


	NEW Clarion SAM 1066 Newsletter		Issue 062020
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Contents	Contributor	Page
Editorial	-	2
The Optimum P30	Peter Hall	3
Topical Twists	Pylonius	4
On Top of Mount Everest	Dick Twomey	5
Engine Analysis: K&B 15	Aeromodeller Annual 1954	7
The 1939 King Peter Cup	Aeromodeller Sept. 1939	8
Clarion Past	John Andrews	11
Le Timide	Dave Hanks	13
Paper Airplane: The Daisy	Nick Robinson	14
SAM1066 and the 'Clarions'	Editor	17
The 'Madcap' & ED Bee Pt.1	Hans van Leeuwen (Australia)	18
Knights off the Round Table	Roger Newman	20
Morisset 1949 Coupe	Don Thomson	22
Indoor isn't for Everyone Pt.39	Nick Peppiatt	24
Odiham 2020	10grammer	28
A Cautionary Tale	Tim Mountain	29
DBHLibrary (Magazines)	Roy Tiller	30
Secretary's Notes for June 2020	Roger Newman	35
Events and Notices	-	38
Provisional Events Calendar	-	46
Due to the Corona Virus situation, all events up to 1st July are cancelled. The events will continue to calendar when the restrictions are lifted. See SAM1066 & BMFA websites for latest.		
Useful Websites	-	47

Editorial

The corona virus continues to disrupt our hobby. Although aeromodellers can pursue the flying of aircraft outdoors, the availability of flying areas is limited, all MOD property is closed and many farmers will be reluctant to have modelling activities on their land and of course social distancing must still be observed. Distancing spoils the social atmosphere which is what club meets are all about. The competition flyer may well be happy to trim alone but he still needs a chat with like-minded companions. I think the majority of modellers will probably stay at home and carry on with their building programme and wait for a proper all clear before venturing out to the flying field.

This issue kicks off with an analytical piece on P30's by Peter Hall. Peter is to be admired for his theoretical analysis of models, weather and trends, he must keep a considerable archive of data and the effort required to accumulate it will not be insignificant. Further he has the ability to write about it in an understandable manner. Thanks Peter.

Another extraction from Model Aircraft of 1951 provides the 'Pylonius, interlude. This issue is a swat at model club activities.

Mount Everest conquered by aircraft is this month's epistle by Mauritius resident aeronautic Dick Twomey. It was no mean feat to fly an aircraft at that altitude back in 1933. That was the year of my birth by the way.

I've dug out an article on a competition in 1939, the reproduction is not all that good but it is readable with a bit of effort.

There is another of my articles extracted from the 'Clarion' of 2003 reporting on visits to Old Warden and North Luffenham. Happy days.

Dave Hanks, sec South Bristol MAC, sends a picture of the 'Le Timide' he is building for our first visit to RAF Colerne in August for the Cagnarata meeting, assuming things are back to something like normal by then. He also extends an invite to any control-line flyers who might like to come along and fly. An area is available.

Another of Nick Robinson's paper airplanes, 'The Daisy', is featured. I must admit that I've never tried to fold up any of his creations but if anyone else has, drop me a line.

To make a bit of content I have penned a piece on the origins of SAM1066 and the history of our two magazines, 'Clarion' and 'New Clarion'. I was late into vintage and 1066 was well established when I came on board so if any of my musings are way off mark please let me know.

The tale of an ED Bee powered 'Mad Cap' is recorded by Australian Hans van Leeuwen. This issue is pt.1 of his article and next month it will conclude with a few pictures of the model and its construction.

Roger Newman rescued a number of photographs when our founder David Baker passed on and I have include a few. There was no indication as to who & what they depict so if anyone can fill in a few blanks, be my guest.

This issue wraps up with the regular reports by Roy Tiller & Roger Newman and articles by Don Thomson (a coupe), Nick Peppiatt (regular indoor), Tim Mountain (aftermath of a model related Death) and an amusing piece by our own version of Pylonius.

Stay safe,

Editor

The finest April in living memory and we're all locked down, I had to build something. My last flights were at the 1st Area, March 1st. on flooded Beaulieu after the wettest February on record. My P30 behaved well as it usually does. This was number twelve built in 2013. I checked its record - 19 competition flights, 15 maxes, not bad, time perhaps to have another look at this class.

I re-read Peter King's article 'Some Thoughts On P30 Design' published in Free Flight Quarterly April 2002. In the 2001 N.F.F.S. Symposium John O'Dwyer's tests showed that small P30s (around 105 sq.") outperformed larger models such as Art Ellis' 'Windowplane' (177 sq.") for which large claims had been made. Peter's computer simulations confirmed these results. His graph, 'Height and Duration vs Wing Area' shows the smallest (93 sq.") out-performing the largest (178 sq.") by an extra 20 metres height gain and 40 seconds duration !! He also showed worthwhile reductions in induced drag as wing aspect ratio increased. If the simulations are sound and if I could get the weight down to the minimum 50 grams including motor this would be the optimum P30.

I checked P30 /12. Wing area (projected) = 104.8 sq.' aspect ratio = 8.6, weight including tracker ready to chuck = 55.4 grams.

Pretty close to the optimum but could I do better?

P30/13 is the result, Wing area = 92.5 sq." aspect ratio = 9.74, weight = 53.7 grams.

A bit disappointing, I don't expect to see any performance gain, the wing loading is 2.99oz./sq.' - up from 2.7 (coupes are around 2.0) Wing profiles are the same but P30/12 has a single carbon tube wing spar and 13 has 1/16th" square multi spars.



Flying model aeroplanes is not classified as a front line activity and we're (almost) all in the vulnerable group, so we don't expect any favours. What a pity - Salisbury Plain is a lot safer than Anytown High Street and we could easily keep 20 metres apart.

Peter Hall



Extract from Model Aircraft October 1951

Down to Earth

Apparently, if the Wakefield wizards could stretch their motor runs one whit as far as their imaginations, that old clubroom chestnut, the 5 min. still air flight, might yet become a reality. Only fly in the ointment is the recent discovery that still air just isn't. Meteorological observation now revealing the presence of "dense masses moving rapidly downwards."

Well, you certainly live and learn — the only dense masses I've observed moving rapidly downwards have been those groups of clueless spectators who will venture too close to erratic power models.

Club News:

Crowdon and Riskit M.F.C.

In securing the use of a mobile shop wagon from a local greengrocer we are happy to say that our efforts to obtain suitable transport for visiting the various rallies and model events have at last borne fruit.

Hell's Angels M.F.C.

We have recently been conducting a series of experiments with home-made jet engines. New members are urgently required.

Southern Lows and Debrett M.F.C.

Once again our annual gala has been a great success, and even now we are pushing ahead with arrangements for our next year's social garden party. Choice of a new venue has not yet been finally settled, but negotiations are proceeding for the use of Berkeley Square. While this may be considered by some to be rather cramped for model flying activities we feel it will provide a more appropriate setting for this yearly highlight in the social calendar. In any case, in view of the extensive prize giving and luncheon ceremonies, we are planning, it is extremely doubtful that our very full programme will allow for any model flying.

Non-stop to Stardom

Prejudiced, possibly by too much newspaper gossip, I had always imagined Hollywood film stars to be exclusively devoted to one particular hobby, and I don't mean aeromodelling. So I was surprised to learn that some of them are capable of wielding a balsa hatchet with the best. Seeking more information I wrote to famous tough guy, Mr. Umpty Undercart. He replied that while the last bit of team racing he did was in Ben-Hur, many of the stars had gone in for C/L flying in a big way. To illustrate his point he enclosed the following report.

Now, it seems that blonde and beautiful secretaries have their stenographic limitations; or so I gather from the lack of punctuation:

"I went to see a flying demonstration by the stars and along came Miss Jane Bustle with all exposed parts fully streamlined, her model was a cracker shaped like a banana the highly polished fuselage reflecting the classy workmanship she so often displayed bending down she started the engine with an angry snarl the model ripped away her dress fluttering in the breeze as she twirled around the crowd roaring approval meanwhile someone had ventured inside the circle and the model hit him. Bing Crosswire was so startled that he hurriedly left his trousers behind being torn and rent."

I Tawt I Taw

Our own diminutive specimen of domesticated felinity seems to regard my model "workshop" as nothing more than a well-stocked larder of edible cat-fodder. Partial to most all products, ranging from plastic wheels to jap tissue, its special epicurean delight would seem to be for a tasty tit-bit of scrumptious, chewsome balsa wood.

Expensive as pussy's palate might be, it does at least serve as a very useful balsa-hardness gauge. Very hard stock would reveal only a few frustrated fang indentations, medium stock is identifiable as a pulp-chewed mass, while the real soft stuff, as is customary, finds its way into the kit.

Pylonius

On Top of Mount Everest

Dick Twomey

As we continue day after day to wish for the restoration of our freedom to move about without hindrance, it is natural that our imagination (which no force on earth can 'lock down') will fly away to remote locations where we dream of air untainted by unwelcome and invisible diseases, high up - if you like -- into the clear mountain air. So it happened that, as I commenced writing this article on the 3rd day of April, I began thinking about the Himalayas, and suddenly discovered a remarkable coincidence: On this very day -- but back in 1933 -- the very first flights were made over the top of the highest mountain in the world, the formidable Mount Everest, 8848m or 29,029 ft above sea level.

This milestone event was the remarkable work of a British team flying, in two aircraft so that the record overflight could be recorded on camera, in biplanes made by the pioneer manufacturer Westland which had been specially modified for prolonged high-altitude flight. Pilots' cockpits in those days were open to the elements and would be extremely cold at height, so electrically heated clothing was essential and of course oxygen was carried too. Work was also carried out to modify the fuel so that the single engine on each aircraft would not fade in the cold, thin air. When all preparations had been made, the two biplanes and their equipment were boxed and shipped to Calcutta, where they were assembled, then flown to Purnea in Bihar, India.

The pilot of the lead aircraft, a Westland PV3, was Douglas Douglas- Hamilton (better known as Lord Clydesdale) with Colonel Stewart Blacker as observer; the second, a PV5, was flown by Flight Lieutenant David McIntyre carrying cameraman SR Bonnet in the cockpit behind him. The result of this teamwork was to produce some remarkable photos of the top of the world.

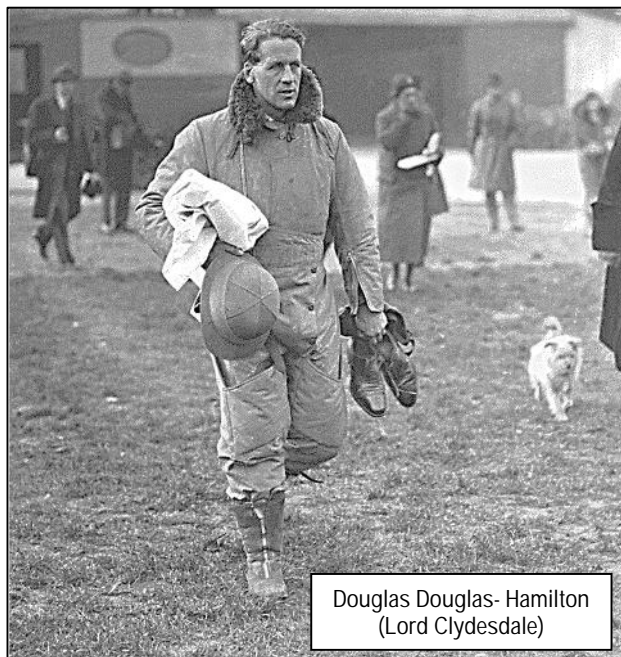


The two planes flew at 32,000 feet in order to clear the Everest peak by a safe margin, but to mountain peaks strong and sudden up and down gusts are likely to occur on any occasion when the weather is not flat calm. And, sure enough, the two Westlands that day ran into one such downdraft, promptly losing as much as 1,500 feet of altitude - a situation much too close for comfort.

Cameraman Bonnet had an additional problem. Beginning to feel faint he discovered a fracture in his oxygen hose and quickly bound his handkerchief tightly around it. He was a lucky man. If, at that altitude, he had lost his oxygen supply completely, he would have had only about one minute of useful consciousness. Fortunately all went well as the aircraft circled for fifteen minutes over the top of the mountains, the photographer taking photo after photo before the two aircraft and their crews returned to a well-deserved hero's welcome back at base.

The whole venture had been called the "Houston - Mount Everest Flight Expedition" in recognition of its sponsor Lady Lucy Houston, a well-known activist and patriot. She had married her (third) husband Sir Robert Houston, a shipping magnate, in 1924, and in 1926 he

died leaving her 5.5 million pounds and making her the second most wealthy woman in England. She became passionately interested in supporting aviation, financing the winning British entry in the 1931 Schneider Trophy Race, and then funding the Everest flights in 1933.

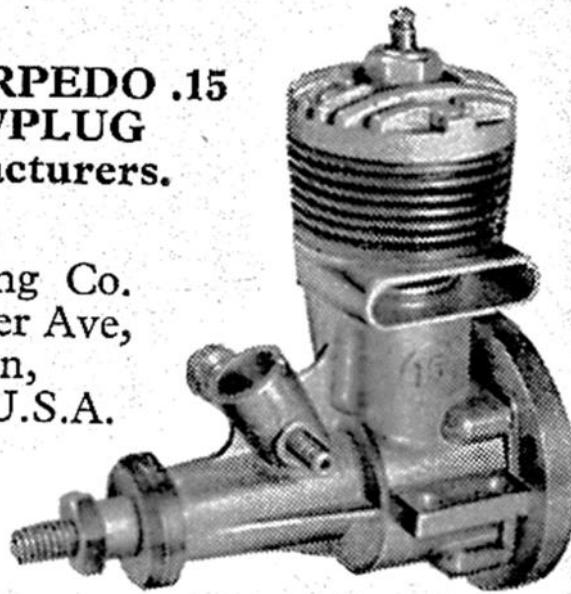


Twenty more years were to pass before Sherpa Tensing and Edmund Hillary (later Sir Edmund) on 29 May 1953 became the first men to reach the summit of Everest. Times have since moved on. Until a few days ago anyone could take a "See Everest from the Air" tourist flight from Kathmandu in Nepal with Buddha Air, in pressurized comfort and for as little as \$200. Yesterday, although a group of mountaineers from China had already begun their ascent, Mount Everest -- as a destination for climbers -- was CLOSED because of COVID-19. You can guess that it won't be long before tourists are not able to view its majesty from on top either. So where can I, in imagination, escape to next?

Dick Twomey

K & B TORPEDO .15 GLOWPLUG Manufacturers.

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224 E. Palmer Ave,
Compton,
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Retail Price.

Displacement. 2.43 c.c.

Bore. 0.595 in. **Stroke.** 0.535 in.

Weight. 3 3/4 oz.

MATERIAL SPECIFICATION

Crankcase. Light alloy.

Crankcase Bearing. Plain.

Cylinder. Steel.

Cylinder Casing. Light alloy.

Piston. Hardened steel.

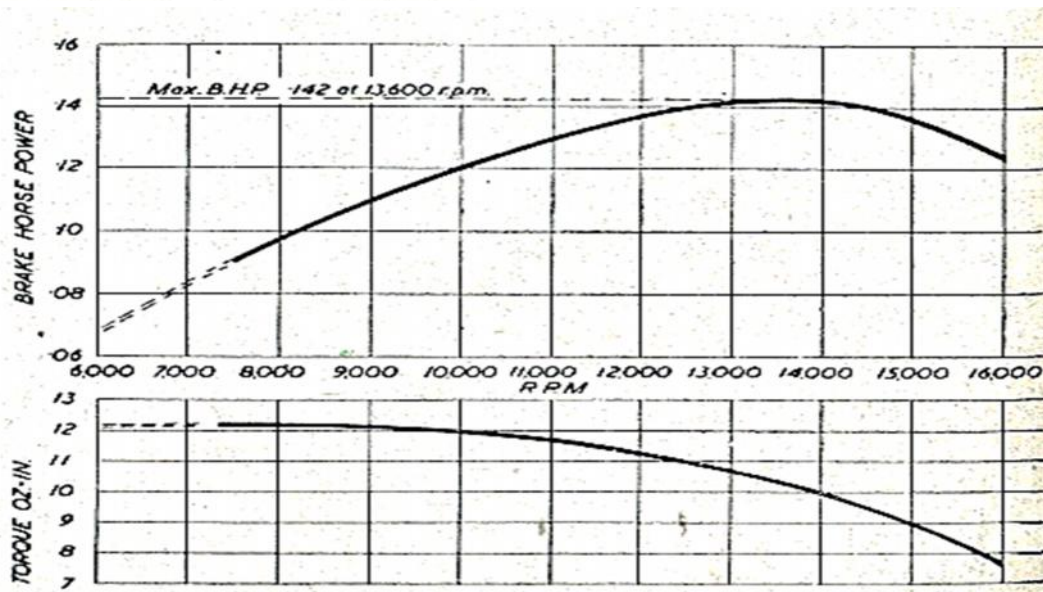
Crankshaft. Heat treated steel.

PROPELLER TEST DATA

Rev. Check with free flight airscrews:

ENGINE "A" 9 in. x 4 in. KK Truflo ... 9,200 rpm.
(Run-in for 9 in. x 3 in. Tornado Plasticote as
45 min. as advised in U.S.A. ... 10,600 rpm.
per maker's
advice.)

ENGINE "B" 9 in. x 4 in. KK Truflo ... 10,400 rpm.
(Run-in and 9 in. x 3 in. Tornado Plasticote as
subsequently advised in U.S.A. ... 12,200 rpm.
used for
several hours
—the test
engine.)



590

THE AERO-MODELLER September, 1939



THE 1939 KING PETER

By CLUBMAM

Viscount Wakefield speaking at the dinner. He is holding in his hands the glider, "Entente Cordiale," presented to him by the French team. Below we reproduce a letter sent by Viscount Wakefield to Dr. Thurston, President of the S.M.A.E.

Everard welcomed the visitors, and promised to fly down to Faireys on the Sunday to witness the competition. Dr. and Mrs. Thurston, who had an extremely busy week end, were to be seen everywhere doing the honours among the visiting teams and friends. (This was one of the occasions where I wished I had paid more attention to my French lessons at school, and I shall have to start brushing up in readiness for next year!)

Saturday saw the commencement of flying at the aerodrome, kindly loaned for the occasion by Mr. C. R. Fairey. Unfortunately, test flying of large machines was taking place, and caused a long delay in the start of proceedings, but that was out of the control of the organisers. While many hitches occurred during the flying period, I would like to stress the fact that this was not the fault of the S.M.A.E. Competition Committee, but more to be blamed on the rather too complicated rules and regulations laid down for this event, many of which I'm afraid were formulated without regard for the interpretation of them, or the expense involved.

To do full justice to this event would require a greater pen than mine, but I will do my best to give you a comprehensive idea of the happenings and incidents that took place from July 21st to 24th.

Instituted last year, this event is now of only secondary importance in the aero-modelling calendar to the Wakefield Cup, and has created a great deal of interest among the European countries, more especially with this year's contest being for model gliders, a phase that receives much more attention abroad than here. With others, I'm afraid I looked on this year's event as a foregone conclusion for a foreign win, and it was a pleasant surprise to find that in the final totals, England was placed 2nd, though at one time it did look as though we should be the "wooden spoonites."

With Belgium, Denmark, France, Germany, Great Britain, Holland, Switzerland, and Yugoslavia competing, the event was assured of wide interest, and the types of models were almost as varied as the different languages and accents to be heard throughout the four days.

The actual technical details commenced on the Friday, when models were measured, weighed and checked at the Y.M.C.A. Headquarters in Great Russell Street, and although a large room and ante-room had been booked, the space was just chock full of gliders and humanity. Models ranged from three to twelve feet in span, and were of all shapes and sizes. To attempt to describe the models in detail is impossible here, but the majority of the continental jobs were of around six to eight feet in span, with sharply dihedralled tips in vogue. The English machines were amongst the smallest of the lot, and our chaps will have to get down to some serious thinking on the glider question for 1941. Undoubtedly, very few of us here have given a deal of thought to gliding, and without wishing to appear unpatriotic, I say the British collection of models looked rather a haphazard bunch against some of the foreign equipment.

Messrs. Smith and Houlberg were kept hard at it, steel rules and calipers in hand, and were later assisted by Mackenzie and Rushbrooke, when the pressure began to get overwhelming. Lunch was partaken at the Corner House, and proved a very jolly affair.

At the conclusion of the checking, the party adjourned to the Royal Aero Club for tea, where Sir Lindsay

Wakefield House, Chesapeake,
London, E.C.2.

July 25th, 1939.

DEAR DR. THURSTON,

Let me congratulate you upon the great success of yesterday evening's function. I realise that with all the details of the organisation of the competition itself, and also the preparations for the departure of the Wakefield Team for America, the arrangements for the banquet must have been a heavy burden upon you and your staff.

I am sure that the general feeling was that we had had a very happy evening, and I am most grateful to you and to Mrs. Thurston for your kindness to me personally.

My wife asks me to express her very sincere thanks for the kind message which you sent to her in your presidential capacity as from the assembled company.

I hope and believe that one effect of this dinner, and especially of the presence of Sir Kingsley Wood, will be to bring fresh support for the Society of Model Aeronautical Engineers, and thus encourage you and your officers in your endeavours.

With kindest regards,
Yours sincerely,

Wakefield
Dr. Thurston

CUP COMPETITION

Lady Kingsley Wood presenting the King Peter Cup to Mons. Guillet, leader of the French team. Below we reproduce a letter received by Mr. J. C. Smith, Hon. Comp. Sec. of the S.M.A.E., from Mons. Massenet, President of the Committee des Modeles Reduits, F.A.I.

The most serious delays were caused through the lack of range-finding equipment, only two articles being available—and only one being in working order during the first day's flying. This was a great pity, and must have given our visitors a poor opinion of our resources, especially those of our military sections. Foreign enthusiasts seem to be able to obtain much more help from such sources than we can here, as witness the meeting in Yugoslavia last year, when the whole technical side was handled and equipped by the Military. Obviously, the S.M.A.E. are not in a position to purchase unlimited equipment for such an event, and it says much for the way in which things had been arranged that the event was run as efficiently as it was, considering the limitations imposed.

With the flying order drawn for, flying got under way with conditions far from perfect for model flying. A fair wind, blowing from the "brook end" of the 'drome,



took models out of sight far sooner than was comfortable, and the range finding gang were hard put to it. W.O. Gutteridge, in charge of the charts, etc., was going at it hammer and tongs, and a word of praise is due to all those willing helpers who did so much towards the running of this undoubtedly difficult event. Air Force cadets under the charge of Messrs. Gutteridge, Crittle, and Adams were of invaluable service, likewise the stewards, timekeepers (under the charge of Mr. Gordon), and many other willing horses. The owner of "Dick Turpin's Kitchen" must also be thanked for the use of the telephone, many machines being quickly recovered through this service.

Slowly but surely the first round went on, but by the time a halt had been called for the day, many had not had even their first flight, and there were four rounds to go! Evidently something had to be done, and representations were made the following day to discontinue the use of the range-finders, and continue on time factors only. This would have been the only reasonable solution to the many difficulties, but certain objections were raised, and the second round was proceeded with, though with both range-finders now working, things were run off smarter. Time was getting so short, however, that the third—and final—round was judged on time only.

Many fine flights were witnessed, one very interesting flight being made by a tailless type, flown by one of the Dutch team. All kinds of durations were being made, and it looked as though England was going to be well and truly down the list, our best time being just under three minutes, by Mr. Hill, of the Lancashire Club, whose machine was flown proxy by "Rushy." (Incidentally, following this flight, after getting the model right up on the end of the string, and having quite a struggle to release it, Rushy was in great demand as "official winder-upper" to the English team!) He certainly had the knack of playing a model like the proverbial trout.

French, German, and Yugoslavian machines were putting up durations of many minutes, with the English team, not exactly despondent, but nevertheless rather uncomfortable. On his second flight, Mr. A. Cox, of Northern Heights, who placed third in the trials, made a magnificent flight of 8 min. 35.5 sec., and after some considerable time the model was recovered from 8 miles 220 yards away. It was this flight that pushed England up into

89 Avenue Mozart,
Paris, 16.
July 25th, 1939.

DEAR MR. SMITH,

My husband has asked me to put pen to paper as it seems rather foolish to write to you in French and to translate into English, for the sake of giving his letter a more official flavour.

He wishes me to congratulate you on the splendid show you put up. It is no easy task to organise such a meeting, and its success is certainly due in great part to your untiring efforts, understanding, and unlimited patience. In international work the language problem always complicates matters, and the care you had given to detail, as well as your readiness to agree to practical solutions, were of considerable help to him.

He would also be glad if you would convey his appreciation and thanks to all the officials who so kindly gave up their time on Saturday and Sunday, and in particular those who had the difficult task of calculating the distances. In fact, it seems impossible to single out individuals, as the timekeepers, range-finders, cadets and volunteers from among the general public all deserve high praise for their efficiency and willingness to assist. One and all gave a fine picture of British sportsmanship.

With our joint thanks and very kind regards,

Yours sincerely,

(Signed) MARTHE MASSENET,
for

(Signed) PIERRE MASSENET.

second place, as, under the conditions, distance is measured in metres, one point being scored for every metre travelled, whilst duration is scored as one point for every fifth of a second. (Remember this when considering the duration figures in the list, and divide by five to get the duration in seconds).

Apart from this flight, as will be seen in the list, we had no comparison with either the French or German teams, and I think the majority of us felt it rather a hollow victory. However, the fact remains, and our thanks are due to Mr. Cox for pulling the old country out of the depths.

The final results were eagerly awaited on the field, and much cheery and witty chatter we heard in the interim. At last Mr. J. C. Smith—to whom at long last I hand out an unqualified bouquet!—called for attention, and announced that, subject to recheck, etc., "France had won, with a total score of 25,278.05." The enthusiasm was terrific, our French friends truly letting themselves go. (Earlier in the day, M. Guillet had been tossed in a blanket in honour of his fortieth birthday, which coincided with his visit. I don't know whether this was a new experience for him—if not, I am sure he thinks the English madder than ever!)

Then came the unexpected news that England was second, 800 odd points behind, and Germany third only 400 points behind us. The Germans received a great reception and cheer, and it is my pleasure to record that these chaps were most likeable and sporty, earning the respect of all of us. Herr Schroeter is very popular with many of us here, and his team did their utmost to justify his faith.

Monday morning was brightened by a visit to Kent, the various visitors being the guests of Dr. and Mrs. Thurston, for cocktails at their beautiful country house at Bidborough. Lunch was taken at a real old English Inn at Penshurst, where Lord De Lisle and Dudley presided, and welcomed the foreign teams, etc. It was strange indeed to hear German, French, and Yugoslav songs in this atmosphere. Following lunch, his Lordship personally conducted the visitors over his wonderful old

home—Penshurst Place. This must surely have given our visitors a taste of the England we love, and will be long remembered.

And so to the final item—and what an item! As guests of our beloved Lord Wakefield and the S.M.A.E., over three hundred people sat down to a dinner at Grosvenor House. With Lord Wakefield in the chair, and distinguished visitors in Sir Kingsley and Lady Wood, Col. Moore-Brabazon, H.E. the Yugoslavian Minister, etc., a brilliant affair was witnessed, long to be remembered by all who were in attendance. Lord Wakefield's speech is published here in full, and I would only add that, to many of us, meeting our "guardian angel" for the first time, the impression was that instead of a hard-headed business man, we found a gentleman the very soul of kindness. I trust he was amply repaid by the expressions of gratitude and goodwill paid him—the singing of "For he's a jolly good fellow" was good to hear—and the enthusiasm truly international.

Many were reluctant to leave, and the night finished with songs of all nations! Swiss songs, German *lieber* songs, and even the "Lambeth Walk." It was a scream to hear the "international Lambeth Walk," lead by Guillet and Rushy, the latter also tickling the foreigners with a rendering of "The Old Sow." Yes—I said rendered!

KING PETER CUP COMPETITION, 1939

FINAL PLACINGS.

		Points.
1.	France	25,278.05
2.	Great Britain	24,891.1
3.	Germany	23,974.65
4.	Yugoslavia	22,962.84
5.	Holland	16,959.675
6.	Switzerland	16,828.00
7.	Belgium	5,519.4
8.	Denmark	5,295.575

Detailed results, showing placings of all the teams, are printed on page 620. Viscount Wakefield's speech is published in full on pages 612-8.

Top (left to right) The Swiss Team. Some of the Dutch models. The Yugoslavian models.
(Bottom) Mons. Chardard with his model, with Mons. Guillet studying last month's "Aero-Modeller." (Centre) Reynolds, of Great Britain, with his glider, and on right, Jorgen Nissen, of Denmark, with his glider!



Extract from paperback Clarion circa 2003

Old Warden & North Luffenham

Captains Log: star-date August 10th.2003.

The wife Rachel, grandson Jamie, and I beamed down to Old Warden for the second day of the SAM35 Vintage Weekend.

It was a glorious day; we had travelled down via Cardington, the sheds looked impressive in the morning sunshine. Entering Old Warden, I choked back the tears when I had the tenner plucked from my reluctant fingers at the gate, then onward into the field to park by the control-line activities.

True to form, Jamie's first port of call was the Café for sausage rolls and cold drinks, then up and down the Trade Stands passing time of day with my number one fan John Hook. I do now have a rival for John's affections however, in the shape of one John White who apparently has written a hilarious article in some northern newsletter. I'm still after a copy to see what the competition is like. (Small digression by worried Clarion scribe of Rugby)

The next step was to set up camp out on the field, we took chairs, two fishing umbrellas, and, of course, the model box. It was an extremely hot day with no wind to speak of, so we set up in the middle of the field. I hammered the poles of the two umbrellas vertically into the ground using them as sunshades rather than their normal use as windbreaks. I don't handle sunshine very well so I was lathered up with factor 60 sun block and wearing my somewhat battered white sun-hat. I didn't bother with the beach tent, which was just as well as things turned out later.

The effort of setting up camp had me melting in the sun, so the first activity was lack of activity. I had half an hour resting my backside in a chair watching the world go by and admiring the efforts of other modellers while I cooled down. One thing struck me, why is it that half the high-wing cabin sports jobs seem to fly round with the inside wing down? They look on the edge of spinning in to me. I suppose the modellers must regard wing warps as a building defect rather than a trimming aid. On reflection, I must admit that I have many 'trimming aids' in the models I build.

It was good sitting and watching the huge variety of models cavorting about the sky. The drift was so inconsistent, that in some instances models launched at the same time drifted off in different directions. Old Warden seems to shrink in size when you start your flights in the middle of the field. I saw models drift off over the road, others over the trade stands and some off towards the radio flight line.

Lethargy finally passed and I got out the winding jig and had a few flights with 36-3, the rubber job that was knocked about at the BMFA Nationals. I had refurbished (that's renovated, no, mended) the broken prop blades and usual tissue damage. It was soon back in trim.

Grandson Jamie then decided it was lunchtime and we were off to the Café to fill the water bottles, then back to camp via the car to pick up the cold box with the sandwiches.

We had ourselves a picnic well underway when Peter Tomlinson came walking down from the car park looking for somewhere to set up.

Peter set up alongside us, for want of a better place I suppose. He was airing his low-wing Earl Stahl Hurricane. The name being an unhappy coincidence as events transpired towards the end of the day.

After we finished our lunch, we set about having a few more flights. Peter's Hurricane was flying quite steadily and I rigged up 0-2 my larger open rubber model. 0-2 never seems to fly the same way two days running. One day it will be stalling then the next day it will be failing to climb. It took one or two attempts to get it on song again but eventually I managed to get it back in trim.

When recovering up by the radio end I noticed that a couple of horses in the paddock opposite seemed to have blindfolds over their eyes. I suppose it was to save the poor animals the embarrassment of having to watch my feeble attempts to re-trim 0-2.

Pictured alongside are Peter and I modelling sunhats fit only for the dustbin, what a pair of reprobates, if only the Devil were to cast his net, what a catch.

It was later in the afternoon when the fun? started. I put quite a few turns on 0-2, as a final check to ensure there was no power stall and the model D/T'd up by the horses.



As I set off to retrieve, I noticed that a breeze had started to make its presence felt. I picked up the model and, as I turned towards base for the return journey, I became aware of the breeze stiffening. As I walked, the breeze became a wind still increasing in strength and I had to stop and re-adjust my grip on the model to protect the wing.

Looking up, as I began to continue my return, what do I see? A damn great fishing umbrella hurtling towards me, bowling end over end in the increasing wind. Now I'm the guy who played 7 aside rugby football for the Royal Corps of Signals under floodlights in the Hong Kong Football Stadium in 1955, I was certainly not letting a mere fishing umbrella get by me. I turned sideways to protect the model and prepared to 'stiff-arm' the brolley as it approached. I thought perhaps I might 'clothes-line' it and get a grip that way.

The umbrella was no fool, it rolled sideways and neatly sidestepping me it continued on its merry way. On reflection, perhaps that indicates one of the reasons why 'The Signals' got knocked out in the quarter finals at the Hong Kong sevens back in '55.

On getting back to camp, I managed, with Peters help, to get the model back on the winding jig but the wind continued to rise. By now it was up to gale force, Peter and I set about trying to take the model apart. The wing cracked in the wind but we managed to get the model disassembled. Luckily, I had my heavy cardboard model box and had set it down end on to the wind. With the model, safely back in the box I looked around to take stock.

It was like a battlefield, there were wings, tails, fuselages etc blowing off down the field with modellers in hot pursuit. Many of the lightweight polystyrene boxes were also amongst the debris careering along downwind. I hear a bit of a squeal and I see Rachel fighting with one of our umbrellas, then everything became a bit of a blur memory wise. Grandson Jamie was off somewhere sitting on a guy's model box whilst the owner chased his bits and pieces. Someone else must have pulled down our other umbrella as I helped Rachel get hers down. Eventually we had our kit under control, umbrellas rolled, chairs folded all flat on the floor. We then scuttled about picking up other peoples bits and pieces. The damage that must have been done to numerous models does not bear thinking about. We gave it best about then and retired to the car ready for the off.

I was talking with Malcolm Jagger at Wallop later and he said that type of wind was called a Sirocco. I looked it up in my dictionary, which says it is a 'hot moist wind in south Europe, to me it was a bloody hurricane out of nowhere.

August 17th North Luffenham

The following weekend, I was at North Luffenham for the Timperley Gala. The wind was reasonably light but in the worst direction, straight across the narrow part towards the hangers. The organisers had to settle for a short maximum of two minutes. I had repaired 0-2 from the ravages of Old Warden and re-trimmed it the day before, so I was up for it.

I entered open rubber, put 0-2 together, had a check flight with a couple of hundred turns or so and all was well, or so it appeared. I wound up for the first flight with, I think, a conservative 750 turns or so, collared a volunteer timekeeper and launched.

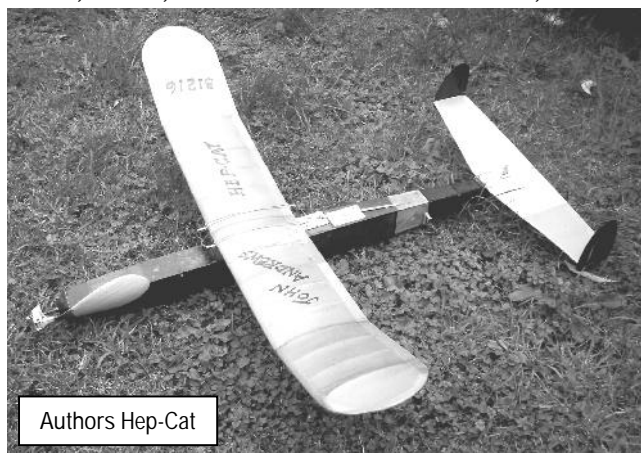
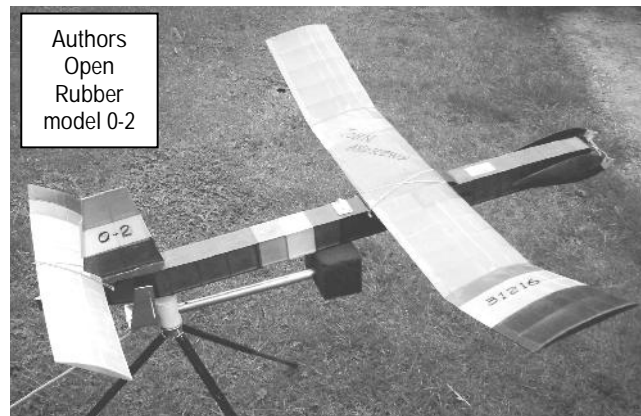
0-2 kicked me in the teeth again, it zoomed up to about 50 feet then proceeded to fly in flat fast circles like a pylon racer. Very little height was gained, cruise was useless then down it came well short of requirements. John Boy had blown it again. The conditions that day were extreme to my eyes, big lift and big sink, but I don't think conditions were my problem with that flight.

I stuffed 0-2 back in the box and since, I have decided to start trimming from square one. I looked at the wing warp and it was quite a lump, possibly crept in with the repair work, so I have re-set it at about half of what it was and 0-2 awaits re-trim.

I digress, back to Luffenham to continue the competition. I had my Hep-Cat with me, so back to control and enter vintage.

Same procedures as in open rubber, check flight OK, wind, find timekeeper and launch. Two textbook flights D/T just over 2 minutes and down just before the hangers. John Boy is on a roll, what can go wrong. I'll tell you later.

Digression first, on one flight I collared Hanger Meetings man Noel Parry for timing. I wound up and bang the motor broke. Whilst surveying the bobbin with the short ends of the broken motor hanging off the winder, I hear this buzzing rattle from the model. The motor had jammed in the front end of the blast tube that was now rotating at a furious pace in the fuselage unwinding the motor.



I replaced the motor and wound up again. As I tried to set the Tomy DT, the output arm swiftly returned to zero, the bob weights had been knocked off by the rattling blast tube. There was no provision for fuse DT, so I engaged my prop stop (that was Noel) and panicked about looking for bits to fit. I had to use a snuffer tube, as there was waist high tinder dry grass in the DT area. I found a bobbin with a piece of tube through it, so I fitted the tube across the Tomy with cyno. Then I had to cyno some tape by the tube to prevent the fuse setting fire to the aircraft. All this, with Noel hanging on to the prop and the wound motor cooking away. I got it all together then nothing to light the fuse. Noel's brain kicked in then "use the lighter in the car" says he. We were up and away, one of the textbook? flights I mentioned earlier.

Back to the comp, I had Noel on standby for the third and final flight. I tried to be a little more professional this time and waited, with the model wound, sniffing the air for lift. Noel pointed out a guy with a big Lanzo about 150 yards upwind so we waited for him to go. He launched, it looked OK but muggings got too excited and launched before the Lanzo got to us. Noel quietly said "I think you've gone too soon". He was right, I was in the sink in front of the lift and was up and down well under requirements. Dipped out yet again.

Back next time with my Wallop 2003.

John Andrews

Le Timide

-

Dave Hanks

Strange and worrying times we are living through with everything up in the air - except our models !

Here at the South Bristol Club we are hoping that the various restrictions will have been lifted by the time SAM1066 are due at our RAF Colerne site for the **Cagnarata Day on Sunday 9th August**. I guess most restrictions will be removed by then - otherwise the economy will be almost unrecoverable - but it's very worrying when people say things like "over 70s may have to stay in lockdown longer"!

Assuming it goes ahead we should have toilet facilities on site (a requirement of our MOD licence) but this of course relies on the toilet hire companies having not gone bust through all the cancellations they must have suffered. It will be an 'event style' toilet (flushing with handwashing etc) so that should please any ladies that might come along.

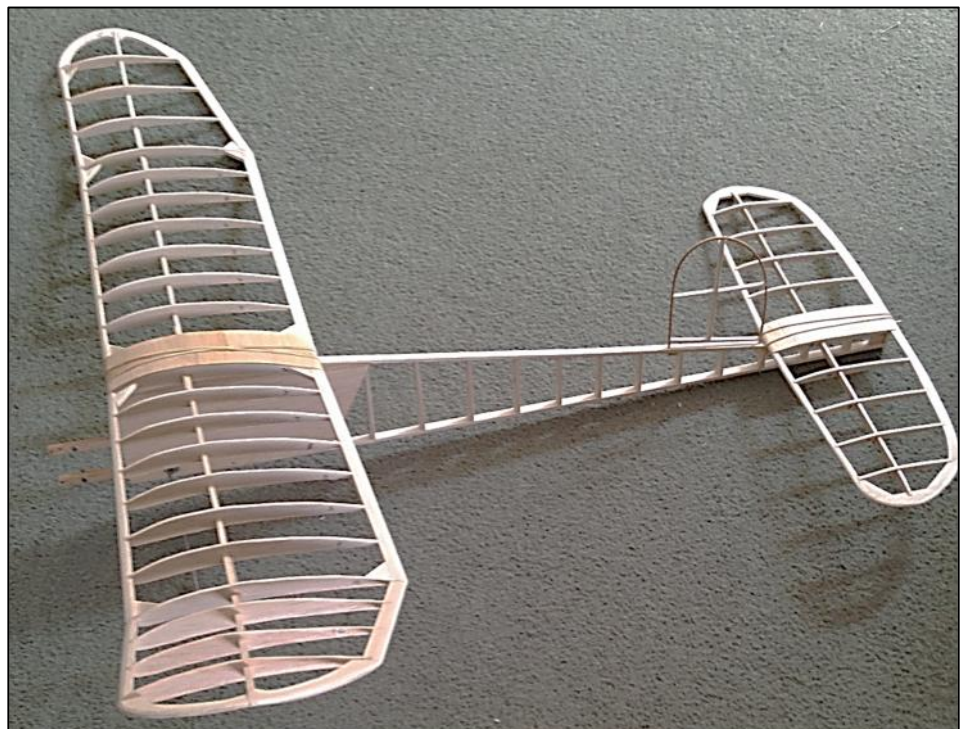
Also - if there are any SAM1066 members who would like to come and fly control-line they are also welcome.

Plenty of space and a tarmac area. (no jets!) If you do come for C/L flying please notify the person on the gate and they will direct you to our specified area.

I certainly hope it does go ahead as I have been busy building a vintage power model for the event, a (Le Timide) model recommended by your secretary).

I have attached a photo of the 'bare bones' of it.

Hope to see you there.



Dave Hanks - Secretary South Bristol MAC 07714153377

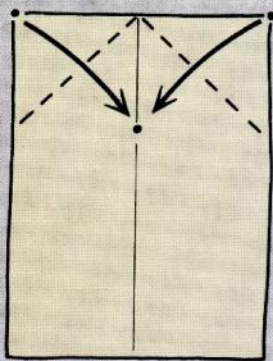
THE DAISY

NICK ROBINSON

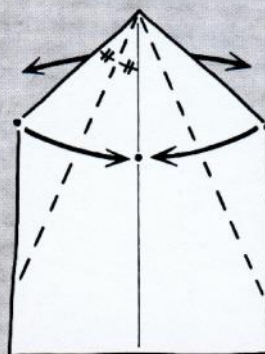
This is a rare design because not only does it fly under the power of a rubber band, but it also works equally well as a hand-launched plane. The strength of the "hook" for the rubber band depends on the accuracy of the folds, the strength of the paper itself and exactly where you hold the plane. Once the technique for launching is mas-

tered, you will be amazed how far and how high this design will fly. The design lends itself to many variations and step 4 is a good starting place for you to invent your own. "The Daisy" is named after my beautiful daughter.

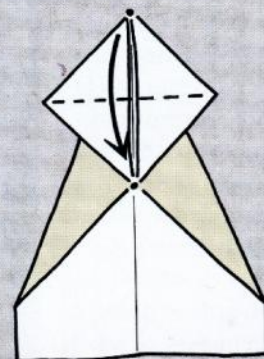
Start with a sheet of strong A4 paper, coloured side up. Add the vertical half-way crease.



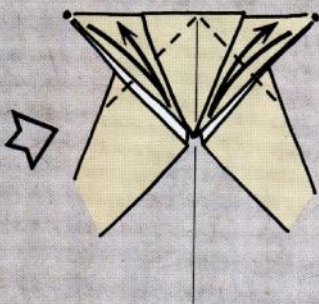
1 Fold two ends of the short edge to the centre crease. Turn the paper over.



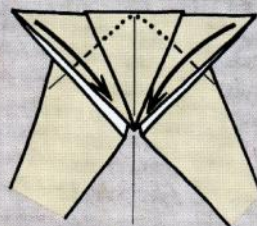
2 Take the folded edges to the centre crease, allowing the corners to pop out from underneath.



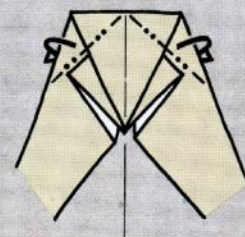
3 Fold the top corner of the square shape in half to the inside corner.



4 Fold each end of the upper folded edge to the inside corner of the triangle, then unfold.

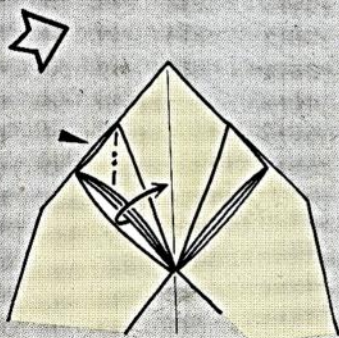


5 Using the creases just made, fold the outside corners back in, but fold along the inside crease only so that the central (upside down) triangle is left as it is.

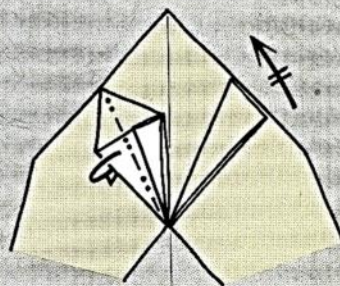


6 Convert the same crease to a mountain on the remaining flaps and fold them behind.

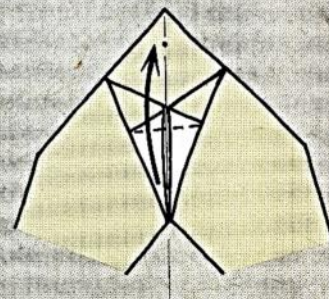
THE DAISY



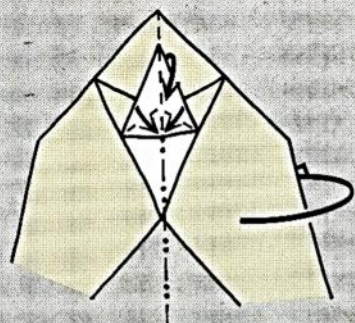
7 Lift up three of the four layers and fold them to the centre crease, squashing into a kite shape.



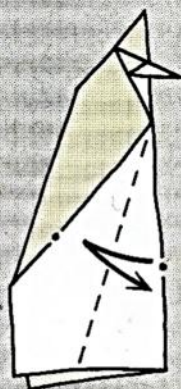
8 Tuck the remaining half underneath. Repeat the last two steps on the other side.



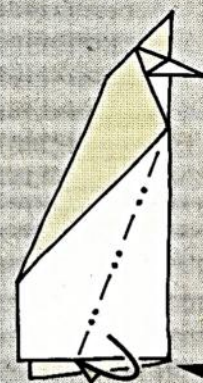
9 Fold the narrow point upwards.



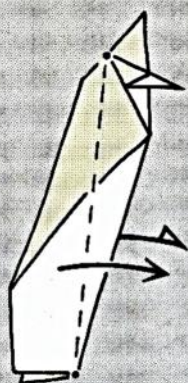
10 Make the point into a rabbit-ear (see the Basics of Folding chapter) and fold the plane in half behind.



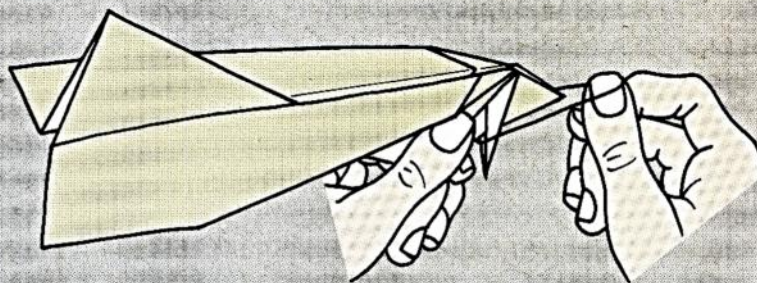
11 Pre-crease the folded edge to the nearest raw edge.



12 Inside reverse on the crease you have just made.



13 Fold either wing down between the location points shown.



14 Ready for launch.

THE DAISY

**FLYING HINTS**

The trick to launching is down to timing. You have to hold near the front end, tuck the band behind the hook and stretch it until it is tight. Depending on your folding, the paper and the band, there is a point where the hook will feel ready to bend. This is the time to release.

Experiment with timing and the tension of the band until you get it right. If you can't crack it and are getting desperate, add a staple or paper clip just behind the hook.

From the book 'Paper Airplanes' by Nick Robinson

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Nick Robinson

As I'm scratching about for aeromodelling content I thought perhaps a piece on the origins of the 'Society of Antique Modellers chapter 1066' and our newsletters the 'Clarion' and the 'New Clarion' might be of interest.

The origins of SAM1066 date before I was active in vintage aeromodelling so I am open to correction of my interpretation of the early days.

Sam1066 was formed by David Baker, it being a splinter group of free-flyers off Sam35 which was the UK chapter of Sam USA. The reasons for the split are not known to me, I understand it was due to some sort of dissent in committee but I would guess the reasons are long forgotten and probably irrelevant by now.

As to dates, I know not when 1066 was formed as I did not get into vintage until somewhere about 1993. I had been flirting with free-flight after taking my grandson to the Nationals at Barkston and Rachel and I turned up at Middle Wallop for an event that was cancelled on the day, due to a double booking of the airfield. Incidentally we carried on and had a day out in Bournemouth. At the next Wallop meeting I met David and signed on. This was when I first met the 'Clarion' as I was given several back copies with my membership.

The 'Clarion' back then was an A5 booklet similar to SAM35 Speaks and was put together by David Baker and the Friday gang at his home in Northampton (always referred to as 'The Hanger'). Production in the early days was very manual, David assembled a sheaf of hard copy and had all the pages printed at a copy shop, then one Friday each month saw the Friday gang playing 'ring a ring of roses' circulating the table at the Hanger picking up individual pages from piles and then placing on Clarion piles. These piles were stapled and folded to make the 'Clarion'. I was not yet involved so I missed it all.

I cannot recall when I started writing for the 'Clarion' and all my early articles were on my first computer which I gave to David when I acquired my second. My second computer was retired around 2016 and now resides under the dressing table in my bedroom. I must try to hook it up to my current computer and see what 'Clarion' articles are on my computer No.2. The magazine was being professionally printed when I was writing, I assume SAM1066 had grown and finance was available.

Somewhere around 2005 David Baker became very ill and, as SAM1066 was effectively a one man band, the society fell by the wayside and the old paperback 'Clarion' was no more.

In, I believe 2006, our current SAM1066 was reborn thanks in the main to the late John Thompson and Mike Parker and shortly after Mike managed to persuade the late Vic Willson to produce an electronic newsletter. Thus the 'New Clarion' came into being, published on our internet website sam1066.org. As our new society was wholly internet based it was decided that there would be no hard copy. After the first issue the two column format was dropped and the single column invoked to make the newsletter easily readable on computer screens.

The newsletter was an instant success and we all have a lot to thank Vic for.

The first issue was January 2007 and Vic developed our newsletter until early in 2010 when he became terminally ill. Mike Parker approached me late in 2009 to see if I would take charge when Vic could no longer function.

I took the reins as temporary guest editor of the New Clarion for the February and March editions of 2010 and then as editor for the April issue when Vic sadly passed on.

It has been of immense pleasure to have brought Vic's baby to the world wide audience it now reaches and I will continue to do so until such time that I fall off my perch.

Editor

My experience with Vic Smeed's Madcap goes back a long way. I built my first in about 1958. Built both types of fuselage, the cabin and the profile type and one set of wings and empennage. The only engine I had at the time was an ED 1.46 Hornet, a bit too much grunt, but decompressed. it sort of did the job. I only ever flew the profile fuselage version and was quite happy with the way it flew. It was my first venture into powered free flight, I had been flying control line till then and continued with that for a time after. Incidentally, the Hornet was my very first engine. I still have it and it is fully restored and still in great shape.

I got married in 1963 and spent a fair bit of time setting up house and all things associated with that great venture and aeromodelling took somewhat of a back seat. I had left my models at my parent's house but fortunately took my engines with me. When I eventually got back to modelling my previous models had disappeared, I think courtesy of my younger brothers.

I concentrated on free flight and principally flew A2 glider and FAI power and Australian Open power. My principal interest has always been engines. I'm an old automotive engineer and have devoted a significant time to motor sport, principally as an engineer. My principal passion at that time was FAI power, mainly because of the engine component.

When my son turned 8 in 1978 I wanted to build a sports power model for him, he'd flown chuck glider in the fashion of young boys but I thought that a power model would be good for him. I chose to build a Madcap and powered it with an original Mills 75. and fitted it with a DT. It flew wonderfully well and had a very hard life as a consequence. My son grew up and went on to other things aeronautical as a result of his modelling experience. He became an aeronautical engineer with the Royal Australian Air Force and currently has the rank of Air Commodore. As time went by we were blessed with grandchildren and my eldest grandson showed an interest in things mechanical. I dusted off the old Madcap and we flew that as a sport model and also in an Australian competition called Power Scramble. The old Madcap has probably done more flying than any model I've ever owned, it is battle scarred but still flies.



As originally built in 1978



Son Gerald & the 'Madcap'
Photo from Windsock June, 1983

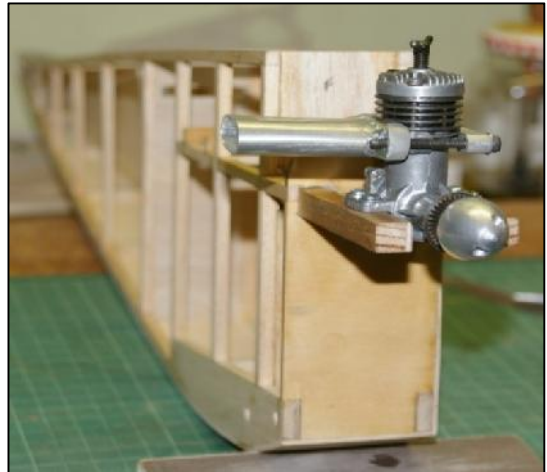
In the late 80's I turned my interest to Old Timer flying. FAI power became too expensive and free flight too difficult in terms of the availability of readily accessible flying fields. I have a suite of models for the various power categories of that branch of the sport. Some time ago, in 2017 I decided to build another sports model and Madcap became the obvious choice. I wanted to fit it with 2 channel radio and felt that the Mills 75 would probably struggle with the extra load. I had a Mills 1.3 but its bearer width and the length of the intake tube made that somewhat impractical. Sometime prior someone had given me a bag of ED Bee bits. Vic designed the Madcap for a Bee so I decided to see what I could do with the bits I'd acquired.

All was good except that I had no contra piston and no idea what it should look like in terms of dimensions. I decided to contact John Andrews as I subscribe to the New Clarion and see if someone could give me the appropriate dimensions so that I could make a contra piston. He duly put my request in the magazine and we had a great response, to the tune that Martin Ambrose provided me with the dimensions for a contra-piston and I got an email from Roger Newman offering some engines that he said needed attention and were surplus to his requirements. A parcel duly arrived in the mail with more than I could ever have expected. I finished up with two good early model ED Bees and one Series 2 as a result of the combination of the ones generously provided by Roger and the stuff that I had. All have been bench run and run very well. As well as that, Gary Dickins offered to dismantle a Bee for me to give me the measurements. Many thanks go to those who have contributed to this project.

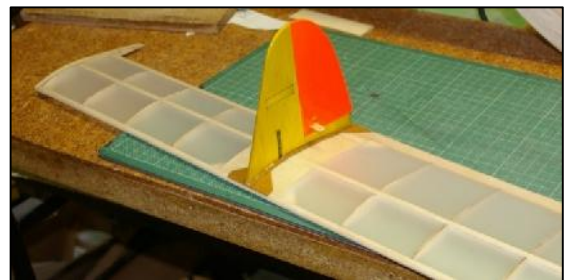
I have chosen to use the Series 2 engine for this model because it has the exhaust stack and thus does not spray all of the model with the exhaust residue as the peripheral ported engines tend to do. I have also constructed an exhaust extension that moves the exhaust residue further from the fuselage.

The corona virus is a mammoth problem, but it has meant that I have some free time and have spent some time in my modelling room to finish unfinished projects, one of which was the started Madcap.

Because of the great distances we sometimes need to travel I try to make my models so that they can be readily transported. For a large model I make the wings in two parts, I generally make them so that the undercarriages can be removed, the tailplanes removed and the rudders removed from the tailplanes or from the fuselages. I incorporated some of these philosophies into the current Madcap. It also has 2 channel radio on board. As the construction is somewhat straight forward I will only bore you with some of the features that I have built into this model. The second Madcap I built, the one for my son, I had made the undercarriage removable because I have found that in some of the rough ground we fly on in Western Australia the sewn onto the bulkhead undercarriages are quite prone to damage. Thus I did the same with this new model. I have also made the fin removable from the tailplane and will include some pics of some of those mods, as well as some pics of the general construction. I have made the cabin top removable so that I can get to the radio equipment and the battery. The wing and its holding down bands holds the cabin top in place. I finished the model yesterday and have run the engine in the model. I'm waiting for a wing Madcap decal to be produced in laser cut vinyl to complete it altogether. More pictures next issue.



Tailplane and rudder showing locating system
carbon rod in rudder and aluminium tube in tailplane
with millipede rudder support and elastic band holder.



Showing rudder fitted to tailplane
and band holder system.

Hans van Leeuwen (Australia)

Knights off the Round Table

Roger Newman

A collection of pictures from Wallop 1994 depicting take-offs from the old roundel table.

Quiz: Who and What, answers on a postcard (email)



No.1



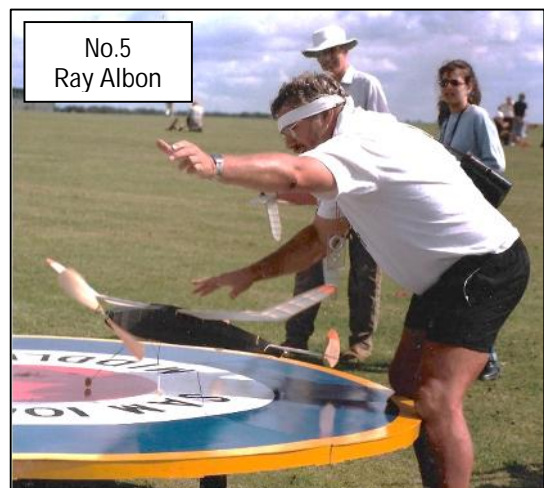
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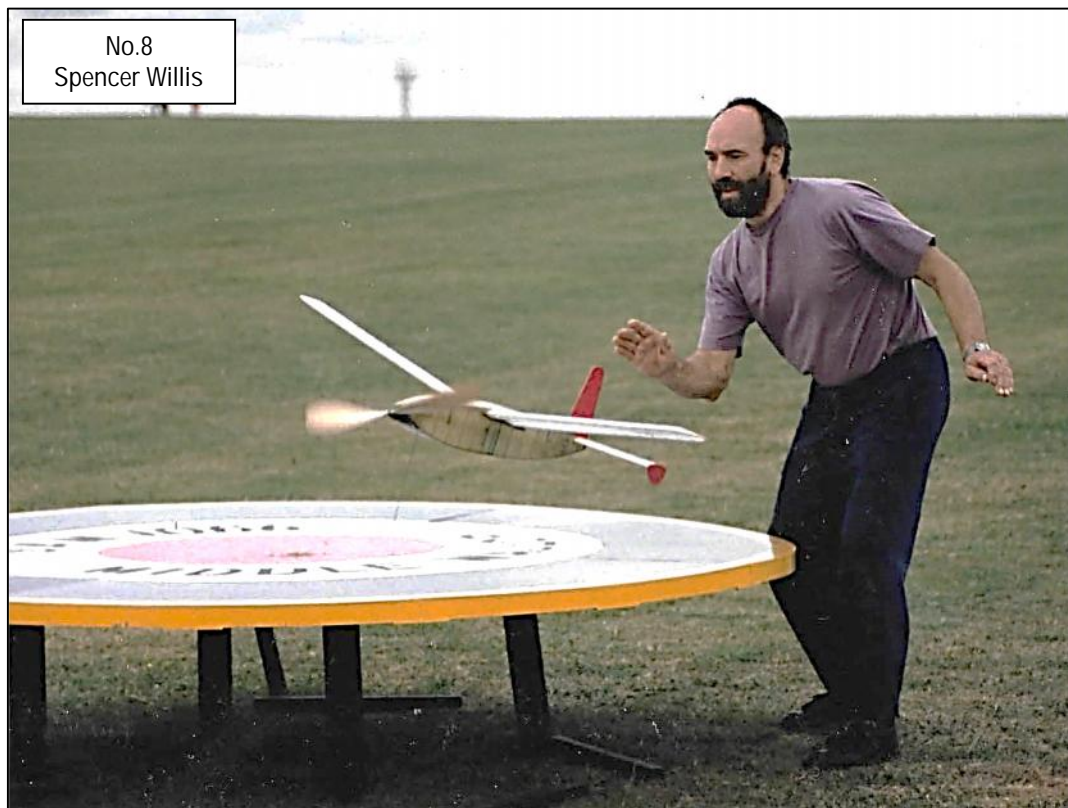
No.3
Carol Farley & 36 Copland



No.4



No.5
Ray Albon



As Ray and Peter already know, I became interested in the Jacques Morisset 1949 CdH as a lockdown amusement. This was basically because it was different from my usual preferences, e.g. small (32" flat), V dihedral, freewheel prop, 2 wheel u/c.

Full size plan on DBHL and Outerzone (oz10246). The full size plan is a modern rendition, notes on it refer to Tan 1 and Tan 2 motor sizes, so probably dates it to the 1990s. I do not have expectations re performance.

However, a few points made me look for the original source plan on the internet (MRA 119 Jan 1949) but I could only find a fuzzy thumbnail, which of course just got fuzzier when enlarged. After more searches I managed to buy a copy of the original mag for peanuts from ebay France.

This has arrived and throws up some variations from the full size (FS) plan.

Some of these are:

FS wing chord is 104mm on plan, but on fus side view chord is 109mm.

MRA shows aerofoil chord is 108mm, so can increase the FS chord. MRA says the original used a thinner aerofoil than shown although others have used the section shown equally well.

MRA says wing spar either 6x3 balsa or 5x2 spruce. I'd prefer the latter to reduce the spar notch.

FS has 10deg dihedral, MRA states 12deg, but shows 15deg on MRA plan. Take your pick.

MRA says prop can be single blade folder or 2 blade freewheel. 300mm dia x 400-450mm pitch, or single blader can be a little larger (suitably vague) or use a commercial prop (Valentin). No prop shape given, just the usual, it suggests.

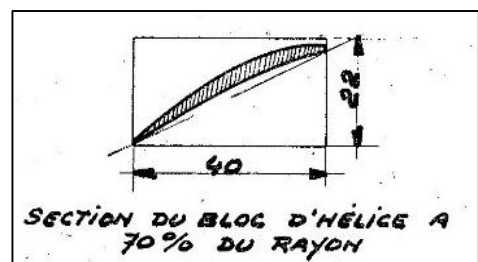
FS gives 300 x 430 freewheeler only. Free choice, I could just use my M Et prop, tho' I have carved the FS prop. No hub/freewheel details in MRA.

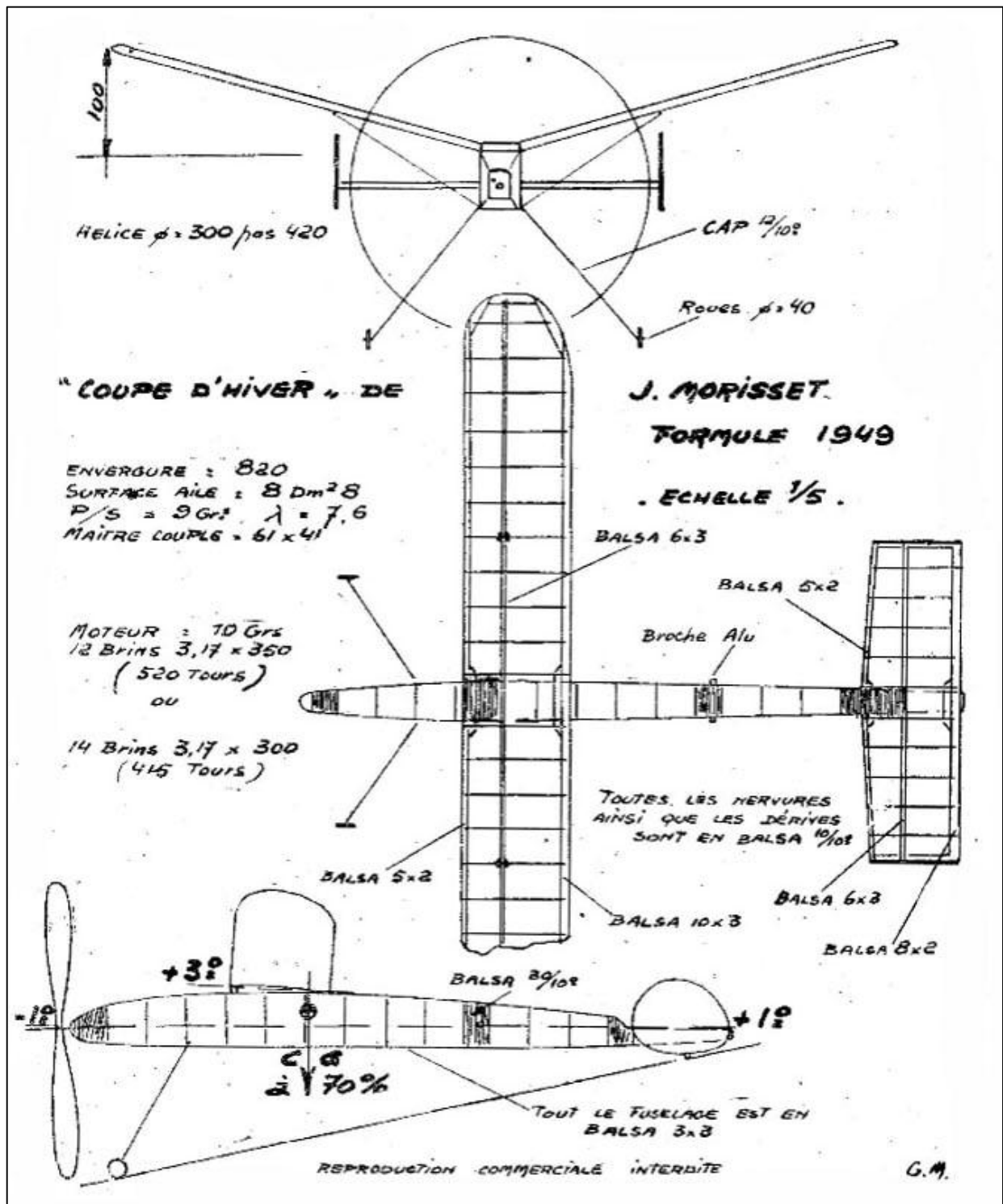
I wondered why the FS fus depth was more than needed for the x-section rule. I see the MRA plan shows thread wing braces 'for windy weather' so the depth is probably to improve the effectiveness of the braces. I am not sure about the wing root fixing in MRA.

For trimming, Morisset suggests left/left trim, if you prefer! He says with a good trim you can get over 1 minute, but, in 1949, ROG and no pushing was the rule.

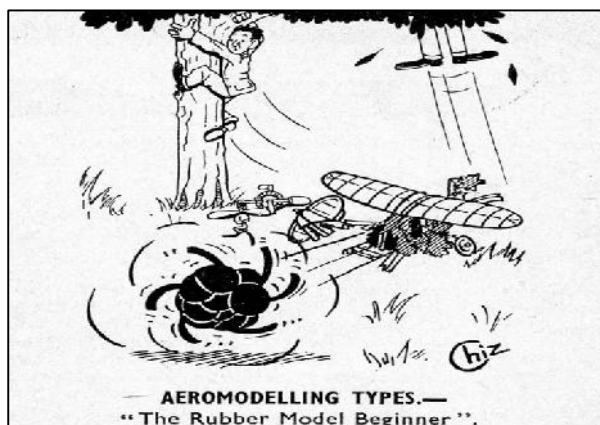
Apparently 1949 was the first year of the 10g rubber rule, previously it was 15g, so he thought it necessary to reduce the model size. As the total weight 80g stayed the same, I do not follow his logic.

I attach a copy of the MRA plan and article, since it seems elusive otherwise. It would suit Buckminster. It is also mini-vintage legal.





Don Thomson



Vintage CO₂ models continued Designs for the OK CO₂ motor

The OK CO₂ motor was designed by Bill Brown in about 1946. The design was sold to the Herkimer Tool and Model Works, which, according to Vic Smeed's 'Model Flying - the First Fifty Years', launched it on the market in the spring of 1947.

OK - OVER 10 YEARS OF LEADERSHIP.

"O. K." has taken on a new meaning for hobbyists since Herkimer Tool and Model Works introduced their first miniature engine. During the last decade "O.K." has indeed set a mark for other builders to shoot at. Undisputed leadership was only won by setting a new high in quality, performance and service. Now "O.K." offers a complete line that you can buy with full confidence they will never compromise with the high standards they have set.

CO₂ IGNITIONLESS
\$4.95 with holder

OK BANTAM
Price to be announced

OK COIL
Makes any engine a better performer. Hot, intense spark — very low battery drain. There's an "O.K." coil for every engine.

SUPER 29
\$14.50 less coil

SUPER 60
\$11.00 less coil

TWIN
\$49.00 less coil

Model	Class	Displ.	Bore	Stroke
OK Bantam	A	.199	.651	.290
Super 29	B	.299	.100	.600
Super 60*	C	.504	.600	.950
1 1/2" C & Exp.		1.228	.900	1.250
C.O.		0.178	.271	.500

*Super 60 also available in Raceway-Marine model equipped with flywheel. Price \$21.00 less coil.

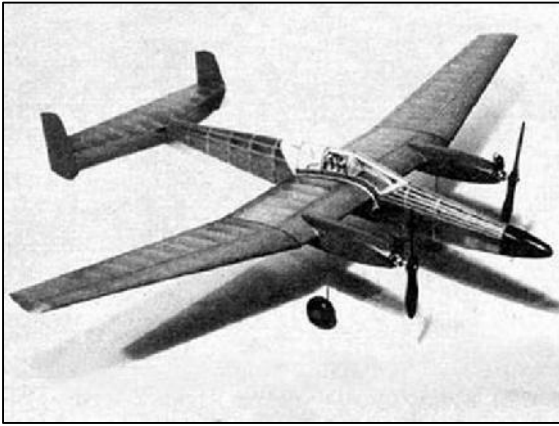
HERKIMER
TOOL AND MODEL WORKS, INC.
HERKIMER, NEW YORK
CANADA: Herkimer "OK" Engine Co., 511 Hermant Bldg., Toronto. EXPORT: 120 Wall St., New York 5 (All Cables) Concordia, N.Y.

As has been mentioned before the motor had a holder for a bulb of the Sparklets type and used a complete cartridge for each flight. Photos of Alan Callaghan's example were published in the November 2018 NC. The quoted total engine weight with full gas cartridge was around 2.5oz (70g), so models for this motor are really in the outdoor category. In comparison, the similar capacity Modela motor and tank weigh 25g. A considerable number of designs were published for the OK CO₂ motor. I have listed those up to June 1948 in the accompanying table. The Modela motor should also be a suitable power unit for all these designs.

As far as I can tell, the first published design for this motor, and, indeed, the first published design for any post-war CO₂ motor is Frank Ehling's In-B-Tween from Model Airplane News June 1947. It was so-called because it was in between a rubber model and an i.c. powered

model. As can be seen from the accompanying drawing, the model is a high winger with tricycle undercarriage and twin fins. The building notes suggest that it could also be rubber powered or use a small diesel, but only the CO₂ motor is shown on the drawing. The installation of the cartridge holder is not shown.

Frank Ehling himself was a remarkable and prolific modeller. He appears to be the only man to have designs published for all three of the immediately post-war CO₂ motor sizes. We have already met his 'The Dean' and the Dioxide Darling for the Campus A-100 and the Buzz Bat for the Buzz motor. Several months after the In-B-Tween his elegant Dual-Air for twin OK CO₂ motors was published. This had a simple brass block with two cross-drilled holes in which the feed pipes to from the cartridge holders to the motors were soldered. This meant that trimming could be carried out with a single bulb. Surprisingly, the AMA biography of Frank Ehling www.modelaircraft.org/sites/default/files/files/EhlingFrankV.pdf does not mention his pioneering CO₂ motor activities, which I think is a serious omission.



Frank Ehling's Dual Air for twin OK CO₂ motors



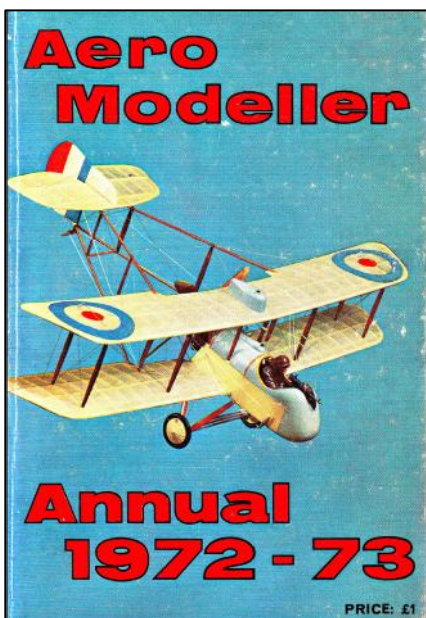
Bill Tyler's Half Pint. Originally for OK CO₂
electric RC version shown

The other contemporary designs are briefly described in the table. I found some photos on Outerzone (www.outerzone.co.uk) of a modern rendition of Bill Tyler's Half Pint, modified for radio control and electric power, which strikes me as one good way to keep examples of these charming old designs flying.

Howard McEntee's CO₂ Powered Model design was the last lesson of seven in his model airplane course for beginners. The detailed construction article begins: - 'The airplane.... Is a built-up outdoor model powered by a tiny CO₂ engine - it is ideal for transition training from rubber to gas powered models and is the project in this lesson'. Well, as it turned out the OK CO₂ motor is a large one in comparison to most of the CO₂ motors that followed it, and, of course, the model is gas powered, but not, perhaps, in the American sense. It concludes: - 'With this, the seventh lesson in our course for *beginners*, we have completed a range of designs from the simplest cardboard glider through the rubber class and up to the simplest motor-powered flier. The next logical step, of course, is gas-engined designs. We feel that those beginners who have faithfully built and mastered each of the seven models presented in these lessons should be able to launch out on his own, since he can no longer be classed as a "beginner."' I have to strongly agree that if you can build and fly this one you are well on the way to becoming an accomplished aeromodeller. Unlike the In-B-Tween feature where this matter is left vague, McEntee's plan and article do explain the installation of the gas capsule holder

Grateful thanks are due to Roy Tiller for his help in finding some of this obscure stuff.

Next month I'll look at the next tranche of designs for the OK CO₂ motor, which were published after June 1948.

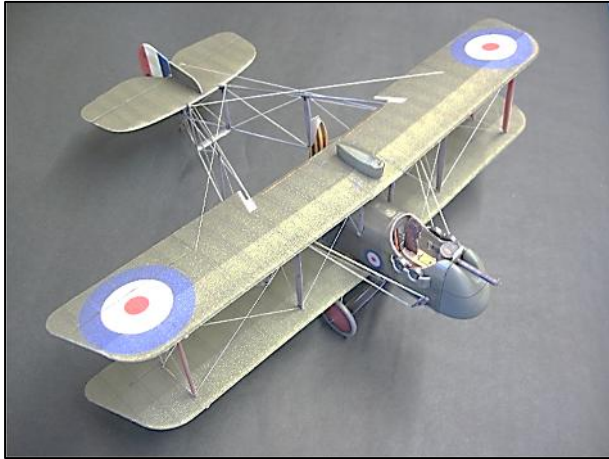


D.H.2 Models

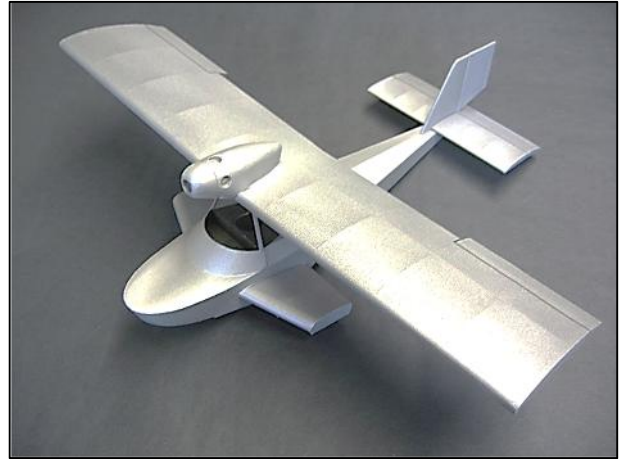
OEE's feature of the D.H.2 in the April 2020 NC, reminded me that the AeroModeller Annual 1972-73 featured Doug McHard's article on CO₂ motors, which included his beautiful Brown BJ .005 powered 1/24th scale D.H.2. The easy starting nature of CO₂ motors and the fact that they will run in either direction mean that it is quite practical to mount them in a pusher aircraft configuration of this type.

Also 1/24th scale is the three channel RC Microaces D.H.2 (www.microaces.myshopify.com). These kits are constructed from printed 1mm thick Depron, thin printed polypropylene sheet and judicious use of thin section pultruded carbon fibre reinforcement. They are powered by 8.5mm coreless motors through a gearbox. I built one a couple of years ago and this is a representation of Major Lanoe Hawker's machine, who was mentioned in the Model Aircraft article.

The model flies quite well, but there are several challenges. I have not found a way of hand launching it - there is nothing convenient to hold onto, so it needs a smooth surface from which to ROG, which it will do. Being small it requires calm conditions, and in my part of the world, calm conditions are most likely to be found early in the morning, when it is humid and the ground is damp. Unfortunately, the control cables to the rudder and elevator on this design are working and go slack when the humidity is high. So I've not flown it as much as I would like! Oh, for the availability of a large indoor space!



Microaces D.H.2 1/24th scale

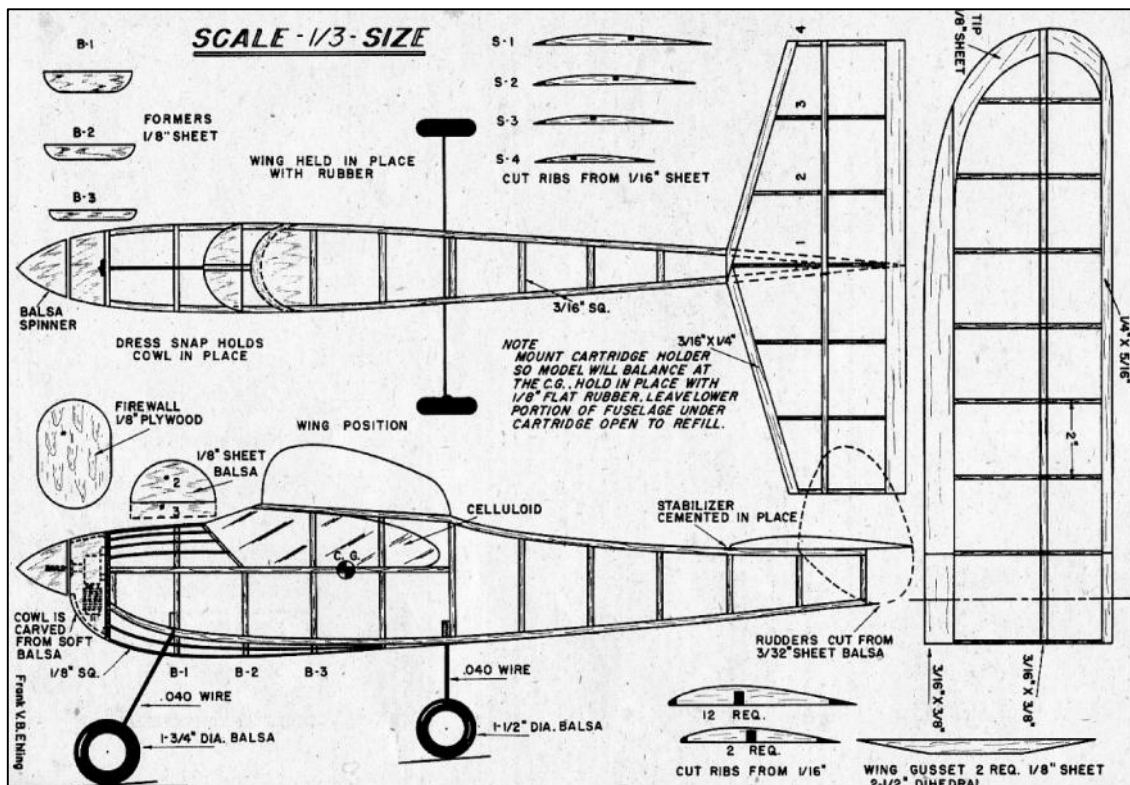


Walt Mooney Dornier Libelle I after airbrushing

Walt Mooney Cook-up 2020

www.hippocketaeronautics.com/hpa_forum/index.php?topic=25052.0

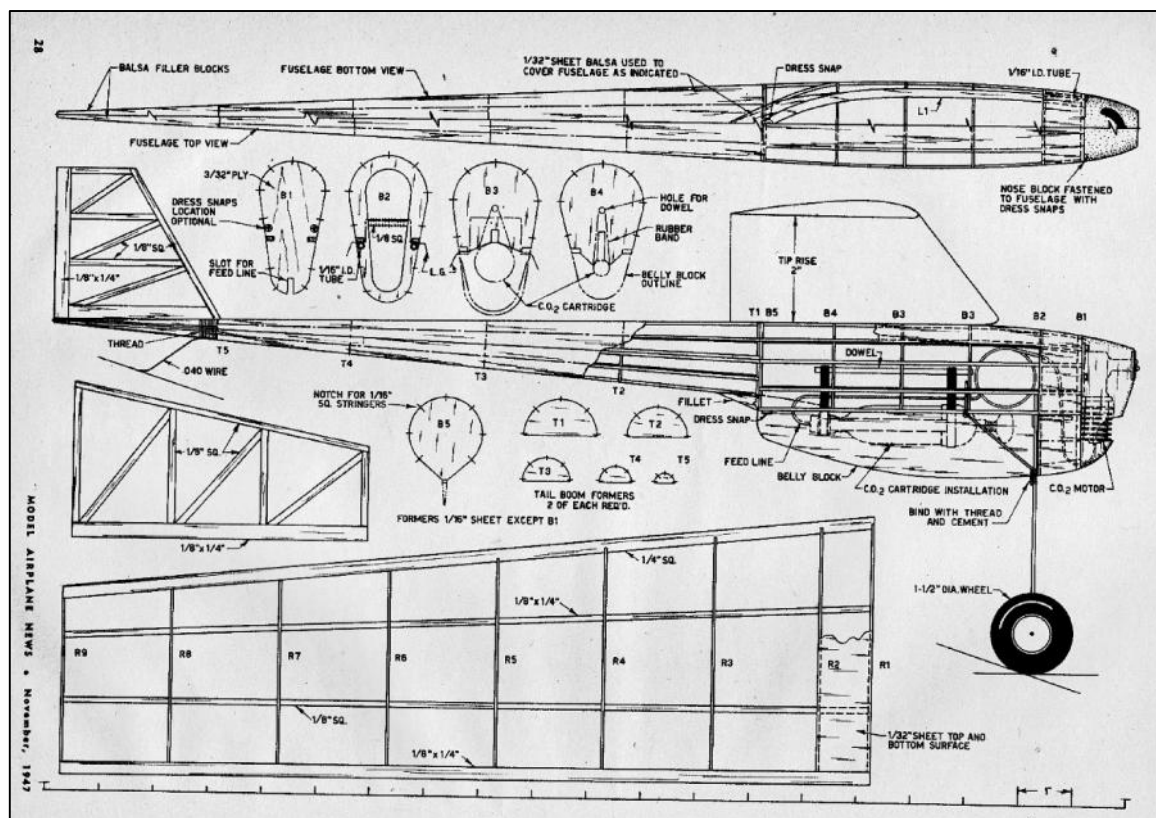
This goes from strength to strength. At the time of writing around 90 models, based on Walt Mooney designs, are underway or have been completed. There are 2043 posts on 82 pages, and it is likely to be much larger by the time you read this. Amongst the good-natured banter, there are a plethora of useful hints and tips and it is fascinating to see the different approaches different modellers take to construction and finishing. It would be interesting to know how many designs Walt did actually publish. There is a list in post 1187 of 130, but this is known to be incomplete.



Frank Ehling's In-B-Tween from Model Airplane News June 1947

Model Aircraft Designs for the OK CO₂ Motor 1947 to June 1948

Design	Designer	Source	Date	Span (in)	Secondary plan source	Description	Construction
In-B-Tween	Frank Ehling	MAN	Jun-47	30	S35S Oct 93 (Green Botts 78)	High wing cabin, twin fin, tricycle uc.	Stick and tissue
Half Pint	Bill Tyler	Air Trails	Aug-47	28	Outerzone	High wing cabin	Stick and tissue Sliced rib wing
Breather	Bill Winter	Air World	Sep-47	34	Outerzone	High wing cabin	Stick and tissue
Model Airplane Course Lesson 7 CO ₂ Powered	Howard McEntee	MAN	Nov-47	30		High wing. T-tail	Stick and tissue. Sheet covered fuselage
Dual Air	Frank Ehling	MAN	Oct-47	44	S35S (Green Botts 28) Outerzone	Mid wing twin engined	Stick and tissue
Powerhouse 33	Dick Korda	Berkeley kit	1947	33	Outerzone	High wing cabin/pylon	Stick and tissue
SE5a	A Howay	Scalemaster Model Co	Feb-48	19	Outerzone	Scale (alt. power rubber)	Detailed stick and tissue. No tank/bottle installation shown
Co-ette	Jay Holmes	Air Trails	Apr-48	23		High wing cabin (alt. power rubber)	Stick and tissue
Bristol Bullet	Walt Schroder	Air Trails	May-48	19	Outerzone	Scale biplane (alt.power rubber)	Stick and tissue CO ₂ installation in article
Curtiss Junior CW1	Red Kochman	Air Trails	May-48	34	Outerzone	Scale. High wing pusher	Stick and tissue. Sheet fuselage.
Stinson Voyager	Earl Stahl	MAN	Jun-48	31	Outerzone	Scale. High wing cabin	Stick and tissue
Carbonator 1	Walt Schroder	Flying Aces	Jun-48	36	S35S Aug-89	High wing pylon	Stick and tissue



Howard McEntee's CO₂ powered model from Model Airplane News November 1947

My Dornier Libelle is progressing slowly but steadily. The photo shows it loosely assembled after airbrushing with Tamiya Acrylic flat aluminium over black Esaki tissue. The cockpit area and the control surface outlines were masked off with low tack masking tape.

Nick Peppiatt

The Southern Gala, Odiham 2020 ?

Bloody screens everywhere! snorted the Air Marshall. He adjusted his S.S.M. (sitting support module) from 'getitdone' to 'maxrelax' and rubbed his eyes. That lunatic Dominic Cummings had revolutionised Whitehall. His office, once a haven of peace, the imposing mahogany desk, the luxurious carpets, the book shelves, the personal mementos, the 1/32 scale Chinook, the comforting odour of pipe smoke and whisky was now as sterile as the control room of a space ship. On a nice afternoon he used to pop down to Odiham to look at his Chinooks and check that the Southern Gala arrangements were progressing. Now his avatar did all the visiting. He used to have a damn good desk management system. Incoming papers and files that he didn't like the look of would be stacked in a large tray, the oldest, the ones nearing the bottom of the pile would become shredder- ready. He called it his 'composting system'. All gone, now every bit of incoming on the screens was untrashable and demanded a response. But the last straw was the M.o.D leak that all manned aircraft would be replaced by drones and drone clouds and his office was to be relocated to Stoke-on-Trent.

Had it all come to this? The silver-framed photograph, always prominent on all the desks he had flown in his career, showed a dashing young Flying Officer climbing into a Westland Wasp helicopter aboard H.M.S. Plymouth in April 1982 in the Falklands War. He'd taken a piece of shrapnel in his rear upper thigh on that mission which still troubled him in damp weather or like now, when he was stressed. Those were the days! Everything was possible, the future lay ahead and he'd grown his first moustache. All he had to look forward to now was retirement. Ever since he'd announced his decision to go he'd felt his power draining away. The salutes were less crisp, the coffee and biscuits less prompt and not arranged as he liked. What would he do ? Nobody would obey him anymore. His uniform and his chauffeured and flagged Jag. would go and with them his identity. At least he'd be done with all this! Damn and blast the lot of them! His moustache quivered, his eyebrows bristled, he shook his fist at the screens.

That was two months ago. Then came Covid 19 and along with the crisis came new opportunities. He was asked to defer his retirement to direct operation 'Cleanup'. All he knew was that it would involve the deployment of his Chinooks over Central London. He was excited, what could the objective be he mused? The Chinese Embassy and an S.A.S. task force dropped onto the roof? Very likely, he thought, he'd been reading some pretty weird stuff on the internet recently. A fine end to his career, he could see the headlines - 'Air Marshall leads cleanup of Covid plot, daring raid saves the day.'

He was to be disappointed, the operation had less heroic aims. It seems that the Duchess of Cambridge had popped out to Waitrose to replenish her stocks and had found empty shelves, no wet wipes, no toilet rolls. A quick survey revealed that none were available in Westminster. There was consternation at the Palace and the smooth running of Government was in jeopardy. Although the latter may be criticised for failing to predict the demand for P.P.E. and I.C.U.'s, they could not be faulted for their foresight in establishing a stockpile of wet - wipes and toilet rolls on the Isle of Wight. Operation 'Cleanup' was initiated, bales of the missing items would be dropped onto the roofs of designated Waitrose stores. Everything went smoothly apart from a couple of accidental deliveries to Tesco's and the Air Marshall received a congratulatory mail from the Cabinet Office, 'Mission accomplished, well done.' They'd all received the same message at the end of the Falkland's war but there'd be no medals this time, and when his grandchildren asked 'What did you do in the Pandemic grandad?' He would fall silent.

Like everything else the Southern Gala had been cancelled. He resolved to stay in post until he could open Odiham again and schedule the Gala. He might pull a few strings. Jacob Rees - Mogg had been his fag at Eton - nasty little blighter - he'd always burned the toast, but once a fag always a fag. And these aeromodelling chaps were a sensible lot and social distancing on the airfield was guaranteed, there could be no possible objection, could there?

I suppose this story starts in 2006 when a tragic accident took place on Dartford Heath involving a model aircraft, resulting in a little girl losing her life.

Dartford Council has an involvement in the land where this tragedy occurred and word very quickly spread to other districts councils nationally.

Epsom & Ewell Borough Council have an operational interest in the land situated inside the famous Epsom Downs Race Course.

First warning that flying might be banned from the Downs came from the head grounds man. A day or so following, the BMFA called me and a fellow modeller saying that "you better get down to the Council sharpish and get discussions started". So Roger Marples and I did just that and found that the Council were adamant that they had no wish to bar model flying on the Downs or indeed any other legal activity, in fact the Head of the Council did go out of his way to encourage and help us, basically to help him.. His mandate, bearing in mind the accident on Dartford Heath, was to be able to say to his insurance company, Epsom and Ewell Borough Council had done what they reasonable could to minimize any risks from any activity permitted on the Downs. Of course the BMFA insurance went long way to support this, but more was needed.

For many years Epsom Downs had been a flying site where anyone could just rock up and fly what they liked where they like. Ever since reliable R/C models had been around, a 'Star of David' runway patch had become established and this gave six runway directions, very nice. It was also very close to the public car parking area and it was way too easy for people to jump out of their car, wander over a few paces to view the action, not very nice!

The BMFA were very helpful and Roger Bellingham, their site Officer, visited on several occasions, as did Dave Phillips the CEO.

Resulting from these discussions, it was clear that the runway had to be moved and a club formed with an approved set of rules.

EDMAC (Epsom Downs Model Aircraft Club) was formed and a committee co-opted from those who understood the hymn sheet from which we were singing. It has to be said that some flyers were against the idea of a club, but it was the only option. In the end a set of rules that suited all parties, R/C flyers, Free Flight flyers and more importantly Epsom & Ewell Borough Council was formulated and these rules eventually formed the basis of the risk assessment. These rules have essentially remained unchanged to date.

During my tenure as founding Chairman of EDMAC I, from time to time, put my R/C model back in the car and walked over to where Free Flight activity was taking place to check all was OK. There were occasional moans and groans, same as the R/C' flyers.

On one of these Free Flight sorties of diplomacy a flyer said to me "Hey Tim isn't it time you built a Free Flight model. You need to get a Senator". He explained that part kits were available and rubber & DTs and things. But when I asked if these part kits contained propellers - I knew I had little chance of carving one, he straightway gave me one.

His name Peter Michel.

Tim Mountain

Editor: I think with a bit of arm twisting I can persuade Tim to write about his brush with Free-Flight and a few other odds and ends from an experienced beginners point of view.

Report No. 112: Tidy up

There seems to have been a bit more spare time during the day recently so I decided to do a tidy up of the garage, the shed, the modelling room in the roof, and the David Baker Heritage Library (Magazines) files and folders, both digital and physical.

The garage tidy up was not too onerous apart from two things, firstly all the items destined for the tip have to be found a temporary home and secondly the up and over garage door which, when in the supposed fully closed position, has a considerable gap between the bottom of the door and the floor resulting in an accumulation of blown leaves all over floor. It needs a draught excluder or at least a draught reducer. A search of the "good stock" in the garage found a suitable length of plastic pipe about 2" diameter and some H section extruded aluminium which might make the mounting brackets. Let us gloss over, how will it be fitted, will it stay there, will the door stay in the fully open position with the added weight hanging on the bottom edge? The first trial closing revealed that the bottom of the door and the garage floor are not parallel to one another! Packing needed, not by pieces of 1/64" but by pieces of 1/8" and lots of them. A "Quality sign off" will not be requested.

The shed shows a damp patch on the floor in the corner where all the garden chairs are stacked. We have had this before, it needs that thick black gunge to be painted on all the joints in the felting on the roof. Job done, leave the door open and it will dry out, except that it doesn't. It must be rising damp, leaves etc. in that gap between the floor boards and the concrete base. I will push a broom handle through the gap and clear them out. The water butt and its supporting blocks are in the way. Drain down the butt and remove the blocks; only to find that all is clean and clear of any obstruction. Better take out the garden chairs and have a closer look. Aha! There is that oil can that disappeared a couple of months ago, on its side and half empty. How did I miss the connection, oil can missing, stain on floor?



The modelling room is accessed by a pull down ladder. During "lockdown" there are only the two of us in the house and only one of us climbs the ladder, so I can declare the modelling room to be "tidy" whilst leaving it in its usual state of "everything readily to hand".

Now to the Library tidy up, including those outstanding queries which earlier seemed likely to have a very poor effort to reward ratio and never came to the top of the "to do" list.

DID THEY REPRINT? No. 1.

Aeromodeller April 1955. The back cover advert by KeilKraft announced a new kit, the Anzac, a 33" wingspan free flight power model. The May issue had a similar advert, again on the back cover. Now to quote from SAM 35 Speaks April 1997 and Ted Smales, who was guest columnist to "The Power Struggle". Ted commented on the

GREAT in value!
GREAT in performance!

"Anzac"
39-inch WINGSPAN FREE FLIGHT for the Alibon 76 Merlin or similar capacity diesel. An unusual design that you will enjoy building and flying. For good flying with a small diesel—build the ANZAC!
12s. 3d.
Inc. Tax.

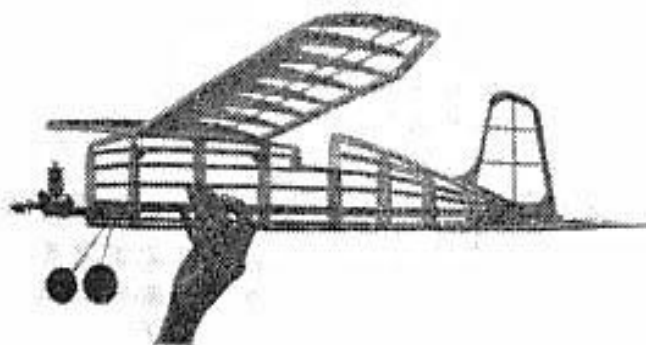


Anzac "its name was changed to the Bantam, reputedly after a complaint from the Australians about the use of the acronym for members of the Australian-New Zealand Army Corps". So the Anzac became the Bantam.

Did Aeromodeller reprint the May 1955 issue without the offending name? If you have a copy of that issue please have a look and email me should you find it to be without an Anzac on the back cover. If it was reprinted I wonder who paid, Aeromodeller or KeilKraft?

The **Bantam** flown on an Allbon Dart, has a particular objection to flying safely to the right, so trim for a left turn. It builds nicely, flies fast and well, and though a little "humped" has a nice revival of fuselage lines for an open cockpit that were so popular in pre-1940 years

Framework of Anzac displays fuselage profile, low thrustline and tailplane



Next month, in the June issue, Aeromodeller reviewed the Bantam, but captioned the accompanying photograph Anzac. Did this further up set the Aussies? Probably not, just another example of Brit incompetence.

DID THEY REPRINT? No 2.

This is all from memory (not my strongest point) so please excuse if it is full of errors and omissions. One issue of Model Aircraft magazine included a report supposedly on the subject of a new radio control system. In reality the report was a description of that most intimate of actions between a man and a woman. One can perhaps excuse an editor, who may not be too familiar with the latest terminology for either activity, giving it the nod for publication. When the magazine hit the news-stands all was promptly revealed and that issue was withdrawn and reprinted. That is the story but **was there a reprint?** The issue of Model Aircraft magazine concerned was that of December 1957, and the library copy has the naughty article on page 411 very appropriately in the "Under the Counter column" with the title being "M. A. reviews the new ANJGPS-4Q2 radio control set". If you have a copy of MA December 1957 please check page 411 and if is different to that described, scan and forward it in order that we can complete the library collection of Model Aircraft magazines. Naughty page offered in return.

(Editor's Note:)

We of the then Rugby Model Engineering Society Aeronautical Section, particularly John Bickerstaffe, carry the can in some respects for its publication. The article had been circulating in the club and John Bickerstaffe took it to a competition somewhere and showed it to, I think, N.J. Butcher. Butcher was a Model Aircraft assistant editor at the time and he did not return the article to JB. Next thing we know it turns up in the magazine.

We had been showing the original article to various people without comment and only about 50% cottoned on to the pornographic inference. Our secretary contacted the magazine and wised them up. I still remember one of the comments in their reply, ("The minds of our editorial staff are pure free from sin".)

LIBRARY BOXES LABELED "MISCELLANEOUS".

These are the dumping ground for items that I cannot fully identify i.e. from which magazine/book, or are just one issue from a magazine/newsletter run, or a single aeromodelling item from a publication which does not normally raise itself to such heights, or any other oddball items. Here are some examples.

A freeby pullout full size plan of a Blackburn 1912 Monoplane, for KPO1 power, by John Hancock with on the other side a plan of a Boeing XL-15H, for rubber, electric or CO2, by Ron Baddorf.

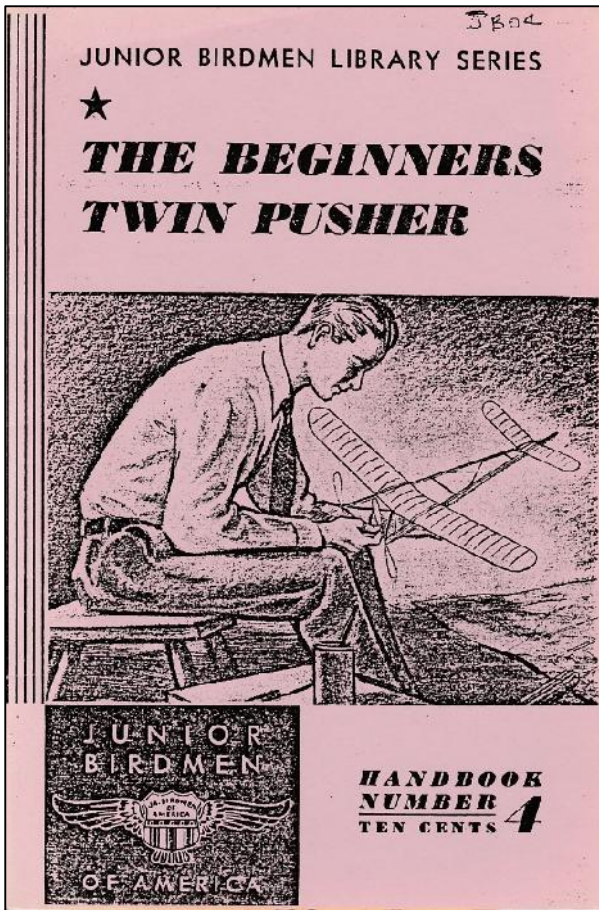
Looks like a typical AMI mag pullout but is it?

In which magazine was it published?

Please email if you know.

Heave Ho No1 November 1996, The Journal of the Hand Launch Glider Association. We have just the one issue, which has plans including a design by Len Surtees from Australia, The Big'Un by Spencer Willis, and by Stan Pearson a design with several names, Hirundo, The Swallow, "or even Gwennol, Welsh for Swallow".

Were there any further issues?



The Junior Birdmen of America was an organisation formed in 1934 (see Wikipedia for more history), backed by several national newspapers, whose stated aim was to encourage the interest of 10 to 21 year old boys and girls in aeromodelling and for the knowledge so gained to lead to careers in actual aviation. The Sunday editions of the newspapers carried a Junior Birdmen Feature Page which included a clip out coupon to become a member and be entitled to purchase the Handbooks.

We have just number 4 in this series of handbooks, which is a little larger than A5 in size and comprises 10 printed pages of building and flying instructions and a folded plan sheet. The editor was Lawrence Shaw and "All model plans for this course were designed by Frank Zaic". The Beginners Course comprised, No1 All-Balsa Glider, No2 Baby R.O.G., No3 Single Propelled Endurance Pusher, and No4 Twin Pusher. Follow up courses were mentioned, an Advanced Course for cabin, replica and scale models and a Contest Models Course. A web search revealed nothing

of more model courses but seemed to indicate that further handbooks covered full size aviation subjects such as air navigation and airport management. Should you be able to add to this story or have any of the Handbooks please get in touch.

p.s. our copy of Handbook No4 is in such pristine condition that I suspect it is not original.

I venture to suggest that there are few model designs from the early 1900's that we would find both attractive to build and with some real flying potential. Have a look at this "Tiny Monoplane for Indoor Flying" by E. W. Twining from Aeronautics magazine January 1912.

Now, with regard to the miniature model, referred to above. I give in Fig. 42 full drawings showing the machine, if such it can be called, in plan and side elevation and in section through the centre of the motor spar, looking towards the propeller.

The overall length of the model from the front end to the bearing is only 9 inches and the span 8 inches. It is designed on lines very similar to the duration model, but on account of its light weight no wheels will be necessary to enable it to rise from a smooth surface.

A piece of straight-grained birch will be best to use for the motor rod and either birch or split bamboo for the spars and ribs of the main plane and elevator. The plane spars should be glued to the motor spar and bound with fine silk thread. Tissue paper is used for surfacing, and this is applied to the under-side of the spars, the ribs being glued (with tube glue, preferably) on the under-side of the paper. The dihedral is given by a cross-bracing of silk threads. The elevator has a front spar only of wood or bamboo, the rest of the framework being of steel wire. The angle adjustment is made by a stem turned upwards on the end of a centre rib and passing stiffly into a hole in the motor spar. A sketch of the elevator frame is given separately in Fig. 43.

As the shape of the main skids or chassis may not be quite obvious from the views in Fig. 42, I give a perspective sketch—Fig. 44. This chassis is made from No. 26 gauge steel wire bound with either fine tinned-wire and soldered to the motor spar, or with silk thread.

Fig. 45 shows the method of securing the bamboo front skid to the motor spar. The end of the bamboo is split and the two sides of the split dropped into notches cut at an angle in the spar, glued and bound with silk.

The propeller has a diameter of two-and-three-quarter inches and a width of blade of three-eighths of an inch. In the steaming of this propeller the blades should be bent so as to make an angle of not more than 35 degrees with the plane of rotation, or, what is the same thing, not less than 55 degrees with the centre line of the spindle. The spindle is of 24 gauge tinned-iron wire made off with a spiral similar to the propellers of the duration model.

A detail sketch of the spindle bearing is figured in 46; it is made from a strip of very thin tinplate or brass-foil and lashed to the spar with silk.

As nearly as I can state it the size of the rubber for the motor is three-thirty-seconds of an inch wide by one-thirty-second bare thick in section, a single loop—that is to say, two strands—only being required. But the model is so tiny, the adjustment of the power so delicate, and rubber varies so much in size, that it will be best to try several sizes all near about those mentioned. There is a fine rubber such as one gets from some drapers' elastic, measuring one-thirty-second of an inch square or thereabouts, which may be used, in which case about four strands will be required.

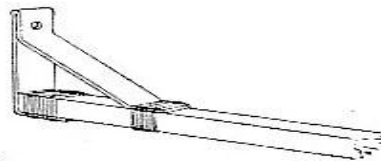


Fig. 46
Detail of Bearing

Needless to say, the workmanship required in such a model as this must be as fine or finer than that required in larger machines, and the whole success of the model will depend largely upon the care and neatness put into its making and adjustment.



Fig. 43
The Elevator Framework

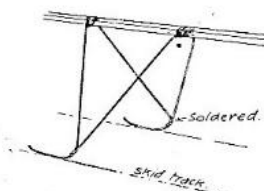


Fig. 44
The Main Skid

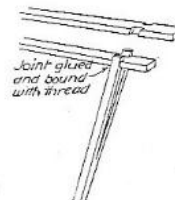
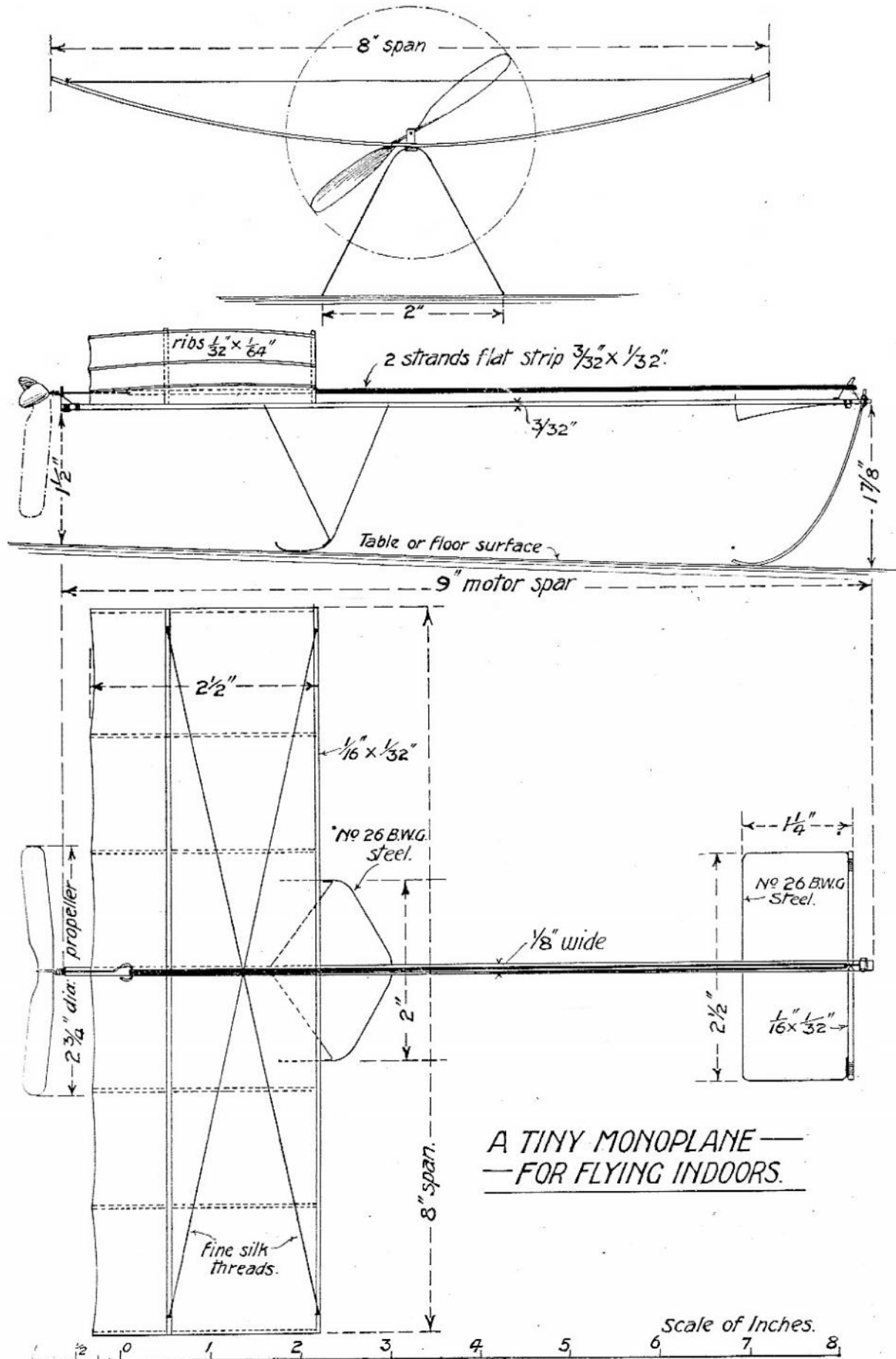


Fig. 45
The Front Skid Joint



Once again, very little to report. The lockdown has been relaxed just a tad & the BMFA advise that flying is permissible provided social distancing is observed. For free flight in the south, Beaulieu remains unavailable as does Area 8 of Salisbury Plain. However, I did manage to get to Beaulieu during the month, taking advantage of the minor change of lockdown rules, whereby one can drive any distance to take exercise! I walked round the whole peritrack, saw two people on bikes & three other walkers so no problem with massed crowds. All we need is a change of heart by the Forestry Commission.

The model room roof has been replaced. Should see me out without any problems. Much but not all of the contents have been put back with a great deal of sorting out along the way & a start has been made on scrapping of models beyond their sell by date. Thus far the following have bitten the dust (not in any particular order): Popsie, Dixielander x 2, Stomper, KK Ladybird, KK Contestor, Sunnanvind, CO2 Tomboy. Zipper, Ascender, Lightweight Glider (Lacey), Blue Diamond parasol glider, Record Breaker, Veron Deacon, Pongo x 2. Many more to follow as I get deeper into the contents of the garage!

On the rules & regulations front, I see the BMFA now advise that it will be around November when the CAA get their heads round the EU directive that was supposed to be taken on board in July. So hopefully no more nasty surprises in the short term.

In the meantime, with the model room back in action, a start has been made on the Red Raider, tailplane is done & fuselage is well under way. The ED Bee has been sorted out, cleaned up & bench run so some positive progress.

The provisional date still exists for our planned August meeting at RAF Colerne, but with no movement on the part of the MoD, there has to be considerable doubt as to whether this meeting will be held.

Plans for the month

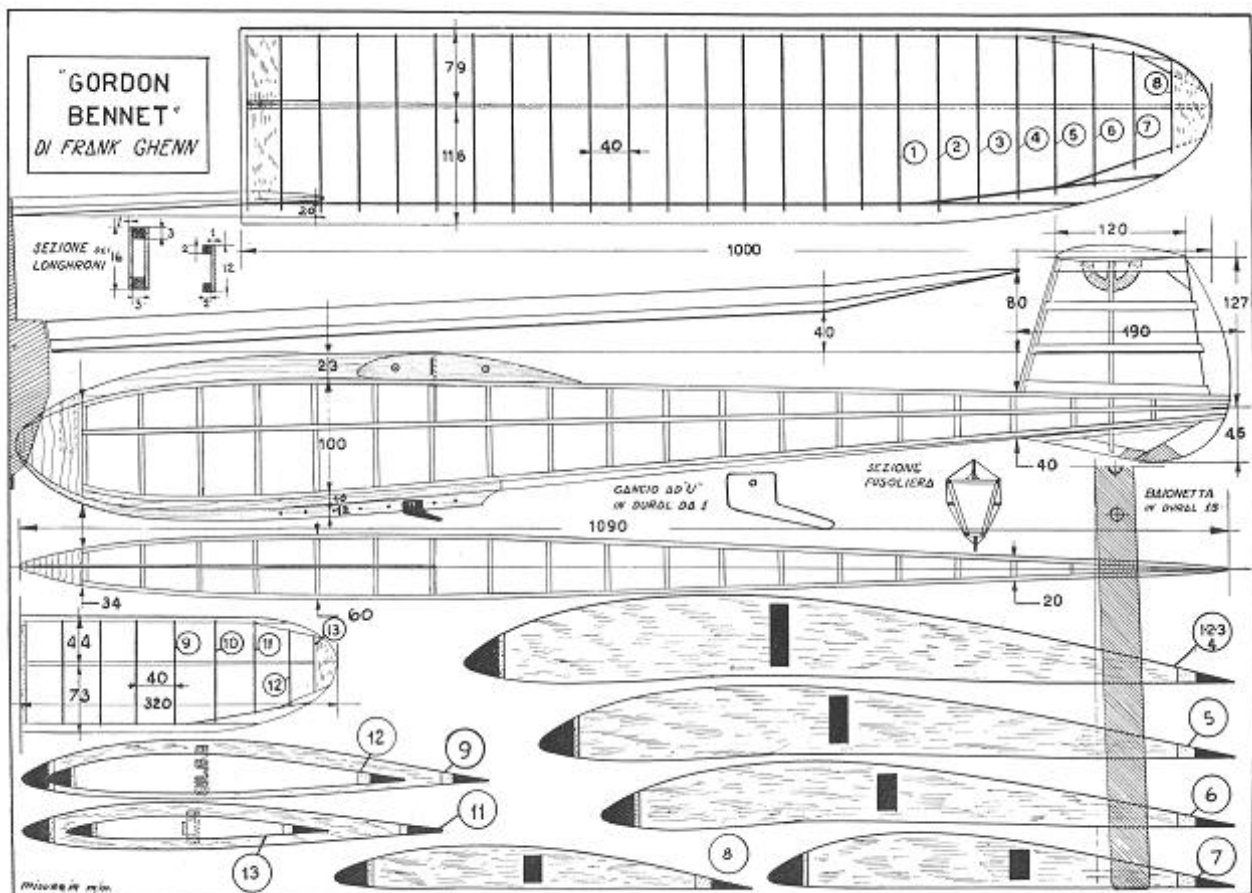


From the Italian Popular Aviation January 1946 publication



Glider:

IL GORDON BENNET complete with a bit of text translation



Frank Ghenn's Gordon Bennet is a 2.06 m glider, winner of several competitions in 1944 in Sweden, the builder's country.

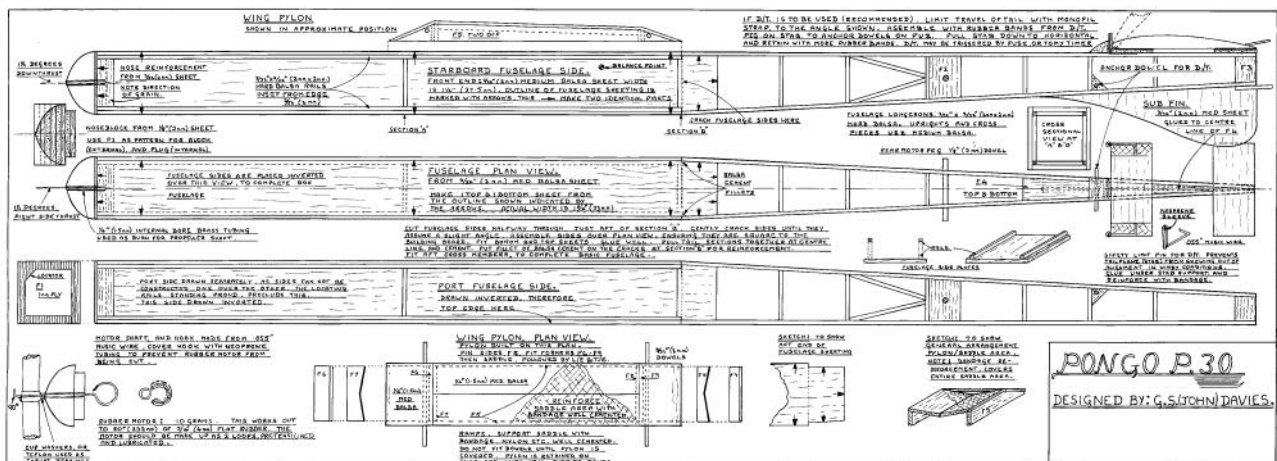
His best time was 19'31 "with disappearance from sight towards the sea" in one of the last competitions held at the end of the year 1944.

It is especially recommended for beginners who are going to compete in glider competitions, especially for its ease of construction and for its brilliant floating qualities. We would be delighted if willing model aircraft builders of Gordon Bennet send us photos and results obtained.

Rubber:

Another one from the scrap pile - Pongo, a simple P30.

Three were made many years ago for grandsons, one (Pongo) flew away & the other two survived the rigors of Beaulieu until interest sadly diminished.





I mentioned scrapping of my **Ascender**, an ED powered canard. Mine required a lot of lead up front but did manage to stagger round quite contentedly.



Free Flight Supplies

Michael Woodhouse

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

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

*We are only posting on an occasional basis. Any calls or e-mails asking "where's my order" will receive a curt load of invective from me or June.
If you get June the reply will leave you stunned!*

Editor's Note: I have left all the event adverts for reference purposes. Currently all events up to July 1st are cancelled. If the situation changes dramatically it will be reported on websites: www.sam1066.org & or www.bmfa.org

When the Corona Virus lockdown situation is lifted there will be a resumption of the contest calendar fixtures as is.

New Clarion will report as the situation develops but things change more rapidly than issues of NC so I advise you to monitor websites for latest developments.

BMFA road shows

There are a number of Achievement Scheme events coming up this year.

To start with there are 2 achievement scheme roadshows the first in Ely on 28th March, then a further Roadshow in Newcastle on 18th April.

These roadshows are a good opportunity to talk to the achievement scheme review committee, area chief examiners and club examiners and ask any questions about the achievement scheme or raise any issues or improvements you feel could be made. There is no charge to attend and the roadshows are open to any BMFA member, refreshments and lunch will be provided. Places are limited so it is a good idea to reserve your place as soon as possible.

It is anticipated the topics for discussion will be

- The ethos and administration of the Achievement Scheme
- CAA Registration & Competence
- Upcoming regulatory changes
- On-line Developments
- Video Guidance
- Open discussion
- Q&A Session

To reserve your place at the Ely roadshow go to <http://tempURL>
and for the Newcastle roadshow <http://tempURL>

There will also be 2 Achievement scheme hosted fly-ins at BMFA Buckminster, these are a relaxed fly-in format with opportunities for training, testing and trial lessons. Why not bring along a non flying friend? Camping available. These flyins will be on the weekends of:

30th/31st May and 8th/9th August.

Contact Andy Symons on andy@bmfa.org if you would like to attend these flyins.

Best Regards

Andy Symons on behalf of the Achievement Scheme Review Committee
Tel: 0116 2440028 email: admin@bmfa.org

Southern Coupe League 2020

The latest schedule of events counting toward the Southern Coupe League is as follows. The loss of the First Area meeting means there is a gap until the next event in April, plenty of time to get your models trimmed.

01/12/19	Coupe de Brum	N Luffenham	
26/04/20	London Gala	Salisbury Plain	
14/06/20	Oxford Gala	Port Meadow	
28/06/20	4th Area	Area venues	
23/08/20	Southern Gala	Salisbury Plain	
13/09/20	Crookham Gala	Salisbury Plain	
17/10/20	Coupe Europa	Salisbury Plain	

Dreaming Spires Free-Flight Rally-2020

DATE : 14th JUNE 2020 - STARTING at 10 a.m.

VENUE :- PORT MEADOW, WOLVERCOTE, OXFORD

CLASSES

FIG (COUPE d'HIVER)	} 5 FLIGHTS
FIH (A/I GLIDER)	
MINI VINTAGE RUBBER (Max span 34")	} 3 FLIGHTS
VINTAGE/CLASSIC GLIDER (comb)	
HI-START GLIDER	
E30/P30/CO ₂ (Combined)	
HLG/CATAPULT GLIDER (comb.)	7 FLIGHTS
ALL TOWLINES 50 METRES	

FREE-FLIGHT SCALE to "DREAMING SPIRES"
RULES — No Documentation, Static Judging, Quality of Flight etc. i/c motors up to 1.5 c.c. allowed.

ALL FLIERS MUST BE INSURED

NO STREAMERS ON FOLDS, NO THERMISTORS, NO BUBBLES. NO i/c POWERED MODELS OTHER THAN IN SCALE COMPETITION

CONTACTS:

LAURENCE MARKS
 laurencemarks64@googlemail.com

ANDREW CRISP
 4 GROVE STREET
 OXFORD OX2 7JT
 Tel:- 01865 553800

Southern Area Gala.

BMFA free flight combined with SAM35

Sunday 12 July 2020

0900 to 1800 hrs.

Following the loss of Odiham this year as a venue for this event, it will now be held at Abingdon, Oxfordshire, Covid -19 permitting.

Abingdon Airfield nr. Oxford

Follow sign off A34 to Dalton Barracks
 between Newbury & Oxford

OX13 6JG

Free Flight events 10.00 to 16.00 hours

Vintage L/W Rubber - Vintage/Classic Glider combined
 Vintage/Modern coupe (combined 3 rounds)

A1 Glider - E36 - P30 - Vintage HLG/CLG combined

The flying of Sport Free Flight will also be allowed

Radio Control / Control Line events

Vintage Radio - KK J/Super 60 Racing - VPD

Miss SAM35 event - SAM35 mini scale

Entrance Fee Fliers. **£13** payable at entrance

BMFA Insurance essential

Contacts.

Free Flight.

Chris Redrup 01483 487273 / 07544 533509

chrisredrup@yahoo.com

Radio.

Bill Longley. 01258 488833 tasuma@btconnect.com

Organiser.

Peter. Carter. 01256 352922 p.carter34@btinternet.com

Peterborough Flying Aces

Sunday 6th September 2020

At Ferry Meadows, Nene Park, Peterborough PE2 5UU

Competitions 10.00 to 16.15

A NEW EVENT FOR 2020!

KK Robin Precision Flight Time rubber event. **£50 PRIZE FOR THE WINNER.**
3 different target times. Note! Model must use plastic prop 8" Max dia. For original KK kits for £20 (£22.90 inc p&p) contact Brian Lever at blever@btinternet.com or 01733 252416

SCALE MODELS NOTE! ALL scale classes, except MASEFIELD Rubber Scale are judged for flight profile and realism by the Flight Judges. They may ask for some verification, so please have the plan or, if scratch built, the 3 view available on the field.
Masefield Rubber Scale: Any scale rubber model, to which Masefield type bonuses will be applied. **No flight judging,** just duration plus bonuses. Present model to control for processing.

Open Rubber / CO2 / Electric Scale For models that are not necessarily "Kit" models Judged for flight profile and realism. Any CO2 motor/tank permitted. See note re verification

Kit Scale ANY rubber powered Kitted model up to 36" span. Judged for flight profile and realism. See note re verification

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

EDF Authentic Scale Judged for flight profile and realism. See note re verification

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

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

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

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

Vintage Model Company "PILOT" Rubber Duration. Senior and Junior Classes.

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

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

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

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

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

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

Best Unorthodox: Unusual models. Must be seen to fly by the nominated Scale judge

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

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

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

Young Flying Aces: Prize for Best Junior. Scrolls for top 3 (Jun. 17yrs or under on 31/08/20)

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

Bumper Raffle: Note: this is a Free Flight event: No Radio Control:

Proof of Insurance required for all flyers.

Revel in the special atmosphere created at this unique event: Discounted parking.

Toilets, Café, and Park Visitors Centre.

Contact Brian Waterland on 01778 343722 (07717 461000 on the day).

See also Peterborough MFC Website at www.peterboroughmfc.org

(1a)

CROYDON COUPE EUROPA

17th October (Saturday)

Salisbury Plain Area 8.

F1G (in rounds), Vintage Coupe.

Flitehook trophy for F1G teams.

Start 10am.

Entrance to Area 8 is approx 2 miles west of Shrewton on B390 to Chitterne.

For further information please contact:

Ray Elliott, tel 020 8997 7745, email ray.elliott8@btinternet.com.

Cocklebarrow Vintage R/C

5th July - 16th August - 27th September

Signposted from Aldsworth, Glos.,
off the B4425 [Cirencester/Burford] and
off the A40 [Northleach/Burford],
follow SAM 35 signs.

All types of R/C up to 1969, sport flying, no competitions.
BMFA insurance essential [A certs. not required].

Contact: Tony Tomlin;

Tel: 02086413505 mobile: 07767394578

email: pjt2.alt2@btinternet.com

Salisbury Plain Area 8. 2020.

Bids have been submitted to use Area 8, Salisbury Plain, for free flight, every Saturday and Sunday, plus 3 Bank Holiday Mondays in 2020.

At present these bids have been formally authorised until the end of March, although I do not anticipate there will be any problem with the later bids.

For those wishing to sport fly/trim, an annual permit must be obtained through: donna@bmfa.org for £20.

The terms and conditions remain the same as in previous years.

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

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

We have been politely asked not to create any new vehicle tracks on the area and to ensure that we stick to the established tracks when driving.

Most of you will be aware that part of the area was used as a film set in the spring of 2019. This has resulted in the access track being improved. The set was a French farm, the film is 1917, and will soon be showing at a cinema near you.

Peter Watson.

L'AQUILONE SAM 2001

TOMBOY RALLY INTERNATIONAL POSTAL CONTEST 01/07/2019 – 30/06/2020

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

Model

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

Engine/motors

I.C. engines are admitted within the following limits: **36"-44" wingspan:** _Any engine 1 cc. max, Fuel tank : 3 cc. R/C carburettor is admitted.

Electric Motors:

Any electric motor is admitted with direct drive

The engine cannot be stopped and started again: the motor must run continually without interruptions till the end of the battery charge or competitor's decision. No folding prop is admitted; if a folding prop is used the blades must be held open with a rubber band; freely assembled admitted batteries:

-450 Man 2 cell LiPo; separated batteries pack for Rx alimentation is allowed.

48" Wingspan;

I.C. Engines: Any engine with 2.5 cc. maximum displacement; Fuel tank : 6 cc. R/C carburettor is admitted.

Electric Motors: Any electric motor is admitted with direct drive freely assembled admitted batteries: -500 Mah 3 cell LiPo separated batteries pack for Rx alimentation is allowed

The engine cannot be stopped and started again: the motor must run continually without interruptions till the end of the battery charge or competitor's decision. No folding prop is admitted; if a folding prop is used the blades must be held open with a rubber band;

Flights and results

Each competitor may fly as many flights as wished during the admitted period but only the best flight will be considered for the final result.

Hand launches are admitted. The flight time start when the model is released or takes off. The flight time ends when the model lands or hits a fixed obstacle. In case the model flies out of sight the timekeeper will time for 10 seconds after losing sight of the model. Timing will continue if model is seen again or stopped after 10" deducting this time from the total time of the flight.

Awards :

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

Results

Results, address, photos and technical specification about model must be forwarded to the Organization within the 15th June 2018 to Curzio Santoni (cusanton@tin.it) or to Sianf ranco Lusso (gfi@orange.fr). Many pleasant flights and happy landings to ALL!!!!

Special Prize Vic Smeed

SAM 2001 have scheduled an extra Diploma that will be awarded to the best flight in Tomboy floatplane version (**36" 44" or 48"**) taking off from water. The Editor will send to the winner a Diploma signed By SAM 2001 President and a bottle of special Italian Wine to drink to Vic Smeed!

Good ROW and flight

Special Prize David Baker

The 2012 was the 5th edition of SAM 2001 Tomboy Rally and we have scheduled a special prize for the three best flights obtained with 36" Tomboy F/F. Only engines diesel max 0.75 c.c. shall be used. The other rules are the same for 36" or 44" wingspan type. It is possible to use an R/C Tomboy, however, being this a free-flight contest, the time must be stopped when transmitter is used, since the aircraft model should fly freely from any control from the ground. Good thermals



Waltham Chase Aeromodellers

Waltham Chase Aeromodellers, in association with South Hants Indoor Flyers, are pleased to announce the continuation of the Indoor F/F Meetings held at the Main Hall at Wickham Community Centre, Mill Lane, Wickham, Hants PO17 5AL. These meetings will be held on the following dates:

Tuesday Evenings

2020

7th.Jan - 4th.Feb - 3rd.Mar - 7th.Apr
5th.May - 2nd.Jun - 7th.Jul

All meetings will run from 7.00 p.m. to 10.00 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 to the meetings will be **£5** for fliers and **£1** for spectators, whilst accompanied children will be admitted free. Junior fliers will be charged as adult spectators. Fliers will be required to show proof of insurance.

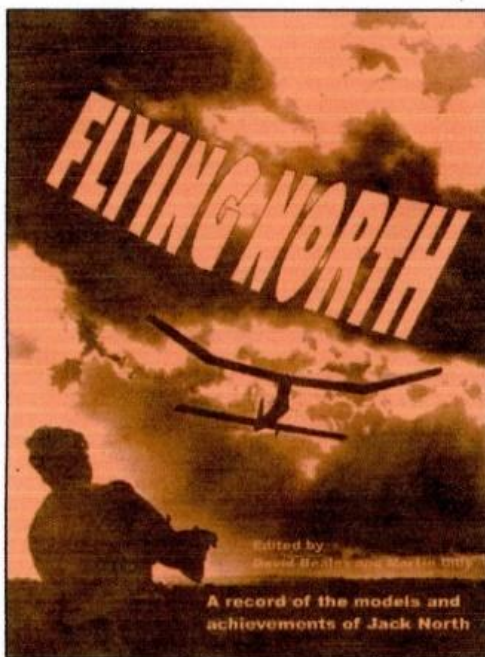
No R/C models may be flown at these events.

Flitehook, who carry a large stock of indoor models and accessories, will attend many of the meetings.

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: WCAero@outlook.com)
 or see our web site: <https://wcaero.bmfa.org>



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

Contact: Martin Dilly on
 020 8777 5533 or write to:
 20, Links road,
 West Wickham.
 Kent BR4 0QW or e-mail:
martindilly20@gmail.com

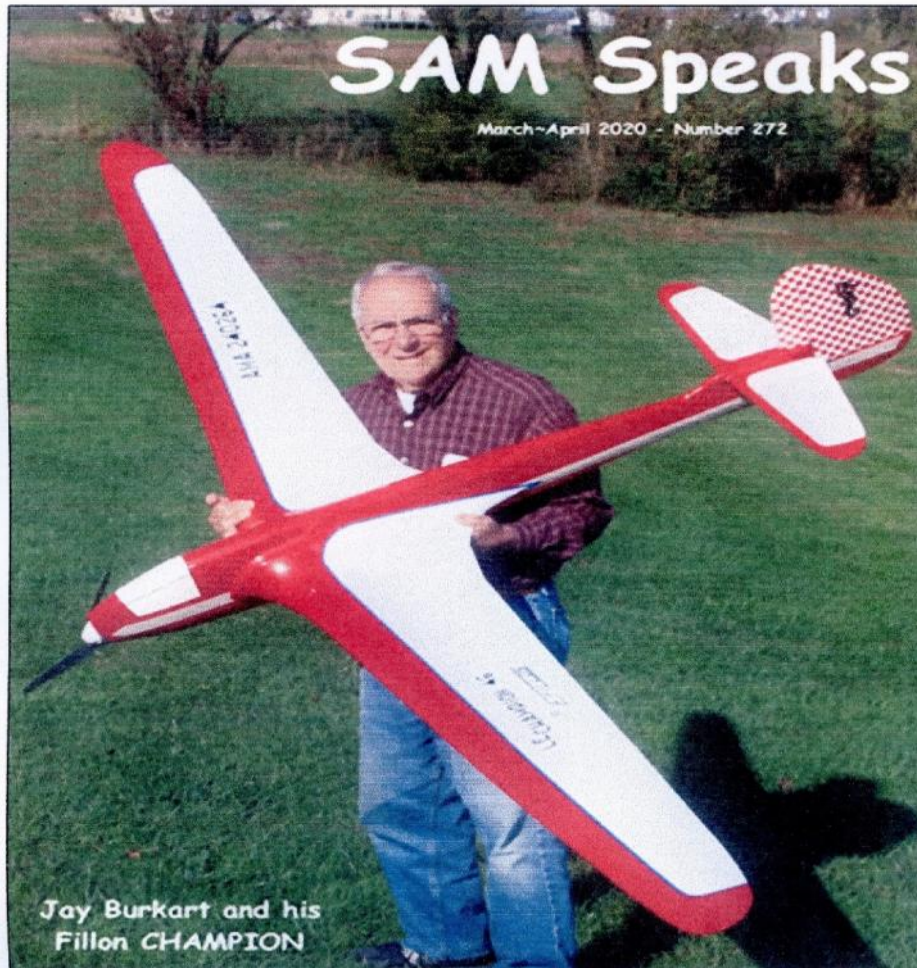
The price in the UK is £18; airmail to Europe £20 or to anywhere else £22. Cheques should be payable to BMFA F/F

Team Support Fund, in pounds sterling only, and drawn off a bank with a branch in the UK, you may also order by credit card, all proceeds help to fund the expenses of those representing Great Britain at World and European FF Championships

SAM Speaks USA.

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

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



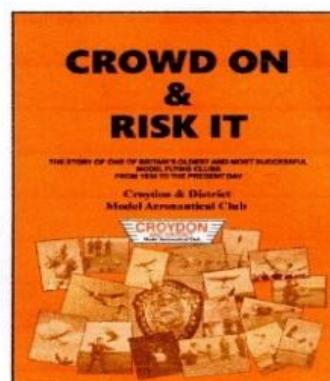
CROWD ON & RISK IT

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

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

Just £8 by PayPal or cheque.

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



FREE FLIGHT FORUM REPORT 2020

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



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

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

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

DILLY JAP IS BACK

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

Anyhow, since the last roll came in 2015, the price is slightly higher (maybe as a result of you-know-what ...xit and its effect on sterling), but it's still only £13 for a five yard roll a yard wide.

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 normally sell it in rolls at contests, as it's a shame to fold it for mailing, but I can do that if you prefer.

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

INDEPENDENT REVIEW OF DILLY JAPANESE TISSUE

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

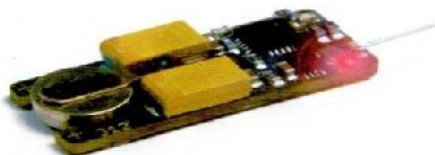
"I am really impressed with how well this tissue performed. Dilly Jap tissue with 2 coats of thinned nitrate dope is around 8% stronger than the old 00 silkspan with 2 coats of dope, yet Dilly Jap is 0.09 grams per square foot lighter. Here are the test results:

Test#	Tissue Type	gm/sq ft	Avg Ten Str lb	Spec Str lb/gm
9a	Dilly Jap 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!"

BUGS

Free Flight Model Tracker



£50.00 - each including 6 batteries

Ready to use radio tracker

Suitable for most handheld receivers

Powered by one 312 ZincAir hearing aid battery

27mm long, 11mm wide, 5mm thick 3 grams

including battery

Run time around 10 days

Red LED flashes when transmitting

Available in any frequency from 140MHz to 980MHz

Supplied in protective heatshrink

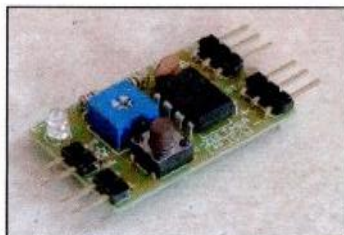
Very quick delivery, often next day

On sale at

http://www.leobodnar.com/shop/index.php?products_id=217

or contact Peter Brown 07871 459291 for options

E-Zee Timers



E-ZEE FF Combined Electric Motor Power and Servo Operated DT Timer Type EFF 1

Cost £15.00 + p & p

This timer controls electric motor power and run-time (via an ESC) and after a further delay drives a D/T servo to terminate the flight. The motor power is set by a single turn potentiometer and the motor run and D/T periods are set by

a simple push button / LED interface

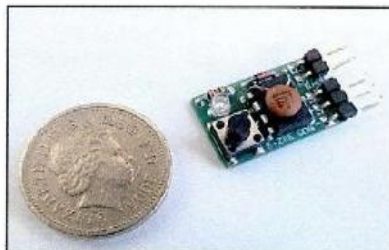
- motor run duration:-adjustable 1 to 30 seconds, set in 1 second increments
- d/t duration:-adjustable 10 seconds to 5 minutes, set in 10 second increments
- motor power:-adjustable at all times from zero to full throttle (by potentiometer)
- push button immediately stops the motor at any point during the flight profile
- duration settings are saved in memory a single button push serves to repeat a flight.

Length 30mm Width 20mm Height 11mm Weight 5gm

For installations where the timer is inaccessible remote pushbuttons and LED's are available

Servo operated DT Timer only Type SDG 1 Cost £12 + p & p

This timer was originally developed for use with 36 inch hi start classic gliders, but will be of interest to all sports free flight flyers not requiring electric motor control. The timer drives a D/T servo to terminate the flight, the D/T periods being set by a simple push button / LED interface. Driven by a small 30mAh battery and using a 2 gram servo the avionics can be used as nose ballast so there is no overall weight gain



- d/t duration:-adjustable 10 seconds to 5 minutes, set in 10 second increments
 - push button immediately cancels the flight at any time
 - duration settings are saved in memory a single button push serves to repeat a flight.
- Length 22mm Width 13mm Height 11mm Weight 2gm

Timers are supplied with a comprehensive instruction manual and users guide

E-Zee Timers have been designed and are manufactured in the UK
Exclusively available from

Dens Model Supplies

On Line shop at www.densmodelsupplies.co.uk
Or phone Den on 01983 294182 for traditional service

Provisional Events Calendar 2020

With competitions for Vintage and/or Classic models

March 1 st	Sunday	BMFA 1 st Area Competitions
March 15 th	Sunday	BMFA 2 nd Area Competitions
March 29 th	Sunday	BMFA 3 rd Area Competitions
April 10 th	Friday	Northern Gala, Barkston Heath
April 11 th	Saturday	Croydon Wakefield Day & SAM1066, Salisbury Pl.
April 25 th	Saturday	London Gala, Salisbury Plain
April 26 th	Sunday	London Gala, Salisbury Plain
May 9 th /10 th	Sat/Sun	Mayfly, Old Warden
May 23 rd	Saturday	BMFA Free-flight Nats, Barkston Heath
May 24 th	Sunday	BMFA Free-flight Nats, Barkston Heath
May 25 th	Monday	BMFA Free-flight Nats, Barkston Heath
June 28 th	Sunday	BMFA 4 th Area Competitions
July 12 th	Sunday	Southern Area Gala, Abingdon
July 19 th	Sunday	BMFA 5 th Area Competitions
July 25 th /26 th	Sat Sun	Scale Weekend, Old Warden
August 1 st	Saturday	East Anglian Gala, Sculthorpe
August 2 nd	Sunday	East Anglian Gala, Sculthorpe
August 9 th	Sunday	SAM1066 Cagnarata Day (250gm), RAF Colerne
August 23 rd	Sunday	Southern Gala, Salisbury Plain
September 5 th /6 th	Sat/Sun	Stonehenge Cup/Equinox, Salisbury Plain
September 13 th	Sunday	Crookham Gala, Salisbury Plain
September 19 th /20 th	Sat/Sun	Vintage Weekend, Old Warden
September 20 th	Sunday	BMFA 6 th Area Competitions
October 3 rd	Saturday	Buckminster Gala
October 4 th	Sunday	Buckminster Gala
October 5 th	Monday	Buckminster Gala
October 11 th	Sunday	BMFA 7 th Area Competitions
October 17 th	Saturday	Croydon Coupe Day & SAM1066, Salisbury Plain
October 24 th	Saturday	Midland Gala, Barkston Heath

All events cancelled up to July 1st due to Covid19 lockdown.

Events will continue to calendar when lockdown is relaxed.

New Clarion cannot keep up with developments so watch websites,

www.sam1066.org & www.bmfa.org

Please check before travelling to any of these events.

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

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

www.SAM1066.org

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

www.freeflightuk.org or www.BMFA.org

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

www.SAM35.org

Useful Websites

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

control/left click to go to sites

Are You Getting Yours? - Membership Secretary

As most of you know, we send out an email each month letting you know about the posting of the latest edition of the *New Clarion* on the website.

Invariably, a few emails get bounced back, so if you're suddenly not hearing from us, could it be you've changed your email address and not told us?

To get back on track, email membership@sam1066.org to let us know your new cyber address

(snailmail address too, if that's changed as well).

P.S.

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

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

Your editor *John Andrews*