off straight up

the line of parked cars, struggling for altitude in the turbulent air and dropping out of sight behind some caravan further up the flight line. I don't think he would have maxed with that one.

Victim number three was Noel Parry, one of our regular attendees at David's Friday meetings at the hanger. I spotted Noel with a group of the Biggles club members flying A1 or F1 whatever. I wandered over and discovered that Noel was sitting pretty with 4 maxes already in the bag. He was getting ready for his last flight and was waiting for some good air to fill in his full house and make the fly-off. He hadn't reckoned with my presence and when he eventually launched somewhat indifferently, he got duff air and was down far too soon.

Although Noel slipped down to 7th. place the event proved to be a Biggles benefit as other members of the club filled the first three places.

Not my best nationals ever, but I was there.

Change of subject, David passed to me a letter from non other than John Wingate, who has now moved to windswept Anglesey. He now lives in Amlwch, the same town that some old friends of the wife and I live in.

My May article on indoor RTP from Warring's book, prompted John to make some observations from his experiences in the London area during that era. He recalls that RTP flying was done with a line that made the centre line of the model 6 feet from the pole and used a pole height of 3 feet. He suggested that Laurie Barr might confirm his recollections. I had a word with Laurie at the first opportunity but he could not recall the details. He did remember however, being a member of a three man London champions RTP team who went up to the Manchester Corn Exchange to compete against them Northerners. Laurie ruefully recalls that the London lads were soundly beaten, principally because the wily Northern lads had found some micro-thin Tungsten wire for their lines whilst the Londoners were still using furry cotton.

Now I'm back on indoor again I must show you the biggest indoor model I've ever seen. Bob Bailey turned up with this monster model at the early Cardington meeting this year. I believe his intention must be to make an attempt on the Absolute Indoor World Record.

Bob Bailey with his huge indoor model. Weighs in at about 2.5 grams

Bob said he was a bit disappointed with it as the CG was not in the right place. When he flew it, it looked absolutely magnificent to my eyes.

Talking weights, I find it difficult to believe that he said it was about 2.5 grams. He further said that he would be putting this one away for the time being as he had another that was slightly smaller but only weighed 1.6 grams and looked a better option.

Those wings appear to be completely unbraced and the whole thing floats about at a ridiculously slow pace. I have some nice video footage of Bob releasing the model and it floats away like some enormous soap bubble with all the surfaces flexing as it goes.

I seem to be writing another book, don't want Clarion overweight again so I'll quit for now.

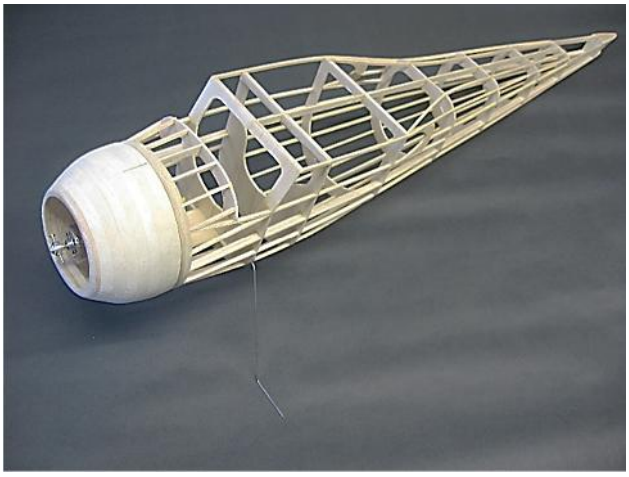
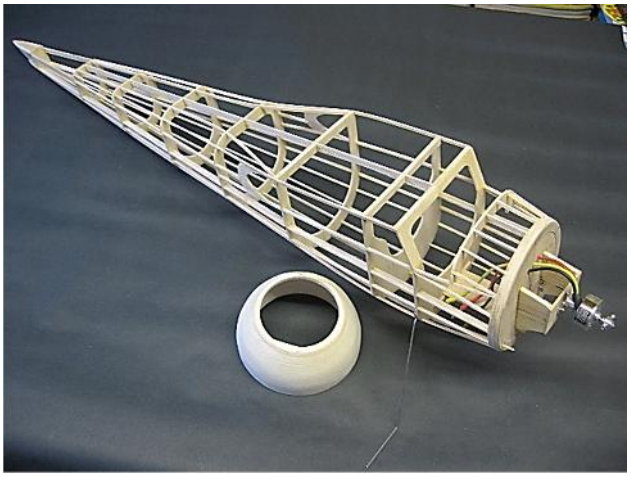
John Andrews

Shed Times 2 - Nick Peppiatt

Continuing the build of the Earl Stahl Cessna 195

Some lockdown restrictions on recreation were lifted from 9th March in England. Surprisingly, this coincided with a calm morning, so I took the opportunity to venture to the local public recreation ground to partake of some very socially distanced gentle flying of small RC models. Most enjoyable it was, too, although I felt a little rusty from the lack of practice. With a bit of luck, restrictions will be lifted further on the 29th March. We have recently had a period of nice, calm weather; what is the betting that March gales will be prevailing by the end of the month and into April?

There is little else to report on the aeromodelling front, so I will continue from where I left off last month with describing the build of the Cessna.

Cessna 195 fuselage showing detachable cowl and installation of outrunner motor

In the photos above, the temporary diagonals attached to the top and bottom keels and the handling piece of ¼" square have been removed, the remaining stringers added and a circular firewall of two laminations of 3/32" sheet added.
I made the motor mount, similar to that shown for the CO_2 motor to give about three degrees of down and side thrust. The 1/8" sheet stand-offs were glued and pegged to the firewall with short dowels.
Earl Stahl shows no offsets on the original plan, but the definition of Early Stahl is 'designer of scale models with no down-thrust'. Interestingly, Earl often showed the vertical tail surface offset to give a right turn, as he does on the Cessna 195 plan.

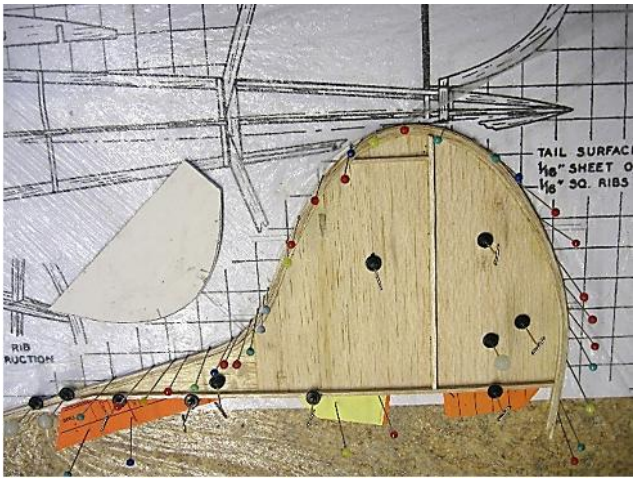
The cowl was laminated from seven rings cut from soft ¼" balsa with a couple of harder 1/16" thick rings at the nose. The cowl is located to the firewall using three small diameter dowel pegs and three pairs of small magnets, 3mm diax1mm thick. The cowl was built up from the rear end, starting with a ring of 0.5mm ply, which corresponded to a similar ply ring glued to the firewall. The inside diameters of the two rings were the same and the location holes for the dowels and magnets were made at the same time with one ring over the other.

Tail surfaces

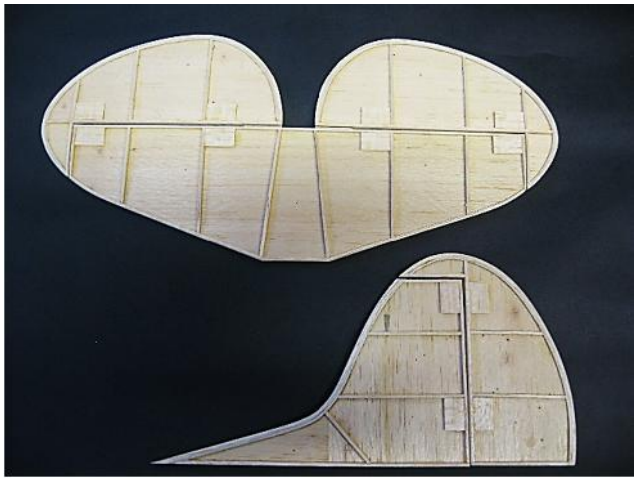
Earl Stahl showed the tail surfaces on the Cessna 195 plan using his typical construction of 1/16" strip and sheet, with 1/16" square added to the top and bottom of the ribs, which are sanded to give a symmetrical airfoil section. Walt Mooney shows a similar empennage construction on many of his Peanuts.

I was wondering how to do these with separate elevators and rudder, particularly because of the balances on the moving surfaces, until I read Andy Sephton's report on the construction of his KK Piper Super Cruiser for three channel RC in his Simply Scale column in the August 2020 BMFA News. He used a 1/32" sheet balsa core.

This is, of course, a method advocated by the late Eric Coates, and which was explained in his 'Flying Scale Models' series of articles published in the AeroModeller. I remember this now classic series well from when it first came out, so I was shocked to find that it was published fifty years ago!
Eric suggested attaching pre-curved strips of 1/16" square to the edge of the sheet balsa core to form the leading and trailing edges. This would give something a little thicker than I wanted, so I used the cores as a form for three laminations of 1/32x3/32" strips, packing the core up to be in the centre of the lamination strips. The laminations were well soaked in water, the excess water taken off with paper towel and glued together and to the sheet core with Titebond.



Fin and rudder under construction,
the spars are 1/16" x 3/32" deep.
The card form was used to help form
the reversed curvature in the laminations.



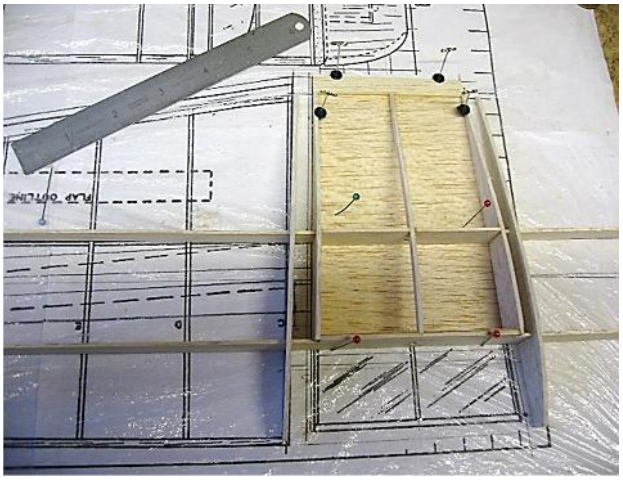
Finished empennage structures prior to covering.
There are 1/16" thick sheet pads to reinforce
the hinge locations

As can be seen from the photograph above, I constructed the fin and rudder in one piece, adding the 1/16x3/32 deep ribs and spars to one side before cutting the rudder and fin apart, and adding ribs and spars to the other side. The stabiliser and elevators were made separately, the leading edge of the elevator being made from a 1/16x3/32 strip.
The structures were then sanded to give a symmetrical airfoil section. The surfaces are hinged with strips of flexible plastic cut from 3.5in floppy disc material inserted into slots and I fitted some rectangular pads of 1/16" sheet to reinforce the hinge areas.
For more information on making flying surfaces with thin sheet balsa cores please see 'Flying Scale Models' Part Vl by Eric Coates, AeroModeller August 1971.

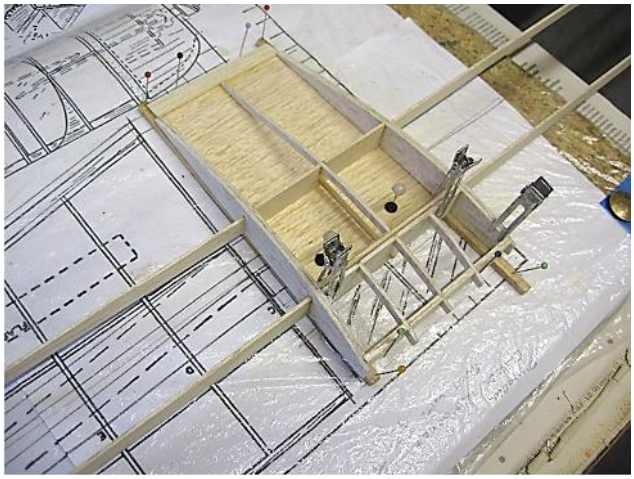
Wing

The plans show a model of one-piece construction. My requirement was for a removable wing for access to the electronics and for storage, so I am using a system with a 3mm dia dowel peg on the front of the wing centre section and a nylon hold down screw on the trailing edge. This system appears to be quite widely used on smaller RC models.
The windscreen continues over the top of the centre section of the wing. To make this possible, the centre section was split at the rear edge of the glazing.

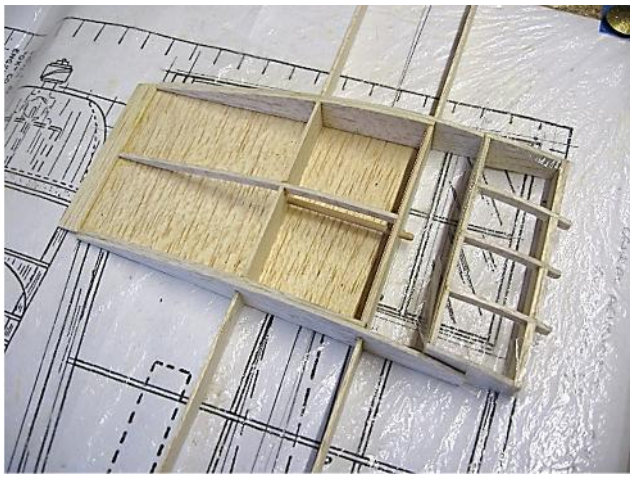
I first made the front and rear spars from hard 1/16" sheet, joined at the centre. The plan shows 1/16" x1/4" spars, but this is likely to be a recipe for elliptical dihedral, so I tapered them, making them approximately 5mm less than the rib height at their location.
The dihedral is reduced from that shown on the plan to 15mm under the tip rib. The rear spar has 1mm more dihedral to help induce some washout. The front spar used a 1/32" ply joiner with a hole for the wing location dowel, which locates in another ply plate at the rear of the glazed section.
The centre section was constructed over a plate of 1/16" sheet balsa, as shown in the photos. The trailing edge of the centre section had a layer of 1/32" ply on the bottom, with a piece of tapered 3/32" balsa on top. A hole was later drilled in the TE to take the wing retaining screw.



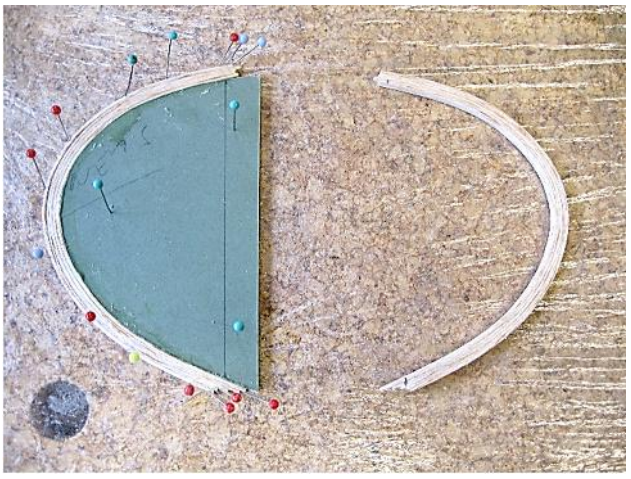
Start of the wing build – the centre section



Building the separate glazing area for the cabin roof. The wing locating dowel can be seen.



Separating the glazed area, which will be glued to the top of the fuselage frame.

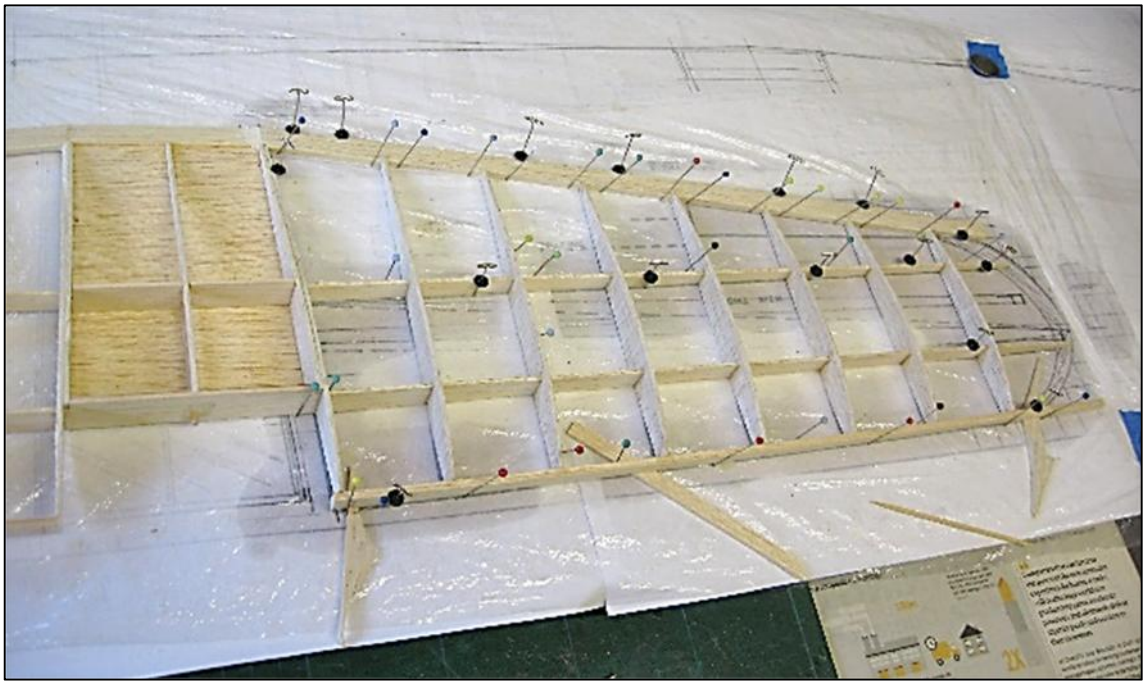


The laminated wing tips.

I then constructed the glazed area, as shown, ensuring it did not bond to the rest of centre section by wrapping thin polythene sheet (non-PVC food wrap), the same material I use over plans, around the joints. Once dry this assembly separated very easily.
The sheet segments at the wing tips were replaced by ones constructed from five laminations of 1/8x1/32" balsa, made in a similar way to that described for the tail surface outlines, but the card core was well greased with candle wax to prevent bonding.
The wing panels were built onto the centre section one at a time. The printed rib patterns on the plan were adequate, requiring some trimming for length. I ensured that the space between the spar slots was the same for all the ribs. The spars and trailing edge were pinned to the plan and the leading edge packed up suitably to match the rib shape and pinned down.

The ribs were then suitably trimmed to length and fitted.
The starboard panel was constructed first over the plan.
The reverse pattern for the port wing was obtained by making the plan translucent with cooking oil.
Instead of notching the trailing edge to take the ribs, I fit some lengths of soft 1/16" sheet between the ribs against the front of the trailing edge.

Earl Stahl Cessna 195 wing construction.



To be continued.

Nick Peppiatt

A Wakefield - Jerry Thomas (USA)

An American Wakefield of the early 50's

DEVELOPMENT OF A WAKEFIELD MODEL

by Jerry Thomas ——————————— Tacoma, Wash.

The Wakefield is fairly well proven by now as I have turned out five of the same design, and found the adjustments could be built-in and more or less fly it off the board.

This was helpful in "55" when I had two well adjusted models and was getting that last minute "to make sure" test flight in, and managed to lose one in the process. In three days I had to turn out a new body and tail and use an older, but similar, wing. I managed to get up to half winds in testing it the morning of the local elims when I had to give up to start my officials.

I lost my tested job on the 3rd flight. So I had to use the "quickie" for my 4th, comes what may. On full winds it went up like a jewel and because of high wind and lack of transportation it went cross country into the trees too. It got me 3rd in the elims with about 30 sec. behind 1st and 2nd with four flights.—I managed in the semi-finals to hit my usual California "downer" and so was just an "also ran."

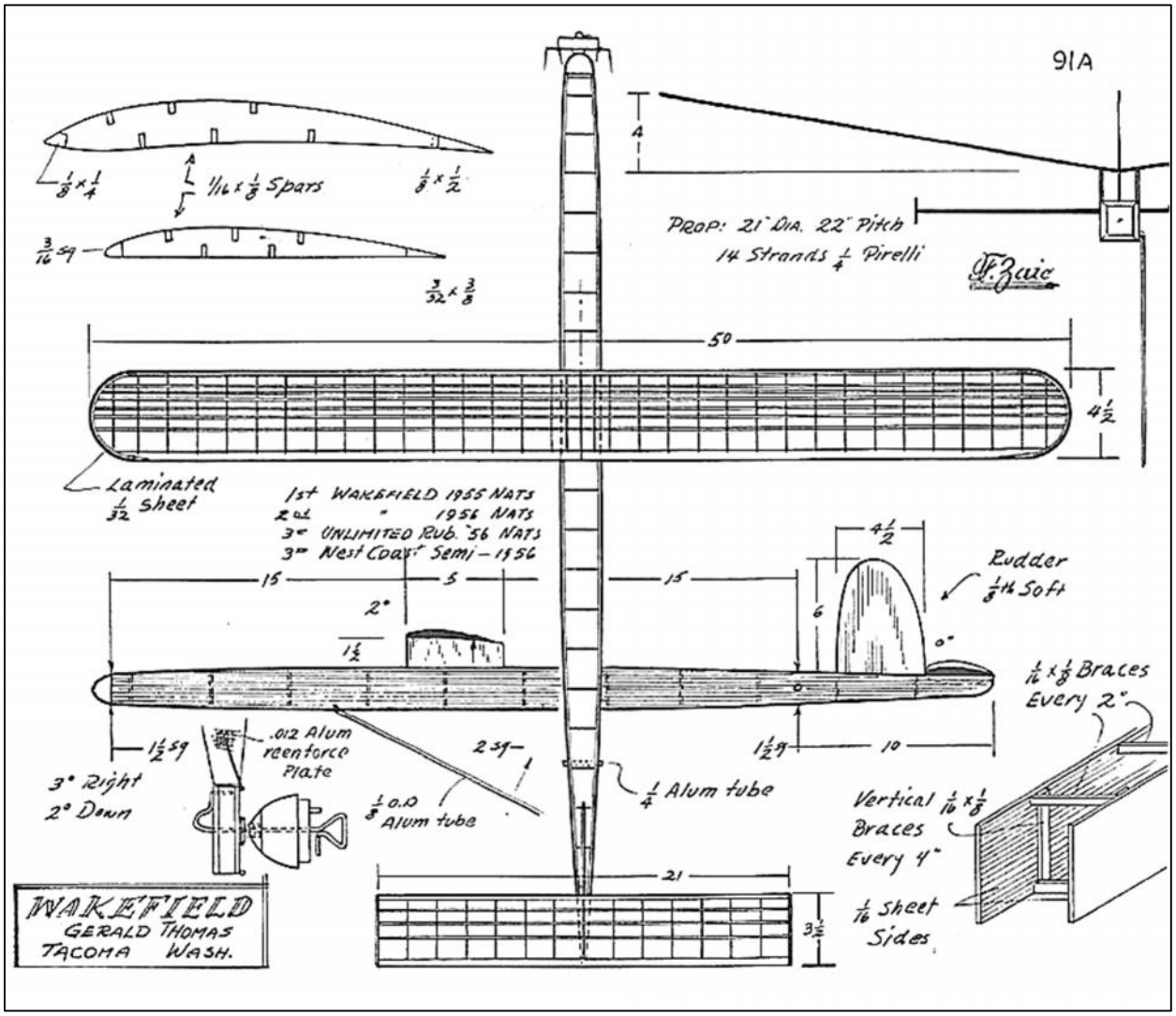
In this year's elims (1956) Gil Coughlin with copies of my job was 6 sec. behind Joe Bilgri when his D/T worked too soon on his 5th flight, and I was 14 sec. behind Gil for 3rd. Someday I may break my pattern of luck in California and get 5 flights without that "downer" stuck in.

I wish we could have the Semi-finals up here (Tacoma) some day as our flights are either a nice average or an easy thermal, and not the "things" in California where, if you do not use more than 40 degrees pop-up tail, you are sure to lose it. P.S. Downdrafts are just as extreme.

On side note; the airfoil is a Grant foil from an article explaining why a Sharp L.E. is the thing for a model airfoil. It was first used by Syd Seldon from Tacoma who was on the 52 Team. After his success with it, I tried it and have used it ever since.

The sheet sides and regular cross braces are a combination of easy construction, lighter weight and ability to get "inside" easily to check for excess cement. With four sheet sides, you have to be too careful as to the choice of wood, and usually end up with too light a sheet to handle without extreme care. I would just as soon make two slides, which you handle most, half again as heavy and very easy to handle and put the savings into a stronger wing and prop.

The prop hinge is the type used by Foster. I added the reinforcing plates when the wire pulled loose in a blade. For "take-off" gear I use ⅛ inch A1 tubing. Although soft, it is light and tough enough, and it is easy to install.—I borrowed Lidgard idea of tube in the nose to protect spring. After replacing prop shafts many times I started bending the winding loop as shown. It is 10 times easier to make and works very nicely.

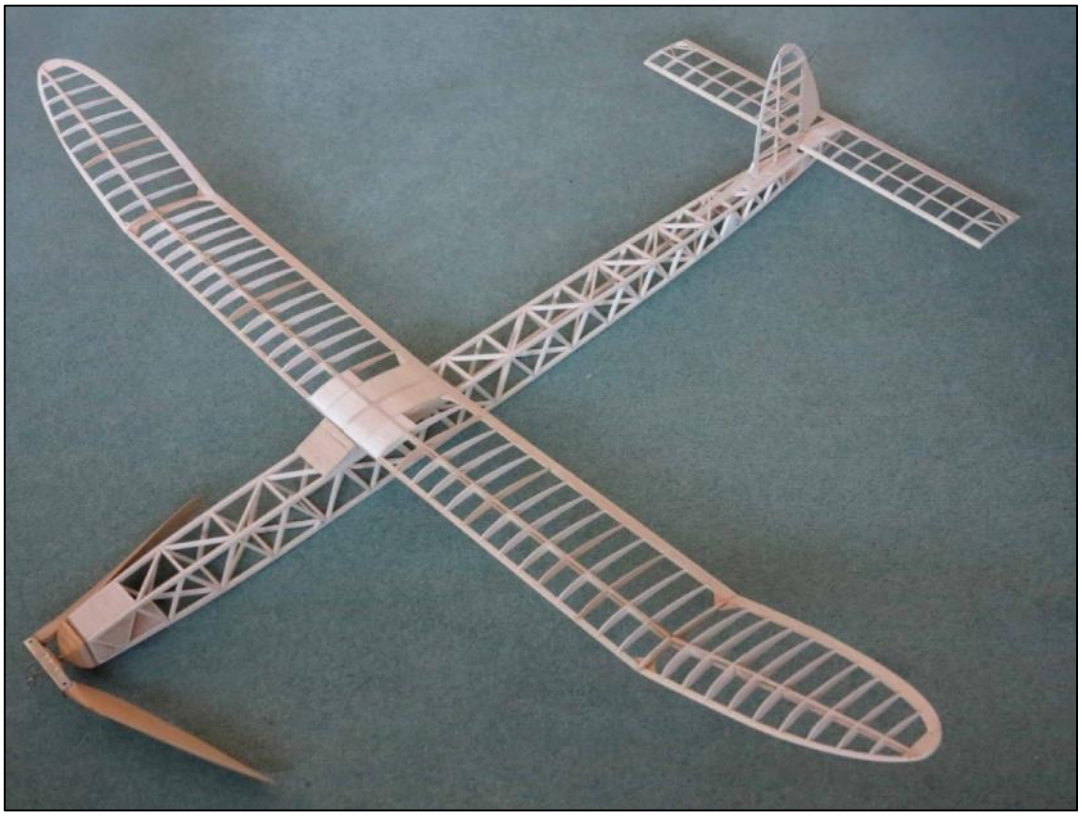


Jerry Thomas (USA)

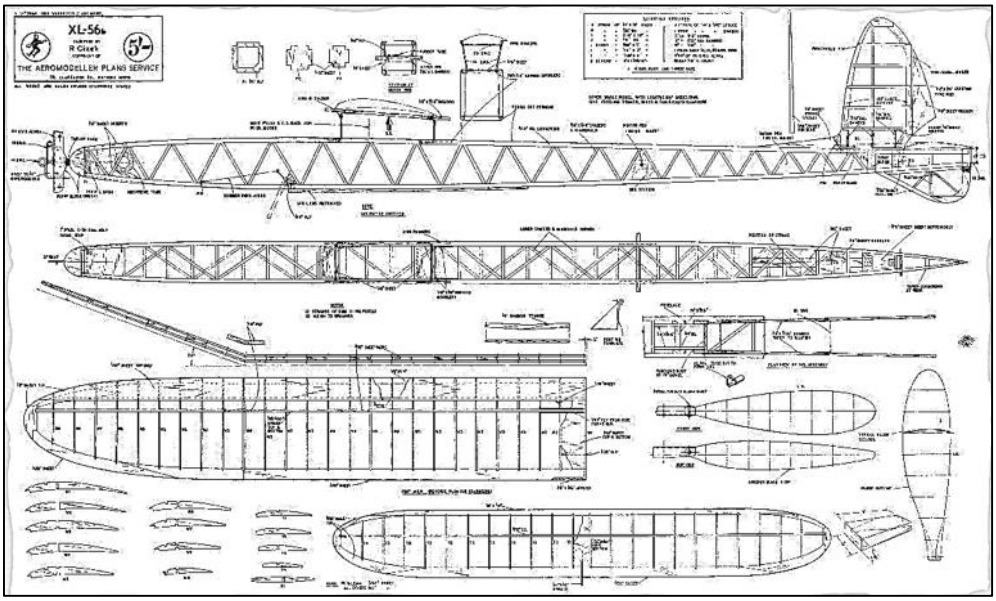
Radoslav Cizek Wakefields - Peter Watt

Looking for yet another lock down model to build, searching through the Outer Zone plans and Frank Zaic yearbooks I came across a series of his Wakefields developed from 1955 through to 1959.

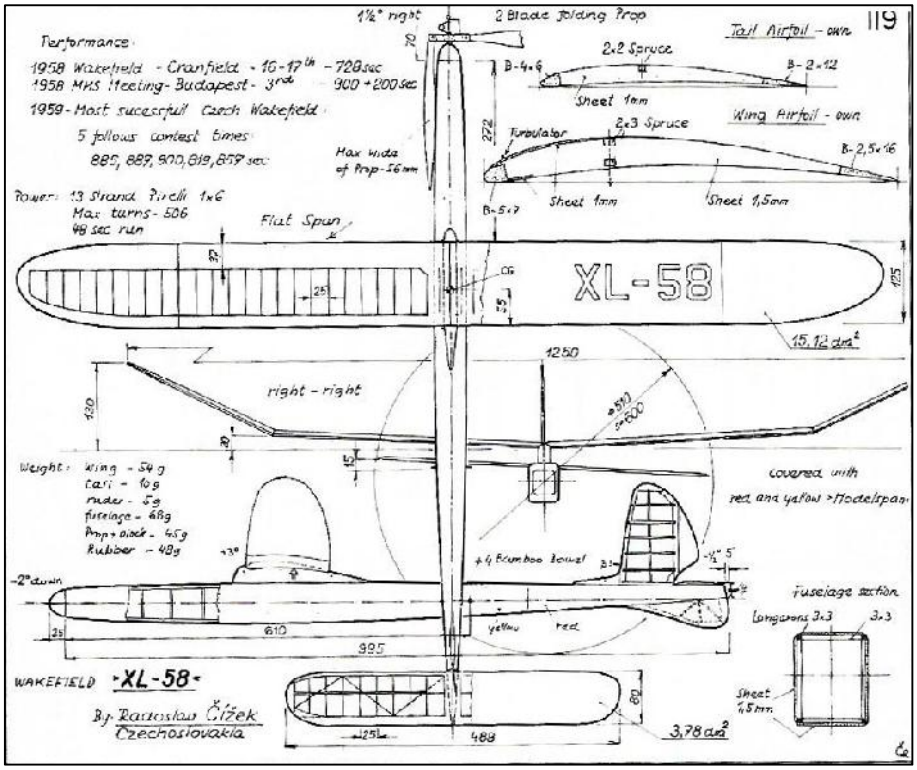
The 1959 model won the World Champs but not in his hands. Delving further I found the complete set of plans (except for the 1955 model) were published by APS and are available through Free Flight Supplies. I got the drawing for the first model the G55, which is the one I built, from the 55-56 Zaic Yearbook.

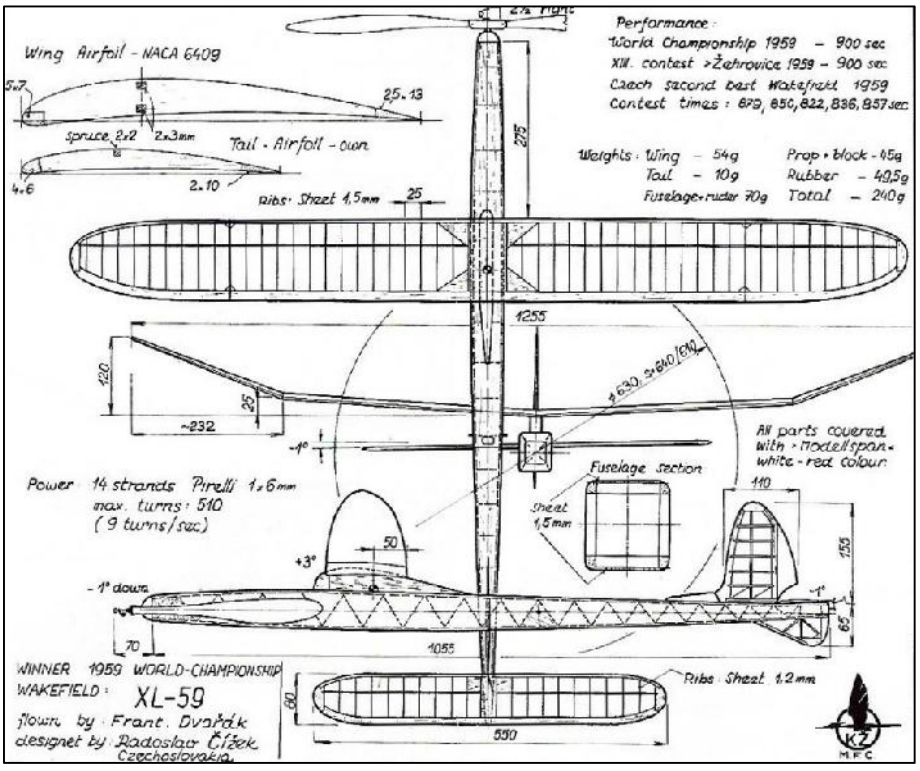


The G-55 was purely an 80g. Model with a shoulder mount wing , rectangular tailplane and shares a complex fuselage structure (approximately 150 cross pieces) with the first of the XL series the 56. Although the fuselage build is time consuming the rigidity makes it worthwhile.



The XL 56, shown above, was a dual 50 and 80g where the wing, now with leading edge sheeting, is mounted on a wire cabane and the tailplane adopts an elliptical tip to match the wing.





The XL 58 and 59 which were 50g. models with a proper pylon wing mounting and minor changes to the wing and tailplane tip outline. Also because of the shorter motor the fuselage construction is simplified.

Whilst researching the models I came across a Czech article published after his death with lots of photos and drawings of his models and he seems to have been involved in all aspects of aeromodelling. So in addition to free flight he also designed and flew control line and radio. Quite a character.

Peter Watt

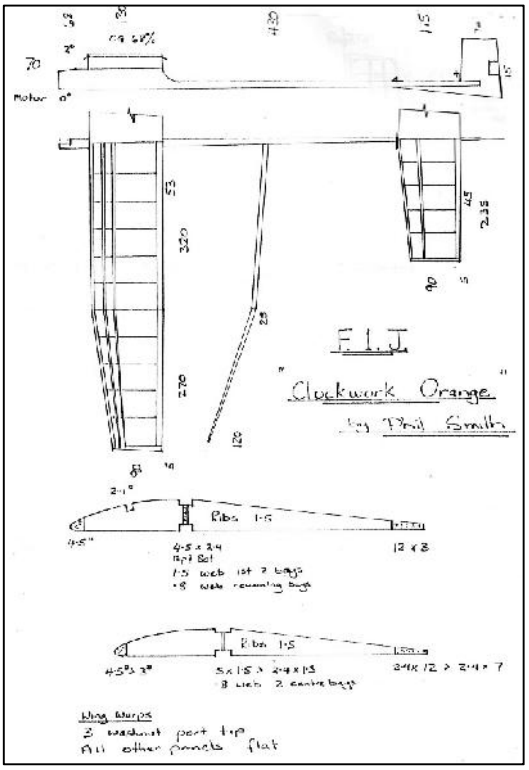
The DBHLibrary (Magazines) - Roy Tiller

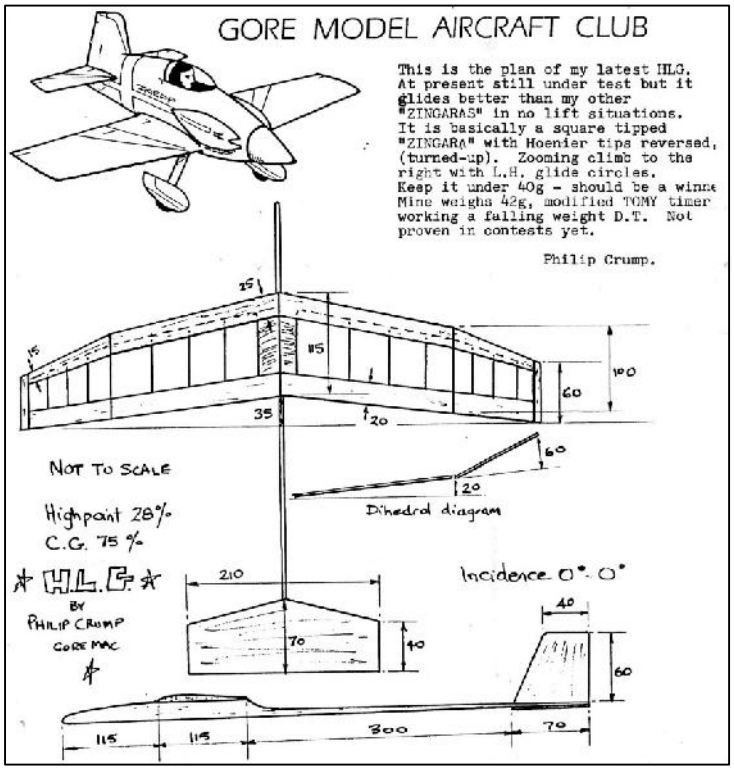
Report No. 122 More new arrivals.

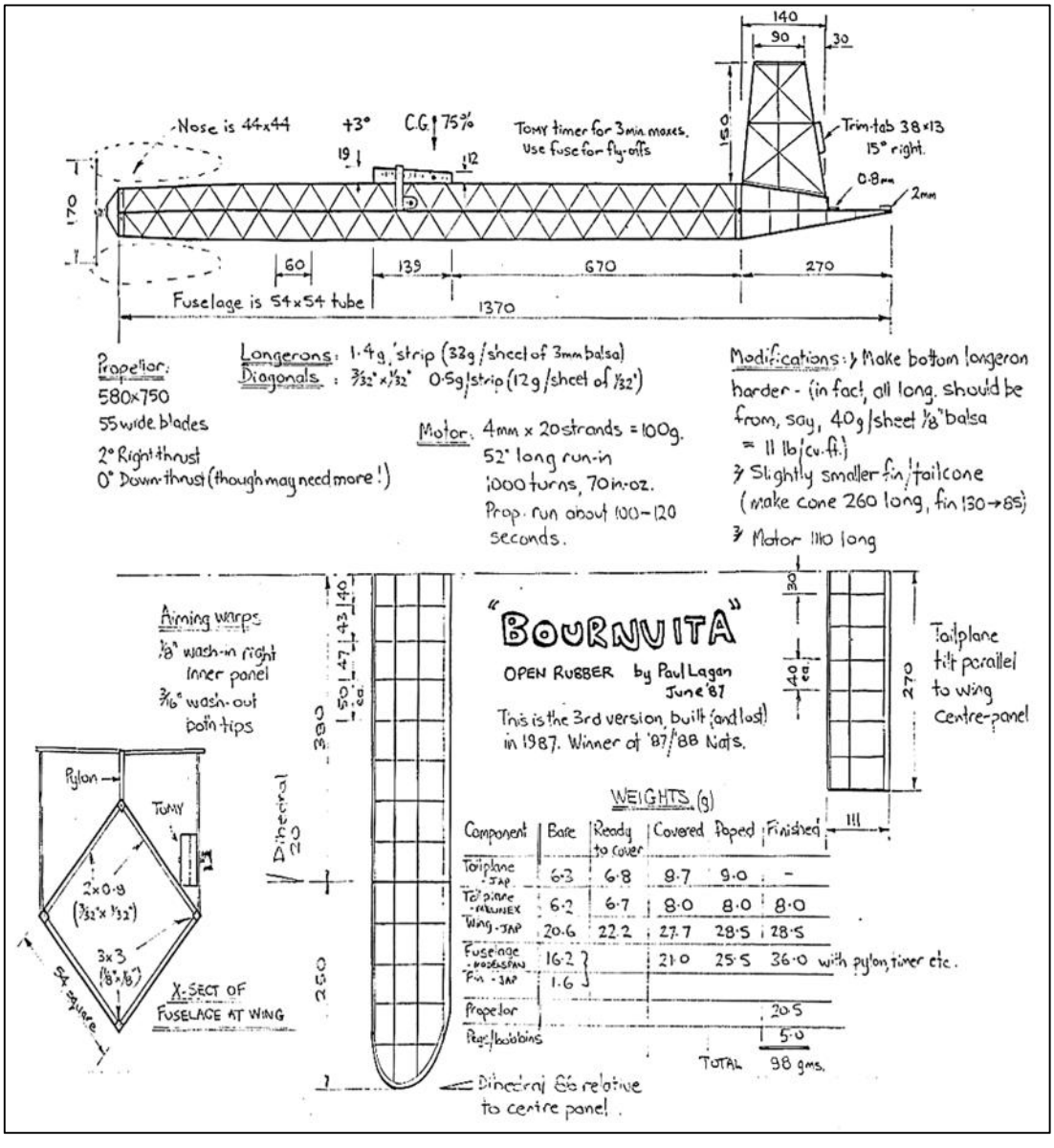
An email arrived from Martin Dilly advising that during a clearout he had found the last three issues of ***Free Flighters of New Zealand*** (***FFoNZ***) newsletter and enquiring whether we would like to have them for the library. We had in the library at that time ***FFoNZ*** from 1988 No 1 to 1996 No 4 with just a few gaps and 2001 No 3. 4. 5 and 6. Six issues per year seemed to be the norm but were our 2002 issues the same last issues as offered by Martin? Some newsletters and magazines just abruptly finish with no notice or explanation, some drift into infrequency and finally oblivion and some actually announce and explain what is happening. An email to Martin brought the response that they were dated 2014 and would be put in the post that afternoon. Amazingly they arrived the next morning and when I advised Martin of this prompt delivery he said that he always posted second class and found that deliver times were no different than first class. Thank you Martin for adding to the collection ***FFoNZ*** 2014 issues No 2, 3 and 4, in the latter of which the editor tells why that was the last issue.
See below part extract from the editorial.

Farewell

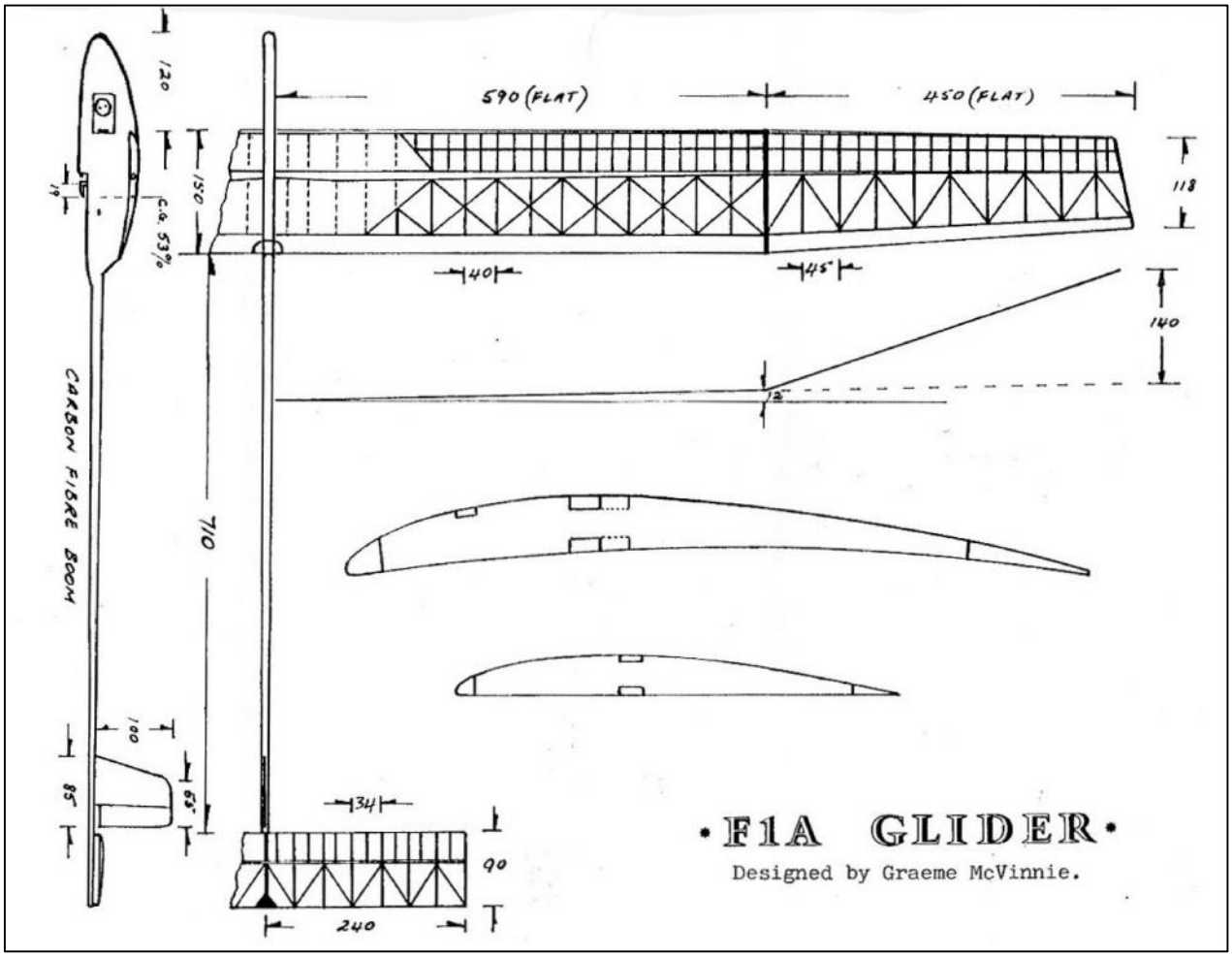
When I took over the editorship of Ffonz Newz 15 years ago I was reluctant as I had retired from 40 years of daily newspaper journalism with RSI which made it painful to type more than a few hours at a time and at the time of retirement had sworn never to write again. I thought "Oh well, it will only be for a couple of years". At times it has been difficult. There is nothing so panic inducing for an Editor as seeing a deadline looming and having the thought "What the hell am I going to fill it with." When I took over the newspaper I worked for it had only been using computers for a decade and for a reporter the only knowledge needed was how to write a story and press F7 to send it to the sub editors. (These are the people of equal grading to reporters who cut stories to fit an allocated space on a page, removing all the important bits, getting the rest out of order and writing headings which have no relevance to the story. They are much beloved by reporters.) So I had to get a computer, learn what to do with it and how to use its various functions. I am not a computer person and many of the functions which a three year old would have no problems with are still a mystery to me. This has led to some distressing incidents in which stories which I had spent hours on vanished into the bowels of the machine. The worst was when I lost the entire masthead of the journal for about three issues, having to copy, cut and paste previous issues. Then, as mysteriously as it vanished it reappeared. It was galling to lose the masthead as I had "designed " the lettering in a session of several hours and had no idea how I had done it. A worse problem was following my stroke at the start of last year my typing became somewhat dyslexic meaning a lot of time consuming correction was needed. So it is time to go. No one is willing to take it on (If they were I would mutter something like "You must be mad"). So it's off to spend my rapidly declining years playing with toy aeroplanes.


F.I.J
"Clockwork Orange"
by Phil Smith
Ribs 1·5
Wing warps
2 washnut port tip
All other panels flat

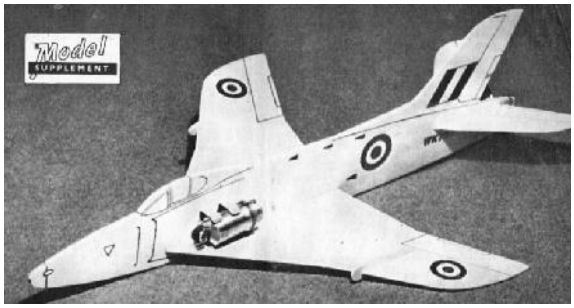

GORE MODEL AIRCRAFT CLUB
This is the plan of my latest HLG. At present still under test but it glides better than my other "ZINGARAS" in no lift situations. It is basically a square tipped "ZINGARA" with Hoenier tips reversed, (turned-up). Zooming climb to the right with L.H. glide circles. Keep it under 40g - should be a winner Mine weighs 42g, modified TOMY timer working a falling weight D.T. Not proven in contests yet.
Philip Crump.
NOT TO SCALE
Highpoint 28%
C.G. 75%
★ H.L.G. ★
BY PHILIP CRUMP GORE MAC
Dihedral diagram
Incidence 0°-0°

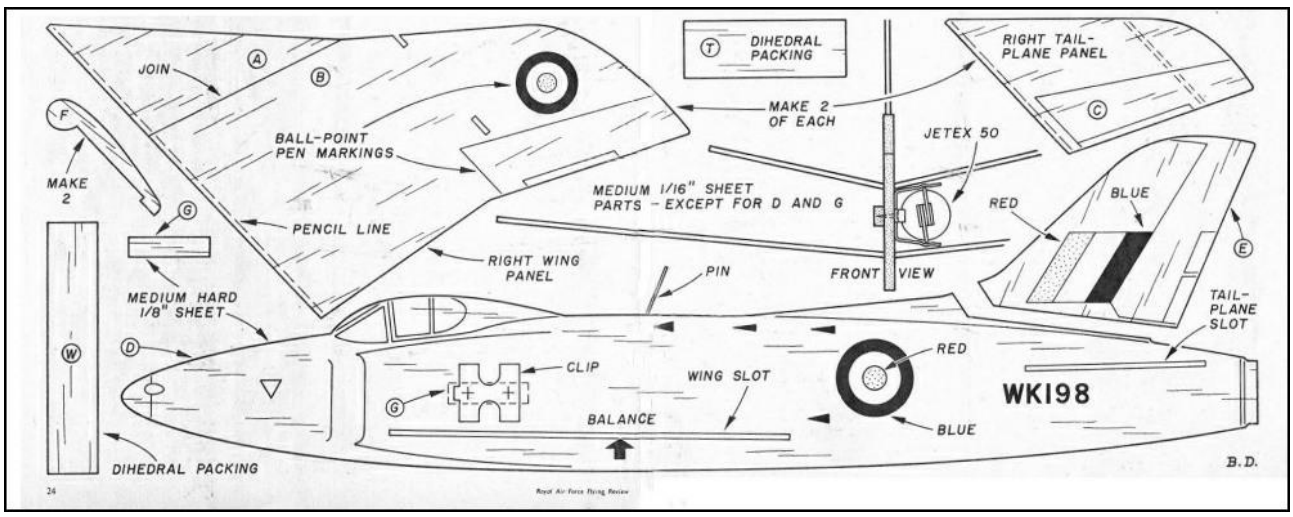

Nose is 44x44
+3°
C.G. 75%
Tomy timer for 3min. maxes. Use fuse for fly-offs
Trim-tab 38x13 15° right.
0·8mm
2mm
Fuselage is 54x54 tube
1370
Propellor: 580x750 55 wide blades 2° Right thrust 0° Down-thrust (though may need more!)
Longerons: 1·4g/strip (32g/sheet of 3mm balsa)
Diagonals: 3/32"x1/32" 0·5g/strip (12g/sheet of 1/32")
Motor: 4mm x 20strands = 100g. 52" long run-in 1000 turns, 70in-oz. Prop. run about 100-120 seconds.
Modifications: ⅓ Make bottom longeron harder - (in fact, all long. should be from, say, 40g/sheet 1/8" balsa = 11 lb/cu.ft.)
⅓ Slightly smaller fin/tailcone (make cone 260 long, fin 130→85)
⅓ Motor 1110 long
Aiming warps
1/8" wash-in right inner panel
3/16" wash-out both tips
"BOURNUITA"
OPEN RUBBER by Paul Lagan June '87
This is the 3rd version, built (and lost) in 1987. Winner at '87/'88 Nats.
Tailplane tilt parallel to wing Centre-panel
Pylon
Tomy
Dihedral
X-SECT OF FUSELAGE AT WING
WEIGHTS (g)
Component | Bare | Ready to cover | Covered | Doped | Finished
Tailplane - JAP | 6·3 | 6·8 | 9·7 | 9·0 | -
Tailplane - MUNRO | 6·2 | 6·7 | 8·0 | 8·0 | 8·0
Wing - JAP | 20·6 | 22·2 | 27·7 | 28·5 | 28·5
Fuselage - MODELSPAN | 16·2 | | 21·0 | 25·5 | 36·0 with pylon, timer etc.
Fin - JAP | 1·6 | | | | |
Propellor | | | | | 20·5
Pegs/bobbins | | | | | 5·0
TOTAL 98 gms.
Dihedral 6° relative to centre panel.

Below are some plans from ***FFoNZ*** 1988.

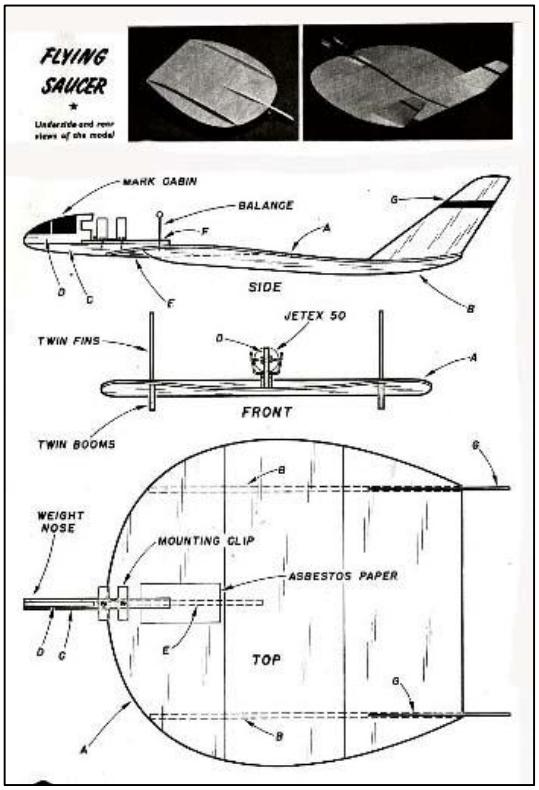


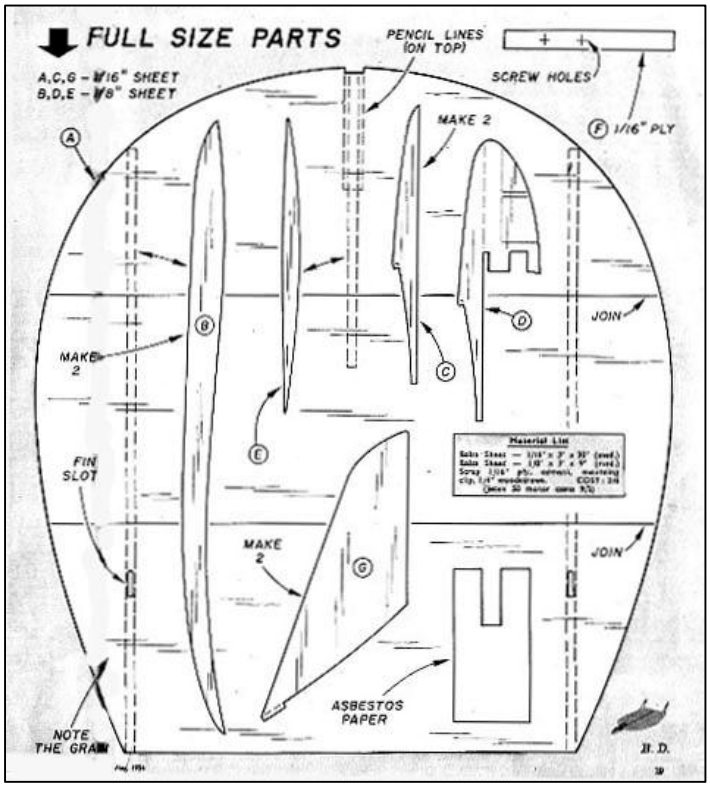
RAF Flying Review had the occasional flying model plan during 1954/55, such plans being spread over two or more pages. Andrew Longhurst has worked on three of the Jetex powered flying scale model plans to produce in each case a single sheet plan. Those receiving Andrew's attention were the Supermarine Swift F4, Douglas Skyray D4D and the Folland Midge. Thank you to Andrew for sending these "improved" plans to the library. Supermarine Swift picture above and plan below.



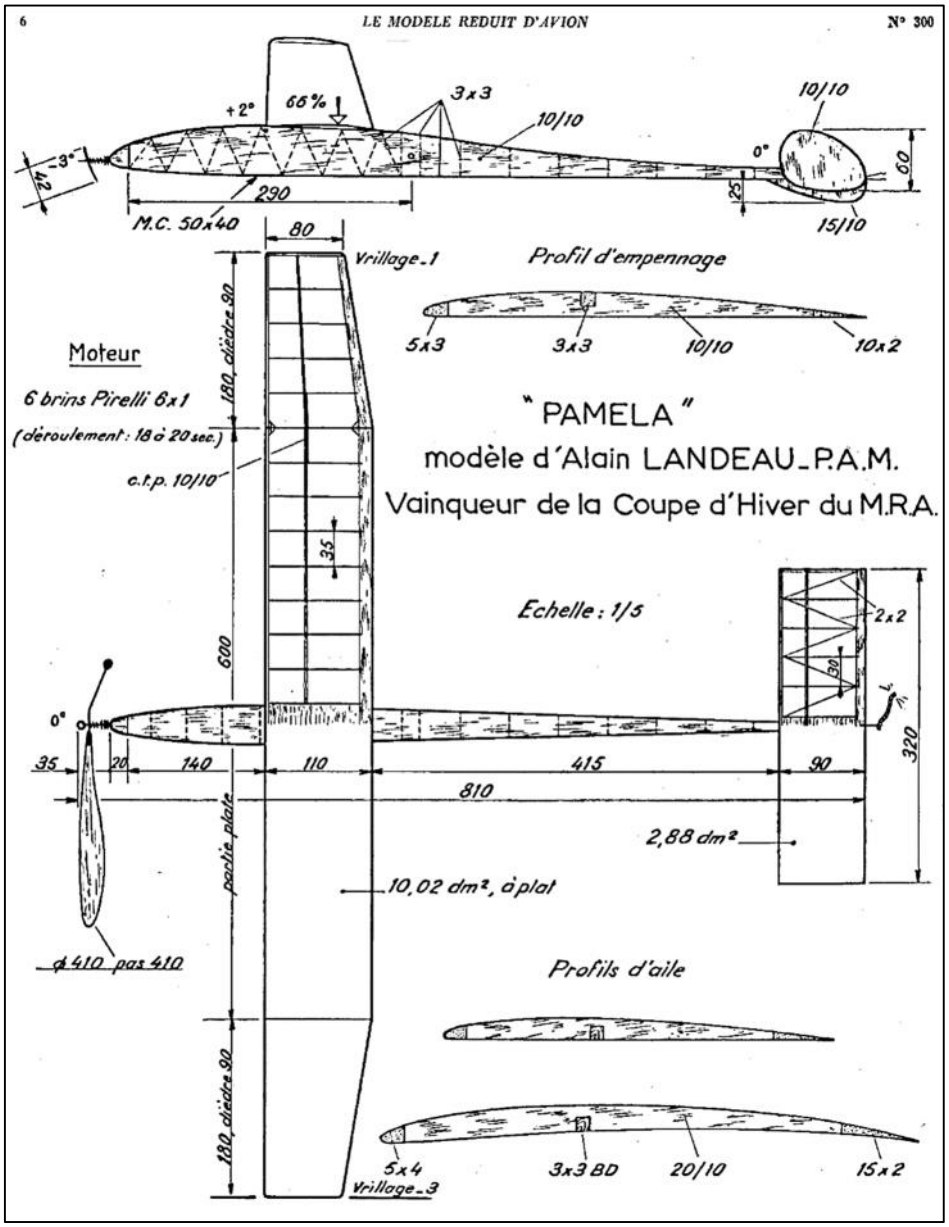


The only **RAF Flying Review** that we have with the cover showing a picture of a model aircraft is the May 1954 issue which featured Bill Dean's Flying Saucer, look carefully in the bottom left hand corner. This plan had not caught Andrew's attention.
Jetex units are now non available but Andrew advises that suitable rockets are available from Roger Simmonds, see website Jetex.org.





Don Thomson kindly sent a scan of the plan for the Pamela, a CDH designed by Alain Landeau and published in Le Modele Reduit d'Avion April 1964. Thank you Don. Plan herewith.



WANTED For the David Baker Heritage Library

Free Flighters of New Zealand, pre Jan 1988, 1997 to 2001 No3, 2002 to 2014 No 1.

RAF Flying Review, please advise of flying model plans other than those in the chart below.

Model Name	Designer	Span	Issue year month
SUPERMARINE SWIFT F4 for Jetex 50	DEAN W A(Bill)	10	RAFRV5404
FLYING SAUCER for Jetex 50	DEAN W A(Bill)	8	RAFRV5405
ZOOT SUIT 1954 version F/F power	FULLER George	58	RAFRV5406
ROGUE , glider, rubber, Jetex 50 or 0.1cc i/c	DEAN W A(Bill)	20	RAFRV5407
DOUGLAS SKYRAY F4D for Jetex 50	DEAN W A(Bill)	10	RAFRV5409
WAKEFIELD 1954 WINNER	KING Alan	49	RAFRV5411
RACER, C/L for 0.5 cc i/c	EHLING Frank V B	18	RAFRV5501
FOLLAND MIDGE for Jetex 50	DEAN W A(Bill)	10	RAFRV5502

Le Model Reduit d'Avion, almost all required, see "Magazines held" on the SAM 1066 website.

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

Roy Tiller

The Movement in England - C.S.Rushbrooke

Extract from Frank Zaic's 1937 Yearbook

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THE MOVEMENT IN ENGLAND

by C.S.Rushbrooke-- Lancashire Model Aircraft Soc.

The most striking factor noticeable in English model aeronautics at the present is the enormous increase in interest and activity shown in recent months. Perhaps the greatest demonstration of this was the huge entry for the Wakefield trials held at Fairey's Aerodrome early in this year, the actual number of competitors alone constituting a record for an English competition.

As always, the Wakefield Cup takes first place in the topic, and the decision to send a complete team to the United States in an effort to regain the Trophy for Great Britain has had far reaching effects. Firstly, an unprecedented interest was created by the decision to get down to things seriously, and through the efforts of the various clubs and individuals, a fund was raised that enabled the S.M.A.E. to realise their ambition. The success of the scheme is past history by now, and it is a matter of congratulation that the English team that went to Detroit made such a good showing. The main objective was accomplished, and the successes gained in other competitions showed that the initial success was no flash in the pan. I think I can say, without giving offence, that the American enthusiasts had a bit of a shock at the showing put up by the Britishers, and this fact is going to make for better and keener clashes in the future.

It is a matter of great satisfaction to hear that a team from the States will be coming over the water for next year's Wakefield, and if only for that development, the original scheme can be regarded as having brought the sport into greater prominence than ever. Close contact has been made, friendships cemented, and the whole movement given a "kick in the pants" that will be felt for years. I have chatted with a number of the men who went to Detroit, and it is good to know that this hobby of ours brings such a crowd of good fellows together-- the general opinion of the folk met being "Oke". The only complaint I heard was "no time to sleep", but who'd mind losing a month's sleep for the chance to have a smack at the Wakefield?

Big changes have taken place in the movement in England this year. Owing to the increased interest and growth, the S.M.A.E. has ceased to be a competitive body, and is now the governing factor to the whole movement. A system has been evolved whereby individual societies become affiliated to the main body, and a representative from such clubs have a vote on all matters that come up for consideration. Certain competitions that were until now held only in London are held simultaneously on the home grounds of the various societies, results being forwarded to the S.M.A.E. and the final placings worked out by them. This has naturally lead to a greater interest in competitive matters, and has had a far-reaching effect on the whole movement.

One other big development that has taken place this year is the initiating of indoor flying on an organized basis. At the moment this is only true of the London area, where the obtaining of the Albert Hall has given a big fillip to the sport. A series of special meetings are running during the winter, and it is hoped that we shall shortly have a batch or records on a par with the American figures. Actually we start under a handicap in this respect, owing to the scarcity of suitable buildings, there being none of those big airship sheds one reads so much about in American books. The general climatic conditions will most likely play a big part also, as it is generally realized that the average weather on this side of the water is not conducive to record work. However, it is to be hoped that by the time the team crosses the Atlantic next year, there will be enough good indoor models to give the old hands a run for their money!!

From my own point of view, I can only report at all thoroughly the events that have taken place in the North of England. I paid two visits to the South earlier in the season, once to the Wakefield Trials, and again to the Annual National contest. The weather for this latter contest was vile, and most of the day was spent in my caravan having a chat with the lads who had just returned from the States. Still, I could think of a lot worse things to do than that, and our spirits were sustained with suitable refreshment!! It says a lot for Bob Copland and his machine that they pulled off the contest, and is one more success to a chap who has done remarkably well this year.

My remarks on happenings in my part of the country naturally deal mainly with my own club. A successful series of competitions have been carried through, and personally I have nothing to grumble at, having finished the season with three "pots" on the sideboard-- with explicit instructions from the better half that I have to clean them myself.

Early in the season we ran an Open Day programme, to which various clubs were invited, all competing in an attractive series of contests. The proceeds from this were presented to the S.M.A.E. Wakefield fund together with other monies collected in various ways, the sum being quite a nice total, and showed that the Lancashire had at least upheld its reputation. We had our repayment when one of our junior members-- Alwyn Greenhalgh-- was lucky enough to be one of the chosen six.

Perhaps our most successful meeting this year was the Northern Rally. This is an annual affair with us, and with the help of the Liverpool Club, was run off to the satisfaction of all-- even including ourselves, who have big ideas on what an affair should be!! We have found that these "get-togethers" are a big factor in the furthering of the sport, and it is our wish to make these annual meetings bigger and brighter in the future."

Taking things all round, things have been pretty good this year apart from the weather, which has been anything but kind. On looking through my competition reports for the year, it is very striking that on only one day were the conditions at all conducive to good flying. High winds have been our chief difficulty, and the damage to models this year has been very heavy. Still, the weather is something we cannot control, and the only thing to do is make the best of it. There is some talk of an alteration in the wing loading for next year's Wakefield, and this suggestion will I think be well accepted everywhere, as it is getting past a joke to chase a model over miles of country-- in a flight which after all is not a true indication of the model's capabilities, for if that particular "riser" wasn't there, we know darn well the model would have come down minutes before!

Well, I only hope that this ramble on matters over here has been of some interest to the reader, and trust that there will be more and more opportunities for the meeting of the two great model building fraternities. I should like to see an Annual convention of the English and American aero-nuts, but I'm afraid that until we can do the journey on about a week's spending money, that is out of the question! However, let the technical papers further the cause, and remember there is always the medium of the post to get in touch with other enthusiasts overseas-- and believe me, there is a practise I have found most instructive and enjoyable.

C.S.Rushbrooke

Secretary's Notes for April 2021 - Roger Newman

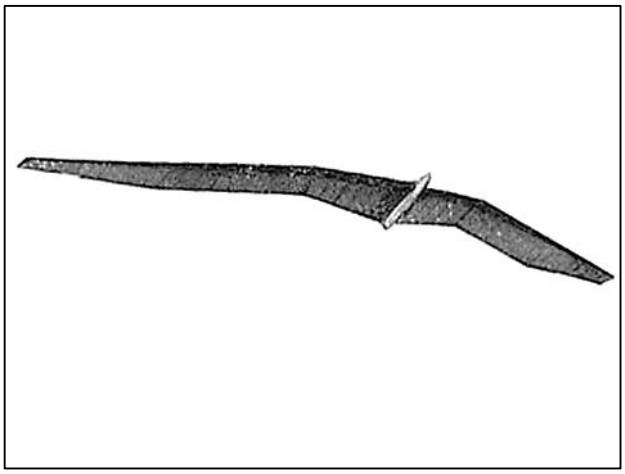
Not a lot has changed, hardly surprising with current & on-going Covid restrictions. The Free Flight Tech Committee are reviewing the 2021 competition schedule at the end of March, it seems unlikely (to me) that the Free Flight Nats will go ahead over the late May Bank Holiday – maybe it will be possible to reschedule a date? Who knows but one can only hope. No news on the MoD front either, so Area 8 is still of bounds until further notice. The future of free flight at Beaulieu looks bleak beyond the end of this year, with Forestry England seemingly intransigent & incapable of listening to reasoned facts regarding any impact on their ecological plans. On the positive side & assuming that the relaxation of Covid restrictions broadly follows the Government guidelines, I am hopeful that we can still hold our planned Cagnarata Day at RAF Colerne on 25th July, with grateful thanks for the kind co-operation of the South Bristol Club. Hopefully more on this next month.

The Drone Bill (referred to last month) had its 3rd reading on 22nd March, so slowly marches on towards becoming law. Not a lot else on that front other than the very interesting & recent news articles regarding NASA & its tiny helicopter 'Ingenuity', which is planned to be flown off the surface of Mars in early April – not a lot to do with our free flight part of our hobby, but an extremely interesting technological experiment – hats off to NASA. Look at https://www.nasa.gov/press-release/nasa-ingenuity-mars-helicopter-prepares-for-first-flight for more details - a most extreme example of remote control.

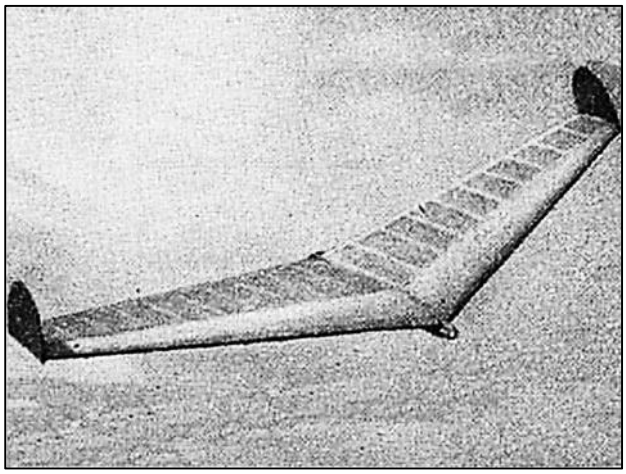
Ingenuity – all 1.8Kg of it

On the modelling front, very little on which to report. If anyone is interested, the BMFA Area Committees are having a debate regarding Areas & how they should be organised & operate in the future. I suspect very few members of the BMFA will be aware. Zero progress on the Ballerina, but like our Chairman, I have run up the engines of a couple of models in anticipation of 29th March, when we shall be free to fly – of course, the weather will then deteriorate without fail. Nevertheless, hope eternal springs up.

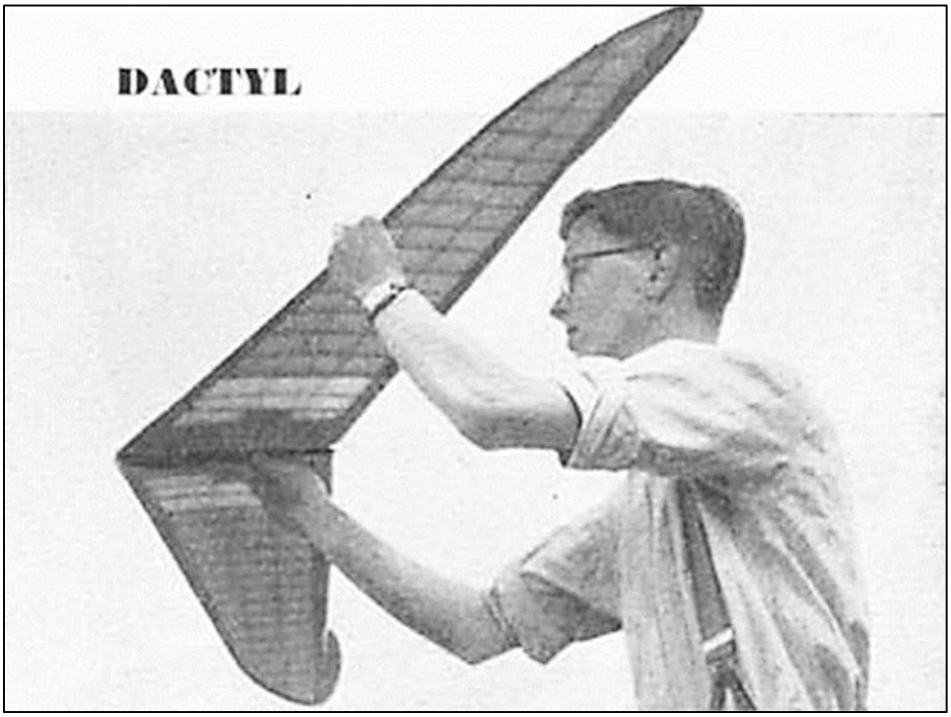
Back down memory lane, I recently acquired a book on Shoreham Airport & one of the main contributors was a chap called Graham Gates. This stirred recollections of the Southern Cross Club who operated on the South Downs with enormous flying wing models – I have the recollection of a photo in an Aeromodeller Mag with 3 members holding their flying wings, which were about twice as high as the modellers! Must have been in the '50s? I also vaguely remember the name of Graham Gates being associated with Southern Cross & that he or another member won a competition in Holland with their own design wing, quite a rare occurrence for a Brit in those times. Anyway, the Graham Gates in the book worked for Miles Aircraft at Shoreham, before quitting & heading off to Pipers in the USA, where he attained a senior position in the Company. My assumption is that it is one & the same chap who used to fly with Southern Cross – perhaps someone else remembers? Chatting with John Taylor, who flew his Penumbra flying wing with a considerable degree of success at Middle Wallop – even winning one of the Open Glider comps, reminded me yet again that I should revisit this sector before I really get to old to tow a model. Years ago, I built & flew the AV10 & Dactyl, both of which were published in Aeromodeller mags. If I recall correctly, John converted his Penumbra to electric powered RC but perhaps he will respond & tell us more.



Penumbra



AV10

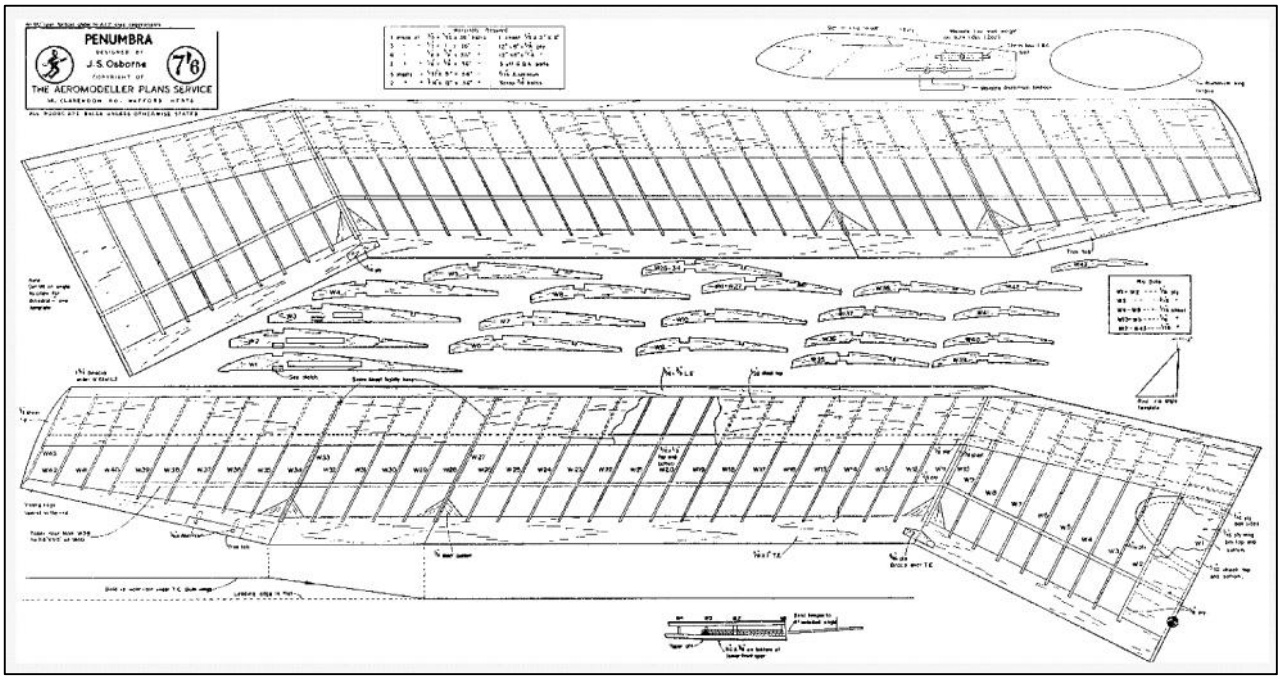


Dactyl

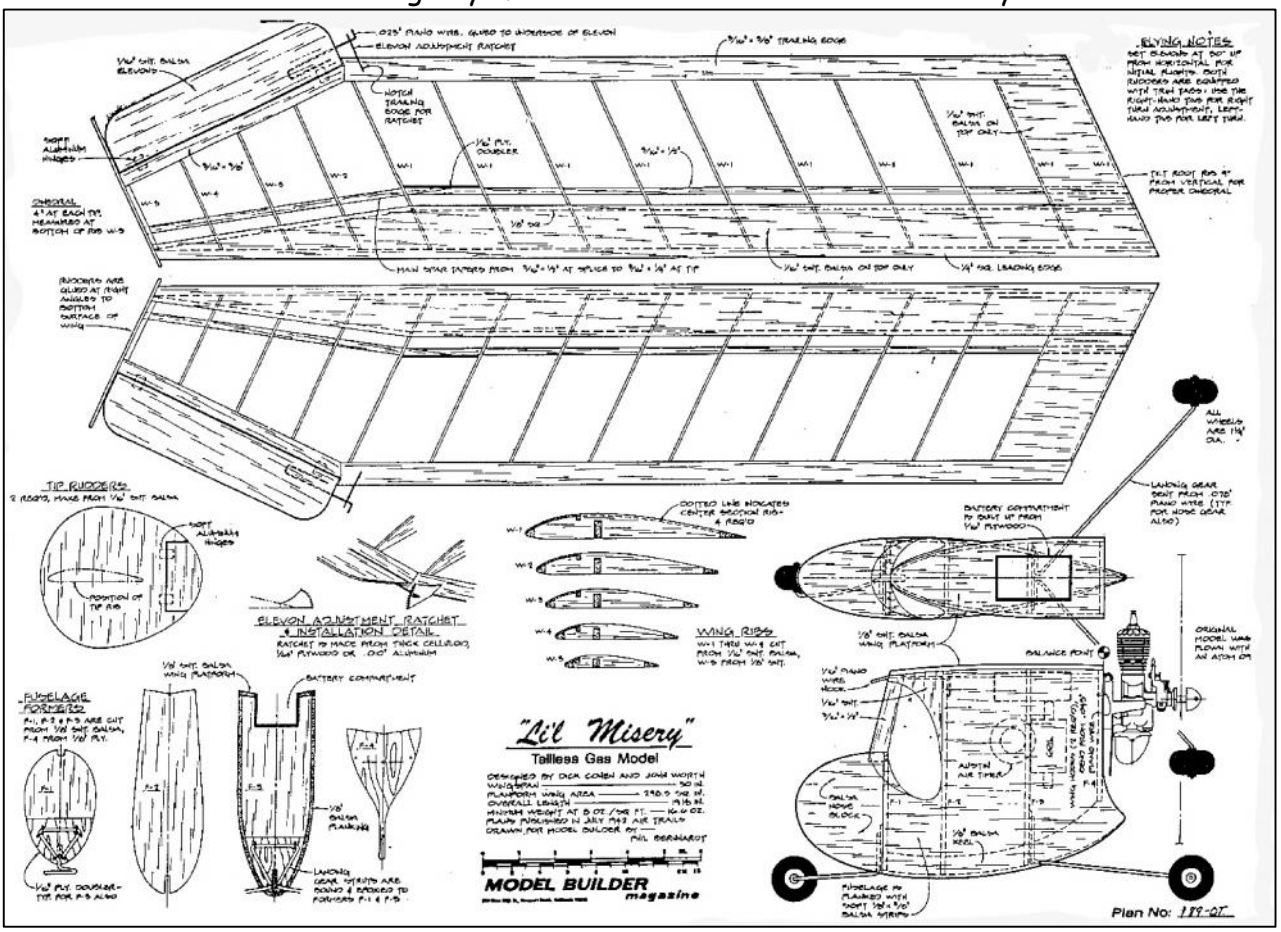
On the continental front, Gianni in Rome is "locked in" much to his dismay but recently sent me a photo of his little fleet of HLG/CLG models. He says that the local RC flyers ask him where he bought them! On such a happy note, that's it for this month.

Plans for the Month

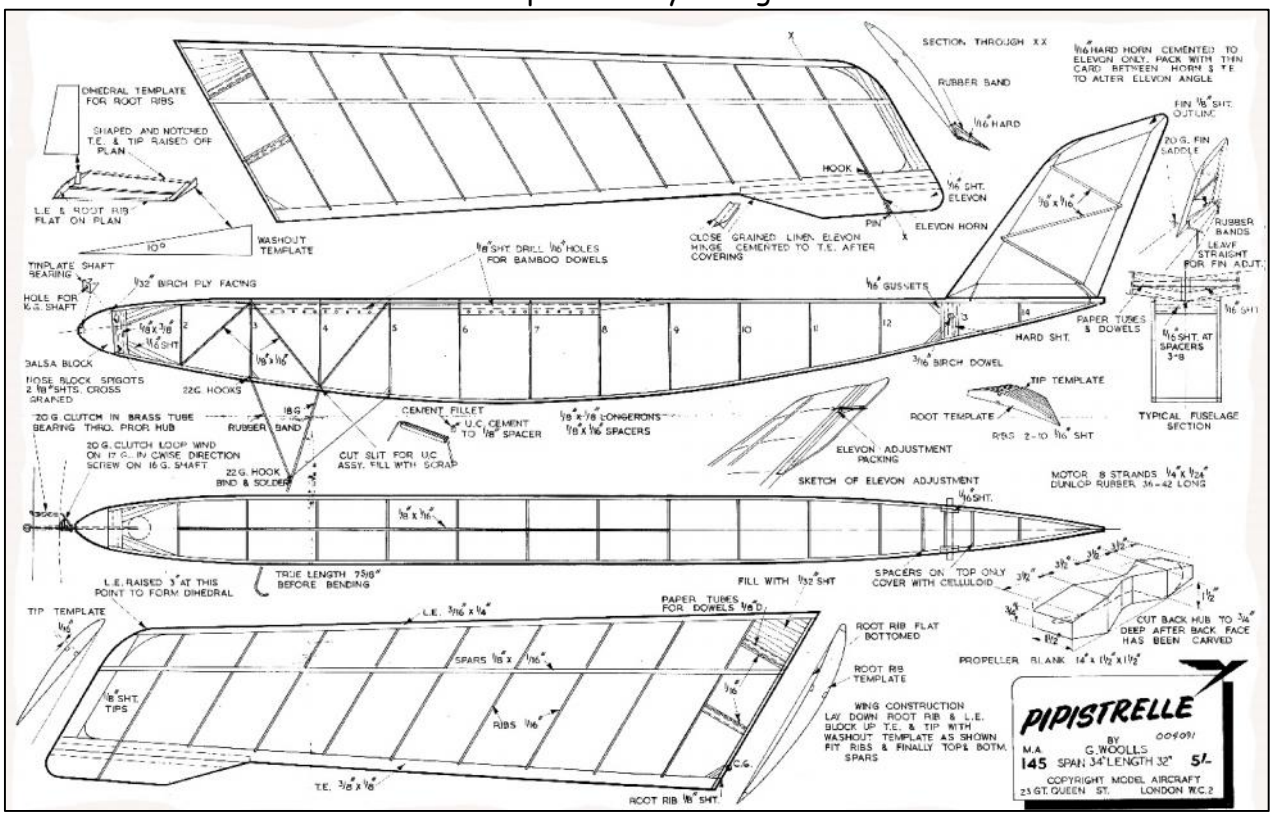
Glider: Has to be Penumbra



Power: A "gassy" from Model Builder 1949 – Li'l Misery



Rubber: Pipistrelle by George Woolls



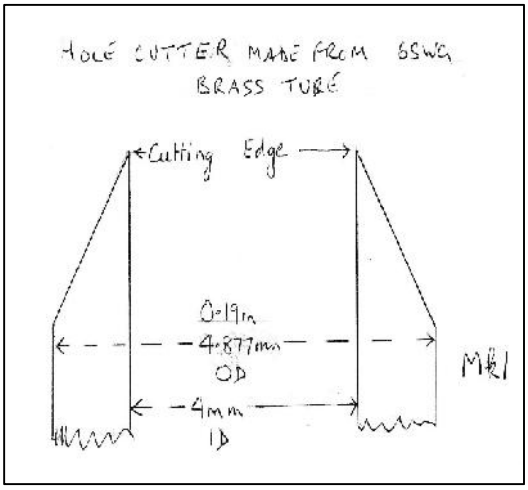
Roger Newman

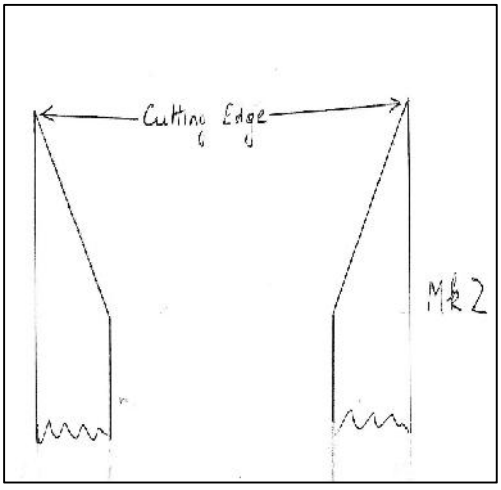
Puzzle Picture & Quiz - Tim Mountain

This article describes the puzzle object in the picture in the editorial and its use for my modelling purpose.

However, highlighted in this story there is a line from a Rock & Roll song from the seventies, which some of you readers may recognize. And it's not about splitting ribs!
Also there is a fairly well known acronym. These two are the quiz questions and answers will be found on the last page of adverts.

These stories always seem to start differently to where they end up, especially in this latest lockdown. I was looking back through some of Andrew Longhurst's columns in Sam Speaks and came across his write-up and photos relating to the Bowden's Baby Duration he built and reviewed.
So the model went onto my 'build list'. Andrew kindly sent me a copy of the plan, and soon balsa was being cut. On this occasion I started with the wing ribs. Using my trick of using a ply template with sand paper pads stuck to the reverse and pinned to a balsa cutting block, thus stopping slipping when cutting.
Being a follower of the **"P.P.P.P.P."** mantra, I decided to perforate the ribs to take the fairly short aerial of my UHF Bodnar Bug. But twangy aerials rarely go where you want them to, so a duct needed to be built in. A child's drinking straw. That'll do I thought.
But how to make the holes in the ribs. Obviously, an ordinary twist drill would not work. I found a piece of 6SWG brass tube with a diameter of 0.19" (just matching the plastic straw) and a 4mm ID, and carefully sharpened the end, thus making a kind of mini core drill. I spun the piece in my battery drill, and tried to drill a test rib. I ended up splitting three ribs. And **"again, again, again, again, again, again"**, how does he do it. What happens is that the OD is bigger than the ID (which happens to be the cutting size). This was the Mark 1 version.
And then the penny dropped.
The answer was to sharpen the tube internally so the cutting edge is the same diameter as the OD. I sharpened the tube internally using an engineers' centre drill, which has an included angle of 60degrees. A regular twist drill could work and would yield a courser cutting angle.
The Mark 2 version worked well !
Carefully lined up, I was able to drill four ribs at a time, with no breakages. I have a full set ribs ready for spars, L/E and T/E and gluing."





I wish I could get out (flying) more often.

Tim Mountain

Radio DT Systems

Hi All
A few of you may be aware that I am involved with Leo Bodnar Electronics.
Come July 2021 it is intended that this will no longer be the case.
From that date or before, some of the products sold by LBE, such as the RDT system starter kit may not be available as they are at the present.
This is a heads up message to that effect.
Thanks
Peter Brown

INTERNATIONAL POSTAL COMPETION

July 1st 2021 to February 28th 2022

The event will be held from July 1st to February 28th inclusive. A good friend well versed in global climatology did some extensive research on options presenting balanced timing of weather conditions for both hemispheres and this period appears to be potentially promising.

E vents:-

P30. Models conforming to AMA rules . ie. 40g minimum airfame weight, lOg maximum motor weight, no dimension exceeding 30 inches, unchanged commercially available plastic propellor 23 - 25cm in diameter. No gearbox.

Senator. Replicas of the KeilKraft 'Senator'

Common to both classes :- Three flights to 120 seconds maximum;
flyoffs 150 seconds max until target is not achieved.

Classic 1/2A. Participation limited to 'locked down' models with no moving surfaces other than for d/t operation and powered with cross-flow engines; schnuerle ported units are not eligible.
Three flights to 120 seconds maximum; flyoffs 150 seconds max until target is not achieved. Engine run 7 seconds for first three flights,
5 seconds for flyoff flights thereafter.

In all instances multiple models may be separately entered during the contest period. It is not necessary to complete entry flights in a single day. Please forward details of a completed entry as soon as possible, at latest by email or post by **March 14th 2022,** together with any anecdotes or photos which I will endeavour to include in a closing report.
Requirements are: Entrant name. Country. Email address. Class. Model name, if from kit or plan. Full score(s)

Thank you for your participation and support. Good flying !
Jim Moseley j j moseley @.look.ca
50 Exeter Road, Apt. 1153, Ajax, Ontario, L1S2K1, Canada

Classic A1 Email International

Important Update

Anyone interested in entering the Classic A1 Glider 'postal' contest organised by Stuart Darmon please note that you now have until December 31st. 2021 to complete your entries. The original six- month time window, which was to have closed on July 1st. has been extended due to public health restrictions remaining in much of Europe, and to the recent severe flooding in parts of Australia. All other details of the event remain unchanged, and entries already made will not be affected.

Details from: stuartdarmonf1a@yahoo.com

Classic A1 Glider Email International 2021

Eligible Models

A Classic A1 glider is any Free Flight towline glider of total projected surface area not exceeding 18 square decimetres, built in accordance with a design published or kitted between January 1951 and January 1961, as per BMFA Classic Glider rules (https://britishmfa.sharepoint.com/sites/public/Rule Books)

Maximum length of towline 50 metres under 2Kg. tensile load

The Contest

All flights for each entry must be made on the same day between 01 January 2021 and 01 July 2021 inclusive. All flights must comply with local regulations governing model flying and with the guidelines of the national aeromodelling governing body (BMFA, AMA, etc.)

All flights for each entry must be made with the same model. An individual may make up to three separate entries provided that each is made with an entirely different eligible model.

A model may not be used by more than one individual over the age of 16 years. Juniors below this age may fly a model borrowed from another entrant.

The maximum for the first flight of each entry is 30 seconds. If this is achieved, the entrant is permitted a second flight of maximum 60 seconds, and so on, the maximum increasing in increments of 30 seconds until either a max is not achieved ,or flying cannot continue (e.g. because the model is lost or damaged). The score for that entry is the total flight time including the sub- max final flight.

All flights must be timed by a person other than the entrant. Procedure for starts, timing, attempts etc. is per F1H except that a flight aborted by RDT does not qualify for a second attempt, even if less than 20 seconds (in line with BMFA classic rules)

Entry

Entry is free of charge. Once the flights are completed, entry is submitted no later than 07 July 2021 by email to classica1postal@gmail.com by sending the following information;

The name & contact email* of the entrant

The name(s) of the timekeeper(s)

The sore, in seconds, in the form of an addition, e.g.

30+ 60+ 90+ 120+ 124= 424

The name of the model and where it was published

The country and location where the flights were made

If entrants aged 16 or under wish to be eligible for the junior prize they must include their age in years (D.O.B. not required). Juniors are also included in the overall results and are eligible for the other prizes.

In order to qualify for the team prize the entries of all three team members must be submitted in the same email, also stating the name of the team. Entries received in this way will also be included in the individual results.

Information about the flying, the site, etc. plus photographs will be very welcome and will help in reporting the contest in the modelling press.

La Grande Coupe de Birmingham 2021

Preliminary Notification -

This year's event will take place at its traditional home of MOD North Luffenham on the

6th or 7th of November 2021.

Do please note that this is a month earlier than the traditional date for this meeting. The reason for this change is to try and pre-empt any restriction of travel which may be brought about by a winter surge in Covid19 infection rates. We all hope that the vaccination programme now underway will mean a return to "normality" by Autumn, but many experts still caution that the Winter will see a rise in Covid19 infections as happens with all respiratory viruses.

So that's why we're moving it, now some changes, hopefully improvements, that we will be making to the event:

Many Coupe fliers will be aware of the on-line 1960s Coupe postal run by Mark Braunlich and for several years we have included these coupes as a separate classification within the F1G event. We believe that these models have great potential as a reduced technology alternative to F1G and to raise their profile we intend to introduce a new three flight event "pre-1970 Coupe d'Hiver". To encourage participation in this new event we will award prizes for the top three places with a trophy for the winner.

Within this event there will continue be a classification for Vintage Coupes which meet our existing "pre-58" cut-off date and fliers should declare such models as "Vintage" to control when entering. The top 1st ,2nd and 3rd placed models meeting the pre 1958 date will all be awarded prizes, with the first placed receiving the Vintage Plate Trophy.

A flier may use up to 2 models in the pre-1970 class; to be eligible for the Vintage Coupe awards all models flown must meet the pre-'58 cut-off.

As ever the F1G event for the Aeromodeller Trophy will be flown in five rounds to a published timetable and with an unrestricted fly-off. Any model which meets the current F1G rules is eligible to fly in this event and up to 3 models may be flown.

As soon as we have some certainty of how the year will unfold we will confirm details of venue and timing. This early announcement is to make fliers aware of the change in date and prompt those who's lockdown building may have stalled to start that pre-1970 coupe that they've always fancied.

Stu Darmon

Gavin Manion - gavin.manion84@gmail.com

Southern Coupe League 2021

Date	Competition	Location
21 March	Second Area	Area venues
9 May	London Gala	Salisbury Plain
T.B.A.	Oxford gala	Port Meadow
11 July	Fifth Area	Area Venues
15 August	Southern Gala	Salisbury Plain
18 or 19 September* (tbc)	Crookham Gala	Salisbury Plain
9 October	Coupe Europa	Salisbury Plain

Peterborough Flying Aces Nationals 2021

SUNDAY 12th September

at Ferry Meadows, Nene Park, Peterborough PE2 5UU .

Competitions 10.00 to 16.15

A NEW EVENT FOR 2021 !
Keil Kraft "Sedan" / "Rapier" / "Sportster", Nostalgia Rubber Duration Competition .
A rubber duration event for these great old KK designs:
Cash Prizes to 3rd Place! Model to be built to plan but plastic prop up to 6" dia. permitted
Plans available from Brian Lever blever@btinternet.com **or 01733 252416**

SCALE MODELS NOTE! ALL scale classes, 'except MASEFIELD Rubber Scale' are judged for flight profile and realism by the Flight Judges. They may ask for some verification, so please have the plan or, if scratch built, the 3 view available on the field.

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

Open Rubber /CO2 / Electric Incorporating KIT Scale:- Judged for flight profile and realism. Any C02 motor/tank permitted. See note re verification. Up to 36" Span. 'Judged' for flight profile and realism. See note re verification

Jetex / Rapier/ EDF Authentic Scale:- Judged for flight profile and realism. See note re verification

Jetex/Rapier/EDF Profile Scale:- Judged for flight profile and realism. See note re verification

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

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

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

VMC "PILOT" & KK "ROBIN" Rubber Duration:-. Senior and Junior Classes. Models must use plastic prop and kit prop. size Note! We would like to see that any junior has had a hand somewhere in the building of the model.

Rubber Ratio:- *'NO MAX'*. Any rubber powered model with wing span 15"- 25" (tip to tip). (KK" Elf "is eligible). Flight score is total time in secs (for 3 flights) divided by span inches.

Catapult Glider:- Catapult, max 2 grams rubber on a 6" max handle. This equates to a 280mm length of 3/16" rubber tied into a single (140mm) loop. Any model permitted.

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

36 inch Hi-Start Glider:- Any glider up to 36",tip to tip, span launched by the supplied "Hi Start" bungee.

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

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

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

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

Young Flying Aces;- Prize for Best Junior: Scrolls for top 3 (Jun.17yrs or under on 12/09/21)

Prize for 1st place: **Scrolls** for 1st, 2nd and 3rd**:**

Bumper Raffle:-

Note: this is a Free Flight event: No Radio Control:
Proof of Insurance required for all flyers.
PLEASE NOTE ! NO GROUND PENETRATING STOOGES PERMITTED
Revel in the special atmosphere created at this unique event.
Toilets, Café, and Park Visitors Centre.
Contact Brian Waterland on 01778 343722 (07717 461000 on the day).
See also Peterborough MFC Website at www.peterboroughmfc.org
Note! Govt. and BMFA Covid restrictions applying at the time will be enforced.

AREA 8. SALISBURY PLAIN. 2021.

Area 8 has been booked for free flight use, every Saturday/Sunday, plus 3 Bank Holiday Mondays in 2021, subject to final approval on the Friday morning preceding each weekend.

Those wishing to sport fly/trim must hold an annual season ticket. 2020 season tickets remain valid for 2021, with no new tickets being issued, or payment requested in this case. Those not having a 2020 season ticket may obtain one for 2021 via donna@bmfa.org for £20. The terms and conditions remain the same as in previous years, although users are also reminded that when driving they should stick to established tracks and avoid creating new ones.

On contest days only, non-permit holders can sport fly/trim on payment of a site access fee of £5.

All flyers entering a contest must also pay the site access fee. This applies to Club Galas, Centralised and Decentralised BMFA events. The exception to this is for BMFA Contest Season Ticket holders, who will not be required to pay the site access fee for BMFA Centralised events, and the World Cup events.

You are reminded that the BMFA pay for an annual licence to use the site via the FFTC.

Driving on Salisbury Plain.

We have frequently been reminded by the authorities that allow our access to Area 8 of,

The need to drive and behave safely, as it is a potentially dangerous place.

Respect the environment, as it is a conservation area with numerous vulnerable species.

More recently all users of the Plain have been asked to avoid creating any new vehicle tracks.

The Salisbury Plain Military Lands Byelaws 1983, state that a driver may only leave the road (Public Right of Way), by 15 yards, and then only to park. For practical reasons, the interpretation of this can be somewhat liberal for our purposes.

Three farmers have grazing licences for Area 8, and an annual hay crop is taken from the plateau. Their rights and livelihoods must be respected.

This leads to the conclusion that vehicle movements should be kept to a minimum on grassy areas, and any motorised retrieval should be confined to the well-established tracks.

We never know who is watching our behaviour on any of our few remaining flying sites.

Peter Watson. FFTC Area 8 liaison.

Free Flight Supplies

Michael Woodhouse

mike@freeflightsupplies.co.uk & http://www.freeflightsupplies.co.uk

Free Flight Supplies is still operating. I have made arrangements to both receive and despatch materials. If you need stuff I can supply, it just might take a bit longer to get things to you. Carry on building!

Stay safe and look after yourselves.

We are only posting on an occasional basis. Any calls or e-mails asking "where's my order" will receive a curt load of invective from me or June.

If you get June the reply will leave you stunned!

E30 Batteries

I have bought some batteries direct from China which are suitable for E30. They are labelled 75mAh. I have so far only had time to test three and I can report that they are all good and in fact give a better performance than any I have previously tried. If you send me £10 I will put four in a Jiffy bag and send them to you.

Ron Marking, Pros Kairon, Pennance Road, Lanner, Redruth TR16 5TF

CARBON BOOMS For Hand Launched Gliders

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

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

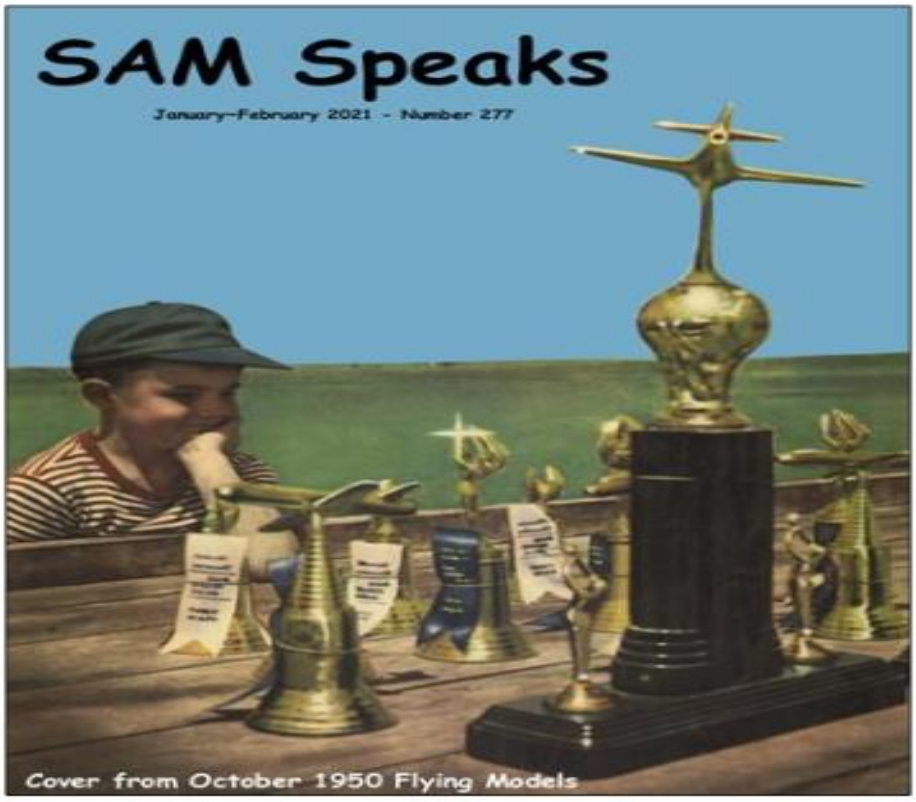
Contact Martin Dilly to order

Tel: 0208 7775533 or e-mail martindilly20@gmail.com.

SAM Speaks USA.

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

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



DILLY JAP IS BACK

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

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

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

I'm on 0208-7775533 or e-mail: martindillv20@gmail.com

INDEPENDENT REVIEW OF DILLY JAPANESE TISSUE

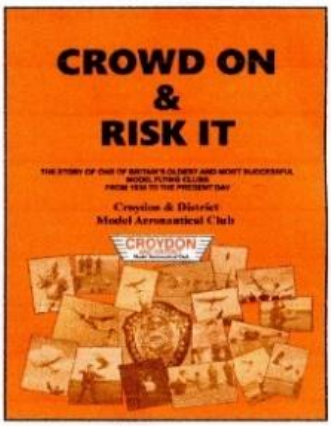
The following appeared on the Hip Pocket Aeronautics Builders' Forum. Nine different tissues were tested, doped and un-doped.

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

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

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

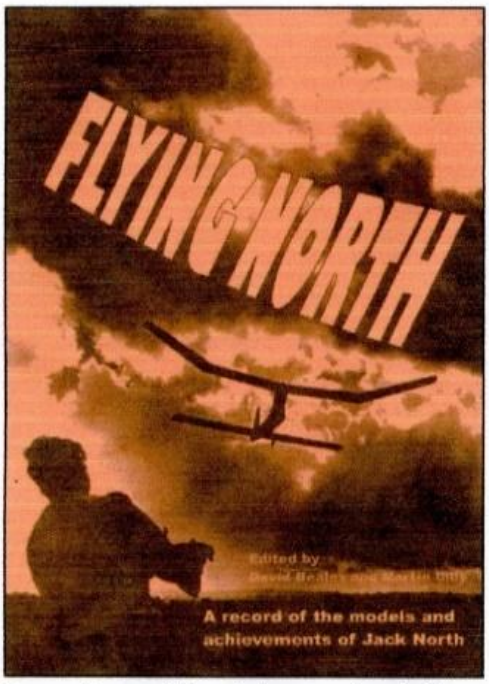
CROWD ON & RISK IT



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

Just £8 by PayPal or cheque.

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



Flying North is a 163 page book covering the model flying career of Jack North, and including 23 previously un-published plans of his aircraft. Access to Jack's drawings and notes dating back to 1938 means that there are a number of designs in the book likely to be tempting to the nostalgia-minded.

Contact: Martin Dilly on
020 8777 5533 or write to:
20, Links road,
West Wickham.
Kent BR4 OQW or e-mail:
martindilly20@gmail.com

The price in the UK is £18; airmail to Europe £20 or to anywhere else £22. Cheques should be payable to BMFA F/F Team Support Fund, in pounds sterling only, and drawn off a bank with a branch in the UK, you may also order by credit card, all proceeds help to fund the expenses of those representing Great Britain at World and European FF Championships

FREE FLIGHT FORUM REPORT 2020

Warps - Right way? Wrong way? What way? –
Mike Woodhouse;
Moment Arm - A Novel Stability and Control Arrangement -
George Seyfang;
How Big Should I Build My Next Coupe? - Alan Brocklehurst;
Scale Matters - Ivan Taylor;
Evgeny Verbitski - An Appreciation - by Mike Fantham, Ken Faux and Peter Watson;
Do Freewheelers Drag? - Spencer Willis;
The Hammer and the Feather - Aram Schlosberg;
The Performance of Rubber Motors - John Gibbings;
Gurney Flaps - George Seyfang;
Gyros in Free Flight Scale - Ivan Taylor;
A Glass Act - Russell Peers;
A Glider for Every Occasion - Stuart Darmon;
A Love Letter to the Free Flight Community - Bernard Guest.

The UK price is £12.00 including postage; to Europe it's £15 and everywhere else £17. Sales of the Forum Reports help to defray the heavy expenses of those representing Great Britain at World and European Free-Flight Championships. Cheques should be payable to 'BMFA F/F Team Support Fund' in pounds sterling, drawn on a bank with a UK branch; you may also order by credit card, which is a lot easier (and cheaper).

Copies are available from :

Martin Dilly
20, Links Road,
West Wickham,
Kent,
BR4 OQW

or by phone to: (44) + (0)20-8777-5533, or by e-mail to martindilly20@gmail.com .

Answers to Tim Mountains quiz questions

'Again & Again' by 'Status Quo' is one answer to the question. The word 'again' featuring eight times consecutively in the lyrics. This song was released in 1978 for the Reading Festival.

However there is another answer 'Down Down', released in 1974 and reaching No.1 in the charts for one week in January 1975, also contained the word 'again', seven times consecutively in verse 1 and eight times in verses 2 & 3.

The acronym **"P.P.P.P.P.P."** is of course 'Proper Preparation Prevents Piss Poor Performance' Or words to that effect, as the forces court-martial charge sheet may say.

Provisional Events Calendar 2021

With competitions for Vintage and/or Classic models

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

~~February 28th~~	~~Sunday~~	~~BMFA 1st Area~~ Competitions **Cancelled**
~~March 21st~~	~~Sunday~~	~~BMFA 2nd Area Competitions~~
April 2nd	Friday	Northern Gala, Barkston
April 3rd	Saturday	Croydon Wake Day & **SAM1066**, Salisbury Plain
April 25th	Sunday	BMFA 3rd Area Competitions
May 8th / 9th	Sat/Sunday	London Gala, Salisbury Plain
May 29th	Saturday	BMFA Free-flight Nats, Barkston
May 30th	Sunday	BMFA Free-flight Nats, Barkston
May 31st	Monday	BMFA Free-flight Nats, Barkston
June 20th	Sunday	BMFA 4th Area Competitions
July 11th	Sunday	BMFA 5th Area Competitions
July 25th	Sunday	**SAM1066** Cagnarata +, RAF Colerne
July 31st	Saturday	East Anglian Gala, Sculthorpe
August 1st	Sunday	East Anglian Gala, Sculthorpe
August 15th	Sunday	Southern Gala, Salisbury Plain
September 4th	Saturday	Stonehenge Cup, Salisbury Plain
September 5th	Sunday	Equinox Cup, Salisbury Plain
September 12th	Sunday	BMFA 6th Area Competitions
October 3rd	Sunday	BMFA 7th Area Competitions
October 9th	Saturday	Croydon Coupe Day & **SAM1066**, Salisbury Plain
October 17th	Sunday	BMFA 8th Area Competitions
October 30th	Saturday	Midland Gala, North 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 the website **www.SAM35.org**

Useful Websites

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