

	<h1 style="color: red; text-align: center;">NEW Clarion</h1> <h2 style="color: red; text-align: center;">SAM 1066 Newsletter</h2> <p style="text-align: center;">Society of Antique Modellers Chapter 1066</p>	<p style="text-align: center;">Issue nc052025</p>
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Editorial

The SAM1066 David Baker Heritage Library is now in the hands of the BMFA.
Our President records our heartfelt thanks to all concerned.

Thanks for work in transferring the David Baker Heritage Library to the BMFA at Buckminster

Details of the recent relocation of the David Baker Heritage Library from the house of our Librarian, Roy Tiller, to Buckminster is documented elsewhere in this edition. I would like to express my personal thanks to Roy Tiller and Roger Newman for the work that they have undertaken in making this change come to fruition. It was a huge task both with the planning and then implementation of it all involving not just Roy and Roger but also several members of their families who were co-opted in to help.

Thank you to all of you for dealing so effectively with a task that, if it hadn't been carried out had the potential to cause SAM 1066 a massive headache in years to come.

Tony Shepherd

We have a reasonable issue this month, thanks to the regulars, but only one new contributor in the person of Roy Vaughn. Roy's article on a trimming session illustrates how a simple day out can be turned into an article of interest. I still await some input from other members.

What have we got:

-] Trinity indoors from Nick Peppiatt.
-] I have dug up another of my own articles from 2003.
-] Pylonius, referring to the cover of the month before, concocted a swipe at the flyer and his 'A' framed pusher.
-] Our Membership secretary Martin Pike outlines his model flying in Bangor N. Wales. Incidentally Martin stayed with me for the SAM35 Buckminster weekend, he treated me to a day out on the Sunday, he wheel-chaired me round Newark Air Museum in the morning then on to Buckminster for the afternoon flying.
-] Her and There (was News Review) from Model Aircraft May 1950 reports on the Model Engineer exhibition at the New Royal Horticultural Hall, Westminster.
-] An F1J trimming session by Roy Vaughn.
-] Blackburn Skua courtesy Wikipedia.
-] 'A' frame pushers research by Roger Newman.
-] Roy Tiller says a fond farewell to the David Baker Heritage Library.
-] Our Chairperson, having heard of the passing of Dave Clarkson, reminisces on his own power modelling.
-] Gavin Manion states the current situation with regard to the Southern Coupe League.
-] Roger Newman in his report from North Wales digs into the past coming up with some unlikely looking feathered helicopters, provides plan of yet another lightweight, and looks at the designs of Chester Lanzo for his plans for the month.
-] Our Chairperson outlines a proposal for a one design international postal comp for 'Gigi' a design by John Barker.
-] We conclude with our secretary's notes on his experiences with Tom Smith's 'Nig Nog', a potent large ETA 29 powered model of 1960, and his own derivatives.

Editor

'Frogwell Flyers' at Trinity



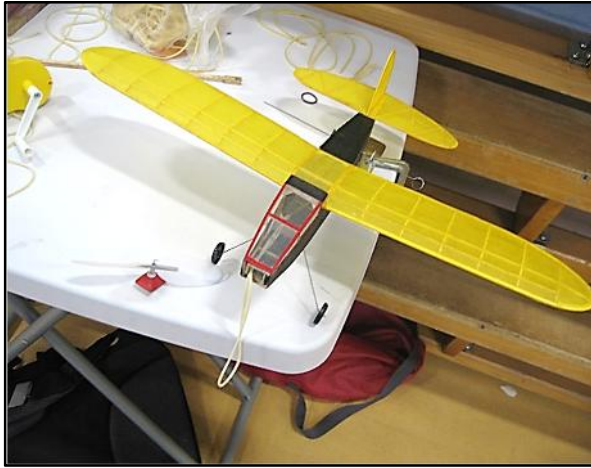
'Frogwell Flyers' from left to right: -
 Colin Sharman (AeroModeller editor), Richard Preston (model designer),
 Peter Brown (1st place), Steve Haines (2nd place), Chris Redrup (3rd place),
 Mick Langford (Concours winner),
 Paul Masterman, Rob Smith, John Winfield



Peter Brown's winner with carved balsa prop



Steve Haines 2nd placer with Peck type plastic prop

Chris Redrup's 3rd placer with Ikara Butterfly prop

Paul Masterman winding

A one model design competition was held at the recent Trinity Indoor Flyers meeting on March 15th. The design chosen was the 'Frogwell Flyer', a traditional stick and tissue model of 17½" wingspan by Richard Preston, which was published in the July 2024 edition of *AeroModeller*, although it could easily have come from an old *Flying Aces* magazine! It is a shame that this was not published as a centre page spread full-size plan, but this did not put off a good number of the Trinity crowd. The competition was run as a duration one with a best of three flight total time. Winner Peter Brown achieved 150sec with a best flight of 52sec, Steve Haines was in second place with 140sec and ace outdoor free-flyer Chris Redrup third with 129sec. Clearly this design should be capable of a sixty second flight time in the hall and a challenge prize has now been set up for the first flyer to achieve the minute from a hand launch. Unfortunately, John Whatmore, who had prepared the drawings published in the *AeroModeller* from Richard's originals and who has another fine flying version of the Frogwell Flyer, was unable to attend.



Lee Bates' LFG Roland C.II Walfisch

Lee Bates again made a trek from Bromley to Newbury via public transport to attend this meeting, bringing some of his remarkable rubber-powered models constructed using tissue decorated plastic wall foam. New this month was his beautiful model of a streamlined reconnaissance aircraft of 1916, the LFG Roland C.II *Walfisch* (Whale),

BMFA South Midland Area Extravaganza at High Wycombe 9th February

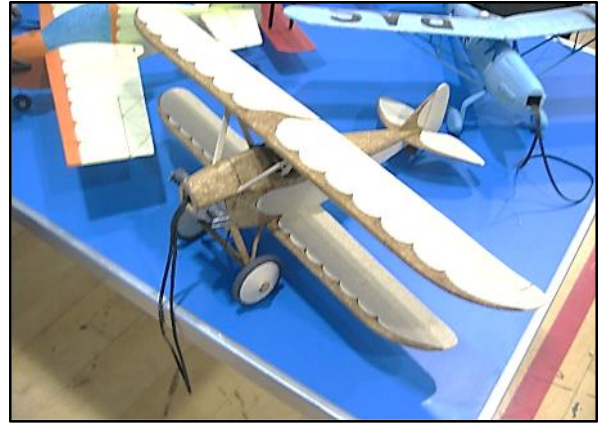
The sports hall at High Wycombe is an excellent venue for indoor flying. It is of twelve badminton court size (three times the size of the Trinity hall), is kept warm, but is fairly free of drafts. It is regularly used by the High Wycombe DMAC for indoor radio control flying during the winter months on a Saturday or Sunday evening. The dates can be found on the

[Events Calendar - HWDMAC](#).

The South Midland Area Extravaganza is an afternoon event that also includes slots for free-flight. The advertising for this event outside the High Wycombe club, however, had been minimal this year, and not that many free-flyters turned up. Otherwise, the meeting was well supported by the RC community and by Microaces, manufacturers of 1/24th flying scale kits for small RC systems -

see [Microaces - Making History!](#)

The following photos are of some of the free-flight models that caught my eye.



Leigh Richardson again brought along a large collection of models, including the Arado Ar 76 (left) and the rather obscure Entler E.II (right). Both are constructed from wall foam sheet.



John Michie was flying this Penni helicopter



This rubber powered balsa stick and tissue Flying Flea was another from Leigh Richardson's collection



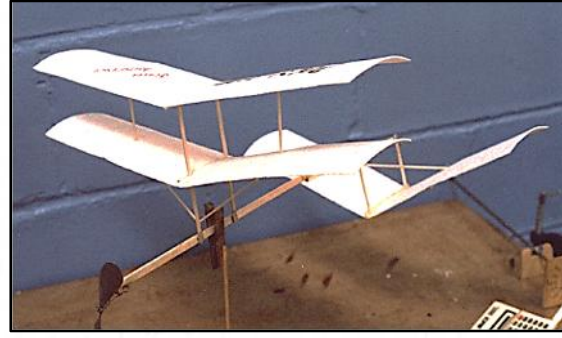
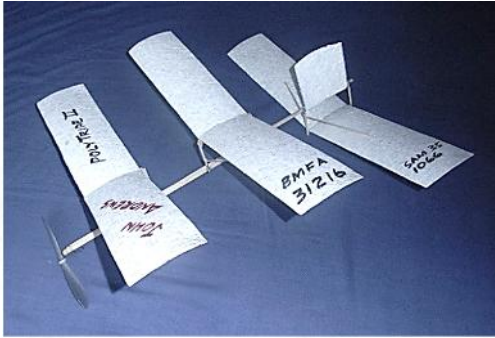
Mike Hadland was trimming out his Peanut scale models of the Bucker Bü 131 Jungmann. He still makes good use of his father's model box.

Nick Peppiatt

Extract from old paperback 'Clarion'

John Andrews - Goes Indoors - Part 4

Here we are again, I'm really on a roll now; could be the excitement generated by this new computer I'm using. Before I move on I refer you back to last issue when I buried you in the delights of polystyrene wall-foam.

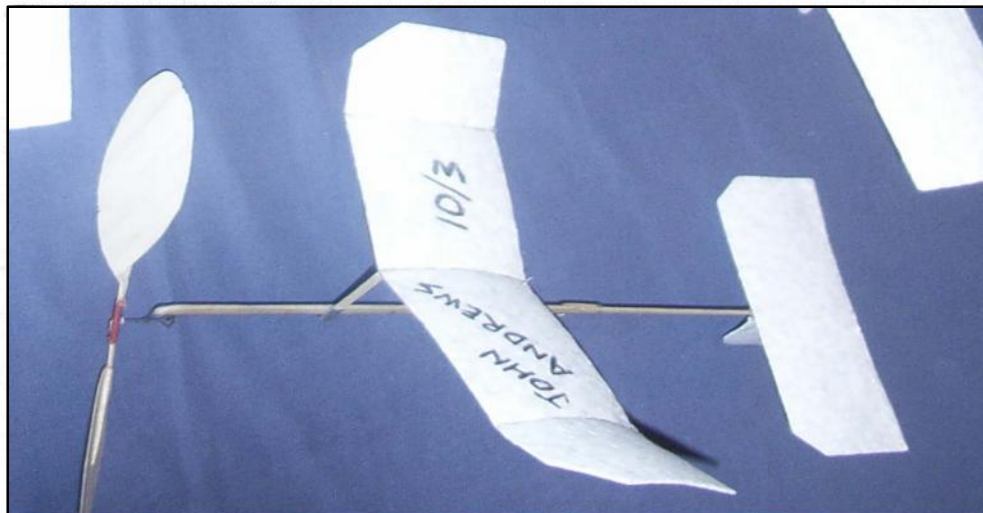


Here are a couple of variations to the norm you could have a go at

If you recall I expressed interest in the Foam 200 plan that I had come across and in particular the unsupported wing construction.

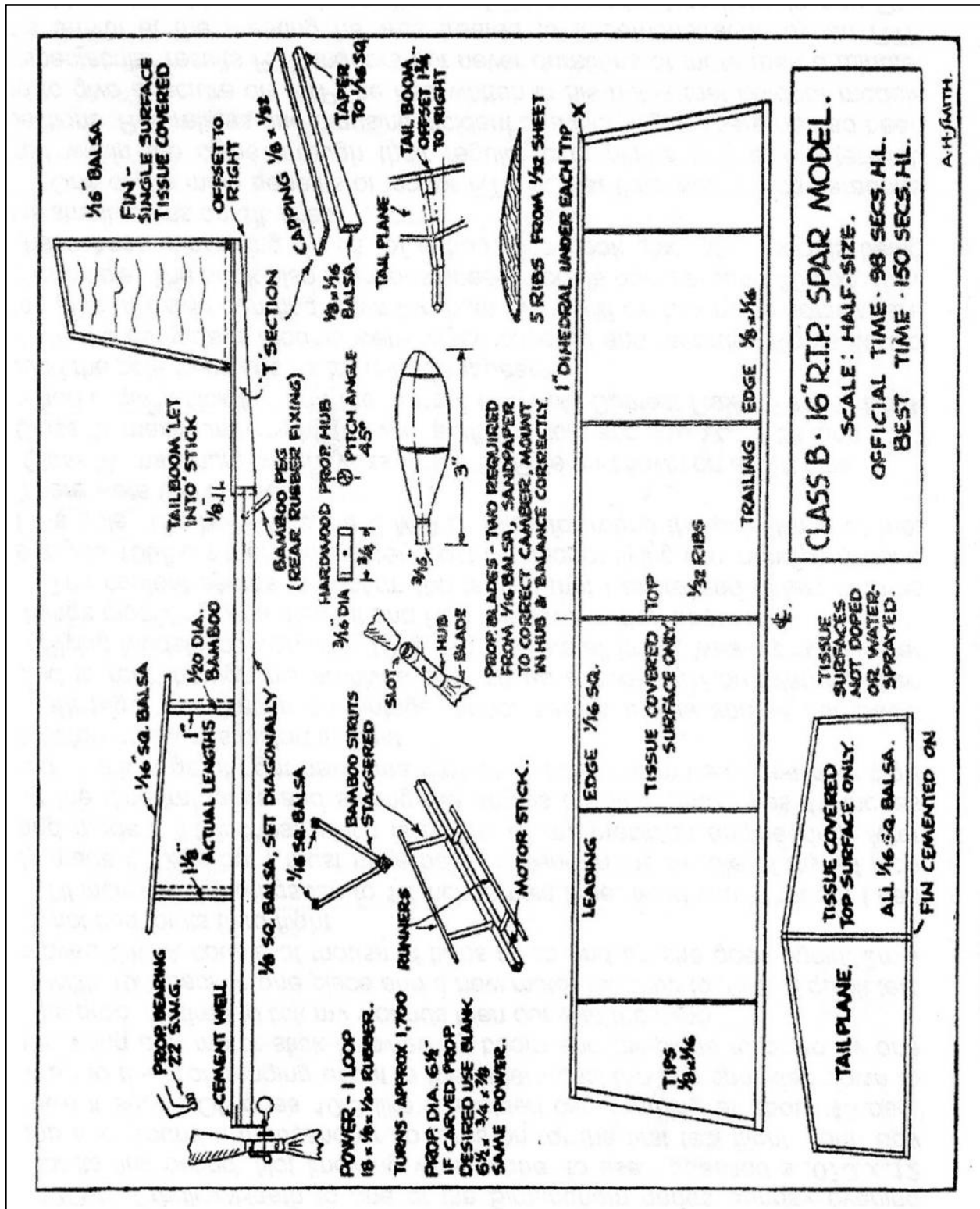
Up to that time all my foam wings had one wing rib in each half and wing braces back to the wing posts for support. My later models have only one wing brace each side from the front wing post to the wing rib centre unlike the Poly-Rat described and pictured with double wing braces.

I'm a simplicity man, I build parallel wing chords, rectangular fuselages 'cos tapers and ellipses bring me out in a cold sweat. The Foam 200 plan with no wing ribs or wing braces was my kind of model so I cut up some foam and built a 10-inch polyhedral wing. The glue joints at the breaks retained the aerofoil curve and the wing seemed quite stiff. I mounted the wing on a fuselage stick $3/16 \times 3/32 \times 8$ inches long with tail feathers on $5\frac{1}{2}$ inch long $\times 1/16^{\text{th}}$ square boom. I used a 6-inch diameter prop from one of my old living room stick models but I think it could stand a bigger prop than that. The airframe weight came out surprisingly light at 2.5 gms which was quite acceptable.



14

Small Foamy described above and named 10/3 (that's the wing size)



Scale :- 8.5mm = 1 inch (sorry about that)

INDOOR FLYING MODELS 1946

R.H. Warring

I took 10/3 to Cradley Heath to one of the Birmingham gangs Sunday evening meets for its first outing. Not knowing what rubber to use I guessed a .070 x 12 inch loop and wound a thousand or so turns on for the first test flight. John Boy had blown it again. Off goes 10/3 like a scalded cat, climbing at about 45 deg. straight up to the roof banging about in the rafters until the bits sprinkled down to the floor. Wing and motor stick followed by boom and tail-plane followed by one half of the prop. I retired to lick my wounds then out with the cyno.

With 10/3 back in one piece and a new motor reduced to .040, a quick test flight proved OK. A couple of thousand turns or so and up she goes again, 2min 24secs, not bad for its third flight.

I'll increase the wingspan to 12 inches next time. Mind you I thought I had already made it 12ins but I must have been working in the middle of my 24 inch ruler and made it 11 inches, which is typical of my precision engineering. After shaping the dihedral joints and setting the angles the final result was 10 inches wingspan. I might get it right next time then I'll build a few more to see how big I can go before the wings distort in flight.

Vintage. Information on vintage indoor seems a little sparse but David managed to root through his archives and dig up a book by Ron Warring titled 'Indoor Flying Models' published in 1946. Ron, as we all know, was a prolific writer on all things modelling, you name it and Ron will have written about it.

The content seems to confirm the feeling that I expressed in last months epistle to you 1066'ers that immediately post war indoor flying was principally done round the pole. The book lists the S.M.A.E. rules for round the pole flying at that time. There were two classes:

Class 'A' maximum weight 2ozs with a 6ft. Pole and flown on a 12ft. Line

Class 'B' maximum weight 1oz with a 3ft-6in Pole and flown on a 6ft. Line

I have had a quick flick through the current B.M.F.A. Contest Rules Record Book but round the pole flying seems to have disappeared.

In the early days models were tissue covered and recorded flights of two minutes plus. If David can find room for them there will be two plans somewhere near this article. The book also mentions speed models doing around 30mph; they must have been interesting on 6ft. of cotton. The book also cites models being flown in small rooms on 3ft. lines

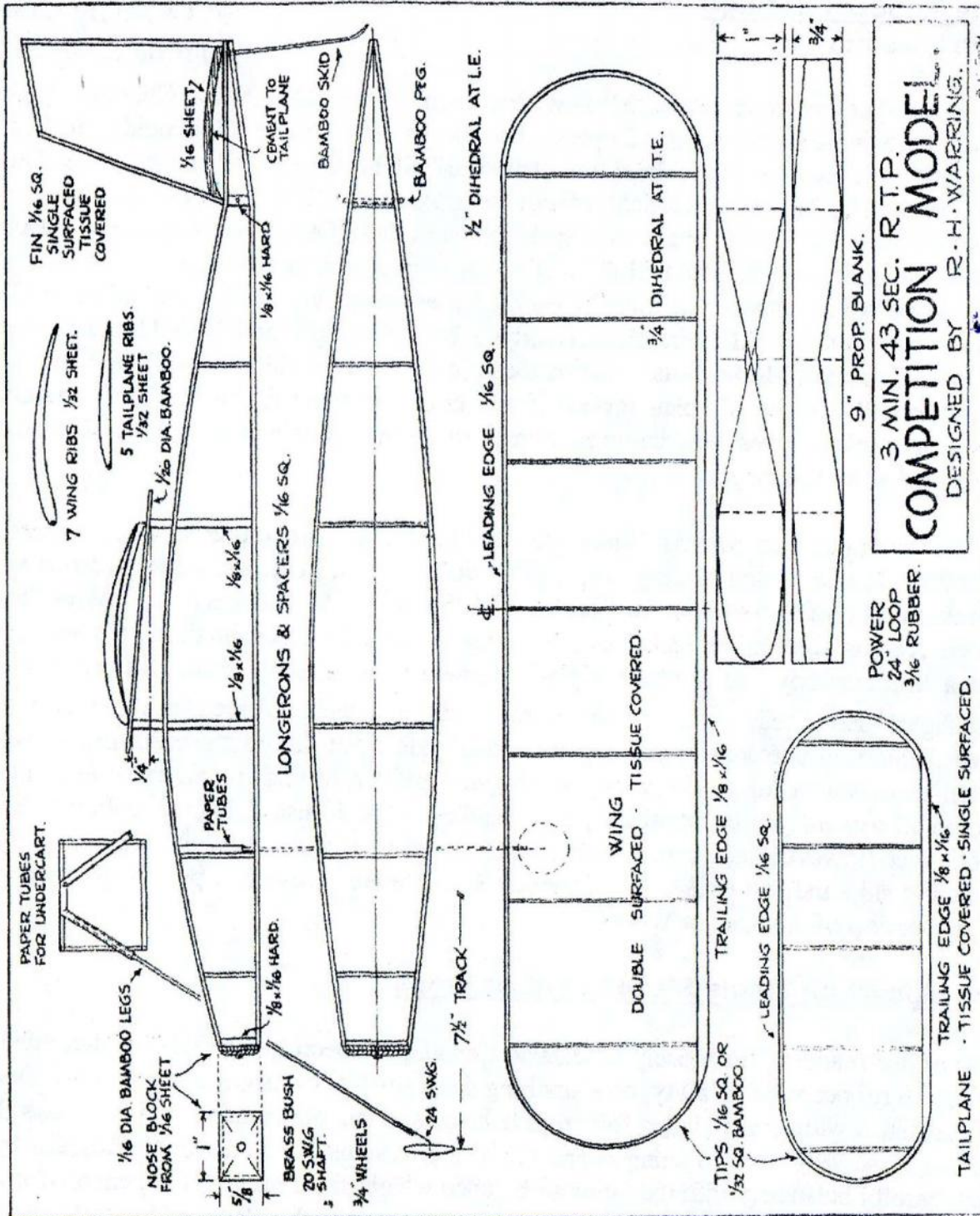
One of the main benefits of indoor RTP at that time was the camaraderie fostered within the clubs through their regular club nights and also inter-club competitions. Ron relates one amusing incident at a club night where he had been invited to give a lecture on RTP, he had written in his notes that outdoor models gave spectacular results RTP indoors but never durations of more than a minute. On his arrival at the meeting he was treated to a demonstration by an RTP Wakefield model which was doing flights of 74 seconds. Needless to say Ron smartly modified that section of his notes.

This article must be something of a record for me; I don't seem to have digressed at all.

OOPS! I've just received April's CLARION, on reading my missive to the afflicted in that issue I note my clanger on page 12 re yoghurt pot prop blades.

Should read 10 & 15 degrees sloping left to right from tip to root.

Back next time with a bit more on indoor free-flight and Wilco's food bag covering.



Scale :- 8.5mm = 1 inch (sorry about that)

INDOOR FLYING MODELS 1946

R.H. Warring

TOPICAL TWISTS

by pylonius

Extract from Old paper back 'Clarion' Model Aircraft May 1956

Topical Twists

by PYLONIUS

A-Frame Up

We are all inclined to wax nostalgic over the glorious past. Things old fashioned, like this year's Wakefield, have a certain sentimental appeal, and we were particularly intrigued by that cover picture of the "How to make it" book of the 1920s. This was known as the age of the Flapper—nothing to do with model ornithopters, as you might suppose, but descriptive of something equally flighty and a good deal faster.

Looking at the cover picture, I couldn't quite fathom whether the A-Frame slinger in the "natty gents" of the period was a truant choirboy or a white collar worker doing overtime. Approaching the problem mathematically, I calculated the dimensions of the collar on the basis of a size 20 plus. Multiplying this factor by the average chord, the vintage neck stiffener had a "gross" area equal to, if not greater than, that of the supersonic fighter depicted on the adjacent cover of the modern "How to make it" book. This led me to believe that he was the original man from outer space; the collar being an ingenious form of one man saucer.

On the other hand the diabolical starched yoke might have been worn as a sort of penance for experimenting with fiendish model machines, but even so, the 1920 model heaver lived happily in ignorance of the supersonic fighter model. True, his A-Frame Pusher may not have flown much better, but was virtually crashproof, and could be turned out in one violent evening with the aid of a mallet, bradawl and a mouthful of blue tacks. Since the know-how cost a mere 9d., he could become a fully fledged modeller in one lost weekend. Nowadays the process is more lengthy, though perhaps not more expensive, as it is no longer obligatory to build a model.

Then, of course, our be-collared ancestor was lucky to live in the pre-flying field age, when launching exercises could be carried out on a small size cow pasture under the benevolent gaze of the ancestral farmer. The modern modeller now casts hopelessly about for a flying field big enough to fly his model out of without giving the impression that he's trying to do so. But, anyway, it was fortunate that the 1920 model operated at sub-thermal level as any extreme contortion of the collared neck would have had the most disastrous results.

No Middle Way

The trouble with our hobby is that there are too many beginners, too many experts, and not enough plain, in-between modellers. The experts are so busy teaching beginners to become experts that the production of common, chuck-it-and-run model fliers is showing a sharp decline. This state of affairs might be helpful in solving the flying field problem, but some of us old sentimentalists like to see the odd model flapping around the skies, if only to remind us of the good old days.

Not that you can fairly blame the experts. They, no doubt, would like to make life easy by teaching the beginners just the basic facts of life without having first to explain why radio models seldom fly. All the beginner needs to become a model flier is the elementary gen on a 30-in. glider, and if his ears are more than 2 in. apart the rest should be just plain sailplaning. But the modern initiate doesn't take too kindly to that sort of kindergarten stuff. He is a budding electronic genius, loftily regarding a radio controlled jet as just a bit on the old fashioned side. It would be unfair to insult his Superman intelligence with a kid's toy aeroplane.

The expert who was naive enough to try the 30-in. glider approach would get the bird just as surely as the misguided

scientists who tried to capture a space-fevered public imagination with the archaic idea of a football sized satellite. Naturally, the reaction of a comic strip wise public, which had traversed the farthest heavens in a thousand weekly instalments, explored saucer factories on Mars, and was all set to H-bomb Jupiter, was one of extreme cynicism. It contemptuously asked when Stanley Matthews was likely to make the kick off.

Why beginners are so anxious to become experts, goodness only knows. In these science-ridden days its a dog's life. Instead of charging merrily across ditch and field in pursuit of a 30-in. glider they are mugging up like mad on the latest racing engine and the newest in 20 channel radio receivers. The next thing they know is that the racing engine has gone out of production and all the radio modellers joined the boat club.

Mostly though, the graduated experts give up the R/C jet somewhere about the second wing rib and look about for new worlds to conquer. This has led to a state of affairs where there are more experts floating around than beginners, and perhaps the only way to rake in a few more bods for the 30-in. glider stakes is to get the beginners to write text books for experts as well as vice versa. In this way they won't know whether they are coming or going, and become so confused that they'll build that 30-in. glider out of sheer desperation.

A Contest-able Verdict

A year or so ago the last rites were about to be performed over the prostrate fuzzi of the Contest Model. That which was functional was pronounced defunct, and the Fearnley Crusaders were celebrating a resounding victory in the cause of truth and beauty. The future was a rosy one. The age of the freak was past, and the flying field would shimmer in the flamboyant haze of rainbow dopes and crystal cabins. Realism was the password to the model Utopia, and we all breathlessly awaited the golden age of modelling. Model societies were re-organised to meet the demands of the new Scale Age, and prophetic thinkers were hastily devising genteel competitions to enliven the picturesque scene.

All the evidence of great success was there. Scale kits and plans sold like hot two point fives. But, in the general tumult everyone overlooked the flying fields. It was blissfully accepted they were overflowing with a glittering abundance of super scale models. Had they only made the effort to look they would have seen the defunct Contest Model in full possession. Not a cabin or spot of coloured dope in sight.

Now, of course, we know that the Nine Day Scale Wonder is safely over, and we must content ourselves with the depressing fact that the model flying machine is here to stay.

Wingless Wonder

Engine fanciers will be saddened to learn that the racing engine is on the decline. Aeromodellers, too, will regret the passing of the mass produced hot-rod, even though its airborne operations were mainly limited to the elevation of an occasional loose bench.

In one or two exalted instances these ear drum blasters have successfully demonstrated the futility of equipping speed models with wings. But here I must tread warily. We "brick-on-a-string" jeerers, according to a recent scientific article, are wrong in supposing that a speed job would fly without wings. I, for one, am humbly prepared to accept the truth of this, as, obviously, without wings it would no longer be a model aircraft.

This may well be the reason why the racing engine is on its way out. It too definitely pointed the way to the wingless model aircraft, and as there ain't no such animal, at least not in the model menagerie, there would be a grand exodus of speed fliers from the hobby. That would be a tragedy, if only for the newsreel men who would be forced on the dole.

Ali DID THE SKETCHES



Indoor Flying

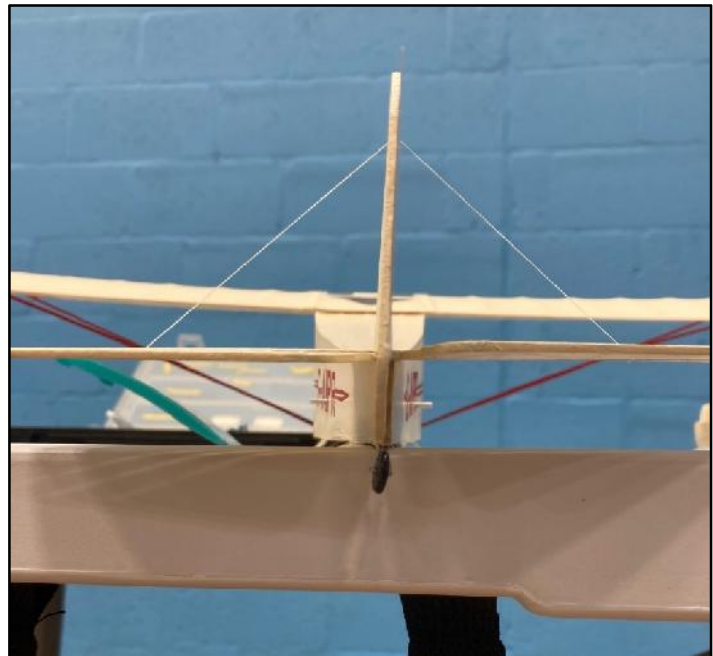
We hire a large hall, about 25x20x9m, the Brailsford sports hall in Bangor, North Wales, once a month during the winter. There is no club as such, I pay for the hall and hope to recoup the cost through attendees. It is still more cost-effective than travelling to the (excellent but distant) Manchester velodrome. It helps encourage people to fly when the weather is....sub par.

This month we were thin on the ground, but the main focus for Allan and me was to trim out contenders for the UK Indoor Nats. The flights of Allan's electric Auster J4 from the VMC kit improved significantly during the session, but the walls and floor are hard and it will require some maintenance before the competition.

I had just finished a Cessna 140. Trying to be clever, I thought I could save weight by working from the KeilKraft plan, not the VMC kit; apparently not. Andrew Derby tells me his version was the same 23g A UW and mine was nose-heavy at that. I think I can build a new, lighter, nose block, but with tail weight it was taking off and flying reasonably. I was pleased, but having been to Nijmegen and seen the high standard of flying I realise it is no world-beater. If it were not a challenge it would be no fun!

I also have an Auster J4, a rubber powered hybrid built from the Aerographics plan but with some sections from the VMC kit. Although more authentically scale, I find the adjustable elevator and rudder challenging. It seems you only have to look at it and settings change. I resorted to photographing the tail before each flight, with a marking gauge held against the rudder. It did achieve flights that I think would qualify, but I will build something larger and without adjustable surfaces in future.

That future being next winter, as I have many outdoor projects.



Setting the rudder on the J4 and Recording the elevator setting

Dave flew his foam semi-scale triplane to good effect. I'm not personally interested in radio control, but it does fly well....as long as it keeps turning.

Paul was fielding a new Gymminie Cricket and doing all the right things - lighter building techniques, making notes etc. His reward? A thirty second flight that ended with wing and fuselage fluttering to the floor separately, having collided with a roof beam. He's very philosophical about it, however large the hall, the limits of it cause rapid, painful deceleration. Great flights when everything works, though.



Paul with his Gyminnie cricke



Paul has some repairs to do



Dave flying his triplane

Roll on summer and outdoor flying. We have had a few outings already. The last indoor meeting of this season will be extra-long as it will be the indoor part of the:

May Welsh event - 1200-1800 on Sunday May 11th.

I thought it would be wise to secure a hall booking just in case the Welsh weather does not play ball! More details of this event on www.sam1066.org under News/Events.

Martin Pike



The Editor Comments on Current Topics

"THE MODEL ENGINEER" EXHIBITION

This year *The Model Engineer* Exhibition will celebrate its 25th anniversary, and will be held at the New Royal Horticultural Hall, Westminster, from August 9th to the 19th.

Since the first post-war exhibition this event has become increasingly popular with model aeroplane enthusiasts, and each year has seen an improvement in both the number and the quality of the exhibits. In this year's exhibition the model aircraft section will take an even more prominent place than last year, and we look forward to seeing a still better range of exhibits than was displayed on that occasion.

Apart from going a long way to break down the ingrained belief, held by so many model engineers in the past, that model aircraft construction consisted of just tissue and paste, *The Model Engineer* Exhibition affords aero-modellers an opportunity to show other aero-modellers just how well a flying model can be made and the extent of their skill and ingenuity in manipulating the materials of construction peculiar to model aircraft; it also enables them to examine at leisure the excellent work done in other branches of model engineering.

The model aircraft classes will be the same as last year and again there will be a silver trophy to be won outright by the club showing the best three flying models. This trophy would make a fine addition to your club's collection of contest prizes; why not organise an entry now? Further details of the arrangements will be published later, but entry forms can be obtained *now* from the Exhibition Manager, 23, Great Queen Street, London, W.C.2. Remember, last minute efforts seldom win prizes, so get started on your exhibit right away.

NEWS FROM THE STATES

The Academy of Model Aeronautics of America has just elected its new officers for the ensuing season and it is interesting to note that a fresh name appears in the office of president, namely, Kenneth H. Held, of Detroit.

Kenneth Held has been a consistent builder of models since 1918, and the Academy should benefit from his wide experience, both of modelling and general organisation, since he holds a responsible position with the General Motors Corporation. He two sons and his wife are also keen model builders and flyers so that he brings to the movement more than just his own personal interest in model aeronautics.

Other well-known names which figure in the list of vice-presidents and contest board members for 1950 are Frank Zaic, Henry Struck, William Fletcher, Chester Lanzo, Ed. Lidgard, R. E. Schumacher, and Andrew G. Peterson.

We also understand that, following the experience gained last year and the suggestions put forward by members of last year's American Wakefield team, the A.M.A. has decided that the selection of the team for 1950 should be made some two months before the actual date of the contest to give them sufficient time to prepare and test their models. They are, therefore, hoping to select their team by May 28th, on a district allocation basis something after the style of our area selection scheme.

Five areas have been selected as follows:—

West Coast—two members.

Chicago—one member.

Cleveland—Akron—one member.

New York—one member.

Hampton, Va—one member.

Preliminary meetings or eliminators will probably be held in the outlying districts of each area to give as many modellers as possible the chance to make the team. It would thus appear that the A.M.A. is making use of a similar scheme to the one which we used last year.

UP AND UP

Two new American Class "B" C/L speed records have recently been established at record trials held at Los Angeles, California.

The first is a speed of 135.08 miles per hour, made by Richard Rigney (Senior), and the other is 129.35 miles per hour (open), by Charles Schuette.

We await details of the models and engines used.

12-13th April 2025, Buckminster

For me this was a multi-task event.

As well as hoping to see people and do some flying, I had to give back the Earl Stahl trophy in person as well as collect my BMFA Auction 'winnings'.

I did all that and more, buying up some of the aeromodelling items donated to the BMFA as well, so I now have many, many projects to complete.

The weather was fine, but a little breezy for my free-flight tastes for most of the time.

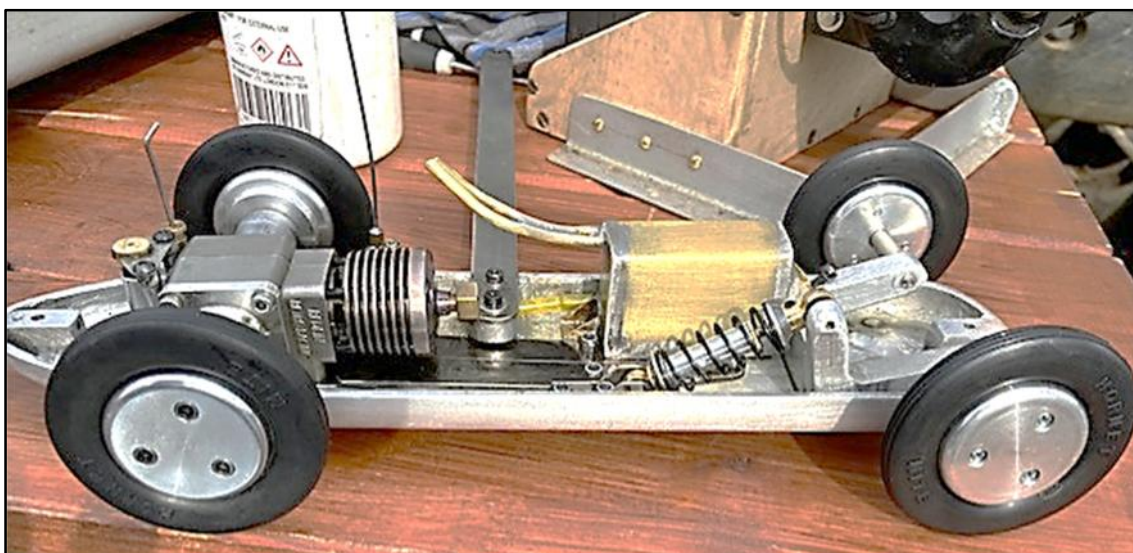
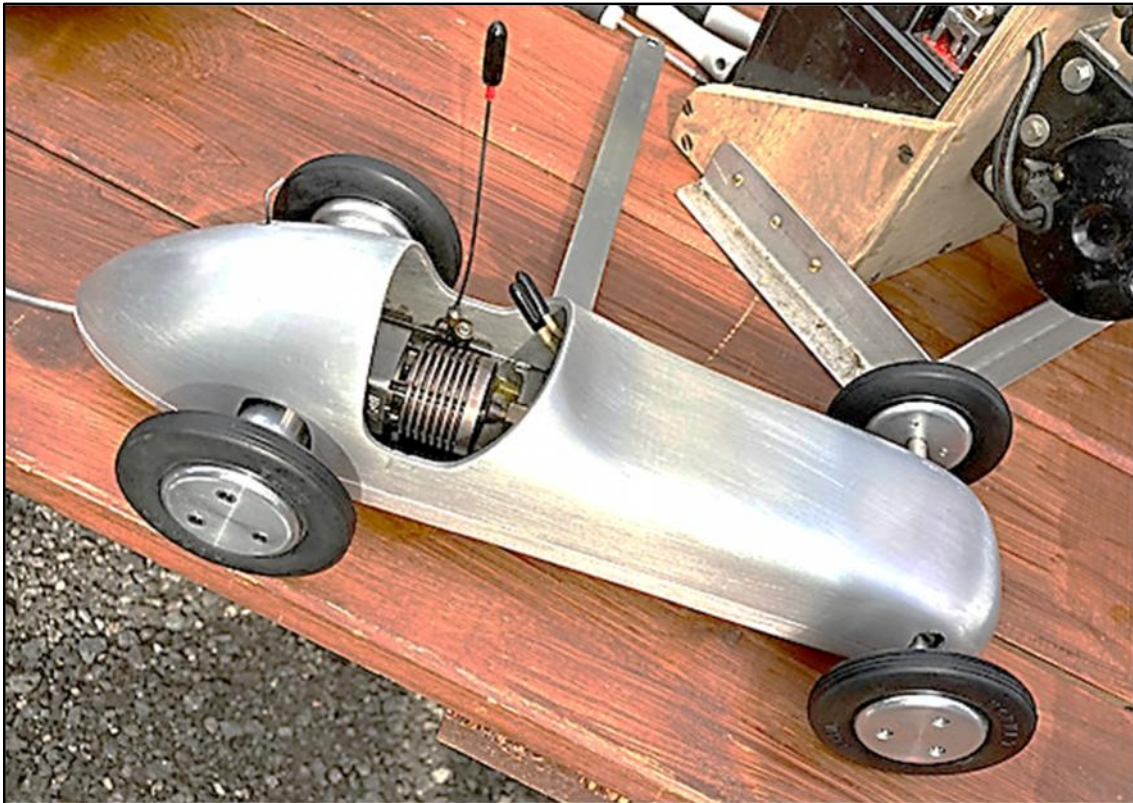
I did fly towards the evenings though.

I have the luxury of a flying site near to my home, so meetings such as this are more of an opportunity to meet up with people and see other's models than to fly. This was admirably achieved this weekend.

The New Clarion editor, John Andrews, came with me on the Sunday and seemed to enjoy the atmosphere.

Buckminster Pictorial

NC Editor chats with log time friend Tony Rushby



Tethered cars - Oliver repro 2.5cc, Aluminium or wood bodies, stainless or aluminium chassis



Ian Lever and his wife Lynne with Tomboy radio assist



Flying well

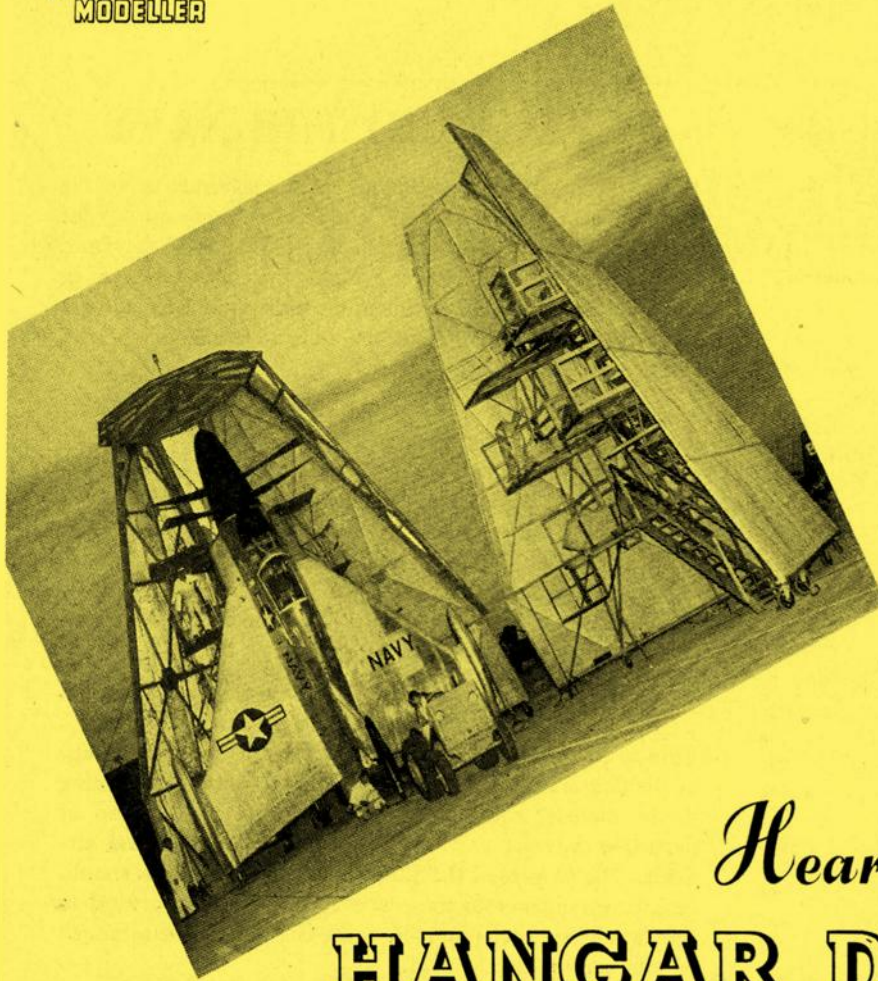


SAM 35 Spring gala, spot landing competition. One competitor used a glider

Martin Pike

AERO
MODELLER

May, 1955



New style in Hangars is the tepee-shaped "clam - shell" with triple decked working platforms for the Convair XFY-1 "Pogo." Hangar rolls on wheels so that it can be taken to the aeroplane if needed

Heard at the HANGAR DOORS

How Simple is Radio control ?

Modellers who have shunned or hesitated at entering the somewhat technical field of Radio Control, frightened by such terms as "standing current", "quench coils", "crystal oscillator", etc., can take heart now that our Editor's long-awaited book "Simple Radio Control" is available.

It has been written especially for the average aeromodeller who, with no knowledge of radio, wishes to experience the thrills of radio controlled flying for the first time. In consequence the book deals only with simple single channel equipment described in clear non-technical terms.

An explanatory chapter gives the basic principles of operation, and individual items of equipment, such as the Transmitter, Receiver, Relay, Actuator, etc., are all dealt with in detail. The novice is helped in his choice of equipment, be it commercial or home-made, and in the latter event there are chapters giving stage-by-stage construction details for the "AEROMODELLER" Transmitter, Receiver, and also the Pike XFG1 Receiver.

Further chapters explain the installation of radio gear in the model, tuning and operation, the various systems of control linkage, and construction of an All-Purpose Meter.

The Radio Model itself is given comprehensive

coverage, and here as an aeromodeller, our worthy Ed. has the advantage over the somewhat technical titles already on the market. Choice of model and structural considerations particular to radio control operation, are amongst the many facets discussed, not forgetting important items such as the right type of landing gear and methods of trimming.

Test flying and radio pilotage, fault finding and correct soldering are also covered, and there are useful indices giving details of commercial equipment and batteries. Art plates and sketches portray, not only the author's ideas, but a multitude of other brainwaves from well-known radio experts, and we can safely say that this little book is as good a "five bobs' worth" as one is likely to find.

Merited Recognition

We learn that the F.A.I. has awarded a Paul Tissandier Diploma to hard working S.M.A.E. Secretary, Doug. Gordon, who has filled this post for a number of years. These diplomas are a form of recognition of activities devoted to the aviation movement, usually in fields that are not capable of acknowledgment by the award of trophies, etc., and it says much for Great Britain that this is the second award to be made to Britishers, the first going to S.M.A.E. Chairman and President of the International Models Commission, A. F. Houlberg.

May, 1955

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AERO
MODELLER

Over eight inches of snow, Czechs Harapat, Brauner, Pech and Cizek in upper photo look as happy as the Wallasey boys (below) during their recent postal contest organised through AEROMODELLER World News columns.

World Speed Champs.

We learn on best authority that both date and venue are changed for the 1955 World Control-line Championships. Stated in the F.A.I. Calendar to be at Paris over Whitsun, they are now to be held at l'Aerodrome de Poitiers over July 1, 2 and 3. The city of Poitiers is just over midway between Paris and Bordeaux, and from the nature of these alterations we interpret that the meeting will be held with another major French meeting. Date for their Nationals has yet to be announced.

Fixed your Holiday?

The thrill of full-size gliding—a hobby close akin to aeromodelling—can be enjoyed in good company at the Gliding Clubs to be seen advertising at the back of this issue. First class accommodation, the chance of a whole unfettered week of flying and solo flying after dual control training can be yours for less than the cost of the average seaside laze. Why not try it this year and join the increasing band of A and B gliding badge holders?

Windsor Highlights

February 26th was the occasion of the annual Northern Heights M.F.C. Dinner, held as usual at the "Windsor Castle" near Victoria, and as usual the fun was fast and (at times) furious. Sir Pugh Lloyd received the "Malta Cup" on behalf of the R.A.F. Models Association from Lady Boyle who presented the prizes, and founder-member "Rip" was the proud recipient of an album of photographs. All in all, a very pleasant function, maintaining its standard as an "aeromodellers must".

East meets West

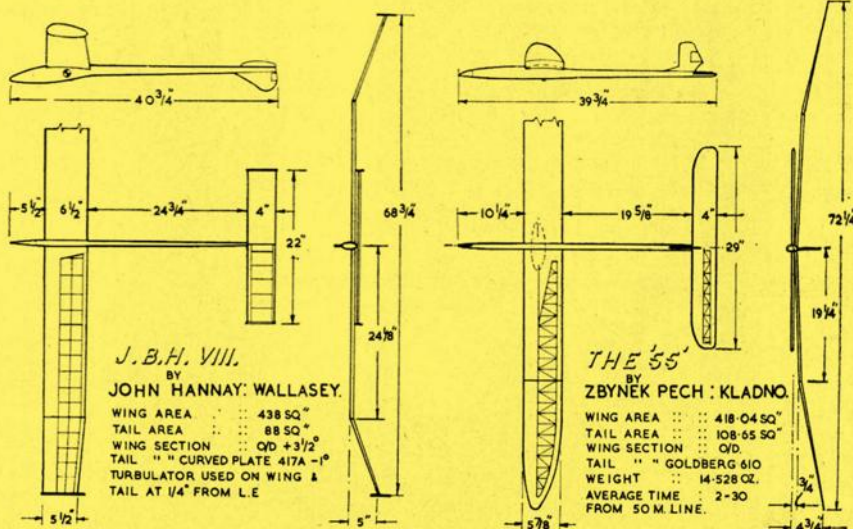
Through our World News columns we have been successful in matching by postal contest leading clubs in Britain and Czechoslovakia. The event took place on cold, snowbound February 27, with



two teams nominated each by Wallasey M.A.C. and Kladno (Czech), plus another team from Wavertree M.F.C. to make it a triangular event, whilst Whitefield, due to strong wind in their district, postponed their part in the contest until better weather arrives. With similar conditions in each country, except for occasional turbulence at Kladno, we are able to draw direct comparison between East and West. Close results, both individual and for the Wallasey and Kladno "A" teams make the coming A/2 Championships even more interesting, should the Czechs be able to send a National team.

WALLASEY versus KLDADNO (Total in secs for 5 flights)					
J. Hannay	813	J. Harapat	811		
G. Hutton	782	E. Brauner	758		
S. Hinds	775	Z. Pech	707		
R. Sutton	421	R. Cizek	508		
TOTAL ...	2791	TOTAL ...	2784		
„B” Teams					
Wallasey ...	962	Kladno	1545		
Wavertree Results					
C. Chestnutt	744	D. Douglas	560		
J. Dutton...	595	A. McLellan	510		
TOTAL ...	2409				

Drawings of outstanding models are at right.



A Trimming Session with an F1J

-

Roy Vaughn

The recent spell of settled weather presented the opportunity to finish trimming a model I have been struggling with for some time.



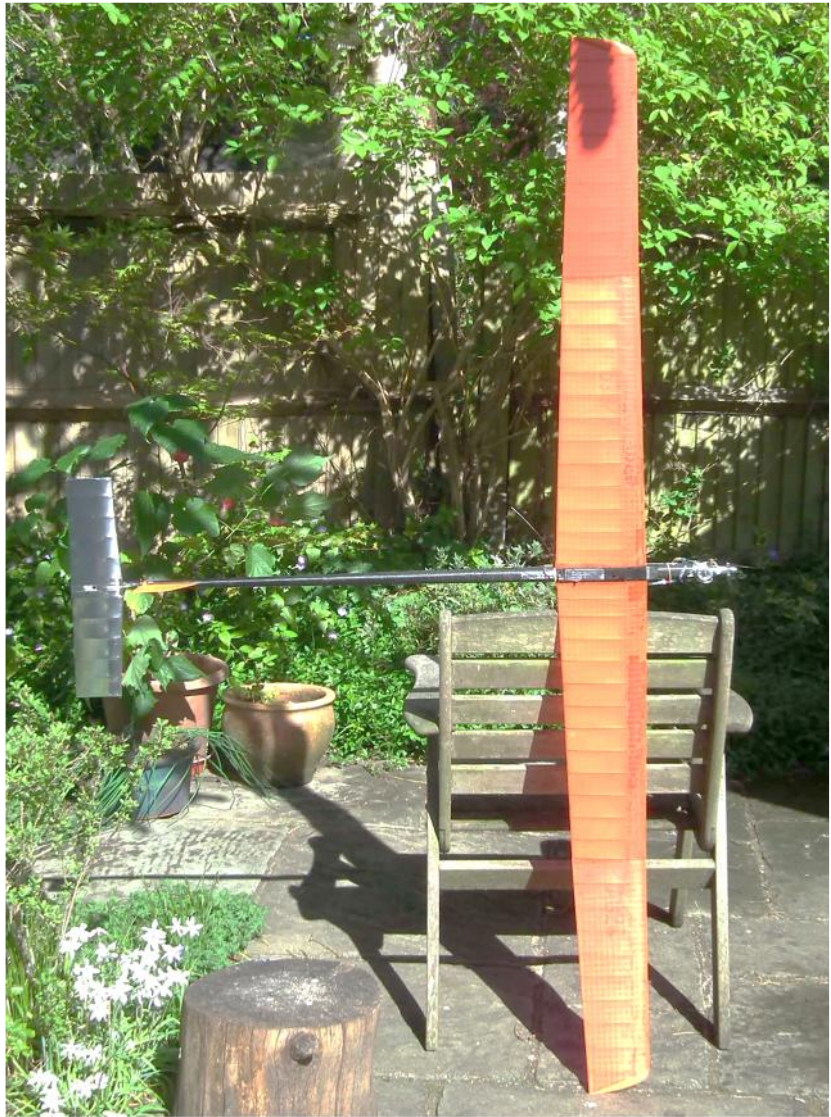
This is an own design intended to improve on the performance of my other models by means of a modern low drag section and a higher aspect ratio wing. The section is AG24 by Mark Drela, originally designed for discus launched glider. It has the advantage of being quite thick, for structural stiffness, but with little more drag than thinner, flat-bottomed sections, and a better L/D ratio.

The wing structure turned out rather over-engineered and heavy but it is extremely durable, with a Rohacell cored D-box covered in carbon cloth. The fuselage is built round a Mick Lester tube, the tailplane has a carbon tube main spar, the motor is a Cyclon 061 from Russia and the timer is a Sidus F1B unit from Italy.



The model was built pre-Covid and part-trimmed at the time but then motor troubles intervened and attention slipped away for a while. Last year the model was recovered in Icarex and there followed a bizarre period of erratic trim which was traced to a loose area of covering. This problem had now been fixed so I was optimistic that trimming could soon be finished. When I set off for Chobham Common a couple of weeks ago the sun was shining, winds were light and the gorse in full bloom.

At the previous session on Salisbury Plain the model was damaged when it had to be radio-DT after the motor failed to stop. The cause was pieces of the interior wall of the bladder which had flaked off and found their way, by Murphy's Law, up the flood-off line rather than the fuel feed. Given the uncertain state of



trim after repairs which included replacing the tail mount, for the first flight of the day the motor run was set for 1 second. Fortunately the flight turned out to be uneventful so the run was extended to the full 4.5 seconds.

This time model flew a distinct S-pattern rather than the pure vertical climb of my other F1Js. This may be characteristic of low drag sections so not a surprise and not a problem provided the bunt is adjusted to allow for the model being over-vertical at motor cut. Immediately following the vertical launch the model performed a distinct nose-up kick back followed by a very shallow bunt until motor cut. On this particular flight the kick back wasn't compensated sufficiently by the bunting tendency and the motor cut with the model still not quite vertical, causing a stall off the top.

For the second flight the VIT setting was adjusted to force the nose down a little more, one turn of a 10BA screw. This proved sufficient to cure the problem, the transition to glide was now spot-on. Maybe more trimming can eliminate the shallow bunt but for the time being the current trim will suffice. The climb altitude didn't seem to suffer compared to previous models despite the bigger wing. The next step is to attempt to fly it in competition which is sure to expose the remaining problems!

Time will tell if this pattern is repeatable, I had to stop flying at this point because the wind was getting up. Overall things were looking good.

Roy Vaughn



General information

Type	Carrier-based fighter-bomber
Manufacturer	Blackburn Aircraft
Primary user	Fleet Air Arm
Number built	192

History

Introduction date	November 1938
First flight	9 February 1937
Retired	1941 (withdrawn from front line) March 1945 (withdrawn from other duties) ^[1]
Developed into	Blackburn Roc

The Blackburn B-24 Skua was a carrier-based low-wing, two-seater, single-radial engine aircraft by the British aviation company Blackburn Aircraft. It was the first Royal Navy carrier-borne all-metal cantilever monoplane aircraft, as well as the first dive bomber in Fleet Air Arm (FAA) service.^[2] The aircraft took its name from the sea bird which 'divebombs' any potential predators that come too close to its nest.

The Skua was designed during the mid-1930s to Specification O.27/34, and was a radical design for the era, combining the functions of a dive bomber and fighter. Its enclosed cockpit and monoplane configuration were obvious shifts from preceding FAA aircraft such as the Hawker Nimrod and Hawker Osprey biplanes. On 9 February 1937, the first prototype performed its maiden flight; it was ordered straight off the drawing board to accelerate its development.

In November 1938, the Skua was introduced to FAA service; 33 aircraft were operational by the outbreak of the Second World War.

Early in the war, the Skua was involved in the Norwegian campaign and sank the German cruiser *Königsberg*, the first big warship sunk in war by air attack and by dive-bombers. It was present during the Battles of Narvik, the Dunkirk evacuation and also the early stages of the Mediterranean theatre. While a capable dive bomber, its poor top speed and rate of climb meant it was severely limited as a fighter. Despite this, Fleet Air Arm pilots achieved moderate success with the Skua, scoring numerous aerial victories during the Norwegian and Mediterranean campaigns, with at least one pilot making ace status with five victories. In 1941, the Skua was relegated from frontline operations, but continued to be operated in secondary roles, typically training and target tug duties, as late as March 1945.

Development

The origins of the Skua can be traced back to the Air Ministry's issuing of Specification O.27/34, which sought a naval dive bomber whose primary role would be to disable or destroy enemy aircraft carriers with a secondary role as a fighter. Blackburn chose to produce its own response under the internal design reference *B-24*, the design effort was headed by the aeronautical engineer G. E. Petty. Many competing companies also responded, including Avro, Boulton Paul, Hawker and Vickers. Blackburn's submission would emerge as the victor, despite several of the competing proposals adopting similar layouts. Being Blackburn's first dive bomber, the design was occasionally referred to as the *D.B.1*.

During April 1935, Blackburn received an initial order for a pair of prototypes. On 9 February 1937, the first of these, serial number *K5178*, performed its maiden flight from the company's facility in Brough, piloted by A. M. Blake. Unusually, it was initially painted in a distinctive grey-and-white colour scheme. On 26 June, the aircraft was first displayed to the public at RAF Hendon, London, and performed an aerial display at RAF Hatfield Woodhouse two days later. Two months later, the *Skua* name was officially assigned to the type by the Air Ministry.

Both prototypes were powered by the Bristol Mercury XII radial engine; however, production Skuas were instead powered by the Bristol Perseus XII, largely due to the Mercury engine being prioritised for Bristol Blenheim production. Another change made on production aircraft was the elimination of the wing tip slots, as they were deemed unnecessary after handling tests revealed mild stall characteristics. Due to the growing urgency for more combat aircraft in the run-up to the Second World War, an initial production contract for 190 Skuas was issued in July 1935, effectively being ordered straight from the drawing board. To accelerate production, it was decided to produce the mainplanes at the Olympia Works in Leeds, while a subcontracting arrangement with General Aircraft Limited saw this company build additional fuselages at its Hanworth facility.

On 28 August 1938, the first production Skua Mk.II, *L2867*, performed its first flight at Brough, piloted by H. J. Wilson. Both it and the second production aircraft were dispatched to Martlesham to accelerate the last stage of performance trials, which included armament trials. According to the aviation author Aubrey Joseph Jackson, despite the relatively radical nature of the design, relatively few changes were recommended either by the Air Ministry or the engine manufacturer; one of the few modifications requested was the strengthening of the wingtips and a substitute tail oleo. Almost all of the production run was completed and delivered prior to the end of 1939, 26 Skuas were delivered during the month of July alone. However, due to delays in the overall programme, the Admiralty had also ordered the Fairey Fulmar to perform the same role.

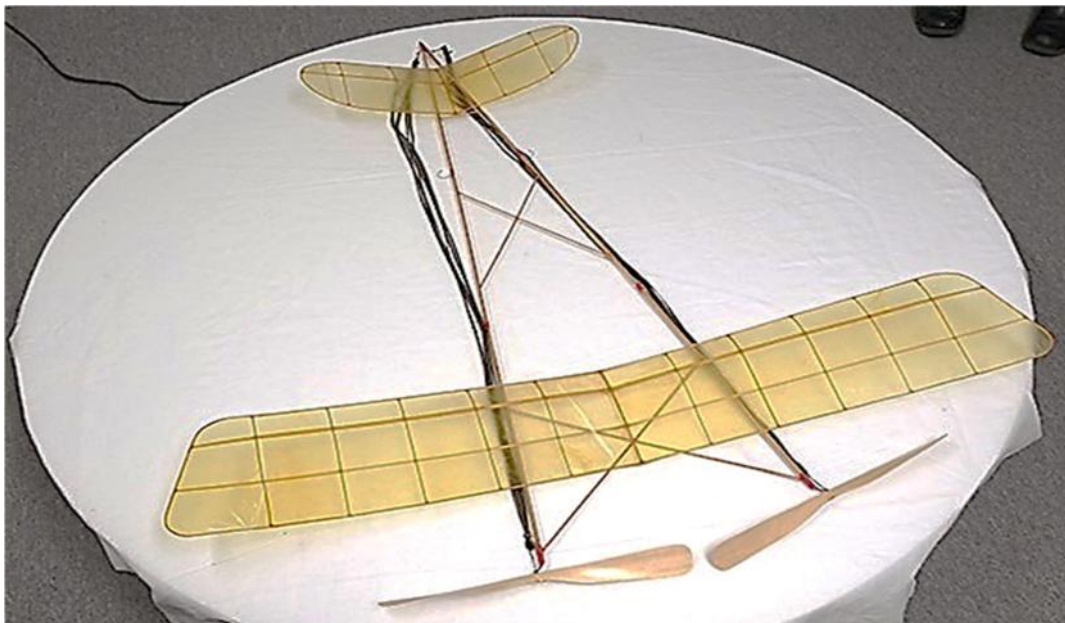
The Skua was, however, an effective dive bomber, which was arguably its main intended role. It scored numerous successes as a dive bomber in the Norwegian campaign, sinking and damaging a number of ships, most notably the German cruiser *Königsberg* on 10 April 1940. Royal Navy test pilot Captain Eric 'Winkle' Brown stated:

"It was while diving that the Skua really came into its own...subsequently I was to fly quite a number of US and German dive bombers and the Skua matched up well with the best of these as regards to its diving characteristics, but it had only a two-position propeller and this tended to overspeed in the dive before terminal velocity was reached. However, a nicely screaming propeller was always to be considered a psychologically aggressive asset in any dive bomber."

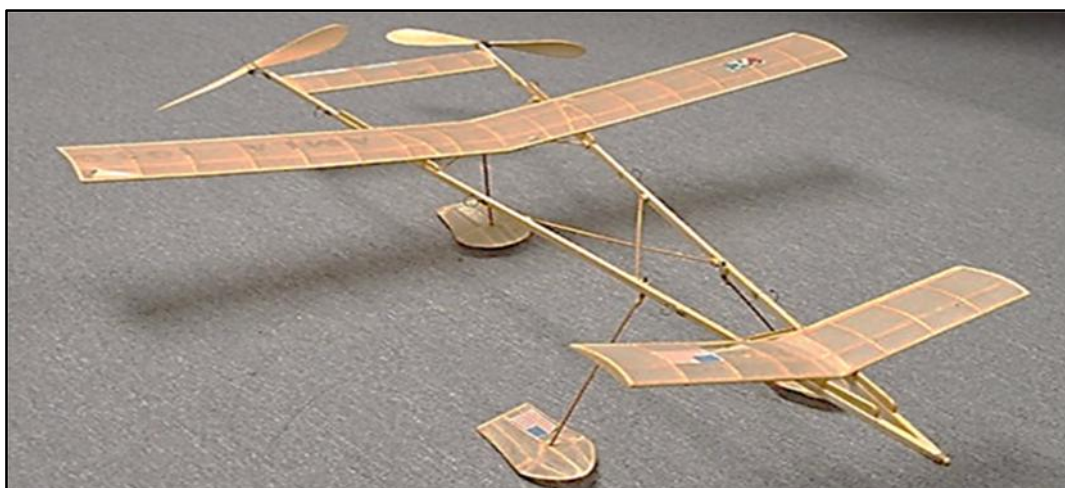
Reading the article written by our Hon Membership Sec in the previous NC evoked a few memories of the day when we used to hold mass launch A-Frame comps at Middle Wallop, in which Bournemouth Club members featured strongly. A quick bit of searching then revealed an article which should be of interest to our readers, particularly to Martin & those who participated in the MW comps. For reasons of (lack of) space, it has been concatenated.

More history of A-frame twin pushers

Written by Maria VanVreede Read even more about A-frame twin pushers in Bob Angel's "Old-Timers" column that was featured in the April 2017 issue of *Model Aviation*. The National Model Aviation Museum's collection of A-frame twin pushers covers a span of more than 20 years—from 1910 to 1934. Most of the 15 models are late reproductions, but the museum has a few that are possibly originals. In addition to these aircraft, the museum's library contains several early modelling books and magazines that discuss both the easy-to-build introductory models and the winning racers of the first part of the 20th century. Here are some highlights:



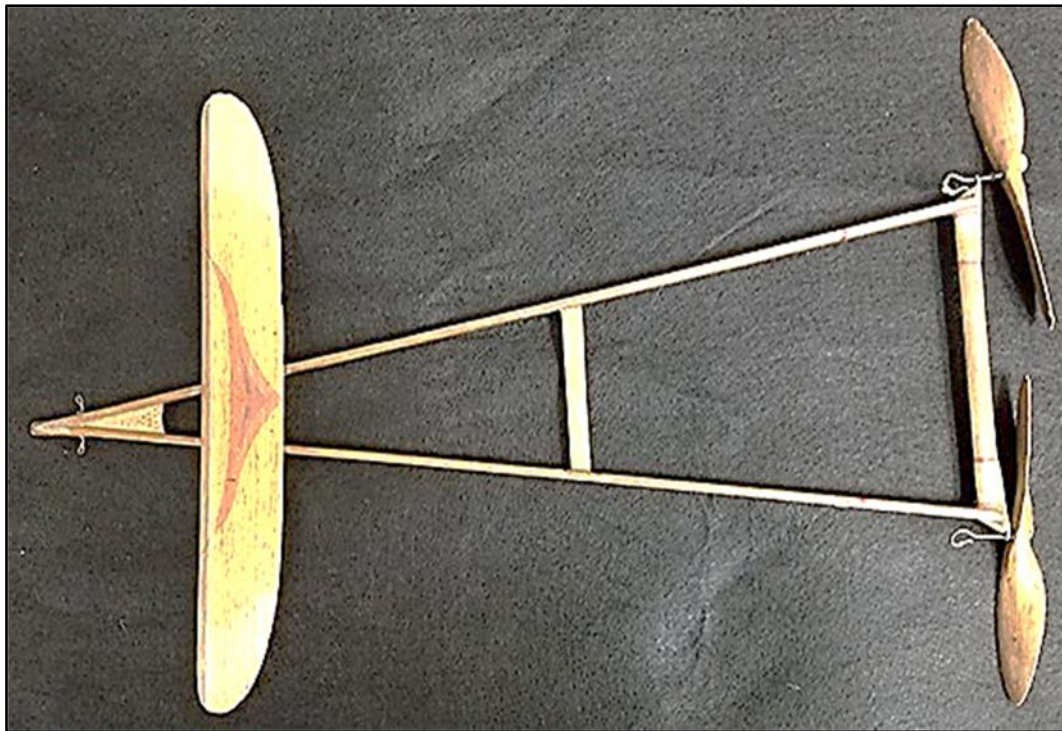
*This A-frame racer built in approximately 1910 came to the museum through Jim Noonan. It is covered in a material called goldbeater's skin. According to Paul Edward Garber's *Building & Flying Model Aircraft*, published in 1928, "Another fabric employed for covering wings is goldbeater's skin, which is very light-weight animal membrane, being the lining of part of a cow's digestive tract. It can be purchased in sheets from model supply houses, but it is comparatively expensive."*



This A-frame twin pusher above is a reproduction built by Vic Cunnyingham Sr. in the early 1990s. It accurately copies the A-frame pusher designed, built, and flown by Donald C. Burnham, who at the age of 14 won the Junior Division Outdoor competition at the 1929 Nats in Detroit. The floats were built from plans published by Bert Pond.



This A-frame twin pusher is a reproduction built by Jim Noonan of Ralph Kummer's 1934 design. Not much else is known about it.



Built as a speed-racing model, this A-frame twin pusher is much smaller than the others, with only a 14-inch wingspan.

Was it possible to wind up both of those rubber motors at the same time? Yes, especially with a winder such as this one that is meant to wind both motors simultaneously. (Egg whisks come to mind - suitably modified)

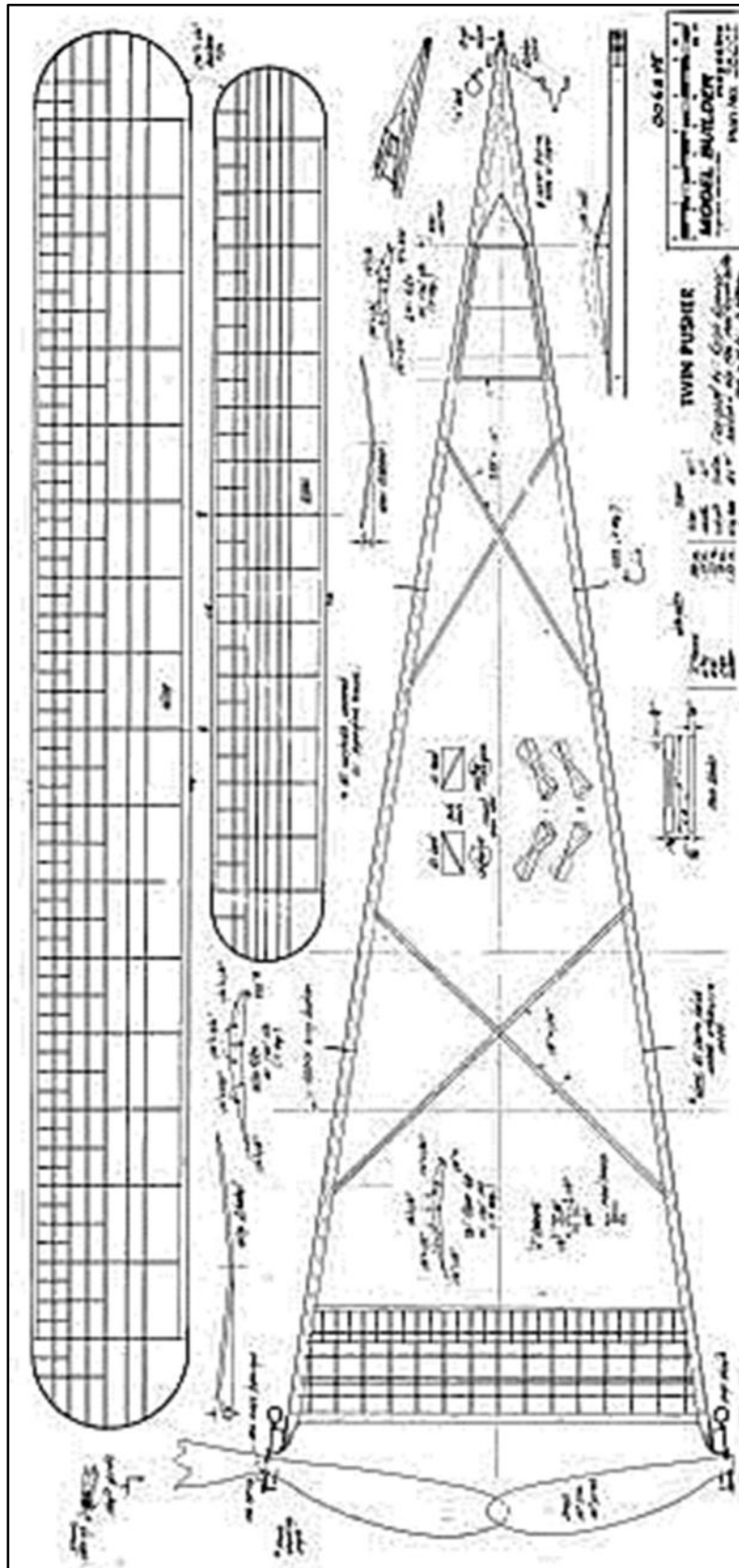
The complete article can be read online at <https://www.modelaviation.com/twin-pushers> It makes reference to several old aeromodeling books that have been digitised & that are easily & freely available from the web.



I have a recollection of Ralph Kummer visiting David Baker in Middle Wallop days gone by & am sure that the Kummer model was built & flown by several SAM1066 devotees. Probably Roy Tiller & John Taylor have a better memory than me?

Anyway, all power to Martin for persevering with his models.

Here is the Kummer plan from our library.



Roger Newman

Report No.171 All Change At The Library

The future of the David Baker Heritage Library collection of aeromodelling books and magazines was discussed at the AGM, see below an extract from the minutes.

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

The further discussions have taken place with the result that the BMFA will take over the full library collection."



The photograph above shows the library collection as it was stored and on the right in process of dismantling.

The story continues with Roger Newman's report.

"A transfer of the full library collection, including racking, was duly achieved over the weekend of 5th/6th April, with the combined resources & efforts of the Tiller & Newman families at the Bournemouth end & BMFA Archive volunteers at Buckminster! Carriage of the magazines, books & other articles required some 60 plus large cardboard boxes, each box containing multiple smaller box files. It needed a long wheel base Transit van to get everything loaded, but there was room to spare! Bournemouth to load up on the Sat & a round trip of about 370 miles on Sunday to Buckminster & back. Doug Hunt & his BMFA team had made space available for storage. They then have to sort everything out, re-assemble the racks & get to grips with what they have to do to integrate their own archive with the latest additions of our library. Roy provided comprehensive information! Thanks guys."

As an aside, all of the volunteer teams at Buckminster are doing a really good job on the site, the cafe is now up & running providing excellent service. The fields are in really good condition & although not my cup of tea, there was a jet fly-in day in progress when we arrived. Probably around 40 or so in the pits & several in flight - all very impressive. So much so that I forgot to take any pics!

As to further progress at Buckminster. It will take a while for the BMFA team to sort everything. The long term goal is to merge the two collections, disposing of duplicates at future swap meets as appropriate & sharing any arising income between SAM1066 & BMFA. Physical space has to be sorted for the merged collection.

A service similar to that provided by SAM 1066 for plans & magazine copying is intended, as digitising facilities exist on site for scanning extracts from mags & books. Details & procedures are yet to be worked out. Hopefully (& this is a personal view) the BMFA website will get an update that includes for archive content & services, at present there is nothing mentioned - again time & resource limited but I'm sure Doug will cover this in due course.

So there we have it - Roy & Barbara have regained a bedroom, the library is in safe hands & all went well. My personal thanks to Roy & Barbara for all the work they have done over the years to create, establish & maintain such a vast amount of material. Members should be very appreciative of their efforts.

Roger Newman



The photograph above shows the magazines and books in boxes and the racks disassembled, all in my garage ready for despatch.

On the right all has been loaded onto the van ready for the onward journey.

It has been a pleasure to look after the SAM1066 David Baker Heritage Library collection for the past 15 years but as I am now in my 90th year and suffering from diminished vision it is time to relinquish this responsibility.

Thank you to the BMFA for taking over the collection.

Thank you to all those who made donations to the library.

Thank you to all those who have made enquiries and thereby shown that the library has been serving a need.

Thank you to the readers of my monthly report for their occasional comments.

Signing off and wishing you all well for the future.

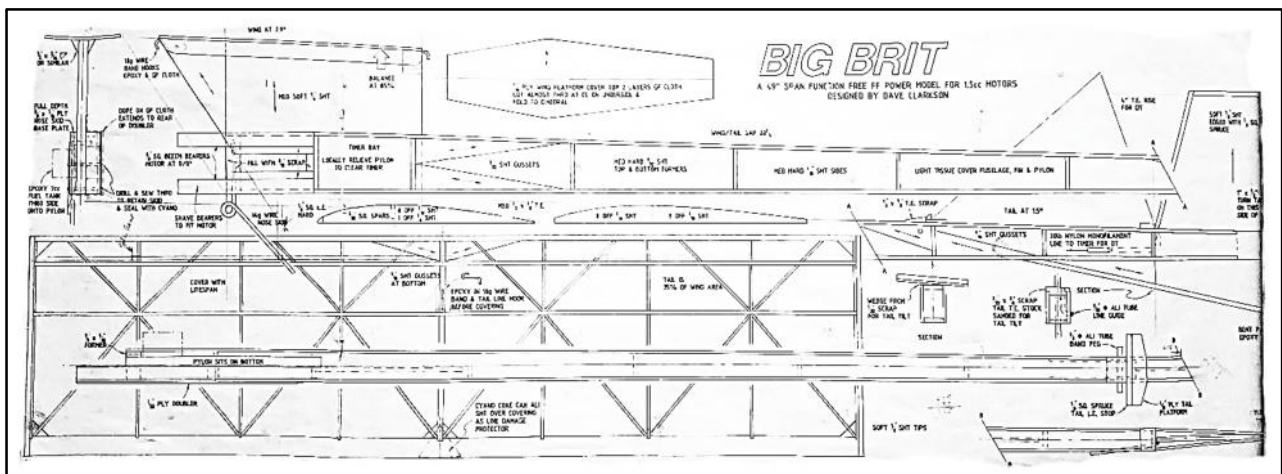
Roy Tiller

No Jimp or KP01 news this month as time has been at a premium whilst the hoped-for clear half day for a tissue and dope session failed to materialise but I'm more optimistic for May. That said, I did have some minor covering repairs to do on one of the models mentioned in what follows so the board has been used a bit.

I have to say that I was very sad to read the obituary of Dave Clarkson in the April New Clarion. Dave was an all-rounder and I suppose that his main thing was control line. Go to Outerzone and you'll find 14 designs of his - 13 control line and just one free flight job but it's his free flight designs that meant the most to me.

I can't say that I knew Dave well though we occasionally chatted and shared phone calls. However I owe him an enormous debt of gratitude as his work has resulted in me having some of the most reliable and successful free flight contest models that I have flown. If I go into my little room I can see five Clarkson designed models hanging up, each of which has flown well off-the-board and taken comparatively little time to trim to the point where they could give an exceptionally good account of themselves. Add these published designs to Dave's 3-part series on trimming Slow Open models from the Aeromodeller back in 1998 and you have a great design package for some highly competitive I/C and fast electric models that have stood me in good stead for many years and continue to do so.

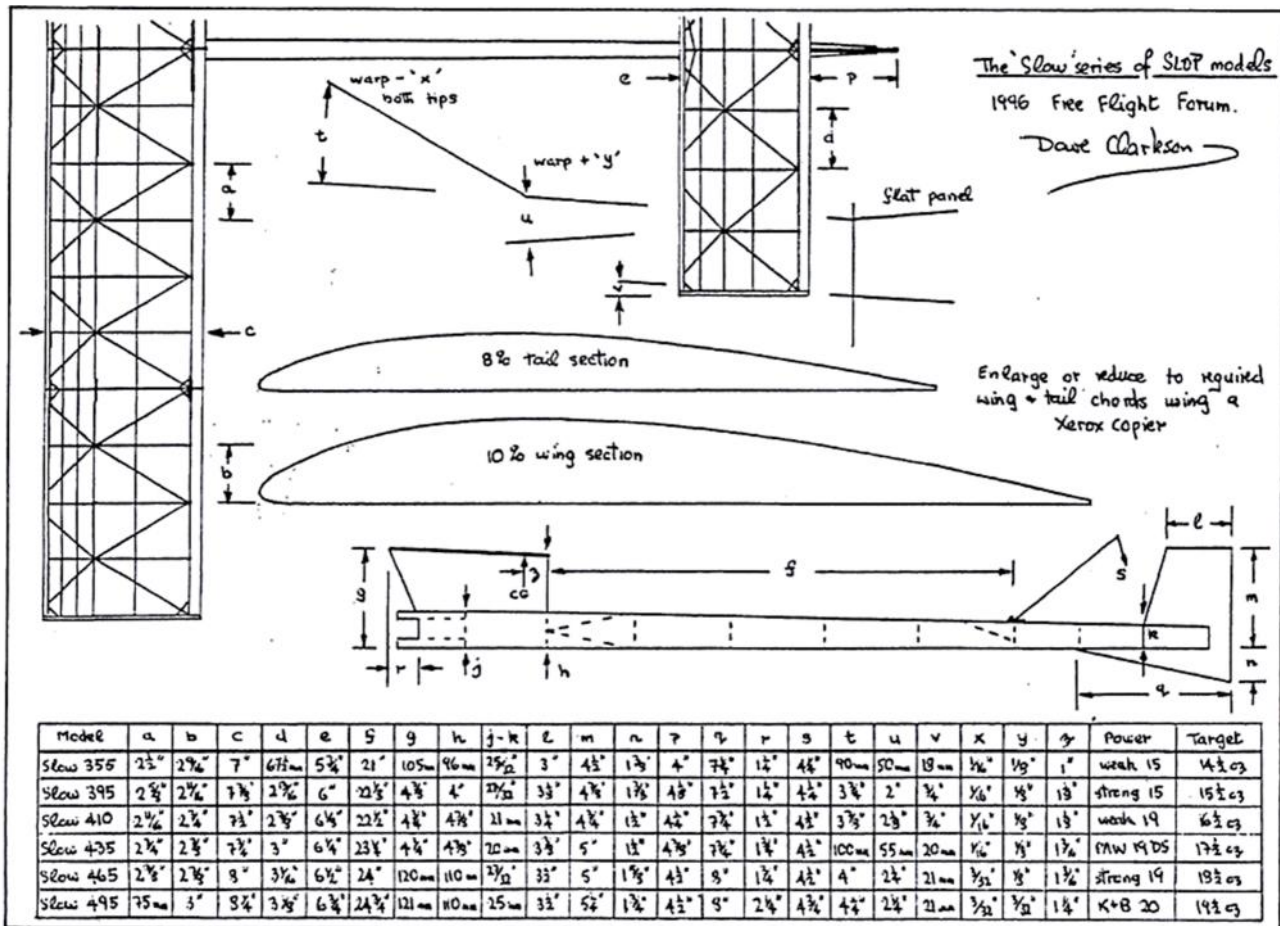
The first that I built was the Big Brit from the Aeromodeller free plan. The Brit Power comp class came as a lower-powered version of SLOP where the maximum engine size was reduced to 1.5cc (I think it was diesel only and flown to a 2 minute max). I flew my Big Brit in Brit Power at my first visit to the FF Nats where it won. Unfortunately the class fizzled out in popularity quite quickly but it was at this time that Open Electric was getting going and it was a fairly simple job to stick an outrunner motor on the front and modify the pylon to accept a battery and I was soon giving the model a new lease of life. It performed as well or even better than it had in I/C power mode and was the perfect starter in electric.



It was typical of all the Clarkson free flight designs that I know of. Simple to build, flat bottom wing, square tips, diagonals in wing and tail structure, flat plate offset pylon, predictable and repeatable climb, transition and glide (it goes up on rails!) and able to cope with windy conditions. What more could you want!

The Free Flight Forum report of 1997 included an article by Dave on his approach to Slow Open Power with a generic plan covering a whole range of sizes for the same design with a chart giving the critical dimensions and even recommended engine sizes for each. The article explains how he developed it by looking at trends elsewhere in this type of model and came up with an amalgamation of what he regarded as the best features. And he got it right! Incidentally, I

think that the table is also included in the aforementioned Aeromodeller SLOP trimming article but if I remember correctly Dave told me that this version included a few errors that crept in when the drawing was transferred into the printable format. The Free Flight Forum report was a copy of Dave's own hand-drawn sheet so you know that its right!



The first model that I built from this data was the 432squins version with an AM35 for flying in Slow Open. It flew so well that I built a second as my back-up model. This Martin Dilly photo of me launching it on an idyllic day on Salisbury Plain shows my preferred launch angles - perhaps not the best but it seems to work.

One of the 432s ended up in Southampton Water after a flyaway from Beaulieu but it was washed up and found on the beach at Gosport albeit without the tailplane. The address label and phone number worked and I collected it from the finder at his house in Portsmouth on the way home.

I think it was this one that became my next Open Electric model. I spent a lot of time going through the Scorpion Motors catalogue and performance data programme and eventually selected a 2212 1920KV outrunner.

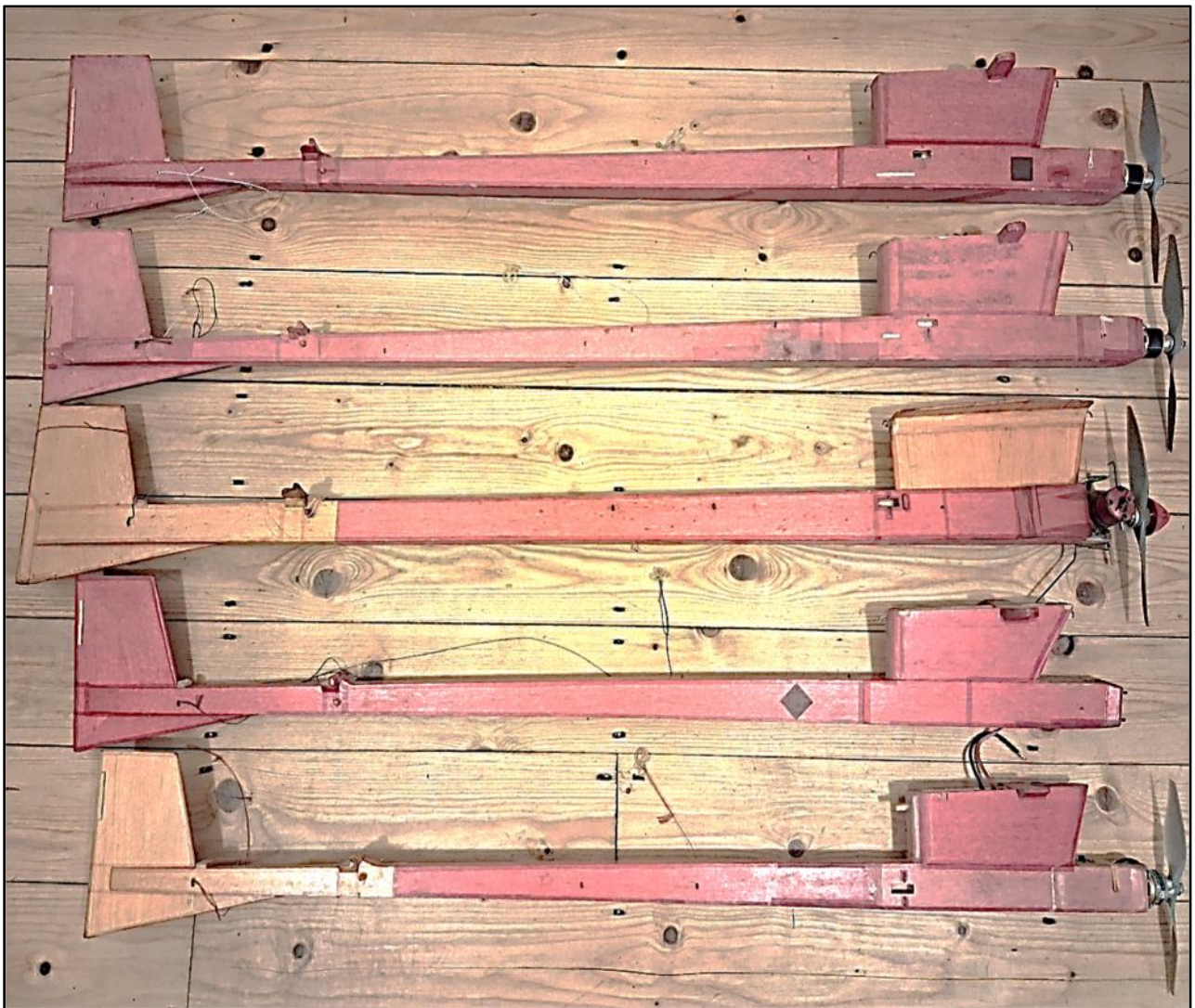


From then on I just did the same to the model as I'd done with the Big Brit - lengthened the nose to get the balance right and changed the pylon for a hollow one to house the battery. It was clear that the power delivery was well up on the AM35 version and this time an almost vertical launch worked. And it flew with all the positive traits that the electrified Big Brit exhibited, only better because it was bigger and more powerful.

As with the SLOP versions, I liked it so much that I built another as a backup but that one turned out lighter so it became my first choice. In fact it still is and it was last flown in the Open class at the BMFA third area meeting just two weeks ago where it gave a great account of itself despite the very breezy conditions. Modesty forbids me mentioning the final result.

I built one other electrified Clarkson SLOP, this one being for F1Q more than 10 years ago when it was a very different class to what it is now. I chose to build the 355squins version though being totally honest I can't remember why! Suffice it to say that it flew just as well as the others and the high spot of its flying life was a 3rd place after a second fly-off in Poitou on a hot summer's day in 2015 - happy days. The current rules mean that it wouldn't be even slightly competitive in today's F1Q where the powered glider format is the only way to go but I had a lot of fun out of it at the time as I've had with all of the others.

Thanks Dave.



Tony Shepherd

Southern Coupe League 2025 and other musings...

A draft SCL programme was published a couple of months ago now and since which time various events have (not) taken place and the impact of the new FFTC calendar has become clearer. Firstly, I can restate those events which will form the league for this year as below:

1	Croydon Cagnarata	14 th or 15 th June	Salisbury	ray.elliott8@btinternet.com
2	Crookham Gala	28 th or 29 th June	Salisbury	chrisredrup@yahoo.com
3	BMFA Nationals	25 th August (3 rd day?)	Sculthorpe	Check day
4	Oxford Duration	30 th August 09.30–13.30	Portmeadow	gmlaw7@btinternet.com
5	Birmingham Classic	20 th or 21 st September	Luffenham	gavin.manion84@gmail.com
6	Coupe Europa	4 th or 5 th October	Salisbury	ray.elliott8@btinternet.com
7	Coupe de Brum	4 th or 5 th November	Luffenham	gavin.manion84@gmail.com
8	Buckminster Gala	15 th or 16 th November	Buckminster	stuardarmonf1a@yahoo.com

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

Best 5 from 8 events to count, in the event of a tie at the end of the season then the number of 1st, 2nd etc. places will be used to resolve.

Additional events may become available as the year progresses and any other "privateer" events which people may choose to hold will be notified as they become available.

And now to other musings...

A clear impact of the new FFTC calendar has been that the flying of a number of classes has declined. In particular, and of interest here, is the sad fact that in the first three area events the "mini group" has attracted just one F1G entry. Without going into any discussion of the merits or otherwise of this new calendar it seems clear to me that F1G which was previously a thriving class will not survive unless it's flyers can see some point in entering a group dominated by higher performing models.

Accordingly, and purely as a suggestion at this stage, how would F1G and other Coupe flyers feel about next year's SCL being open to F1G flown in any "mini group" at FFTC area and gala events in 2026? Without knowing any details that's likely to be around 12 FFTC events to which we could easily attach a programme similar to the one above to give a total of maybe 20 counting events for the SCL.

The benefits I can see are firstly that there might actually be a point in building and flying F1G and secondly that the SCL could be won almost without travelling beyond ones local area venue. The downsides are the loss of camaraderie we had as a group of flyers and probably most telling that it's like "a postal" and we don't like postals.

Should flyers wish to go down this route then I envisage that they would simply email me their score. I would put everything into a spreadsheet rather as now and report every few weeks how the placings are.

This note is being emailed to all on my Coupe and Classic email lists and hopefully will be in the press soon. Please tell me how you want the SCL to be next year.

Thank you,

Gavin Manion

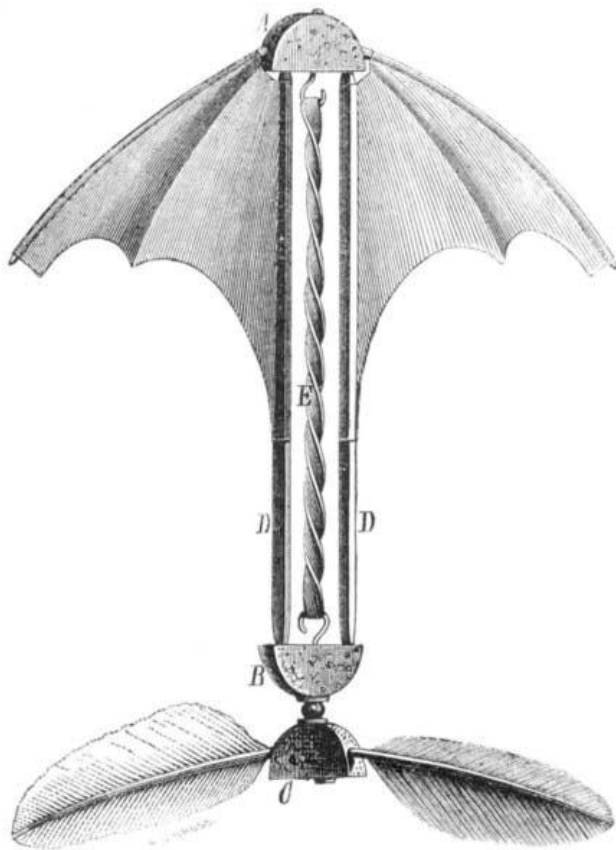
May 2025

It was interesting to read the correspondence last month from Steve Kimminau & Brian Riddle regarding the Lewis Carroll Society & Bob the Bat. Somewhat galling as well as Steve had emailed me but the email address used didn't work so I never picked up the originals. Hence I didn't respond but our Hon Ed sent me the email chain. Again I picked these up very late. Better late than never to comment.

A quick bit of searching on the information provided by Brian Riddle revealed the following information from Scientific American dated January 1877.

A TOY FLYING MACHINE.

A very ingenious toy, of French invention, which is a really successful flying machine, is now sold in the toy shops of this city. It is termed the "mechanical bat;" and it imitates the erratic flight of that creature in a very curious and



amusing manner. The construction is shown in the annexed engraving. A, B, and C are semicircular pieces of cork. Between A and B are secured two thin wooden rods, D, made of orange or some other lightstrong wood. From A, extend arms, between which and the adjacent rods, D, are pasted tissue paper wings. In A is rigidly secured a hook. The similar hook in B turns freely therein, but is fastened in another piece of cork, C. Between the rods and from hook to hook is stretched a rubber band, E; and in the cork, C, are inserted two feathers, like the fans of a propeller.

The apparatus is wound up by turning the cork, C, until

a strong twist is thrown in the rubber, E. Then the machine is released, when it will fly for a considerable distance either vertically upward or horizontally, return, and circle about, until the revolution of its propeller ceases, when it sinks to the ground.

The principle of the device embodies both the plans which, it is now generally admitted, must underlie the construction of any successful flying machine—namely, the kite and the screw. The screw drives the machine ahead, and at the same time causes the resistance of the air to furnish the com-

ponent of force vertically applied, which, acting on the wings, sustains the apparatus against the action of gravity.

The device is one of the most amusing philosophical toys that have come under our notice. It may besides serve a very useful purpose in illustrating some important, though not very clearly understood, mechanical truths. The toy is $8\frac{1}{2}$ inches in length, and 8 inches in breadth from tip to tip of the wings.

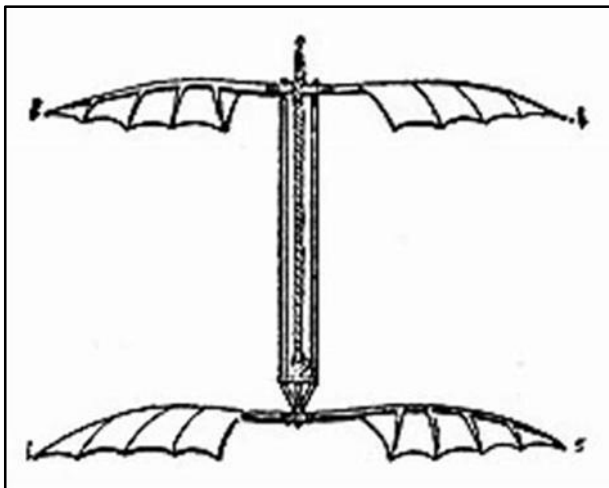
A further search revealed more about the Penaud "Helicoptere" mentioned by Steve Kimminau.

Alphonse Pénaud, a French aviation pioneer, was born May 31, 1850. In the early 1870s, Pénaud began building model aircraft powered by twisted rubber cords, the first to use what we would call a rubber-band motor. In 1871, he flew a model aircraft in the Tuileries for the Aeronautical Society of France. It had a tail stabilizer in front of a rear propeller, and both wings and stabilizer were arched in such a way that the model was essentially stable - really the first heavier-than-air powered aircraft to

have such properties. It flew for 11 seconds and covered 130 feet, and was a first on many counts - most notably, it was the first powered aircraft of any size to achieve stable flight. He called his model the "Planophore." (The Planophore has been featured in a previous NC)

Pénaud made a number of other flying machines, including some ornithopters (flapping machines, but his most famous creation is undoubtedly his model helicopter. It had two counter-rotating propellers for stability, one below and one above. Both propellers were powered by twisted rubber cords that ran between the propellers. He flew these successfully in Paris, and whether he made models for sale or someone else did, we do not know, but a Pénaud rubber-band-powered model helicopter was given to young Wilbur and Orville Wright by their father in 1878, when Wilbur was 11 and Orville was 7. They were fascinated by what to them was a flying toy, and both later claimed that the Pénaud helicopter inspired them to pursue their investigations into human flight.

Pénaud helicopters are easy to make, and are also available in kit form, and when you see one fly, you can well understand how the Wright brothers might have been instantly captivated by the sight. It is unfortunate and unfair to Pénaud that they are often sold under the name "Wright Bat." It is also unfortunate that Pénaud did not live to see what he inspired. Pénaud would have been 53 years old when the Wright Flyer was launched from Kitty Hawk in 1903. The famous first flight covered 120 feet in 12 seconds, not much different from the first flight of the Penaud's "Planophore" in 1871.



Pénaud Helicoptère



Wright Bat as kitted by Midwest

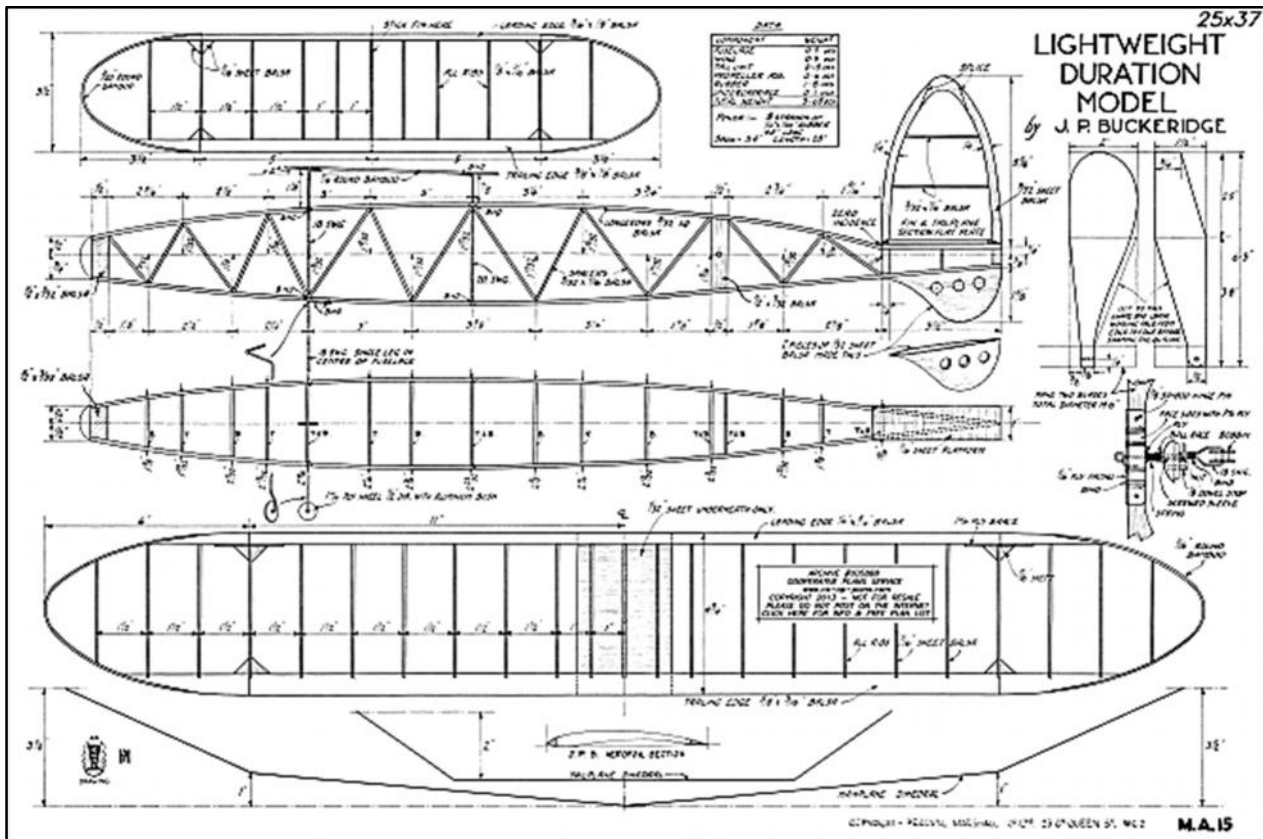
This info was extracted from an article by Dr. William B. Ashworth, Jr., Consultant for the History of Science, Linda Hall Library and Associate Professor, Department of History, University of Missouri-Kansas City. Comments or corrections are welcome;

please direct to: ashworthw@umkc.edu

So what is the answer to origin of Bob the Bat. Perhaps the hypothesis raised by Steve Kimminau is going in the right direction in that the Penaud creation of around 1870 gave rise to a further development by an unknown person also in France in the later 1870's, of the device featured in Scientific American of Jan 1877 & that Lewis Carroll somehow came across the information, acquired or built one & flew it for Alice Liddell? The timelines seem to equate. Another challenge? Build & fly a replica of Bob the Bat?

As an aside, I was also interested to note Brian's comments about his role at the National Aerospace Library. He was Chief Librarian at the time we donated David Baker's collection of full size aviation books to the Library in 2011. From memory there were well over 1000 books, the majority of which were welcome additions & those that were either duplicates or not required were still donated as books to be sold for their library fund. Brian was the principal contact at that time & very helpful - I really cannot understand why his staff role as Chief Librarian should have been made redundant? Life is very strange sometimes.

Vintage Lightweights continued



My memory is on the blink, pretty sure that I haven't posted the Buckeridge Lightweight previously so here it is:

Yet again this model featured in MW Vintage Lightweight comps of the past.

Model Progress (or lack of) on the home front:

Simplex 40 wing, tailplane, fin & both fuselage sides have now been built but not yet finished in terms of sanding et al. Progress came to a temporary halt with the 1066 library move & family visits whilst on my travels.

However it's (yet another) decision time! I had resolved to go electric with all the complications of getting the bits, the accessories, remembering how everything works etc then had a phone chat with our Chairman. He said "I have a Mills .75 & cut-off timer that you can have.

There's nothing more relaxing than firing up the Mills to tickover & watching the model gently pirouetting in well-trimmed circles round the sky!"

My resolve to go electric immediately weakened & I might well give in to temptation, as it will save me a lot of potential grief. Watch this space. All I would need is a can of sport mix.

Featured Plans for the month:

For whatever reason the mind homed in on Chester Lanzo - possibly because Gianni Lofredo sent me a picture below of the Lanzo Bomber, which Italian RC fliers have adopted big time.

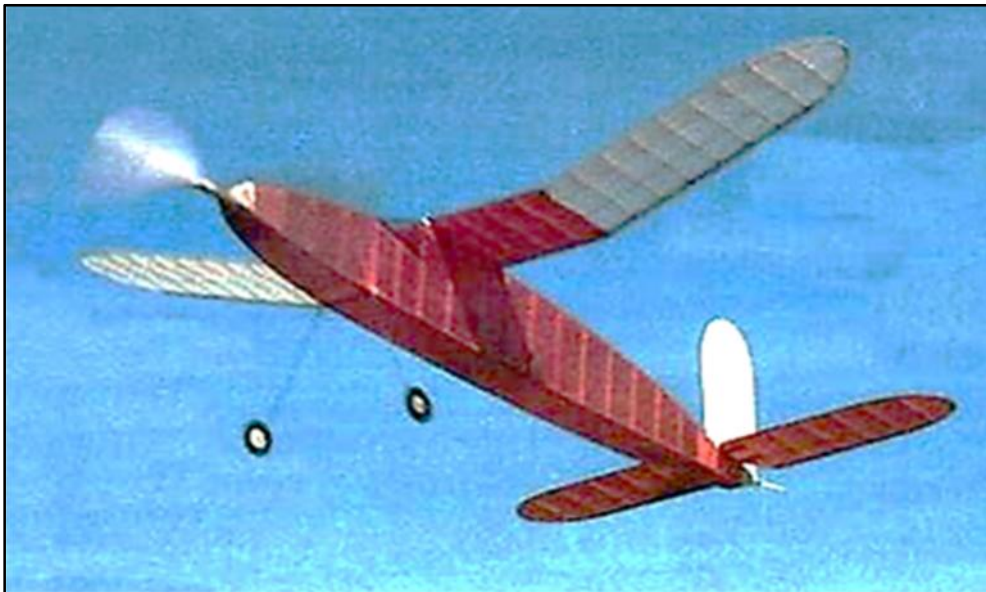
Power: At 96" span & fitted with an O & R 60, it was a model to behold in free flight at MW. Where could such a model be flown these days other than Salisbury Plain & maybe Sculthorpe? Fine for RC elsewhere - maybe? Anyway - the power model featured plan for the month. Published in 1938.

Rubber: staying on the Lanzo theme, we have the Lanzo Duplex - again many examples of this model flew at MW. From Air Trails August 1937.

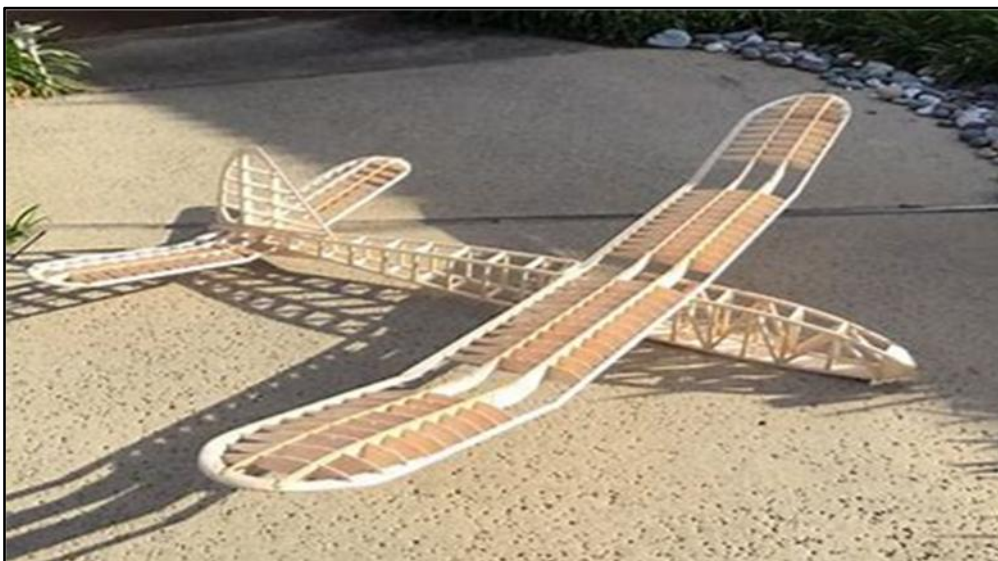
Glider: A deviation from pure vintage free flight to early RC - the Lanzo Thermal Sniffer from Air Trails August 1949.



Bomber



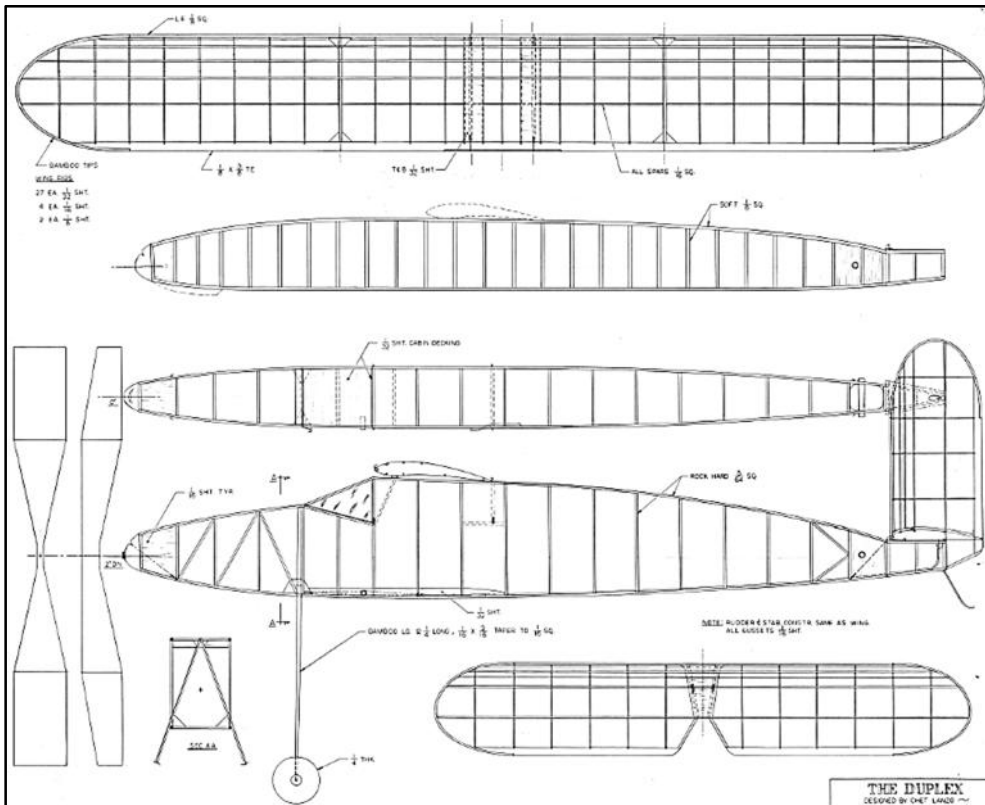
Duplex



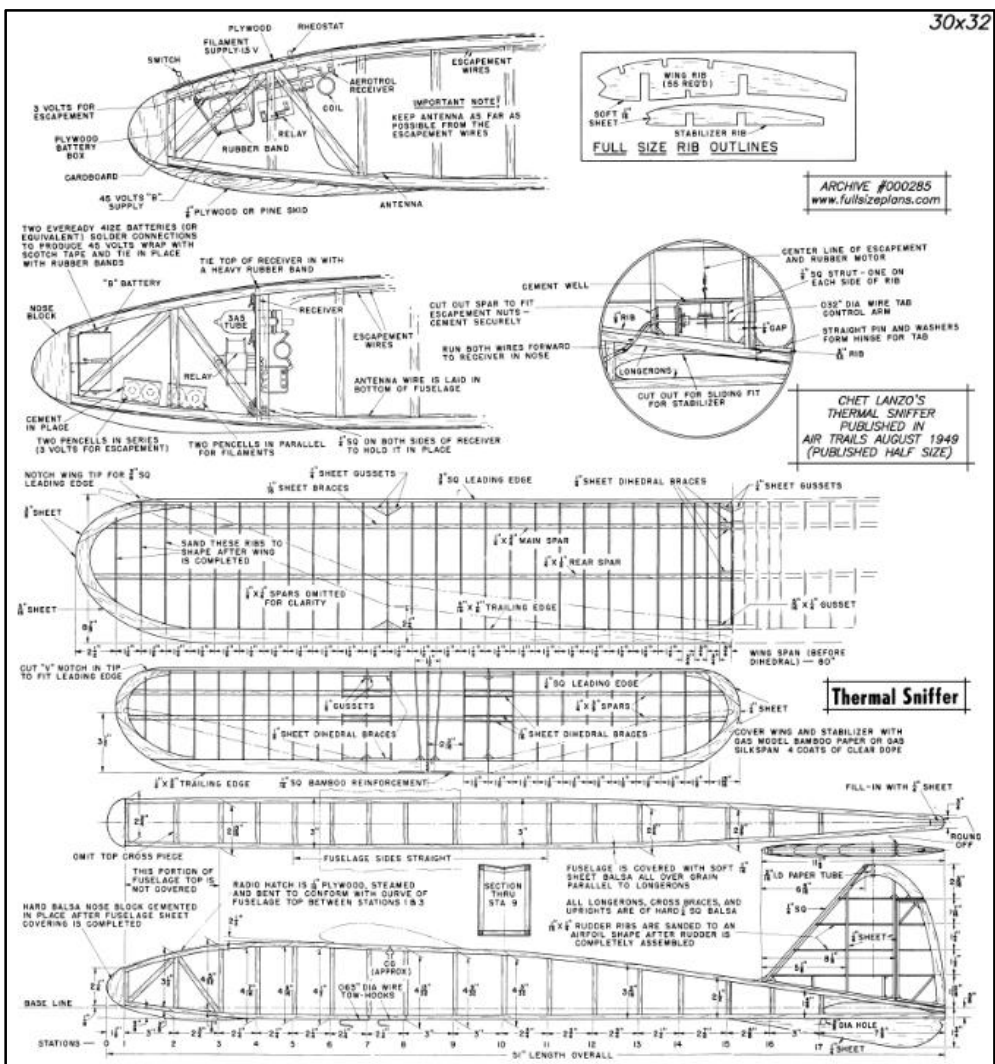
Thermal Sniffer

It's a good job balsa was reasonably inexpensive in those days!





The Lanzo 'Duplex'



The Lanzo 'Thermal Sniffer'

That's all for this month.

Roger Newman

Some of you may be aware that a few years ago the Italian chapter of SAM, SAM 2001, ran an International Tomboy Postal Competition. It was mainly for various R/C versions of Tomboys but there was also one class for Free Flight versions (or R/C with the electronics switched off!). To enter one had to fly a 36" Tomboy with a Mills 75 for power with a maximum tank size of 3cc. The competition lasted 12 months from 1st July until 30th June and you simply had to fly your model and get the flight timed from launch to landing then send you time to the organiser. You could fly anywhere and anywhen. If you achieved a better time later in the year then you entered that one as well and it became your score and you could enter as many scores as you liked throughout the year. DT's of any type were permitted. At the end of the 12 months there were prizes for the top three flyers. Pleased to tell that both John Andrews and myself were victorious at some time. Regrettably the event has now fallen by the wayside for reason's unknown but we have been wondering if it could perhaps be rekindled. The basic format would probably stay the same BUT the suggestion is that instead of making it for the Tomboy a different design could be selected and this year we are currently thinking of the 'Gigi' designed by the late John Barker and included as a free plan in the Aeromodeller of December 1964. Several flyers are known to have built them and are keen to enter the postal comp and a few others I have spoken to are up for building one for it (me included!).

The plan and original article are available on the Outerzone website for you to download at:

https://outerzone.co.uk/plan_details.asp?ID=2611.

Either put it on a memory stick and take it to your local print shop or just go there and give them this link and they'll probably print it for you from that. Alternatively Derick Scott runs an excellent plans service and can print and send you a copy for a very reasonable price - he can be contacted:

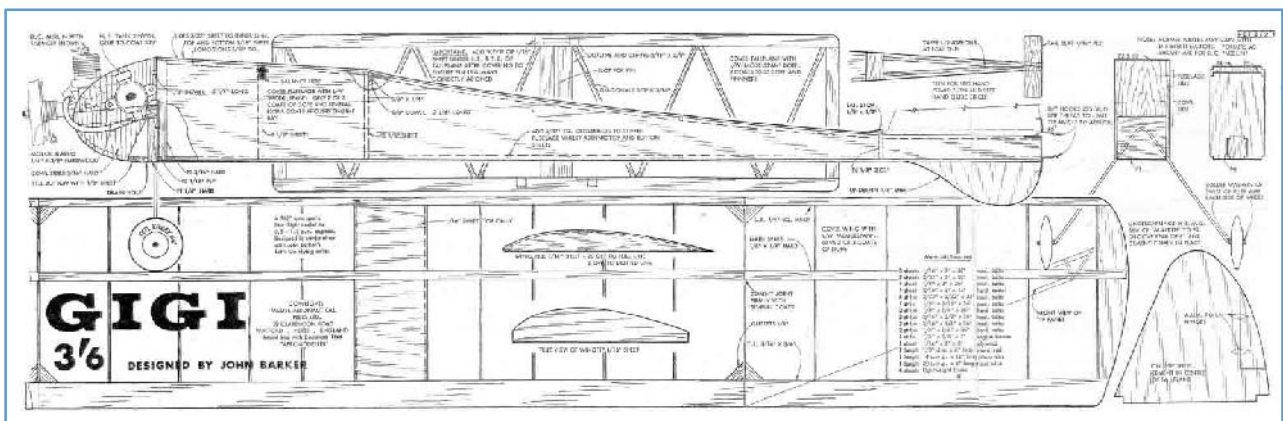
on 07410 915914 or by email derick@model-plans.co.uk

The model must be built to the plan with no scaling but any diesel engine can be used though the maximum fuel allocation is 3cc left in the tank when you launch. DT's are not mandated but are strongly advised.

Anyone with a stopwatch can time you - they don't have to be a BMFA member. 1 July 2025 until 30 June 2026 is the current intention but that might change when we get a clear picture of numbers - remember that you'll have 12 months to get you flights in so it isn't critical to be flying yours from Day 1.

As I mentioned above there is already some interest out there so if you would like to have a go at this then would you please let me know and we'll see just how much interest there is.

Contact me at chairman@sam1066.org



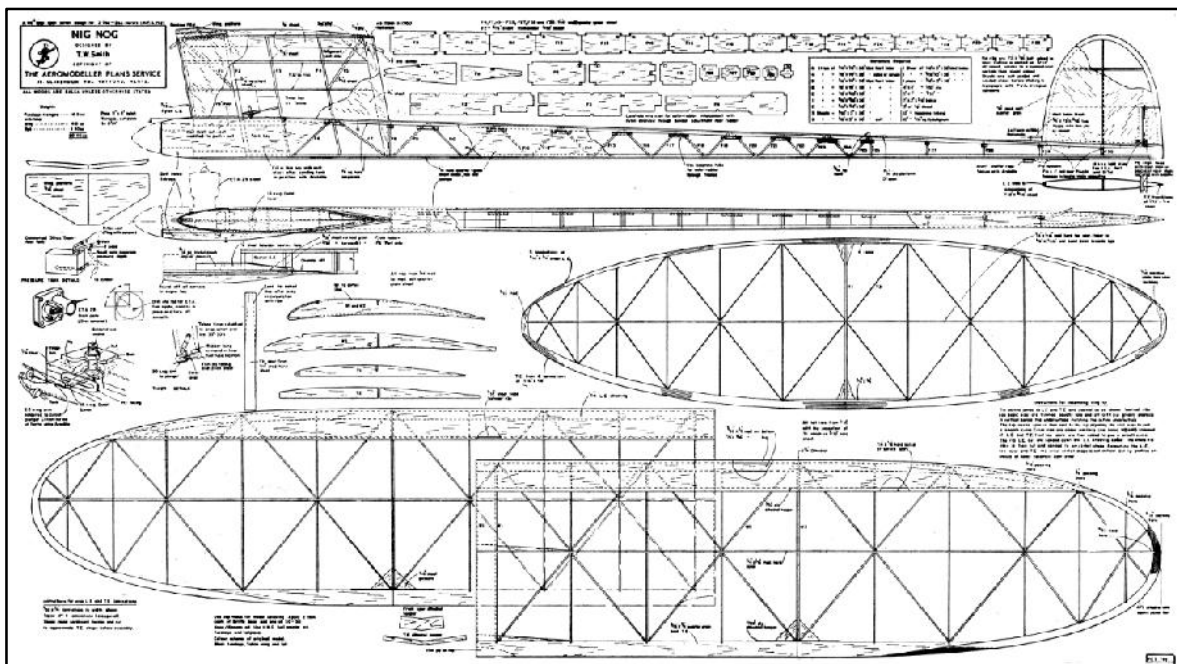
Tony Shepherd

This month I thought I'd write about my experiences with one of my favourite designs - Tom Smith's "Nig Nog".



I first became acquainted with the 'Nig Nog' when, as a 14-year-old, I saw Tom Smith win Open Power at the 1960 Nationals. I thought the climb was fantastic and aesthetically it was perfect with its elliptical wing (I think it's parabolic) and tailplane. I can still picture his flyoff flight even now, 65 years on.

I bought the Aeromodeller plan a few years later, thinking I must build one. This was a wildly optimistic move on my part as building it would be way beyond my experience and skill level at the time even though I'd been flying power for a while. But nothing like the 'Nig Nog'. Never mind the thought of flying the beast with its 550 square inch wing and ETA 29 power. For such a big model, by my standards anyway, the wing seemed to be of very light construction which also put me off.

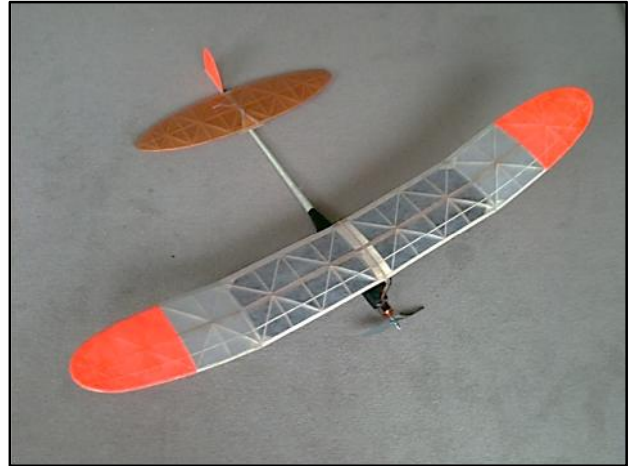
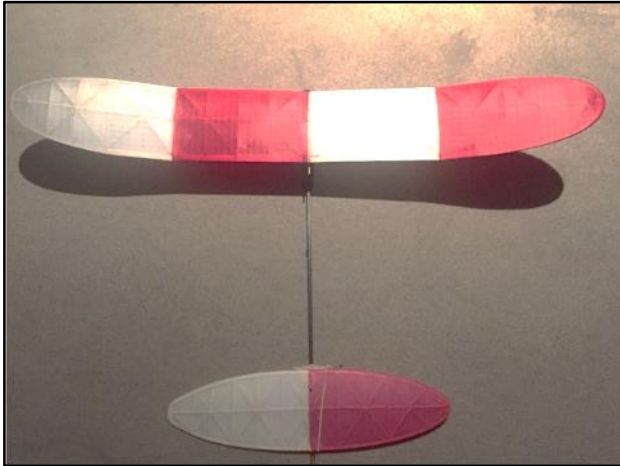


I folded up the plan and put it away but carried on flying power, mainly 1/2A, until the late 70's. After that it was almost exclusively rubber for the next 30 plus years.

2013 and the coming of E36 I was persuaded by my good friend, Peter Tolhurst, to build one. I thought this would be an opportunity to finally build a 'Nig Nog' albeit in scaled down form. So began a renewal of my interest.

I bought scaled down plans for both 36 in and 48 in span versions from Derrick Scott with the larger one to be for BMFA Electric.

So, the Nig Nog became an E36. I simplified the wing construction by having one upper spar at the high point of the section. I used an F1B carbon boom for the fuselage. I had some good results with this model but lost it at the Crookham Gala in 2019 on Salisbury Plain when it landed in dense woods and I had trouble with the tracker.



In late 2015 I built the 48in (300sq in) version for BMFA Electric. This is powered by a DYS 2826 2200kv motor which is potent (320W with a 7.5 x 4 prop) and as such proved quite tricky to trim. I got there in the end but have still managed to damage it more than once due to bad launches. It is currently waiting check flights following its latest mish

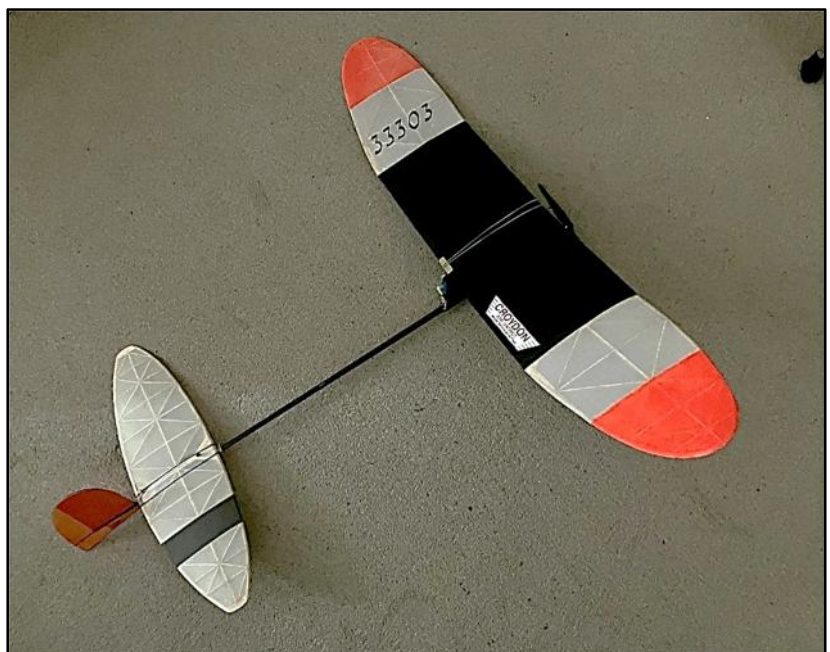
Following the loss of my E36 I decided to build another one during Lockdown. I was just getting somewhere with trimming it when, to my chagrin, I lost it on DT (!) on Salisbury Plain.

The latest one is a bit left field. I wanted to try an E36 with more wing area than the standard version, so I built one from the 48 in plan with the span reduced to 36 in. However, reducing the fuselage length in the same way would have been ridiculous so I made it slightly shorter than the 48in version and changed the tail area such that the tail volume coefficient remained the same as the original. It's too early to say how this model flies as I have only just started trimming it,

Will I be building another one? Quite likely.

For further information on the "Nig Nog" see the article in the March 1961 Aeromodeller.

A copy can be obtained from the SAM1066 Library .



Ray Elliott

Events and Notices

Fun Fly Indoor Duration event **Sunday 18th May**

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

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

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

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

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

Southern Coupe League 2025

Provisional list of qualifying events as at 21/4/25

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

1	Croydon Cagnarata	14 th or 15 th June	Salisbury	ray.elliott8@btinternet.com
2	Crookham Gala	28 th or 29 th June	Salisbury	chrisredrup@yahoo.com
3	BMFA Nationals	25 th August (3 rd day?)	Sculthorpe	Check day
4	Oxford Duration	30 th August 09.30–13.30	Portmeadow	gmlaw7@btinternet.com
5	Birmingham Classic	20 th or 21 st September	Luffenham	gavin.manion84@gmail.com
6	Coupe Europa	4 th or 5 th October	Salisbury	ray.elliott8@btinternet.com
7	Coupe de Brum	4 th or 5 th November	Luffenham	gavin.manion84@gmail.com
8	Buckminster Gala	15 th or 16 th November	Buckminster	stuardarmonf1a@yahoo.com

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

Best 5 from 8 events to count, in the event of a tie at the end of the season then the number of 1st, 2nd etc. places will be used to resolve.

Additional events may become available as the year progresses and any other "privateer" events which people may choose to hold will be notified as they become available.

Permits for Salisbury Plain & North Luffenham

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

The costs are:

£30 for Salisbury Plain - £35 for North Luffenham

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

Options for Flying on Salisbury Plain, Area 8

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

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



Croydon "Cagnarata" Rubber Day

+ SAM 1066 Day

14th or 15th June 2025

Salisbury Plain Area 8. Start 10.00.

Croydon Contest– This will be an all-in contest, with scores adjusted using K factors, for the following classes: F1B, 4oz Wakefield, 8oz Wakefield, F1G / Vintage Coupe, Mini Vintage Rubber, P30.

SAM 1066 Contest – Combined Vintage / Classic / A1 Glider, Combined Vintage / Classic Power, Mini Vintage Glider / Power

The actual date of the contest is dependent on the weather forecast. The decision will be made on the Thursday beforehand.

For further information please see secretary's notes in the April issue of the New Clarion (www.sam1066.org) or contact Ray Elliott at

ray.elliott8@btinternet.com, tel 07513 649734.

SENATOR

75th. Anniversary

Cleemac & Peterbro'

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



Buckminster BMFA HQ

Monday August 18th

10am till 4-30pm

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

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

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

Just bring your model along and fly it.

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

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

SUPERLIGHT CARBON E-20 AND HLG BOOMS

New stock just in.

First come, first served.

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

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

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

A CENTURY OF BRITISH FREE FLIGHT

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

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

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



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



MAY-WELSH

***Scale Free-Flight
Extravaganza!***

9th -12th May 2025

***Bethesda and Bangor,
North Wales***

Contact: Martin Pike
at members@sam1066.org
or 07831 141418
for more details

May Welsh 10-12.5.2025

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

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

More details on the www.SAM1066.org website

Please register with Martin on
members@sam1066.org

Indoor Model Flying Bangor, North Wales

at the

Brailsford Centre LL57 2EH

Sundays 15-00 til 18-00

2024 Dates:

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

2025 Dates:

To May - dates to be decided

**Free-Flight Models & Lightweight R/C
Beginners Encouraged**

Contact: Martin Pike, 07831 141418

Email: martin.pike.xray@btinternet.com

Join us, flying models. No experience needed,

We have free flight models for people to try out.

Of course you are welcome to bring your own models.

**We fly: duration models; scale models; and fun-fly
such as Gyminnie Crickets and Hangar Rats.**

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

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

TWIFF

(Totton West Indoor Free Flyers)

Please bring all your toys (Free flight only)

Sundays, from 12:00-16:00

Admission for flyers £15.00

Free for spectators and helpers

2024

15th September 20th October

17th November 15th December

2025

19th January 16th February

16th March 27th April

25th May - Revised times Sunday 12-00 til 15-00

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

There is a Tesco Local nearby for coffee and snacks.

Location

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

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

Contact Ken Brown 02380578866 or 07913814492 brown53hh@gmail.com



Waltham Chase Aeromodellers

INDOOR F/F MEETINGS

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

2024:

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

2025:

Jan:2nd., Jan:16th., Jan:30th.
Feb:13th., Feb:27th.,
Mar:13th., Mar:27th.
Apl:10th., Apl:24th.
May:8th.,
May:22nd. **Cancelled**
Jun:5th., Jun:19th.
Jul: 3rd.

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

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

Fliers will be required to show proof of insurance.

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

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

For further details please contact:

Alan Wallington, "Wrenbeck", Bull Lane,

Waltham Chase, Southampton, Hants.

(Tel. 01489 895157) (e-mail: indoor@wcaero.bmfa.club)

or see our web site: <https://wcaero.bmfa.club>

Chasetown Indoors

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

Flying 1pm till 4pm
Saturdays

Additional dates for 2025

10th. May - 21st. Jun
19th. Jul - 9th. Aug

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

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

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

Contact: peter.thompson7406@gmail.com

E30/RDT/BMK/E20 Batteries

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

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

DILLY JAP IS BACK -AGAIN

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

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

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

INDEPENDENT REVIEW OF DILLY JAPANESE TISSUE

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

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

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

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

FREE FLIGHT SUPPLIES

MICHAEL J. WOODHOUSE

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

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

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

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

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

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

ORDERS and PAYMENT

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

WESTERN UNION, PAYPAL

AVAILABLE

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

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

FREE FLIGHT FORUM REPORT 2021

Indoor Duration - A Challenge To Conventional Design - Tony Hebb
 Coupe In A Box - Gavin Manion
 Building Other People's Mistakes - Stuart Damon
 The Models Of Ray Monk - Simon Dixon
 Simulated 3d Flight Dynamics - An Approach To Gain Insight For
 Trimming And Aircraft Development - Peter Martin
 Building During Lock-Down - Phil Ball
 Tame Your F1b And Related Thoughts - Mike Woodhouse
 What Next For A Lady Flyer - Sue Johnson
 F3 Res - Rc For The Aging Free Flyer - Andy Sephton
 From Wichita To Robin III - Mike Fantham
 Further Thoughts On Carbon Skinned Wings For F1a - Stuart Damon
 Goo Fencing And Electronic Stability - John Emmott

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

Copies are available from: Martin Dilly, 20, Links Road, **West Wickham**, Kent BR4 0QW
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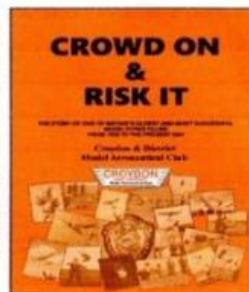
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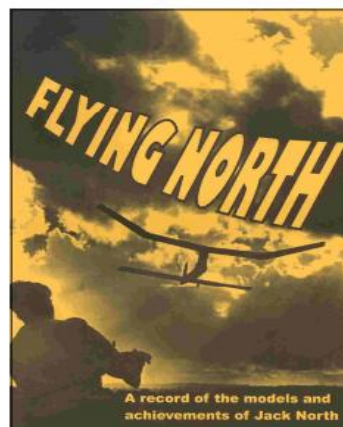
53 designs by Croydon members have been published in the model press and 24 of its members have represented Great Britain in World and European Championship teams. Several have gone on to notable careers in aerospace. Crowd On & Risk It covers all this and more.

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

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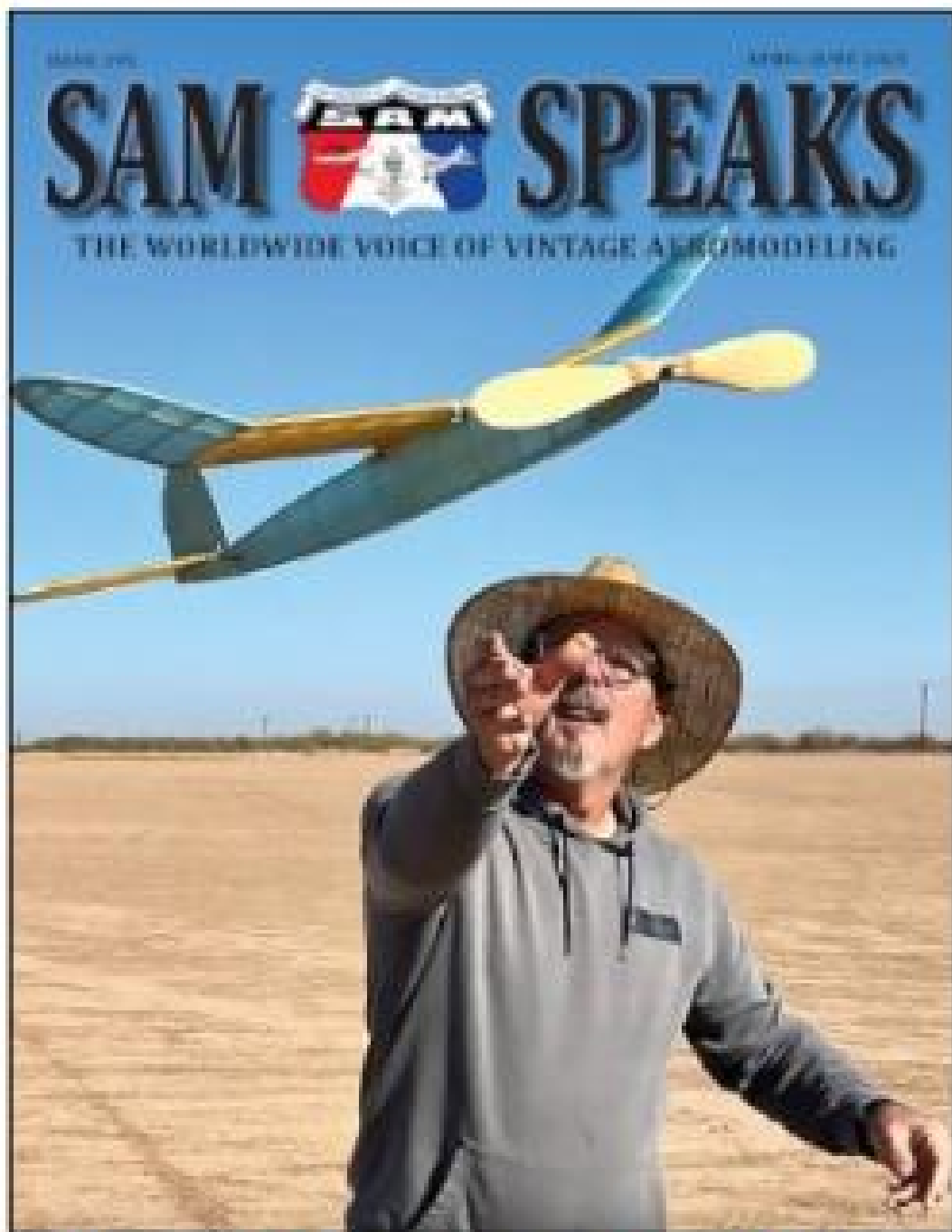
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This bi monthly emagazine can be obtained from the
Society of Antique Modellers. Web site

<http://www.antiquemodeler.org/>

for the modest cost of \$30 pa.

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

Provisional Events Calendar 2025

With competitions for Vintage and/or Classic models

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

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

Please check before travelling to any of these events.

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

For up-to-date details of sAM 1066 events at salisbury Plain check the Website

www.SAM1066.org

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

www.freeflightuk.org or www.BMFA.org

For up-to-date details of sAM 35 events refer to sAM sPEAKS or check website

www.SAM35.org

Useful Websites

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

control/left click to go to sites

Are You Getting Yours?

- Membership secretary

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

P.S.

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

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

Your editor

John Andrews