NEW Clarion

SAM 1066 Newsletter

Society of Antique Modellers Chapter 1066

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Editorial

First off, can anyone identify this model on the right here, our Membership Secretary Martin Pike is interested in it.

I have had a pretty good selection of aeromodelling articles for this issue, in fact I've held over a few for the July issue.

I seem to have at last stirred up some interest in the membership in penning a few words for this our monthly newsletter. Please don't rest on your laurels think up some other subjects and don't let your pens get cold.

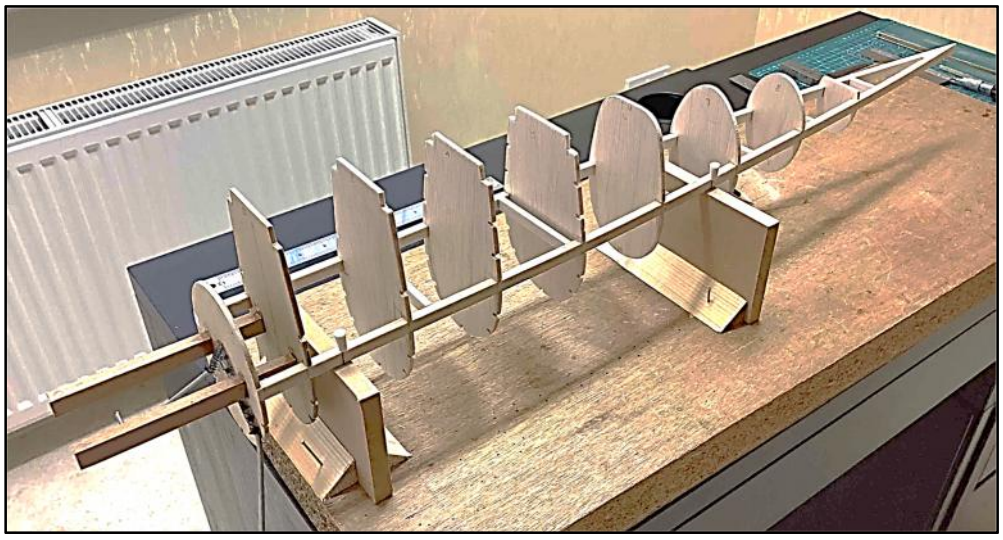
Right, what have we assembled for this June issue?

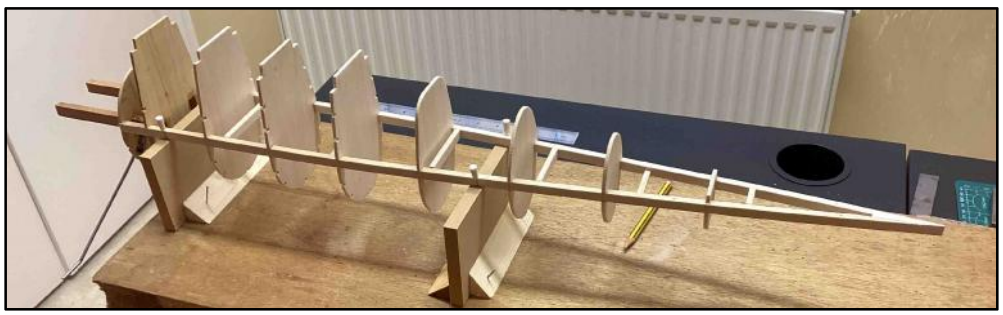
- Martin Pike is after the identity of the model depicted above.
- Trevor Hahner relates the building of his 'Ethereal Lady'. We look forward to an article on the trimming.
- Pylonius has a dig at iron curtain democracies, burning of models and the poor memory of contest winners.
- I dig out another of my vintage epistles from 2003, the last in a series I penned on indoor modelling.
- Our ex secretary Roger sends a long varied report from North Wales, covering Boats Trains and Planes, all of the full size variety.
- Engine test is the Enya .09-III from the Aeromodeller June 1956.
- Martin Pike sends in a copy of 'The Vintage Model Co' newsletter, makes interesting reading. Included is the ghost of Martin in one picture.
- Model Aircraft 'Here and There' carries details of a Danish camping and model flying opportunity. Also gripes and response to the age old problem of bringing in new participants to our hobby.
- Nick Peppiatt, in his 88th report, tells of the goings on at the Free-Flight Indoor Scale Nationals, 27th April 2025, held in Wolverhampton University, Walsall Sports Centre. As usual he includes many pictures.
- Heard at the Hangar Doors announces the patronage of his highness the Duke of Edinburgh had been conferred on the SMAE. Also reported was the possibility of the sale of Fairlop Aerodrome, once the centre of aeromodelling activity, to the local council for use as an open space for the public.
- Paul Lovejoy has responded for my call to arms with an article describing his models.
- I dived into Wikipedia for information on Hot Air Balloons and their performance records.
- Roy Vaughn has followed up his F1J trimming article in last issue with one on trimming his vintage power model 'The Jimp'.
- Another of Ray Malmstrom's delights, 'The Space Ace' is featured. His detailed plans are works of art.
- The secretary's notes for June highlight his build of Joe Bilgri's 1955 Wakefield.
- Roger Newman's plans for the month follow.
- We wind up with Chris Redrup's details of the Crookham gala.

Editor

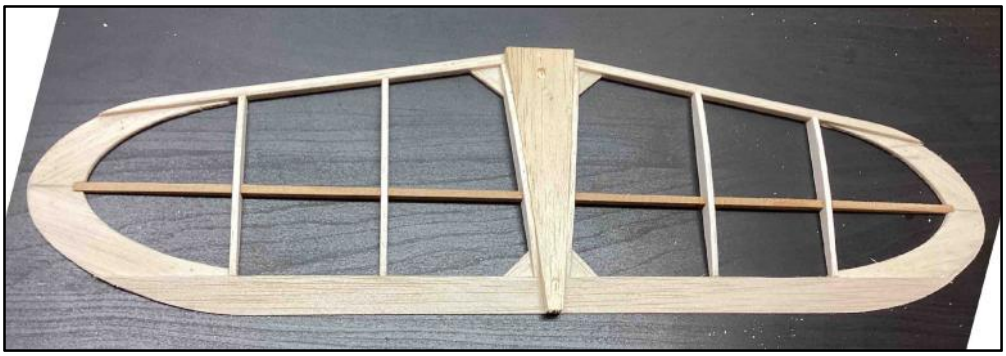
My Ethereal Lady - Trevor Hahner

Constructional stages

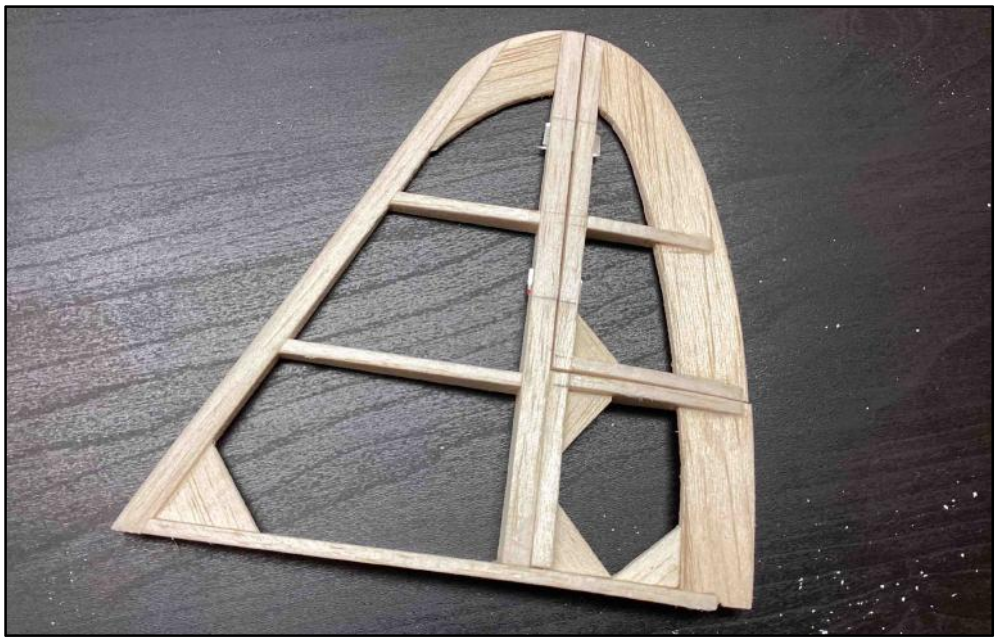




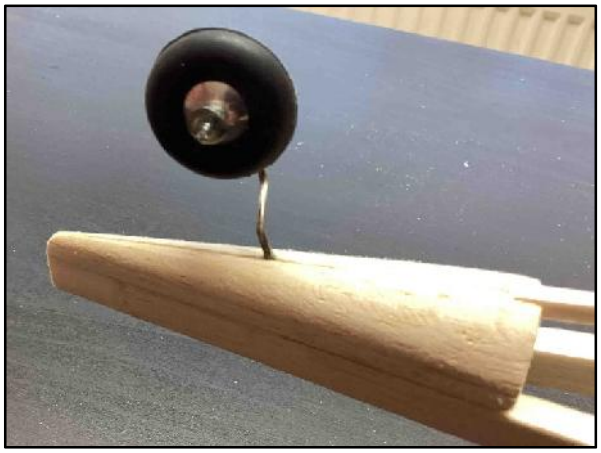
Fuselage formers glued in with temporary spacers still in place.



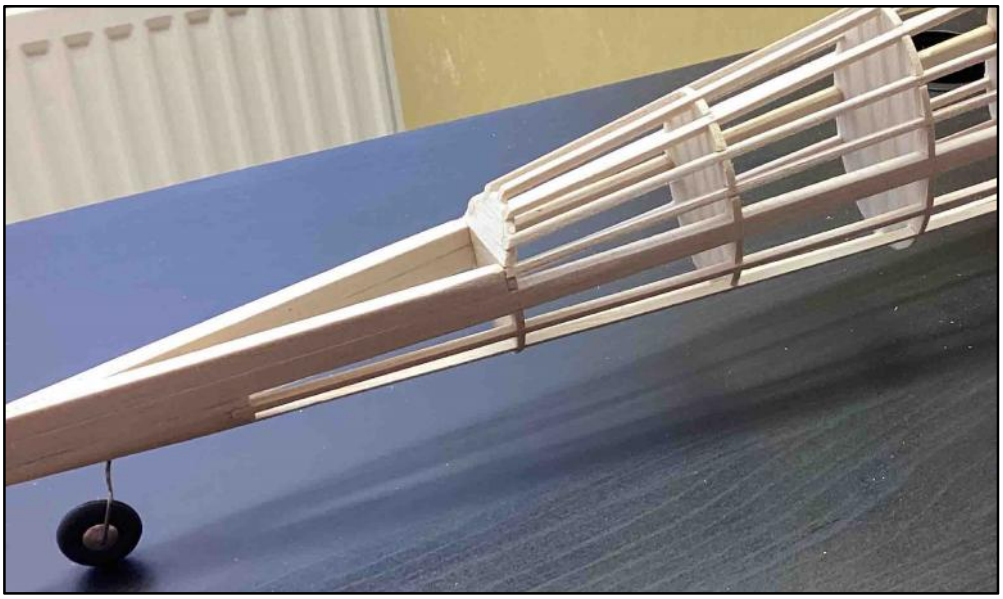
Basic tail plane structure before any sanding & shaping.



Fin partially shaped & sanded. I found this a bit tricky as it tapers in thickness from bottom to the top, so mine differs somewhat from the plan detail.

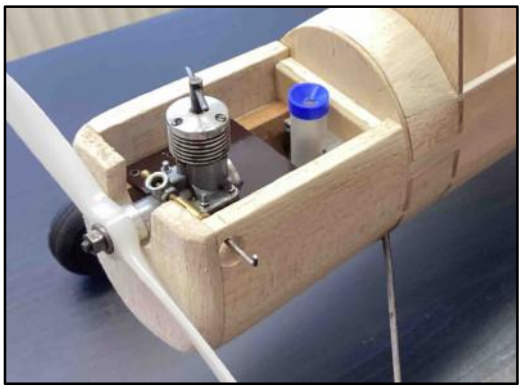


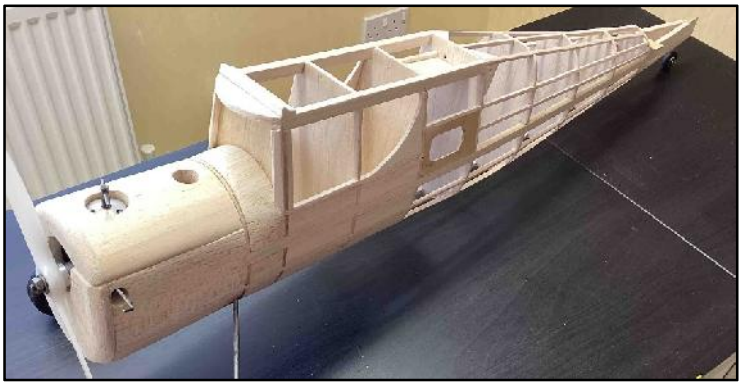
My detail at tail of the fuselage.
It seemed a bit "crowded" trying to get the stringers together at the same time as incorporating the tail wheel assembly, so I've made a solid block from lightweight balsa, stopped the stringers short and split the block length wise & glued the tail wheel centrally.
The extra weight is negligible.



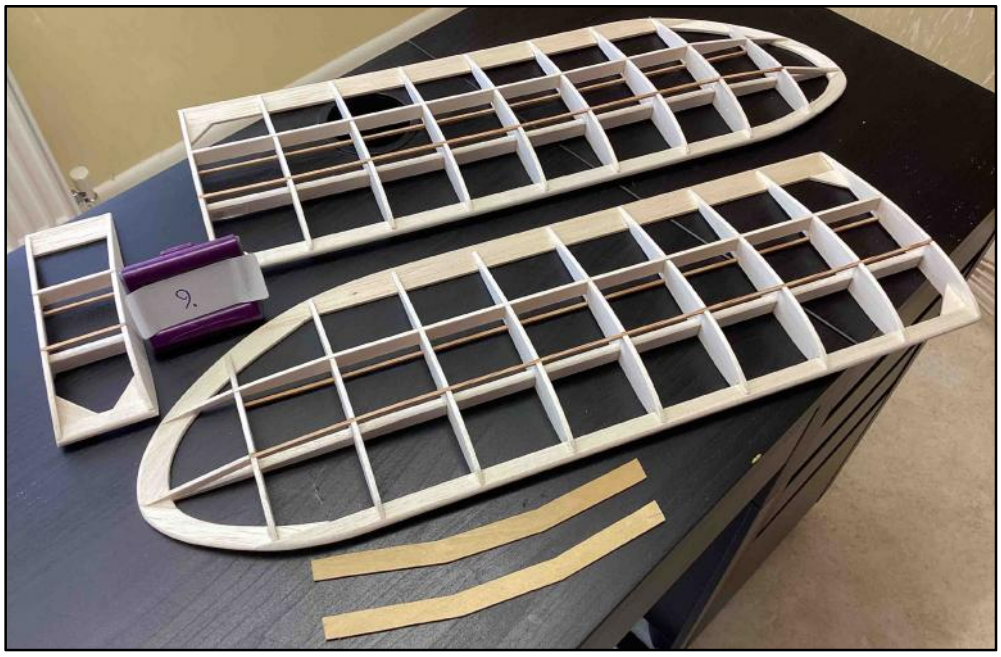
Stringers in place - rear most fuselage former cut
& top section tilted forward to facilitate tip-up tail for DT.

The original build notes suggest "ham fisted builders" may choose to in-fill first 3 bays with 1/16 balsa, and being someone who is very adept at putting fingers through tissue covering, I have done just that. The photo also shows the very well-used KSB DT timer in temporary position. Just visible is a small balsa tray which will carry a tracker. The grass on Area 8 Salisbury Plain has not been cut for the past 2 years, and during the late summer my ancient legs have struggled with model retrieval. Hopefully the tracker will help to solve this issue & save me walking around in circles for so long!!!!

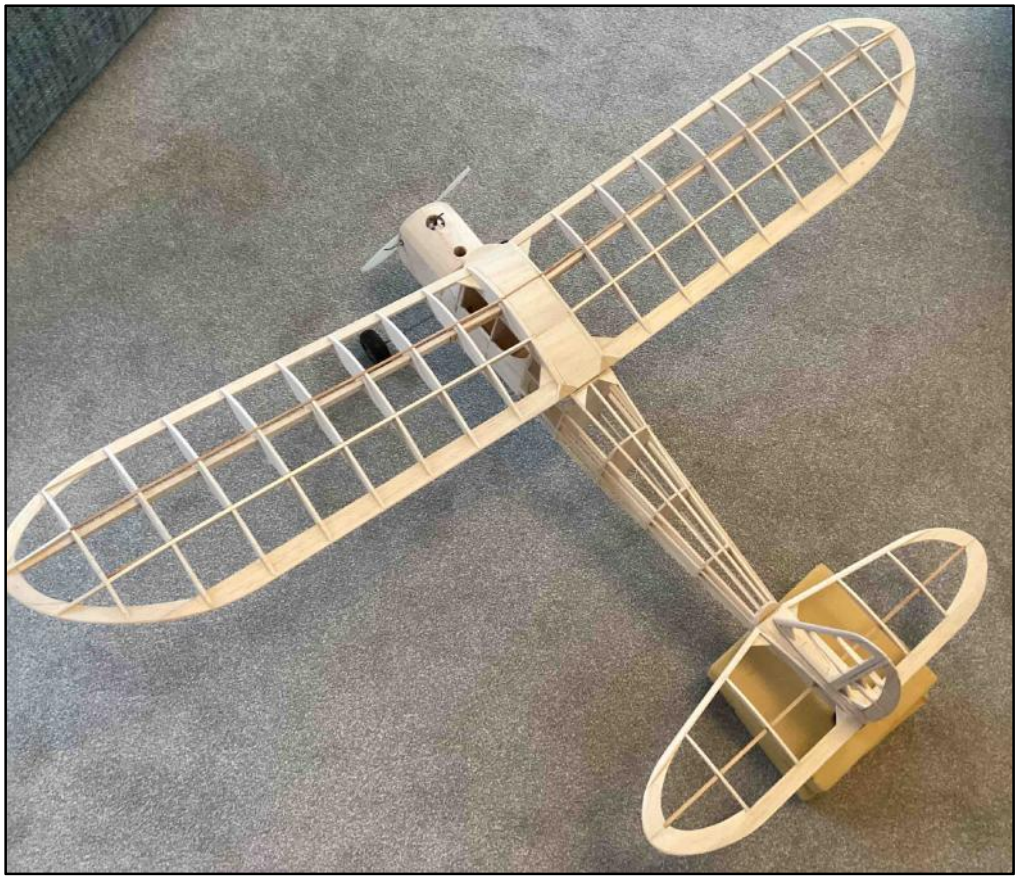




Nose coming along - PAW 1cc in place on paxolin mount. I like to use paxolin on wide fuselages as it is then easy to make engine adjustments etc. I had to solder an extension to the fuel needle to clear the fuselage side. Fuselage build nearly complete - always more rubbing down needed!!



Basic wing sections partly rubbed down & 1/16 ply dihedral braces cut.



Ready for covering. I still had some heavy weight model span, so I used white on the wings & tail surfaces, with yellow on the fuselage.

My version of Ethereal Lady is now complete & waiting for a calm weekend on Salisbury Plain, plus the fabled KK long grass

Trevor Hahner

Extract from Model Aircraft June 1956

Topical Twists
by PYLONIUS

Curtains for Us

A sure indication that aeromodelling is enjoying a boom is a galvanic burst of activity on the part of the airfield booter-offers. A peremptory official size 12 ejected us swarm of pestilent kids off the lush greenery of Waterbeach, and the catwalks of Cardington have been cleared in the same summary, boot-happy fashion. And just to rub salt in the wound Dame Fairlop, that prima donna of farewell appearance, has said her final and irrevocable goodbye.

All of this makes us a little envious of the swarm of model flying kidskis across the curtain. We, dispossessed and derided, read with unbelieving wonder the glowing reports of model life in the "democracies." We have always sympathised with the imagined plight of Little Ivan cutting the lunch hour indoctrination lesson and sneaking off behind the new power station for a spot of anti-social chuck gliding. We are amazed to find him hailed as a national hero, with specially chartered air liners at his immediate disposal, airports cleared for his week-end amusement, and helicopters standing by lest some deviationist thermal should whisk our hero's model outside the airfield. We see him honoured as a super Stakanovite, his output of nine record breaking Wakefields in two months being held up as a shining example to his fellow balsa bashers.

It all sounds too good to be true. There must be a catch somewhere. One suspicion is that these highly coloured reports are circulated by the more subtle of the flying field booter-offers. By making model life across the curtain so attractive they are hoping that, in desperation, we'll all make a run for it, and thus rid the country of the pest once and for all. Another theory, which is to some extent substantiated by a report that the model champion of a certain republik is also a champion parachute jumper, suggests that model flying is strictly limited to national heroes. Before you are excused the week-end brick stacking or potato digging squads you must earn your claim to the fugitive hour of balsa carving by flying an experimental rocket plane or jumping through the stratosphere. The reason, therefore, that the model flier is given the hero's treatment is that all model fliers must be heroes.

Of course, in this country, if anyone who had flown an experimental rocket plane were to take up model flying, medical circles would be gravely disturbed at the mental degeneration obviously induced by submitting the human body to extreme speed.

Burning Enthusiasm

The following extract from Scottish Club News caught my attention. "The Secretary burnt all his old models, unfortunately most of the top side of his home was burnt with them, but anyone in the Inversnecky district keen on the hobby will be most welcome."

This is what might be called keeping open house, and is appropriate in that modellers are reputed to be a little odd in the upper storey anyway. But what really intrigues me is the idea of regarding the crematory destruction of old models as a hobby in itself, and an indoor hobby at that. On the airfield the funereal pyre of the Great White Hope is ignited in a spirit of bravado. Club hangers-on, to whom the creation of a model is a superhuman achievement, are moved to the highest admiration of one who can so flippantly destroy the product of so many hours of torturing labour and television abstention. The point is that the ritual act of committing the wrecked hope to the flames on the airfield is a sort of confirmation of still greater building efforts in the future. Giving up the hobby follows quite a different procedure.

Invariably, the victim, if victim he be, makes a last dramatic appearance on club night, engulfed in voluminous riding coat and splendidly crowned in a gleaming new crash helmet. He then, with the superior condescension of one who has emerged from the fatuities of adolescence into full adult stature, proceeds to flog his rather frowsy collection of models in order to raise enough funds to meet the next instalment on his mini-bike. Bidding among the television addicts, who will stop at nothing to own a model plane, apart from building one, is brisk and lively, particularly for that half finished *Catalina*, which veteran members can recall having made its debut at a club auction some ten years ago. The uncovered wing of a radio model also excites much attention. This having the advantage of relative newness, being only its third change of ownership. After this the ex-modeller makes a few noisy and obtrusive social visits to the flying field, and then, mercifully, is seen no more.

The idea of making the cult of model burning, with a house thrown in for full pyrotechnic measure, an ex-modeller hobby, would, I have thought, have been alien to Scottish thriftiness. Probably it is less expensive in the long run than motor cycling, but less rewarding initially than auctioning the proceeds of a misspent youth. No doubt the scorched peasantry from the rude homesteads of Inversnecky will resist the fire raising hobby fiends with dirk and claymore, but, at least, the house burning practice seems to have some warrant in Scottish tradition, for the other day I perceived this newspaper headline, "Burns Cottage—Scene of old Scottish custom."

Who Won It?

Just to show how fleeting is fame in the model world a model trophy goes missing, and not a soul, from the humblest chuck gliding junior to the most exalted of our hierarchy, knows to which proud victor of the flying field it was triumphantly presented but two short years ago. Truly the road to glory in model sport is a hard and frustrating one. Ask any football enthusiast who won the F.A. Cup in 1912, and he will not only give you the team and the half time score, but also the name of the referee's mother-in-law. Ask any model flier who won the Scramble event at the Little Prangem Open Day in 1955, and he will be completely baffled. (All right, Mr. Bloggs, I'll let them know it was you.)

If the cup winning achievement is treated with such cold indifference by fellow modellers he can only turn to such cold comfort that derives from the lay response to the spectacle of the noble cup upon the family sideboard. Aunt Tabitha, remarking on the glittering beauty of the silver plated edifice, will no doubt give a loud "ooh" of surprise when she learns that Nephew John (My! How he's grown) won it with his model plane, and possibly pat the fame-hungry head of the clever boy.

Whereas the name of the cup winner is so soon lost in obscurity, we have ever before us the benevolent gentleman who, many forgotten years ago, off-handedly forked out a few quid on a cup in order to encourage us air-minded youths. This seems to suggest that the fame seeker would be better advised to stop squandering his odd shilling on balsa and tissue, and put it towards the cost of a large silver cup. Then, without further effort—no burning of midnight oil, no early a.m. test flying stints, or feverish scramblings across ditch and barbed fence—his name will be honoured until some unknown fame-seeker loses the cup in some unknown way.

ALI DID THE SKETCHES

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John Andrews - Goes Indoors - Finale

I think I mentioned last month that I got into foam because I was reluctant to fly my best Mylar covered indoor models in sports halls due to vulnerability, I was getting 'fighter pilots twitch' when other models were fizzing about behind me. The passing shadows on the wall behind the table always raised the hairs on the back of my neck if I was prepping a model for flight.

Having gone berserk with foam models, filling a model box with all sorts; EZB's, Biplanes with V tails, Tandem-wing Triplanes, they are all so quick and easy to make that you can get carried away, however my natural leanings towards longer flight duration lead me up yet another material investigation path, **Wilkinson's Value Food Bags**.

Digression, speaking of model boxes I have probably one of the most expensive you can find if you procure from scratch. It's the box that our DYSON carpet sweeper came in. It's an ace box and comes ready to go, with the hinged lid on the long wide side and three slotted catches to hold it safely closed. All I did was to fit a carrying handle from a wine box in the middle and it was ready. Oh! I also coated it with emulsion and decorated it like an iron bound chest, but that's not mandatory. Close on £200 is a bit much though.

That's better, I always feel refreshed after a digression. Where was I, Ah! Yes Wilco food bags, these are made from quite thin plastic of some sort and I have built an indoor model along normal lightweight lines and used the food bags for covering. I had to use quite a lot of Spray-mount Adhesive to stick it and cutting the excess with the soldering iron is not as easy as proper indoor Mylar but it works. I think Pritt-Stik might be another adhesive option but it's a bit on the heavy side.

I made the fuselage from soft 1/32 sheet, soaked and rolled around a piece of dowel until dry, then slit and stuck with cyno. I used a small length of aluminium tube stuck on the back end of the tube and made a plug-in rear boom from tapered 1/16 sheet. The advantage of the plug-in boom is that tail tilt can be adjusted to alter the model's turn diameter for different size venues.

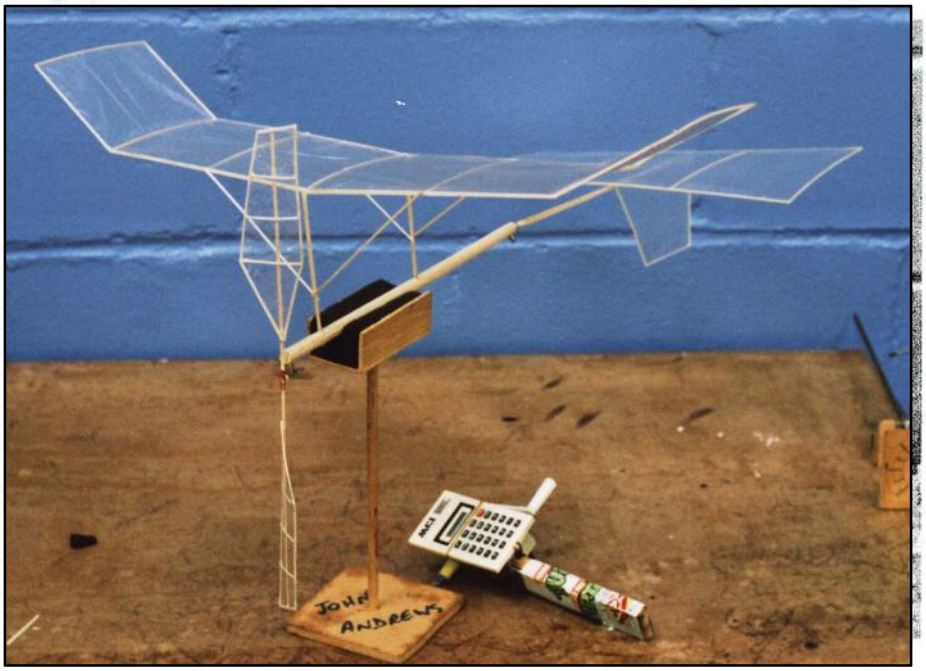
. The structure needs to be a little more robust than a normal flimsy; the tail plane on my prototype gets quite agitated in normal flight and particularly when recovering from a roof bang. If the model hangs up in the roof and then drops away backwards, the convolutions (good word that) of the tail-plane are unbelievable and sometimes twist the boom in the mounting tube.

I had my first go at a built up prop, it was a much misshapen elliptical effort built on a 5-inch diameter metal tube. I held the main spar down with plasticine, stuck on the ribs and then attempted to bend the wet 1/32 outline around the ribs. I got in an awful mess but somehow I managed to finish up with an embarrassing but useable prop. I soon had my second go, as on my first indoor meet with the new model, a styrene scale job got by me at the table and chewed up my first embarrassing effort.

My second attempt depicted in the photo was much easier; I kept the profile in straight lines, no more ellipses like the first time, after all I was still sweating from the first effort. First I built the prop outline on the tube and stuck it on the spar later. The blades were fitted to a rolled paper tube hub so I could set the pitch. I intend to make another similar but with wider blades. I did cover the blades with indoor Mylar but I may try food bag material next time.

I've had 5-minute flights in sports halls already with the prototype and I think longer flights will be possible when I get a bigger prop, that's assuming the model stays out of trouble for a few meetings.

The outdoor season is now upon me and I'm not really ready for that yet, and to cap it all the B.M.F.A. Nationals is now at the start of May and I've already invested again in the bulk entry. You'll be in for another epistle on my attempts this year. I've got me a new Stomper, I'll see if I can lose this one. Hey Ho!.



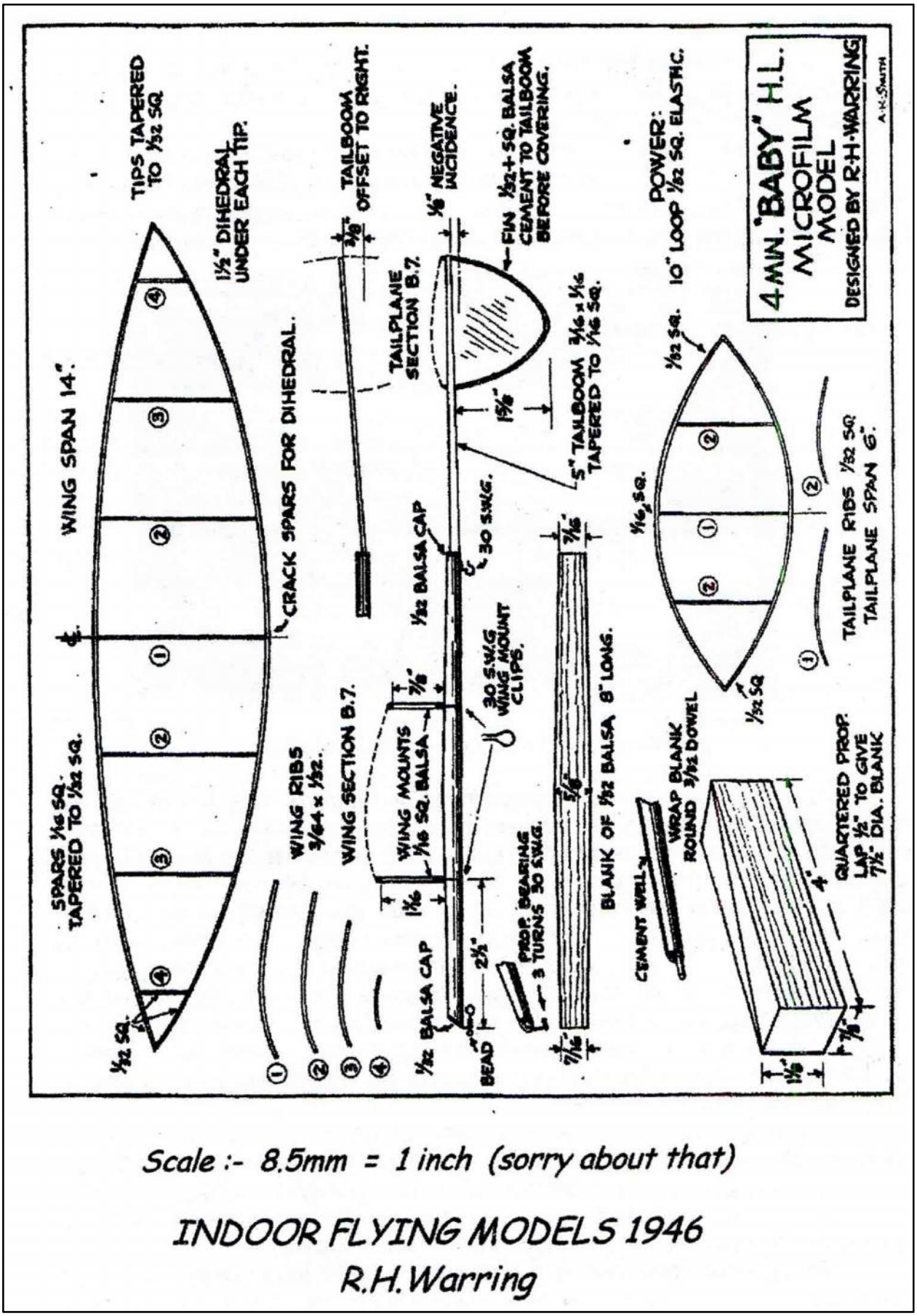
The Wilkinson Value Food Bag Special

I'd better finish with a little Vintage from Ron Warring's book. I mentioned last month that free-flight indoors was pursued more in the States and around 1926 they were flying tissue covered models having flat aerofoils and kite-like tails. 1928 saw cambered aerofoils; 1929 hollow motor stick, all these models had straight dihedral wings mounted below the fuselage. 1930 to 1933 saw parasol wings; microfilm; hollow booms and polyhedral. Microfilm props and tungsten wire bracing came in about 1935 and by 1939 the models were not far removed from the indoor models of today. In the late 1920's the tissue covered models were managing flights of up to 5 minutes and although 3 microfilm models were entered in the 1932 American National contests they were not outstanding performers but created a great deal of interest. The standard was now set and development over the next few years saw duration's rocket up to the twenty minute mark.

The models of this era were quite large, 30 inches wingspan and 22 inches overall length. They had quite high aspect ratio elliptical wings, about 8 to one and polyhedral. The rubber used is stated as 1/8th strip about a 20-inch loop driving an 18-inch diameter airscrew of 42-inch pitch. One interesting difference from the models of today is that these old models were flown in right hand circles.

Reproduced hereabouts is a Ron Warring BABY indoor design well worth having a go at, I think even I could manage the elliptical wing. I think it would benefit from a simple built-up prop though along the lines of my Wilco special.

Well that's about me written out until I think of some other subject, bye. 29



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

INDOOR FLYING MODELS 1946

R.H.Warring

Extract from paperback Clarion June 2003. - John Andrews

North Wales - Roger Newman

Occasional Notes from North Wales: June 2025:

A digression from building – because it is raining so no gardening & I hadn't got any hardwood for engine bearers, so I couldn't do anything to get on with the Simplex 40 fuselage. Resorted to a bit of web browsing to recover.
Hence something a little different, after checking with our Hon. Editor that it was ok to do so – all about real boats, trains & planes.

The first of these is old & arose when I got a WhatsApp message with a picture of the latest Royal Navy experimental ship to appear in Portsmouth – this from one of my sons, who does volunteer work on HMS Medusa, which is the last surviving Harbour Defence Motor Launch, built from wood in 1943 & operates out of Haslar Marina in Gosport, after undergoing extensive restoration by a team of volunteers over the last few years.

HMS Medusa, the old

XV Patrick Blacket, the new

The new is XV Patrick Blackett, an adapted Fast Crew Supplier 4008 (FCS 4008), designed and built by Damen Group, purchased by the MoD & suitably modified for use by the Royal Navy.
The ship entered Portsmouth Naval Base for the first time on 27 July 2022 & went to sea under the Blue Ensign for the first time on 21 February 2023 to undergo sea acceptance trials.
It is intended to be used by the Royal Navy as a test bed for new technologies, including unmanned underwater vehicles, unmanned surface vehicles and quantum navigation (the latter is stated to be some very new form of technology that promises to complement and, in some cases, provide alternatives to traditional satellite-based navigation but is probably a long way from being reality).
First tests have apparently been successfully concluded.

Moving to trains, readers may be aware of my occasional previous excursions into the world of steam. A very recent news item appeared that indicated Tornado (an A1 "new build" Pacific steam loco from modern times) had been equipped to cope with digital signalling & had undergone trials on a section of the existing line between Shrewsbury & Newtown i.e. in our local area. Apparently the first steam loco in the world to be so equipped (digital signalling involves the use of electronic and computer-based systems to control train movements, as opposed to traditional mechanical or relay-based systems). The loco was built after the whole class was scrapped when BR transitioned so hastily from steam to diesel. The trials were apparently successful.

Tornado with flying Tornados

Curiosity then led me down another path – what other "new build" steam locos have been built in recent years. I knew of a Great Western Saint rebuilt from the remains of a withdrawn Hall classs, done with loving care by the Great Western Society at Didcot & saw it before the general public unveiling in 2019.
Last summer the Bluebell line in Sussex steamed & put into service a completed Earl Marsh H2 Brighton Atlantic No. 32424 'Beachy Head' built by the Bluebell Atlantic Group. Have there been any more? I am aware that an LMS Patriot class loco has been in construction for several years but progress is quite slow, probably due to funding (lack of) issues?

Saint Class Lady of Legend

Brighton Atlantic Beachy Head

and so to Ground Effect Aircraft.

Very recent publicity has surfaced about an electric powered ground effect "seaglider" that has undergone first floatation tests (pardon the pun). First flight & entry into service dates haven't been quantified.

Anyway, a little more about this rather novel device, as a précis from the website. The 12-passenger REGENT Viceroy seaglider prototype, at 55ft long with a 65ft wingspan, is quoted to be the largest-ever all-electric flying machine and represents a novel mode of transportation. The high-speed vessel is stated to operate exclusively over water in three modes — floating on the hull (?), foiling above the waves on hydrofoils, and flying in ground effect within one wingspan of the surface of the water. *(does this mean flying over choppy water is a non-starter?)*

REGENT Viceroy Seaglider

REGENT, the developer and manufacturer of seagliders, is "pioneering the future of maritime mobility". The seaglider is a novel all-electric high-speed vessel that is planned to operate exclusively over water to connect coastal destinations. Viceroy travels at up to 180mph to service routes up to 180 miles on a single charge. *(how long to recharge with whatever infrastructure?)*

REGENT has raised more than $90 million from investors including 8090 Industries, Founders Fund, Japan Airlines, and Lockheed Martin. REGENT is capitalized because it is an acronym, standing for "Regional Electric Ground Effect Nautical Transport". Certification is being pursued via the US Coastguard Agency rather than the FAA? Less rigorous perhaps? Will it make it or will it be yet another blooper? Time will tell.

Adoption of the concept was discussed locally in 2023 for a service between Llandudno & Liverpool, conceptually interesting but never practical or financially viable and seems to have faded to obscurity.

To my mind, electricity & water do not make good bedfellows?

AG600 from China

Right at the opposite end of the spectrum, China has just certified a rather large flying boat. It's a four-engine amphibious turboprop with a 130-foot wingspan designed as a water bomber for fire-fighting & probably for unknown transportation uses.

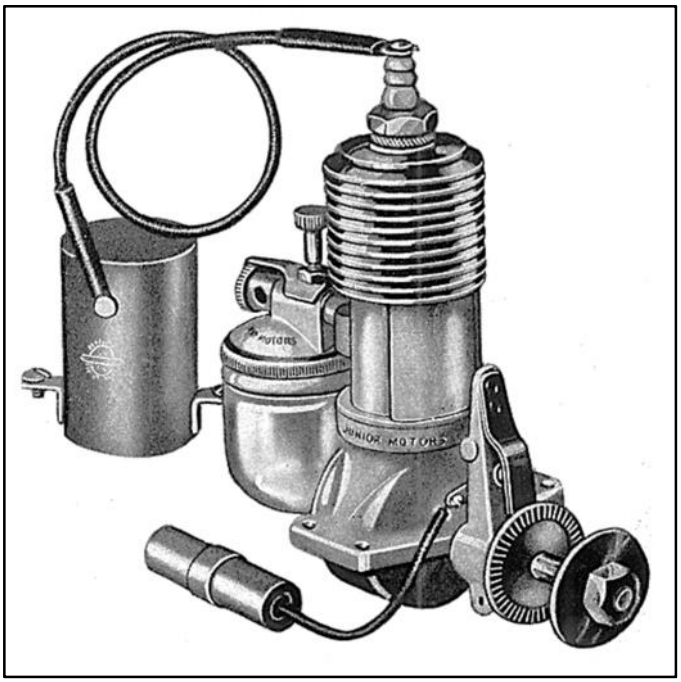
Memories yet again, I recall seeing the Saunders Roe Princess at Cowes when young. A majestic sight but a commercial disaster. Three were built but only one ever flew & all were scrapped following a period of storage when corrosion was discovered in the airframes. Such is life.

Saunders Roe Princess

Whatever has happened to spark ignition engines? Does anyone ever fly models powered by these wonderful old engines? In the early & particularly the middle era's of vintage free flight revival, they were quite regularly seen at Middle Wallop. Nowadays I guess they're like snow in summer. Will we ever see the like of a Goldberg Valkyrie again?

The original Brown Junior petrol engine

Our founder - one David Baker had a collection of Brown Juniors including two Russian replicas, they were amongst his favourite engines. At one time, they commanded quite a decent price in the engine collecting fraternity but I notice their value has diminished with time & presumably interest as older modellers fade away.



For the sake of a bit of nostalgia, does anyone remember Valkyrie flights at MW?

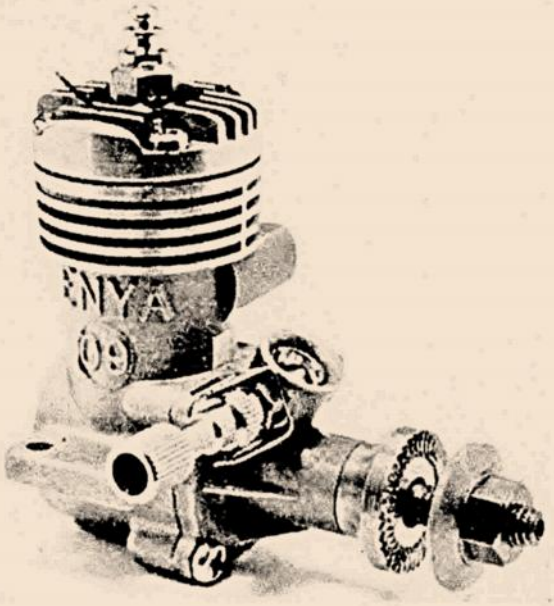
Waiting for the early evening breeze to diminish to a zephyr, wonderful to see.

The Simplex 40 continues to progress slowly with the fuselage at the stage of fitting the front former complete with u/c & only the bearers to add prior to covering. At this rate, it will be early Autumn before it takes to the air.

Roger Newman

Engine Test: Enya .09-III - Peter Chinn

Aero Modeller 324



ENGINE TEST

by Peter Chinn

Enya ·09-III

1.6 c.c. Japanese glow plug engine now completely redesigned

THE 1.6 cc Enya 09-III glowplug motor, as its name suggests, is the "Mark III" version of the well-established Enya 09, an engine that appeared in its original version in the early nineteen-fifties, this being succeeded by the 09-II in 1960.

All three models are shaft rotary-valve, loop-scavenged engines, featuring a unit cylinder crankcase casting with drop-in cylinder-liner and a detachable front housing containing the main bearing and carburettor. Beyond this basic specification, however, each model has differed quite considerably from its predecessor. The development policy of both the leading Japanese engine manufacturers (Enya and O.S.) appear to be quite unhampered by the more commonly accepted practices of model engine production economics, such as the continued use of the same castings through several models and the avoidance of other modifications that would require expensive re-tooling. The 09-III, in fact, contains no parts whatsoever that are common to the 09-II.

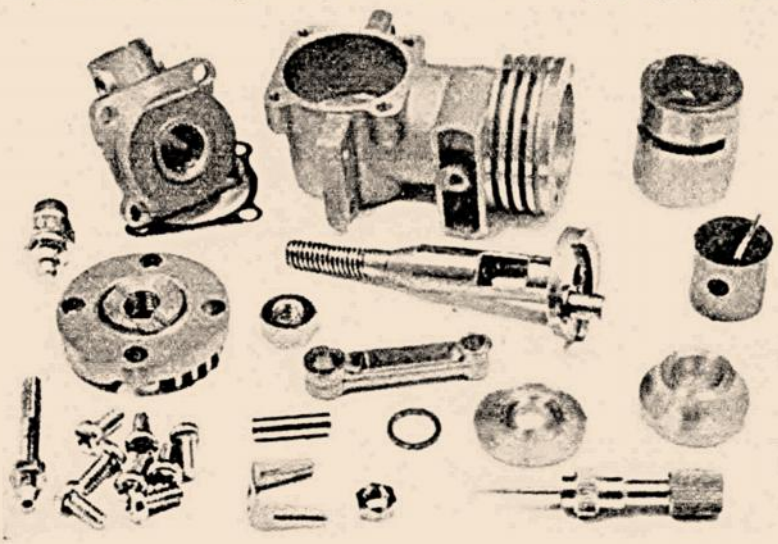
As originally designed, the Enya 09 had the usual arrangement of opposed rectangular cylinder ports with the transfer passage between the liner and casting. In the 09-II, this latter was abandoned in favour of twin transfer flutes formed in the inner wall of a very thick liner. The bore and stroke of the 09-II model remained the same as those for the Mk. I engine and a similar crankshaft was used, but all new castings were used and the engine had a lower cylinder height and a more modern appearance.

Improved Induction System

In the 09-III, the twin internal flute-type transfer system is retained but, as we have already remarked, all component parts are new. This engine is, in effect, a complete redesign of the 09-II and the need for so many new parts is a result of the adoption of a lower stroke/bore ratio and a bigger shaft and improved induction system.

The crankshaft now has a journal diameter of 8 mm. (0.315in.) instead of 7.5 mm. This has permitted a larger valve port and a larger bore gas passage-now 6.2 mm. instead of 5.5 mm., an increase in cross-sectional area of over 27 per cent. The intake aperture through the bearing is still of an elliptical shape (unlike the larger Enya engines it does not feature straight sides for more rapid opening and closing), but is considerably larger. The rotary-valve has been re-timed to close about 5 deg. later at 50 deg. ATDC, the total induction period being approximately 190 deg. of shaft rotation.

A very much bigger bore carburettor intake is also used: 7.0 mm. instead of 5.8 mm. Having regard to the fact that both the old and new intakes are sub-



Parts of the Enya 09-III. Noteworthy are the very thick cylinder liner with internal transfer flutes, robust construction and good finish.

stantially reduced by a 4 mm. diameter spraybar, the actual choke area of the 09-III is more than double that of the 09-II. As supplied, the 09-III is fitted with a sleeve, held in position by the spraybar to restrict the choke area, but a very worthwhile increase in power is evident when this restrictor is removed.

The larger bore cylinder liner is also thicker. Its wall thickness is now a full 2.5 mm., or approximately 1/10 in., and thus very rigid. As before, it is located, not by a flange on the top of the liner, but by an annular seating in the casting. This seating is now widened on the exhaust side and narrowed on the transfer side so that the transfer flutes are in no way restricted. Incidentally, the timing of both the exhaust and transfer ports is quite conservative, the exhaust remaining open for 122 deg. and the transfer ports for only 98 deg. of crank rotation.

Thanks to the shorter stroke and a slightly lower piston height above the gudgeon-pin centre, both the crankcase width and overall height of the engine are slightly reduced. The new crankcase/cylinder casting also has heavier beam mounting lugs, a small lug in the rear of the crankcase which may be drilled and tapped for a pressure nipple (for a crankcase pressurised fuel system) and a tapped lug in the centre of the exhaust duct to which, if the engine is converted to throttle-control, may be attached a coupled exhaust blanking plate.

The engine is well made and nicely finished throughout. Machine finishing is employed on the castings to an extent now more usually absent on modern small engines. Both joint faces of the bearing-housing-to-crankcase joint are, for example, machined, despite the use of a gasket between them. The cylinder head also has a machined surface to make a gas-tight metal-to-metal joint with a raised rim on the cylinder liner.

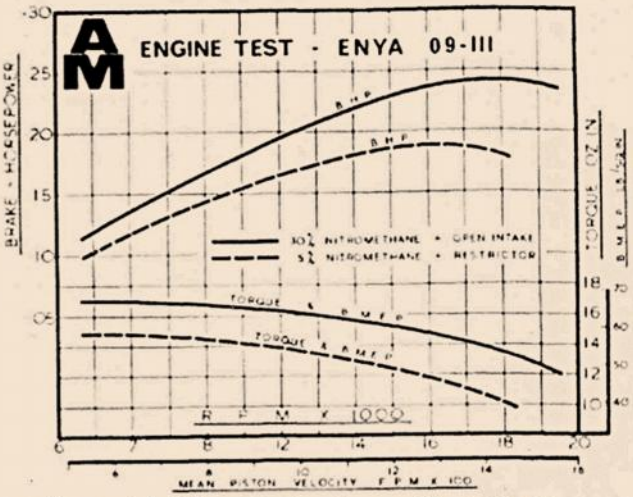
Performance

Received prior to the engine's release in the U.K., our test model Enya 09-III came direct from Saburo Enya, one of the three brothers who run the model engineering business bearing their name. Enya sales in the U.K. are, of course, handled by the KeilKraft organisation. With the engine were two of the new Enya No. 30 platinum filament glowplugs. These have finer filaments than the good, but expensive, No's. 4, 5 and 6 plugs made for the bigger Enya engines and may, therefore, be more reasonably priced on the U.K. market. We used these plugs for our tests of the 09-III and found them very well suited to this motor.

The 09-III was given about one hour of intermittent running-in time and another 30 or 40 minutes was accumulated during preliminary r.p.m. checks on various props using a low nitromethane content (5 per cent) fuel mixture.

From this point onward, it became increasingly apparent that this new Enya was going to emerge as one of the most powerful 09's to date. The nonchalant ease with which it turned quite large props (over 8,000 r.p.m. on a 10 x 3½ Top-Flite wood) left one in no doubt as to its exceptionally high torque at moderate speeds, but speeds of 12,200 on an 8 x 4 Power-Prop and 15,200 on a 7 x 3 Trucut also indicated that this high torque low down was not gained at the expense of top end power. These impressions were, in due course, confirmed by the torque figures obtained at various r.p.m., from which the torque and power curves were plotted.

Starting and handling were, in general, good, but not, we thought, quite so foolproof as with the

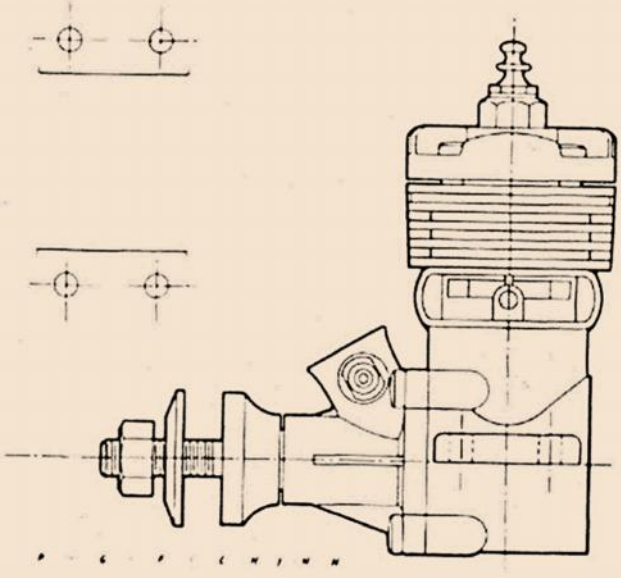


earlier model. When starting from cold, the 09-III was fairly critical to mixture strength. It needed a reasonably rich mixture to fire, but then tended to draw an excess of fuel which could cause it to stop.

Some engines will tolerate an excessively rich mixture and splutter away until they have cleared it. The Enya does not appear to be one of these. Warm re-starts were much easier.

The needle-valve setting for best performance was fairly critical on the 5 per cent nitro fuel used to this point, but became noticeably less so on a substantially hotter fuel. We substituted a "racing" type mixture containing 30 per cent nitromethane (pure nitromethane, not the 70/30 nitro/methanol blend that is the only commercial grade now available). This added 700 r.p.m. to the engine's revs on an 8 x 4 Tornado nylon, 800 on an 8 x 4 Power, 900 on a 7 x 4 Tornado, 1,000 r.p.m. on a 7 x 3 PAW, dropping back to 800 on a 7 x 3 Top-Flite. We then removed the venturi restrictor and ran a further series of tests on 30 per cent nitro fuel. This added another substantial gain, particularly at speeds above 15-16,000 and resulted in the curves shown, including a peak output of just over .24 b.h.p. at 18,000 r.p.m.

(*Continued on page 326*)



This power figure is, in our experience, second only in the "09" category to the Cox Tee-Dee 09 on similar fuel. The maximum torque, registered by the Enya, of 17 oz. in. is the best recorded by any engine in this capacity group. A side-by-side comparison of performance figures recorded under similar conditions for the two engines suggests that the Enya is, in fact, the better of the two up to 14,000 r.p.m., after which the Cox pulls away gradually by virtue of its higher peaking speed of nearly 20,000 r.p.m.

Most noticeable at all times was the very steady running of the Enya. This applied equally with or without the venturi insert despite the fact that, with the open intake, ordinary suction feed was still used. The engine burned out one plug (when running at 17,600 r.p.m. on a 7 x 3 Top-Flite), but the replacement No. 30 plug withstood several successive runs at higher speed on 30 per cent nitro fuel.

No silencer was used during the tests. The existing Enya silencers do not fit the 09-III, but the manufacturer will doubtless be offering a suitable unit for the 09-III in due course.

Power/Weight Ratio

0.82 b.h.p./lb. as tested on 5 per cent nitromethane fuel *with* restrictor

1.04 b.h.p./lb. as tested on 30 per cent nitromethane fuel *less* restrictor

Specific Output

116 b.h.p./litre as tested on 5 per cent nitromethane fuel *with* restrictor

149 b.h.p./litre as tested on 30 per cent nitromethane fuel *less* restrictor

SPECIFICATION

Type: Single-cylinder, air-cooled, loop-scavenged two-stroke cycle glowplug ignition. Shaft type rotary-valve induction.

Bore: 13 mm. (0.5118 in.) **Stroke:** 12.2 mm. (0.4803 in.)

Swept Volume: 1.619 c.c. (0.0988 cu. in.)

Stroke/Bore Ratio: 0.938:1

Weight: 3.7 oz.

General Structural Data

Pressure diecast aluminium alloy *crankcase/cylinder-block* with drop-in steel *cylinder-liner*. Pressure diecast aluminium alloy detachable *front housing* with cast-in phosphor-bronze *main bearing*. Hardened, counterbalanced *crankshaft* with 8 mm. dia. journal, 6.2 mm. bore gas passage and 4.5 mm. dia. crankpin. Lightweight lapped cast-iron *piston* with fence type baffle and fully-floating 3.5 mm. hardened tubular *gudgeon-pin* with brass pads. Pressure diecast aluminium alloy *connecting-rod* with bronze big end bush. Pressure diecast aluminium alloy finned *cylinder-head* with machined joint face and cast-in bronze thread insert for glowplug. No cylinder-head gasket. Machined aluminium alloy *prop-driver* fitted to matching taper on crankshaft. Nickel plated brass *spraybar assembly* with optional venturi insert. Beam mounting lugs.

TEST CONDITIONS

Running time prior to test: Approximately 1¼ hours.

Fuels used: (i) 5 per cent pure nitromethane, 25 per cent Duckhams Racing Castor-oil, 70 per cent I.C.I. Methanol. (ii) 30 per cent pure nitromethane, 25 per cent Duckhams Racing Castor-oil, 45 per cent I.C.I. Methanol.

Glowplugs used: Enya No. 30 1.5 volt platinum filament, 3/16 in. reach.

Air Temperature: 52 deg. F.

Barometer: 30.10 in. Hg.

Silencer Type: Nil (see text).

FREE FLIGHT by J. O'Donnell

Continued from page 323

In Coupe d'Hiver P. Lorente of Lee Bees had a neat model, using a rolled double 1/32 balsa fuselage with a pop-up rear portion for the D.T. and an airfoil of Jim Baguley's originally used for A/2's that has proved quite successful on smaller chords as well.

On the second day the wind had swung to N.E. and was a little lighter but visibility was rather poor at times, a number of models going out of sight below the tree line, and there was an occasional light drizzle or heavier condonsed mist. The presence of an encampment of gypsies/general dealers at one end of the car park didn't result in the expected strife possibly because they were outnumbered.

The only man to do a full house in Open Power was Don Edwards of St. Albans, but the situation was normal in rubber with eight in the fly-off, Wisher of Croydon coming out top.

In A/1 Andy Crisp of Croydon used a Wakefield Wing on a pylon fuselage to win, although his second flight was lost in the murk after 2:38.

No difficulties were encountered with car parking, most people operating straight out of their vehicles, nor were there any cases of exposure, exhaustion from upwind trekking or acute irritation. No programmes were sold!"

It would seem that some people like events organised and some like them casual. One who got the best of both was Glider specialist Pete Tronchard, of Oxford, who went to Chobham on Easter Sunday and Tern Hill the following day. I thought I was the only person who tried such tricks!'

South of England Free-Flight Gala—Chobham 10-11 April, 1966. **Results:** *Open Glider*. 47 entries. 1. L. Larrimore (Lee Bees) +9:45. 2. P. Hansford (Blackheath) +4:35. 3. A. Wisher (Croydon) +1:49. *¼APower*. 10 entries. 1. J. Boxall (Croydon) +1:23. 2. M. Brown (Maidenhead) 9:00. 3. K. Smith (Croydon) 7:08. *Combined F.A.I.* 38 entries. 1. E. Drew (Bristol & W.) +5:33.2. D. Kidner (St. Albans) i 5:01.3. T. Punter (Hayes) +4:37. *Coupe d'Hiver*. 17 entries. 1. R. Johnson (St. Albans) 5:37. 2. D. Tipper (St. Albans) 5:31. 3. G. Cornell (Croydon) 5:11. *Open Power*. 24 entries. 1. D. Edwards (St. Albans) 9:00. 2. P. Buskell (Surbiton) 8:57. 3. J. West (Brighton) 8:41 *A/1 Glider* 18 entries. 1. A. Crisp (Croydon) 8:38. 2. P. Newell (Surbiton) 6:45. 3. G. Cornell (Croydon) 6:17. *Open Rubber*. 18 entries. 1. A. Wisher (Croydon) +5:48. 2. C. Foss (Brighton) +5:26. 3. A. Wells (Hornchurch) +4:50. *Chuck Glider*. 7 entries. 1. A. McCombie (Blackheath) 3:48. 2. A. Slater (Leatherhead) 3:42. 3. A Wells (Hornchurch) 3:02.

Tail-less winner at Tern Hill was Ken Attiwell with pusher that employs rearward folding prop and side-lifting nose fin for stability.

Vintage Model Co. - Martin Pike

Hello Friends

Thank you to all of you who ordered a Mustang kit at the reduced price last week - it gave us a much needed injection of funds as we shell out on frightening amounts of materials and print/packaging for this year's Christmas manufacturing bonanza

LAST CHANCE!!!

This is your final reminder that from **Tuesday 6th May**, all multi-winged models (+ the Westland Lysander) in the Magnificent Flying Machines range will increase from £34.99 to £39.99. This is to cover our ever increasing production costs. Single winged models will remain at £34.99 until the Autumn when these too will have to increase in price.

If you've had your eye on one of these for a while, order yours now:

https://www.vintagemodelcompany.com/magnificent-flying-machines

We've been enjoying an all too rare spell of glorious sunny weather in the Peak District and it has been hard to resist taking every opportunity to be outside (and more often than not, whizzing around the country lanes in the Sprite!)

However, last weekend was very much an indoor scene as the BMFA held their Indoor Scale Nationals event at the Walsall Campus of Wolverhampton University.

I couldn't make Saturday's RC competitions, however I did make the short trip down the M6 on Sunday for what turned out to be a superb free-flight event.

It's a long story, but the shortened version is that I'd planned to spend a couple of hours at the event in the morning under strict instructions from she who must be obeyed, that I must leave the afternoon free for a spot of lawn mowing at home.

Well that didn't quite go to plan…

We'd organised to have a table at the event to sell some surplus aero-modelling bits and bobs as well as a few kits. Doug Hunt, chairman of SAM35, had kindly volunteered to run the "shop" but on Sunday was roped in to do static judging on the models competing that day.

Apparently there had been a few issues with our card reader on Saturday and Doug asked, as I was there, if I could have a quick look to see if I could fix it.

No sooner had I stepped behind the stall than a customer pounced on the opportunity to buy an esoteric vacuum-formed moulding of an unspecified radial engine.

"I'll have that" he said.

"I have no idea what it is, but I'll find a plane to stick onto it!" he continued.

I hastily grabbed his £2.00 and hey presto, I was back into market trader mode - an alien version of yours truly, who usually emerges only in the darkness of winter Christmas markets.

Before I'd had time to realise what was happening, it was approaching 5pm and I was asked whether I might present the trophy we had made for the winner of the Kit Scale competition…

I'm so glad I stayed.

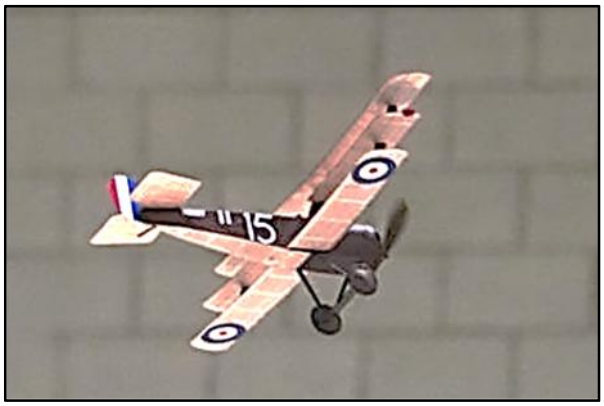
I got to meet so many of you Aerogramme readers and customers who I knew by name and email address but not in person. You were all so encouraging and complimentary about VMC and our products, it was truly heart-warming.

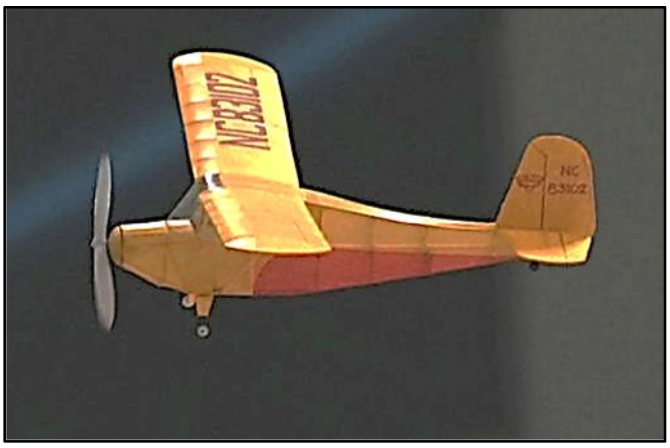
Well done to all who competed and especially to the winners, who had to produce something very special indeed given the standard of competition. It was also great personally, to cheer on Andrew Darby who was competing with one of his own designs - our Magnificent Flying Machines Hawker Hurricane. It was a brave move to take on the floaty, high wing cabin models with a fearsome low wing fighter plane…

I'd like to make special mention of Paul Rich who, with his team, put on such a great event. These things always appear seamless as you're experiencing them, but the amount of behind the scenes work for months beforehand should not be overlooked - thanks Paul.

I never did get the card machine running ("cash is king" as they say), but thankfully on my return home, my lovely wife was sitting in the sunshine "a few glasses in" and had forgotten all about the lawn

Here are a few pics from the day that hopefully give a flavour of the models and modellers competing - I'm sorry there aren't more but I was busy on the stall!

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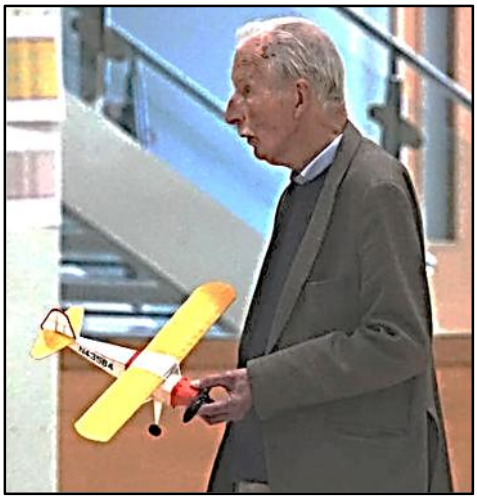


Yes, you read that right!
We were spreading the aero-modelling word to a new audience last month with a stall at the Royal Horticultural Society's season opener at the Three Counties Showground near Malvern. The show ran from:
Thursday 8th - Sunday 11th May 2025 you can get more information at:

https://rhsmalvern.co.uk/

This is a bit of a departure for us, but it's one of those "If you don't try, you'll never know" scenarios. We sell a LOT of kits to the general public over Christmas so we thought it was worth seeing if there was any demand in the middle of the year.
RHS members and gardeners in general tend to be older with more disposable income fit our "target demographic", so fingers crossed…
We were in the Indoor Shopping Hall Stand 11. Hopefully some of you found us.

Martin Pike

HERE AND THERE

The Editor Comments on Current Topics

DANISH SUMMER CAMP For those who wish to combine a continental holiday with model flying at a low cost an excellent opportunity is presented by the annual camp organised by the Danish Royal Aerochil model section (previously known as "the Dansk Modelflyver Union.")

This is purely a friendly affair, although contests for all types of models form part of the programme, and it is run strictly on camp lines without any frills. A cordial invitation has been extended to any British model flyers who desire to attend. An essential item of equipment for those attending is a sleeping bag. If you want a cheap continental holiday, here is your opportunity if you don't mind roughing it.

The camp will, this year, take place at Novdel Aerodrome, near Vejle, during the week from July 10th to the 15th and the cost will be 43 Danish Kroner per head (£2 2s. 6d.), plus your fares each way.

Those who desire to attend should send in their applications to the S.M.A.E. immediately as the closing date for the receipt of applications is June 30th.

PROPAGANDA Our correspondent Mr. D. Finch, whose provocative letter appeared in the May issue under the heading "Aeromodelling in the Doldrums?" certainly hit many nails on their heads, and we were particularly interested in his suggestion that efforts should be made to encourage more youngsters to take up aeromodelling as a hobby.

The Federation of Model Aeronautical Manufacturers and Wholesalers are fully alive to the present need for propaganda on these lines and some three months ago they decided to go ahead with a scheme suggested by Mr. J. V. Paterson of the Plantation Wood Co., briefly, the main features are: (*a*) Circularisation of all of the Educational authorities in the country, drawing attention to the advantages of aeromodelling; (*b*) Preparation of a brochure giving an introduction to every phase of the hobby; (*c*) Production of a film for showing schools, dealing with the growth and logging of balsa wood; manufacture of kits, engines, and accessories; contests; club activities, etc.

The first part of the scheme has already been put into effect, and it is hoped to complete it by the end of this year.

RADIO CONTROL CONTESTS The S.M.A.E. Radio Control sub-committee when framing the rules for this year's Ripmax Trophy event made a commendable effort to arrange a more satisfactory type of R/C event than those held in 1949. Their two main objects were (*a*) To obviate the awarding of points on the personal opinions of the judges; (*b*) To break away from the apparent tendency to organise R/C events on C/L stunt schedule lines.

When the rules were announced many people expressed the opinion that the contest would be far too difficult. The "Doubting Thomas" were certain that none of the competing models would be able to complete the triangular course. How wrong they proved to be. In the London Area Contest at Fairlop, admittedly run in calm weather conditions, many of the twenty entries, did, in fact, complete the course, and two of them tied for first place. Surprisingly enough the spot landing test appeared to cause more trouble than the course flying—but more on this point anon.

All of the L.A. Ripmax entrants agreed that the new rules provided a much more interesting contest than the 1949 event, both from the flyers and the spectators point of view.

Now these new rules are by no means perfect—it was not expected that they would be, as it is only under contest conditions that the snags become apparent. These snags must be eliminated before next year's rules are decided upon, and it has been suggested that the competitors in this year's Ripmax and Taplin Trophy contests should be invited to send in the suggestions *now* for next year's rules.

The S.M.A.E. R/C Sub-committee want to arrange contests which will appeal to all R/C fans and the views and experiences of these contest flyers would be of great assistance.

glider in favour of the medium and small sizes and that rubber models are again putting in an appearance, now that rubber is becoming available again, in spite of the handicap imposed by the embargo on the importation of balsa.

An interesting Danish event is the yearly national summer camp where a comprehensive range of contests are staged. This event was supported last year by a few foreign visitors who had been invited as guests.

One of the amenities which the Danish Model-flying Union provides for its members is a plan service of well tried models ranging from the simple beginner's model to the contest types.

On the organisation side the Union has run a lottery in co-operation with other flying clubs of all types in order to raise the funds required for its activities. This is interesting in view of the decision of the S.M.A.E. to run a draw amongst its members to raise the funds for the Wakefield team and it indicates that the basic problems of aeromodellers all over the world are much the same.

We are glad to learn that a closer approach is being made between the Danish aeromodellers and the Royal Danish Aeroclub. The Danish Model-flying Union, to which is affiliated 51 clubs, is now in the process of being dissolved and all Danish model aero clubs will in future be affiliating direct to the Royal Danish Aeroclub who are establishing a special model section.

CONTROL WIRES

At the S.E. Area Control-line Championships, held on Easter Monday, we spent an interesting, and somewhat enlightening, half hour watching lines being given the pull check for strength. In a number of cases the wires failed to stand the load specified in the S.M.A.E. rules and in some instances the whole control assemblies came adrift when the test load was applied.

Since the diameter of the wire affects the speed of the model there is a tendency towards using wires which are too small for safety and thus liable to failure. Most aeromodellers dislike having to calculate the correct diameter of wire to use with models of varying weight and size so the size fixed by the A.M.A. recently will be of interest to all C/L speed fans in this country and, perhaps, save them some grey hairs.

Class A	0.00-0.20 c. in. ...	0.010 in. dia.
Class B.	0.201-0.30 c. in. ...	0.012 in. dia.
Class C.	0.301-0.50 c. in. ...	0.014 in. dia.
Class D.	0.501-0.65 c. in. ...	0.016 in. dia.
Jets	... ...	0.016 in. dia.

The above figures are for steel wires free from rust or kinks.

STARTING SOMETHING !

During the course of a chat which we had at the Brighton meeting with a well-known contest flyer, he raised an interesting point concerning the use of mechanical starters.

He contended that their use did not help to "improve the breed" of power units, adding, that an engine which could only be coaxed into life by means of an artificial starting aid was not a good power plant for the average aeromodeller, and the need to carry around a large battery and electric starter motor was an unnecessary imposition, quite apart from its cost.

The question of cost brought into the discussion the advisability, or otherwise, of allowing the use of mechanical starters in competitions thus giving those able to afford these luxuries a distinct advantage over the less fortunate competitors.

We agreed that there would be an immediate outcry that the banning of mechanical starters would retard progress in engine design, but we felt that progress in engine performance would *still* continue, but not at the expense of startability; and actual engine handling technique on the part of aero-modellers would improve rapidly once it was realised that starting without mechanical aids was part and parcel of the test of skill imposed on competitors. The result would be better engines and better modellers in the long run and general fairness all round.

Model flying contests, our friend asserted, should be a test of the skill and ability of the contestant and not of his ability to obtain special equipment to eliminate his shortcomings.

PARIS MEETING

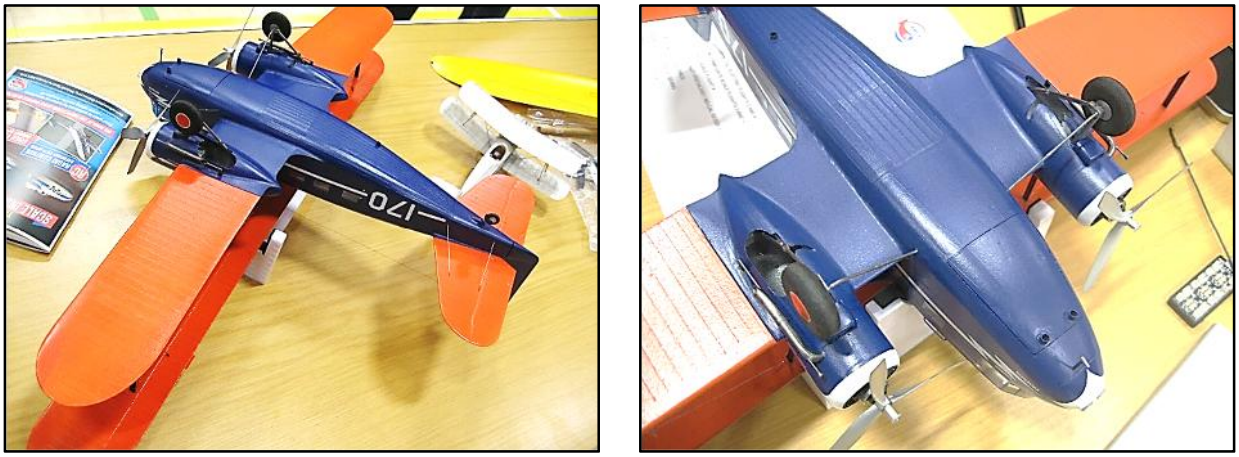
The Federation Nationale Aeronautique recently called a meeting in Paris of the representatives of national model aero clubs to discuss International contest problems. The matters raised were no doubt dealt with by the F.A.I. at their meeting in Stockholm last month.

Mr. A. F. Houlberg attended both meetings as the British representative and our photograph shows him talking at the Paris meeting to M. Maurice Bayet, the Editor of our French contemporary, *Le Modèle Reduit d'Avion.*

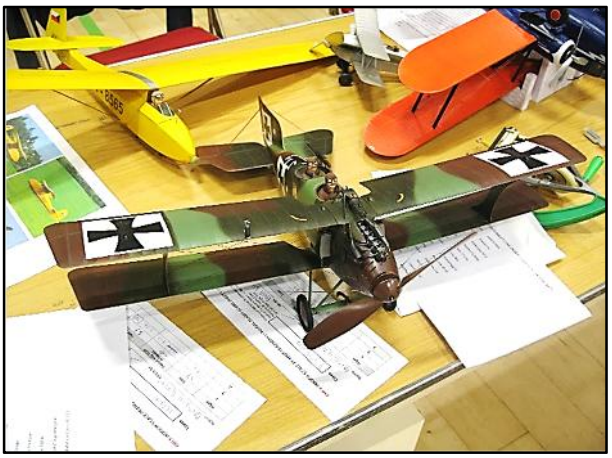
Indoors isn't for Everyone: 88 - Nick Peppiatt

Free-Flight Indoor Scale Nationals, 27th April 2025,
Wolverhampton University, Walsall Sports Centre

This was certainly a busy day for all concerned, with eight competitions and concluding with the customary air race. The competition classes were as described in my report for the 2022 Nationals (IIFE 53) with the addition of a glider comp run by Bernard Bruins. All I can attempt to do here is offer a snapshot of this event. There was a collection of magnificent scale models and many were flying so well they had to be seen to be believed. Rule changes were made several years ago to encourage better flight performance and this has certainly been achieved. However, there is no doubt about the man of the day, who was the Czech, Tonda Alfery, in his winning of the Open Rubber, Open Electric, Peanut and Pistachio classes. There were no CO_2 entries, hence I've called it Open Electric.



Tonda Alfery's Curtiss Condor Electric entry, which he rested in an upside down position.
The photo on the right shows the retractable undercarriage!



Tonda's LFG Roland C.IIa Walfisch
Open Rubber winner.

Tonda's Pistachio winner, an Avia BH-21R,
clipped wing racer from 1925.

The Curtiss Condor is constructed from foam, was most impressive with its fine flying performance and its retracting undercarriage. The undercarriage brace appears to be one piece of wire on which the wheels run. This is pivoted in the fuselage in line with the main leg pivots. The rear stays are hinged and operated by a servo controlled by a timer to retract and lower the undercarriage during flight.

Interestingly, we met Lee Bates version of the Roland Walfisch last month. Tonda's larger size version has a foam fuselage and flying surfaces of built up construction with small diameter carbon fibre rods for the leading and trailing edges.

The Pistachio Scale Avia BH-21R is of balsa stick and tissue construction and weighs 6.5 g without rubber. Unfortunately, I failed to get a photo of his North American Mustang Peanut scale winner.

Scale glider fliers at Walsall. In the back row standing from left to right: -
Peter Brown, Chris Blanch, Harald Simon, Pete Fardell, Colin Sharman, Mats Johanssen, Tim Horne, Dave Compton, Tonda Alfery, Graham Banham, Peter Smart.
Front row from left to right: -
The Lurker, Steve Haines, Pete Startup, George Kandylakis, Richard Crossley, and Andrew White.

As I mentioned earlier, there was a new scale glider competition run by Bernard Bruins, with the models being launched from the balcony. There were three elements, duration, target landing and a scale ranking. Richard Crossley won, with Tonda Alfery second and Mats Johanssen third.

As this is a scale competition day, all the entries, apart from No Cal, require static judging, and with six statically judged classes now this requires six pairs of judges. With Kit Scale and Peanut Scale having about two dozen entries each, this is almost a full day task. In addition, flight judges are required for four classes. This gives an indication of the amount of voluntary work required to make the event successful. So grateful thanks are due to all those who contributed their time and expertise in the organising and running of this event.

Pistachio judges
Ian Melville (left) and Martyn Kinder hard at work examining a Bowers Fly Baby

Peanut judges
Nigel Monk (left) and Doug Hunt comparing the Nesmith Cougars of Steve Haines and Nick Peppiatt

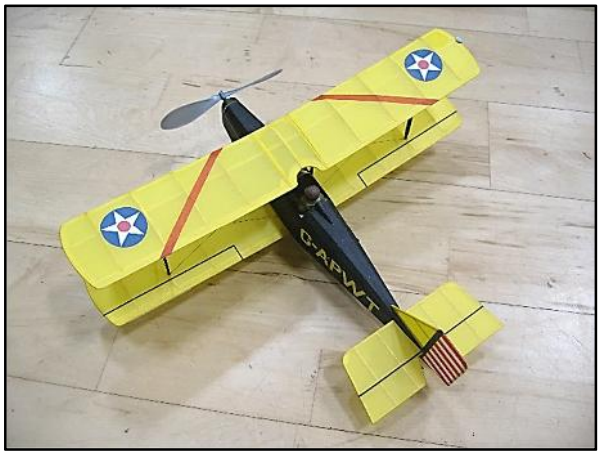
I am very sad to report that the health of that ace all round free-flight flyer and long-time supporter of the Indoor Scale Nationals, Chris Strachan, has declined greatly because of dementia. His old friend and flying companion, Gordon Hannah, and his family have organised a new trophy in his name to be presented to the best air racer. The first much deserved winner was Tim Horne for his Floyd Bean achieving 34 laps in winning the air race.

Four of Chris Strachan's models surrounding the new trophy in his name. In the front from left: - rubber powered Mauboussin PMX, Wittman Buster Pistachio, CO_2 powered Stabiloplan, with a CO_2 powered Horton H.III in the box at the back

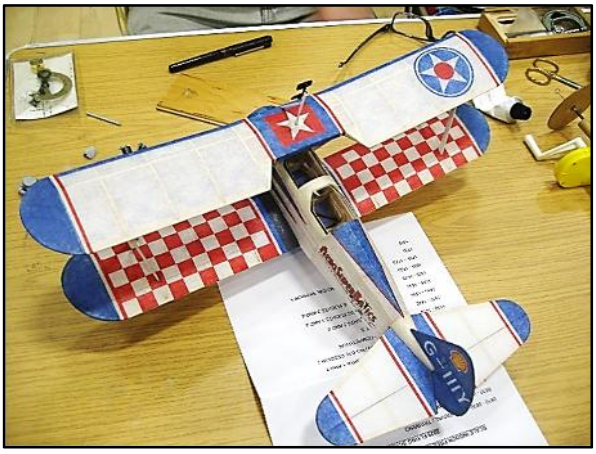
As usual, I entered the Peanut and Pistachio classes, which are statically judged, but have timed flights, with a maximum of 60 s. In Peanut there is a 10 s allowance for ROG, so a 50 s flight is then a max. I am still entering the Nesmith Cougar, the build for which I described in the NC, starting in the July 2016 edition. My BAT FK 24 Baboon Pistachio entry was described in the January 2024 edition of AeroModeller. Incidentally, if you are wondering about wood sizes for this model, I did supply a list, but these were omitted in the publication! I can provide these on request. Anyway, I am very pleased to report that both flew well, and I gained second place in both competitions.

And finally a few photos to give an indication of the general high quality of the models.

Steve Haines Bucker Jungmeister (Intermediate Scale)



and Currie Wot (Open Rubber)



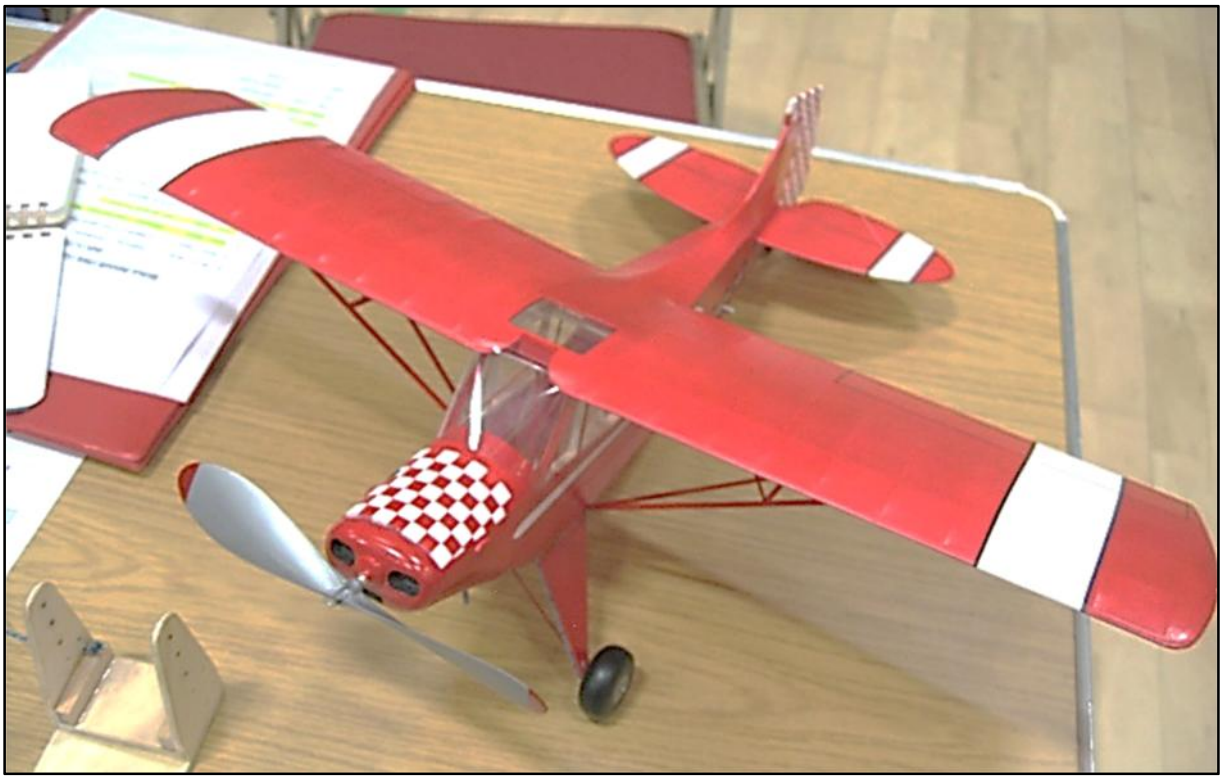
Henk de Jong's Koolhoven FK43 (Open Rubber)

Ben Pallister's Boeing Stearman from Dumas kit

Graham Banham also placed third in Open Rubber with his Lublin R-XIIID and won Kit Scale,
and the Veron Truflite, with a Comper Swift.

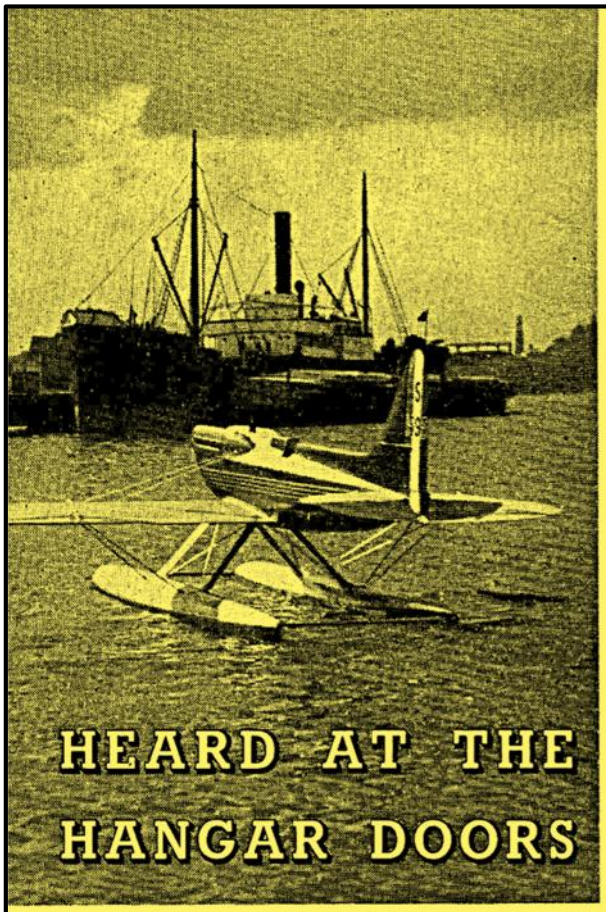
Next year's dates are:
Saturday, 25th April,
for the RC Scale events;
Sunday, 26th April
for Free-Flight Scale events,.
Again to be held in the Wolverhampton University, Walsall Sports Centre.

Graham Banham's Chilton DW1
(Intermediate Scale 3rd place)



Paul Hoey's larger Miles M-1 Special (Intermediate Scale 2nd place)

Nick Peppiatt



This classic marine picture shows to full advantage the beautiful lines of the S6B described in this issue. Our cover picture features the S6 with Sqdn.-Ldr. Orlebar climbing from the cockpit after breaking the World Speed Record in 1929

Royal Patronage

As we close for press, we are informed that His Royal Highness, the Duke of Edinburgh, has extended his patronage to the Society of Model Aeronautical Engineers, thus further exemplifying his keen interest in all matters aeronautical, and particularly those which encourage the youth of the Nation.

This royal recognition of the value of our chosen hobby should do much to stimulate mature interest in the art of aeromodelling, for too long regarded as "child's play" by many people, even among the aircraft industry.

International Radio Contest

Announcement from the I.R.C.M.S. is that the International r/c meeting will be a two-day affair with events for boats using any form of power on July 30th at Saltwell Park, Gateshead-on-Tyne, plus separate classes for Yachts and a steering event with bonus points for speed. On the second day, the aircraft events take place in conjunction with the S.M.A.E. Northern Gala at Croft, Nr. Darlington on July 31st, with classes for power and glider.

C.M.A.C. Enterprise

That is the title of a princely vessel made by the Cheltenham lads and which will be transported at no little inconvenience to the Northern Heights Gala, Halton on June 26th. As far as we are aware

June, 15

it is the *only* model aircraft carrier in the country and it is hoped that carrier borne demonstrations will take place during the sunny (we hope, as usual!) day. All are invited to bring deck landing models of up to 40 in. span, suitable for 30—50 ft. lines. Carrier is 32 ft. long, 4 ft. wide and 18 in. high, with full arrester gear. Engine speed control is desirable, and a landing hook capable of taking ten times the model weight, and drooping 3 in. below the u/c line will be needed to snatch the wires.

British Railways Festival Express

Organisers of the PAA Scottish Festival have negotiated with British Railways, for the running of a Special Train from London to Prestwick, for the convenience of Competitors and other Visitors to the Festival, and the latest details are as follows:

The number of stops the train will make between London and Prestwick has been reduced, therefore enabling B.R. to allow a further reduction in Return Fares. Passengers may now board the train at the following stations:—

LONDON, LEICESTER, NOTTINGHAM, CHESTERFIELD, SHEFFIELD, LEEDS, CARLISLE.

Passengers may also join the Festival Express travelling at reduced fares throughout, commencing their journey from the following stations:

YORK and MANCHESTER — Join the Express at Leeds.
LIVERPOOL — Join the Express at Carlisle.
BIRMINGHAM — Join the Express at Leicester.

The Express will leave London on the evening of FRIDAY, SEPTEMBER 16th, 1955, arriving at Prestwick on the morning of SATURDAY, SEPTEMBER 17th, 1955. The train will leave Prestwick on the evening of SUNDAY, SEPTEMBER 18th, arriving in London on the morning of MONDAY, SEPTEMBER 19th as near to 8 a.m. as is possible.

The special Reduced RETURN FARES are: LONDON to Prestwick: **88/3d.** LEICESTER to Prestwick: **68/6d** NOTTINGHAM to Prestwick: **64/5d.** CHESTERFIELD to Prestwick: **58/3d.** SHEFFIELD to Prestwick: **55/5d.** LEEDS to Prestwick: **47/6d.** LIVERPOOL to Prestwick: **48/8d.** MANCHESTER to Prestwick: **49/3d.** BIRMINGHAM to Prestwick: **65/3d.** YORK to Prestwick: **53/-.**

Bookings are now being accepted for seats on this Express, and should be sent to THE FESTIVAL MANAGER, 13 PATMORE ROAD, SHEFFIELD 5, accompanied by a P.O. for ONE SHILLING (for seat reservation) crossed and made payable to The P.A.A. Scottish Festival of Model Aviation, NOT later than JUNE 30th, 1955. Ticket Deposits will become payable (one-third return fare) between JUNE 30th and JULY 31st, remaining two-thirds fare payable between JULY 31st and AUGUST 31st,

All tickets per-leeeese!

Announcement that the speed team eliminators were to take place at Radlett by kind permission of Sir Frederick Handley Page seemed to be accepted by some in the London area as a signal to take a host of models and go fly anything on the airfield. Fortunately for the sake of aeromodelling and future well-being betwixt the Radlett factory and

and the opportunity taken of incorporating the latest views on certain aspects of design, so that readers can be assured of a completely modern approach.

For the benefit of the many thousands of new readers who never saw the original series of articles we would mention that this new book covers in seventeen chapters every type of model aircraft built and flown today, from gliders through the whole range of rubber models to free-flight and control line power, radio control and tailless models, together with some useful appendices on engine data, formulas, and metric conversion tables.

This is definitely not a "pure theory" book, but provides the basic information in simple practical style to design successful models that will—or should—"fly off the board" with the very minimum of mental effort in evolving them, whether they be high or low wing, cabin or contest models, PAA-load or Radio Control.

There really is a whole library of information in this book, which we recommend to every reader hovering on the brink of "own designs."

Fairlop Again?

Latest news on the subject of Fairlop Aerodrome, once the venue for all London model flying, is included in the following quote from the "Daily Telegraph," the italics are ours.

"CITY MAY SELL AIRFIELD"

> Ilford Borough Council, Essex, is negotiating for the purchase of Fairlop airfield from the City of London Corporation for use as a *public open space*. City Corporation officials said yesterday it was hoped that the negotiations would be completed by March.
>
> No indication of the purchase price is available. The 932 acres at Fairlop were acquired by the Corporation before the war for an airport. In 1952 the Ministry of Civil Aviation decided the airfield was not required."

A New S.M.A.E.

Recent comment by our contemporary "Model Aircraft" apropos membership of the S.M.A.E. gives serious food for thought to all those with the interests of the hobby at heart. Certainly the news that membership of the Society has dropped to a mere 3,000 members is disturbing, and we endorse "M.A.'s" remark that the new membership scheme in itself will not provide an immediate cure unless aeromodellers are informed of its advantages.

In company with our contemporary we are therefore donating space in "AEROMODELLER" in order to give the widest possible publicity to the new membership scheme. On page 161 readers will find an S.M.A.E. announcement, together with an application form, and we take this opportunity of emphasising the salient points.

Firstly, let us emphasise that membership of the Society is now open to *all* aeromodellers, whether club members or not. This means that the non-competition flier who wishes to support the Movement, and at the same time insure himself against third party risks can do so as an Associate Member at nominal cost.

Again the lone competition flier, who is so, either by choice, or because he is not situated within easy reach of a club, can join as a *Country Member*. He enjoys the full benefits of Society membership, with reduced competition entry fees, and again is insured against third party risks.

Finally, the true clubman is offered full membership and increased insurance cover at an all inclusive figure, which is less than he paid previously.

We have long felt that the narrow "Club attitude" which has so long dominated the Society's policy has restricted expansion, and prevented the S.M.A.E. from taking its rightful place as a truly national body. This new era of membership, catering as it does for every type of modeller, opens the way to a bigger and better aeromodelling movement.

A Model Card Player

The Banker they called him in the Casinos of Europe. A thousand pounds on the turn of a card meant nothing to him as he justified his name by only playing the fashionable game of Ecarte when he held the bank.

House detectives at the casinos were suspicious but eagle-eyed and experienced croupiers scoffed at the idea of him being a card sharp. Although he played against all the generally accepted rules and won, not once did he betray by facial expression, or any other outward sign of nervousness, the slightest qualms. His eyes were always on the cards except when he wanted to bid.

Special gaming squad detectives trained as croupiers sat by him and watched him, game after game. A specially trained detective hid in the roof above him and maintained a constant watch using a powerful telescope. Still no suspicious signals!

In the end the police, still convinced that the laws of chance could not be contradicted so often, invited "Monsieur le Banquier" to the police station and he finally decided to come clean.

How did he work? He amazed his accusers by confessing that he had cleaned up hundreds of thousands of pounds—as the first card sharper to operate by RADIO CONTROL.

The method was simple, he had a receiver in his clothing and an accomplice who watched the cards of the other gamblers and sometimes backed against him had a noiseless transmitter in his pocket. They used a special code and the system of operation was via copper electrodes clipped to his thigh. These gave a mild shock when the receiver was on signal.

It took two years to perfect the outfit which he had made by a specialist firm, under the pretext it was required for a stage thought reading act.

On reading the above paragraph in the "Daily Mirror" we were a little sad to know that someone had at last put into practice one of our private money making schemes. We also reflected how much quicker "Monsieur le Banquier" would have been found out, had there been an aeromodeller in the local police force!

I'm No Expert - Paul Lovejoy

I'll start with a couple of flying updates. Regular readers see (NC December 2024) may recall my struggles with Miss Charlotte, Andy Brough's 1992 low wing design which had been built but never flown by Mick Blundell. Having made various minor modifications to the DC Merlin installation I arrived at an engine which started and ran reliably, but an airfame that showed a distressing tendency to spiral in to left or right. I appealed for advice in my last column and was grateful for Roger Newman's insights (NC January 2025). So, having re-checked the CG (slightly forward of that shown on the plan), I replaced the 8 X 4 prop with a 7 x 4 in an effort to reduce torque reaction, and resolved to give it a bit more power.

The lengthening spring grass encouraged me to try again in April and, after trimming, we arrived at a perfectly stable left – right pattern. I was particularly pleased to see this pattern retained as the breeze picked up to perhaps 8 – 10 knots, which is usually the point at which I turn to my Tomboys. I don't claim to understand the aerodynamics of wing slots, but the model does achieve tight circles both under power and in the glide, exactly as the designer intended. I hope that this model will now become a regular performer, as it was built and covered to Mick's usual high standards.

Cygnet at the flying field.

Another model built by Mick Blundell and eventually arriving in my hands is the Cygnet, a rubber-powered 27" span biplane designed in 1945 by Gordon Rae. Again lovingly constructed by Mick, it appeared never to have flown or at least not to have progressed beyond initial trimming. Another session at the field showed that, with slight adjustments to thrust line and motor size, some glorious flights ensued. Turning circle under power is probably still tighter than would be ideal for maximum duration, but it stays in the field so that will do for me. One early flight was surprisingly short and underpowered, but once I realised that I had idiotically left the blast tube in when fitting the prop, this was quickly resolved. Plans for the Cygnet appear not to be available from the usual online sources, however Mike Woodhouse lists this design (as re-drawn by Bob Jones) on his Free Flight Supplies design service.

I'm very sad to report that Mick Blundell passed away in the same week that his two models flew so well. I was privileged to fly with Mick on several occasions, and know that in earlier

years he was an ace at control line aerobatics as well as a Middle Wallop regular. I marvel at his building skills each time I inspect the two models described above, and will do my best to ensure that they long survive as a testament to Mick.

My own winter building programme has again focused on vintage power. Firstly, a quarter scale replica of Gil Shurman's 1939 Rambler kitted by BMJR and supplied by the now-sadly-missed Steve Webbe Models. At 17" it had indoors potential, and the short nose originally designed for spark engines made a Telco a tempting proposition. The only modifications needed were a 1/16" ply firewall with built in down-thrust, and a slight widening of the nose (with doublers on the outside rather than inside). With a lot of left side thrust and fin offset it will stay within the confines of Wickham Community Centre. As always, I struggle with the rather coarse throttle adjustment on the Telco. Sessions invariably begin with a few powered descents followed by a trip to the rafters. However once the rather knife edge throttle setting is found, it will happily pootle round for a full tank's worth of fun. It's also a light but tough model, which is essential given my trimming skills.

Southern Dragon, featuring groovy aluminium wheels from the original kit.

Next up was a Southern Dragon, as featured in more than one previous New Clarion (eg NC May 2018). This one came to me via a BMFA auction as a box of printwood and glorious pressed aluminium u/c wheels. Designed in 1947 for what was then simply known as "the Mills engine", I decided to retain the original power plant (well a Mk2 Series 1, so not quite as originally designed) despite clear evidence from Tony Shepherd and Roger Newman that it would fly perfectly well with a much smaller engine. This was actually the first fuselage I've ever built using the crutch method and, as most will already know, it's a great way to produce a straight and true structure as long as the crutch itself is built perfectly square and with dead vertical cross pieces. I widened the tailplane saddle to both ensure stability and keep the empennage square when the clockwork d/t trips, and filled in the stringers at the nose, but otherwise built it as designed.

Once the airframe was complete, glide tests with 3 graduated lumps of plasticine confirmed that a PAW 80 or even 55 would have produced a lovely floaty glide with little attention to CG, but by then I'd set the bearers for the Mills so it was all a bit academic. With the Mills on board but well throttled back, the model has a docile climbing habit that could in theory be wound up to produce quite a duration performance. I think I'll save that bit for a trip to Sailsbury Plain or Odiham. The only downside is that those aluminium wheels rattle quite a bit on the u/c wire when under power, so perhaps a little heat shrink tubing on the axles is called for. As Tony Shepherd has noted previously, it's a really pretty model and is something out of the ordinary. Plans are available from Colin Buckle, I also have the original (60, 70, 75+ years

old?) printwood sheets available, although these are rather crudely printed and have possibly shrunk so are not 100 % reliable.

Bi – Bi. Let's hope not...

I have also just outshopped Bi-Bi, a 30" profile biplane designed by Derek Foxwell for the Old School Model Aeroplane Factory. This arrived via eBay as a comprehensive set of laser cut components and only a reduced-scale plan, the instructions stating that accurate assembly only required liberal use of squares. This actually worked very well, and the airframe now accommodates the PAW 55 that might in other circumstances have ended up in the Southern Dragon. I fear Bi-Bi may prove to be an unfortunate choice of name for a free flight model, but we shall see. Trimming will commence as soon as the vigorous easterlies we've been experiencing calm down a little, and I have left scope to fit a d/t.

That's what chairmen are for! Gasparin-powered Sniffer
following recovery by Tony Shepherd on his last flying session of 2024.

Finally, huge thanks to Tony Shepherd, who retrieved my 30" span CO2 Sniffer just before the New Year. This had landed way up in a tree in early August, well beyond the limits of prudent human intervention. A combination of excessive motor run time (again) and failure to calibrate the viscous d/t (again) were the culprits. Eventually nature did what nature does to rubber bands, and it arrived on the forest floor in time for Tony to spot. A new tailplane and fin plus a spot of recovering were all that were required. The motor still runs perfectly following a light oiling, but I have given up on viscous d/ts and will fit a BMK radio d/t before returning to the field.

Paul Lovejoy

Hot Air Balloons - Wikipedia

This article is about hot air balloons themselves. For the activity, see Hot air ballooning.
For other meanings, see: Hot air balloon (disambiguation) and Air balloon (disambiguation).
"Balloon Ride" redirects here. For the song, see My First Album (Peppa Pig album).

Hot air balloons in flight

Novelty hot air balloons resembling anthropomorphized bees

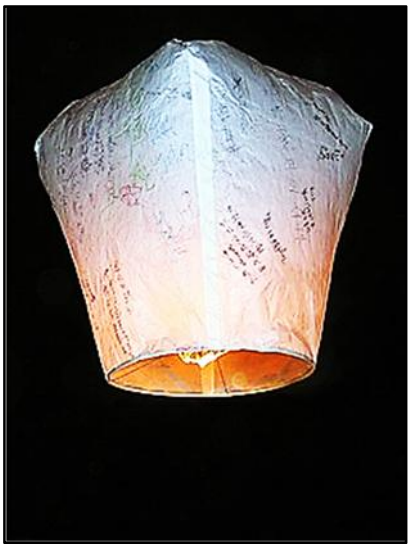
Novelty hot air balloon resembling the Abbey of Saint Gall

A hot air balloon is:

a lighter-than-air aircraft consisting of a bag, called an envelope, which contains heated air. Suspended beneath is a gondola or wicker basket (in some long-distance or high-altitude balloons, a capsule), which carries passengers and a source of heat, in most cases an open flame caused by burning liquid propane. The heated air inside the envelope makes it buoyant, since it has a lower density than the colder air outside the envelope. As with all aircraft, hot air balloons cannot fly beyond the atmosphere. The envelope does not have to be sealed at the bottom, since the air inside the envelope is at about the same pressure as the surrounding air. In modern sport balloons the envelope is generally made from nylon fabric, and the inlet of the balloon (closest to the burner flame) is made from a fire-resistant material such as Nomex. Modern balloons have been made in many shapes, such as rocket

ships and the shapes of various commercial products, though the traditional shape is used for most non-commercial and many commercial applications.
The hot air balloon is the first successful human-carrying flight technology. The first untethered manned hot air balloon flight in the world was performed in Paris, France, by Jean-François Pilâtre de Rozier and François Laurent d'Arlandes on November 21, 1783, in a balloon created by the Montgolfier brothers. Hot air balloons that can be propelled through the air rather than simply drifting with the wind are known as thermal airships.

Premodern and unmanned balloons



A sky lantern

A precursor of the hot air balloon was the sky lantern (simplified Chinese: 孔明灯; traditional Chinese: 孔明燈). Zhuge Liang of the Shu Han kingdom, during the Three Kingdoms era (220–280 CE), used these airborne lanterns for military signaling.[3] The Mongolian army studied Kongming lanterns from China and used them in the Battle of Legnica during the Mongol invasion of Poland in the 13th century.[4] This is the first time ballooning was known in the western world.

In the 18th century the Portuguese Jesuit priest Bartolomeu de Gusmão in colonial Brazil envisioned an aerial apparatus named *Passarola*, which was the predecessor of the hot air balloon. The *Passarola* was intended to serve as air vessel in order to facilitate communication and as a strategical device.[5] In 1709 John V of Portugal decided to fund Bartolomeu de Gusmão's project following a petition made by the Jesuit priest, and an unmanned demonstration was performed at Casa da Índia in the presence of John V and the queen, Maria Anna of Austria, with the Italian cardinal Michelangelo Conti, two members of the Portuguese Royal Academy of History, one Portuguese diplomat and one chronicler serving as witnesses. This event would bring some European attention to this event and this project. A later article dated on October 20, 1786, by the London *Daily Universal Register* would state that the inventor was able to raise himself by the use of his prototype. Also in 1709, the Portuguese Jesuit wrote *Manifesto summário para os que ignoram poderse navegar pelo elemento do ar* (*Short Manifesto for those who are unaware that is possible to sail through the element air*); he also left designs for a manned air vessel.

In the 1970s, balloonist Julian Nott hypothesized that the Nazca Lines geoglyphs' creation two millennia ago could have been guided by Nazca leaders in a balloon, possibly the earliest hot air balloon flights in human history. To support this theory, in 1975 he designed and piloted the Nazca Prehistoric Balloon, claiming to have used only methods and materials available to the Pre-Inca Peruvians 1,000 years ago.

First manned flight

A model of the Montgolfier brothers' balloon at the London Science Museum

The French brothers Joseph-Michel and Jacques-Étienne Montgolfier developed a hot-air balloon in Annonay, Ardeche, France and demonstrated it publicly on September 19, 1783, making an unmanned flight lasting 10 minutes. After experimenting with unmanned balloons and flights with animals, the first balloon flight with humans aboard, a tethered flight, performed on or around October 15, 1783, by Jean-Francois Pilatre de Rozier, who made at least one tethered flight from the yard of the Reveillon workshop in the Faubourg Saint-Antoine. Later that same day, Pilatre de Rozier became the second human to ascend into the air, reaching an altitude of 26 m (85 ft), the length of the tether. The first free flight with human passengers was made a few weeks later, on November 21, 1783. King Louis XVI had originally decreed that condemned criminals would be the first pilots, but de Rozier, along with Marquis François d'Arlandes, petitioned successfully for the honor.

The first military use of a hot air balloon happened in 1794 during the battle of Fleurus, when the French used the balloon *l'Entreprenant'* for observation.

Modern balloons

Modern hot air balloons, with an on-board heat source, were developed by Ed Yost and Jim Winker, beginning during the 1950s; their work resulted in his first successful flight on October 22, 1960. The first modern hot air balloon to be made in the United Kingdom (UK) was the Bristol Belle, built in 1967. Presently, hot air balloons are used primarily for recreation.

Records:

Altitude

On November 26, 2005 Vijaypat Singhania set the world altitude record for highest hot air balloon flight, reaching 21,027 m (68,986 ft). He took off from downtown Mumbai, India, and landed 240 km (150 mi) south in Panchale.

The previous record of 19,811 m (64,997 ft) had been set by Per Lindstrand on June 6, 1988, in Plano, Texas.

Speed

On January 15, 1991, Per Lindstrand (born in Sweden, but resident in the UK) and Richard Branson of the UK flew 7,671.91 km (4,767.10 mi) from Japan to Northern Canada in the "Virgin Pacific Flyer". With a volume of 74,000 cubic meters (2.6 million cubic feet), the balloon envelope was the largest ever built for a hot air craft. Designed to fly in the trans-oceanic jet streams, the '*Pacific Flyer'* recorded the fastest ground speed for a manned balloon at 394 km/h (245 mph).

Length

The longest duration record was set by Swiss psychiatrist Bertrand Piccard (Auguste Piccard's grandson) and Briton Brian Jones, flying in the Breitling Orbiter 3. It was the first nonstop trip around the world by balloon. The balloon left Château-d'Oex, Switzerland, on March 1, 1999, and landed at 1:02 a.m. on March 21 in the Egyptian desert 500 km (300 mi) south of Cairo. The two men exceeded distance, endurance, and time records, traveling 19 days, 21 hours, and 55 minutes.

Briefest trip around the world

Steve Fossett, flying solo, exceeded the record for briefest time traveling around the world on 3 July 2002 on his sixth attempt, in 320 h 33 min. Fedor Konyukhov flew solo round the world on his first attempt in a hybrid hot air/helium balloon from 11 July to 23 July 2016 for a round-the world time of 268 h 20 min.

Construction

A hot air balloon for manned flight uses a single-layered, fabric gas bag (lifting "envelope"), with an opening at the bottom called the mouth or throat. Attached to the envelope is a basket, or gondola, for carrying the passengers. Mounted above the basket and centered in the mouth is the "burner", which injects a flame into the envelope, heating the air within. The heater or burner is fueled by propane, a liquefied gas stored in pressure vessels, similar to high-pressure forklift cylinders.

Envelope

Modern hot air balloons are usually made of materials such as ripstop nylon or dacron (a polyester). A hot air balloon is inflated partially with cold air from a gasoline-powered fan, before the propane burners are used for final inflation.

During the manufacturing process, the material is cut into panels and sewn together, along with structural load tapes that carry the weight of the gondola or basket. The individual sections, which extend from the throat to the crown (top) of the envelope, are known as gores or gore sections. Envelopes can have as few as 4 gores or as many as 24 or more. Envelopes often have a crown ring at their very top. This is a hoop of smooth metal, usually aluminium, and approximately 30 cm (1 ft) in diameter. Vertical load tapes from the envelope are attached to the crown ring.

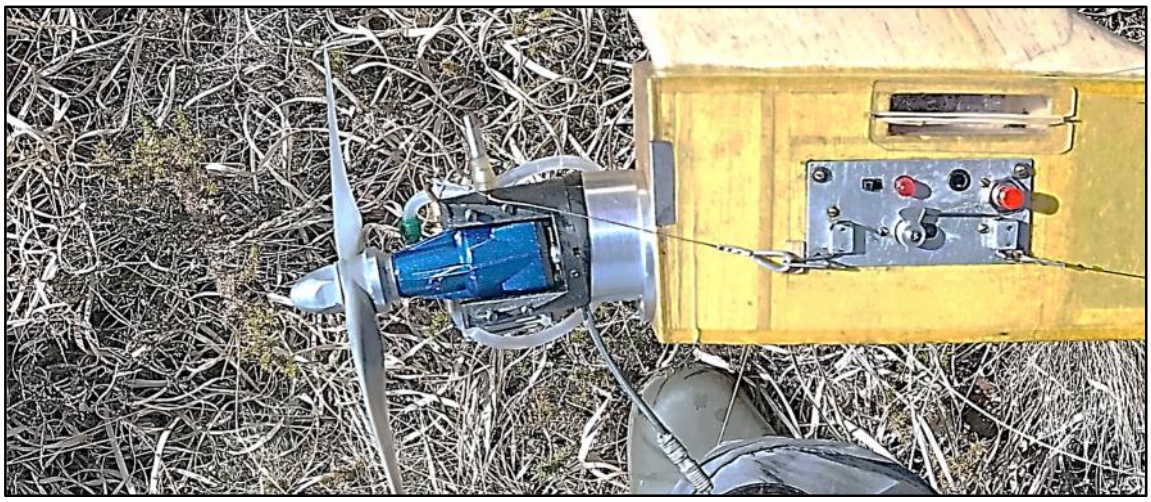
At the bottom of the envelope the vertical load tapes are sewn into loops that are connected to cables (one cable per load tape). These cables, often referred to as flying wires, are connected to the basket by carabiners.

Wikipedia

Trimming my Jimp - Roy Vaughn

In the last issue I wrote about a successful day out trimming an F1J, but that was not the end of my trimming.

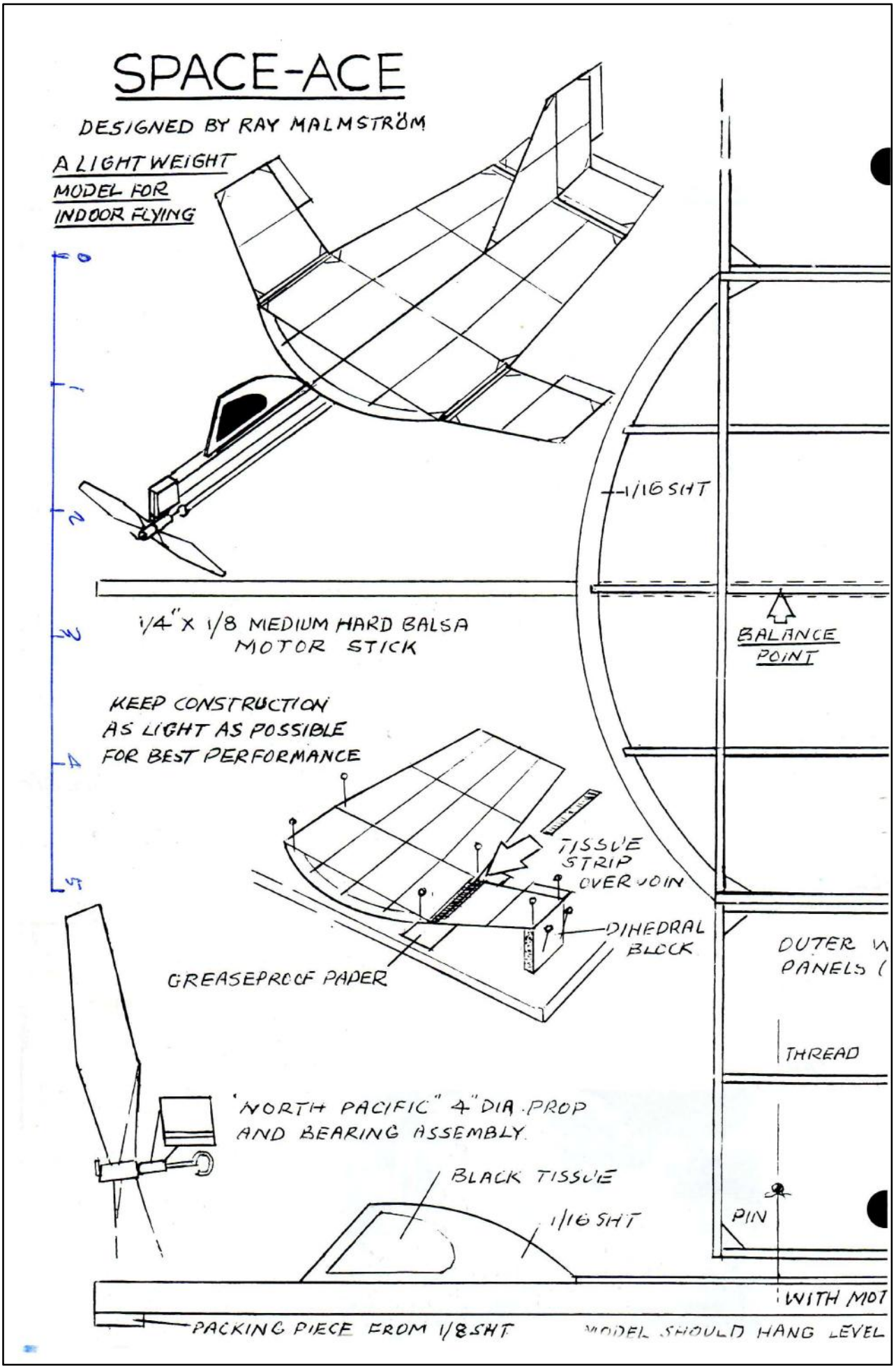
A few days later it was back to Chobham with the Jimp. This is one of the favoured designs for Vintage Power. I built the model out of curiosity more than anything else to see what all the hype was about. The model had been crashed and rebuilt twice but had proven to be controllable after applying a large dollop of down-thrust advised by Jimp expert Dave Cox. It had performed OK last time out but the glide was very stally. The motor is now hung out on a series of spacers to get the CG forwards so the purpose of the trimming session was to confirm that the climb trim was still OK and to check the glide.

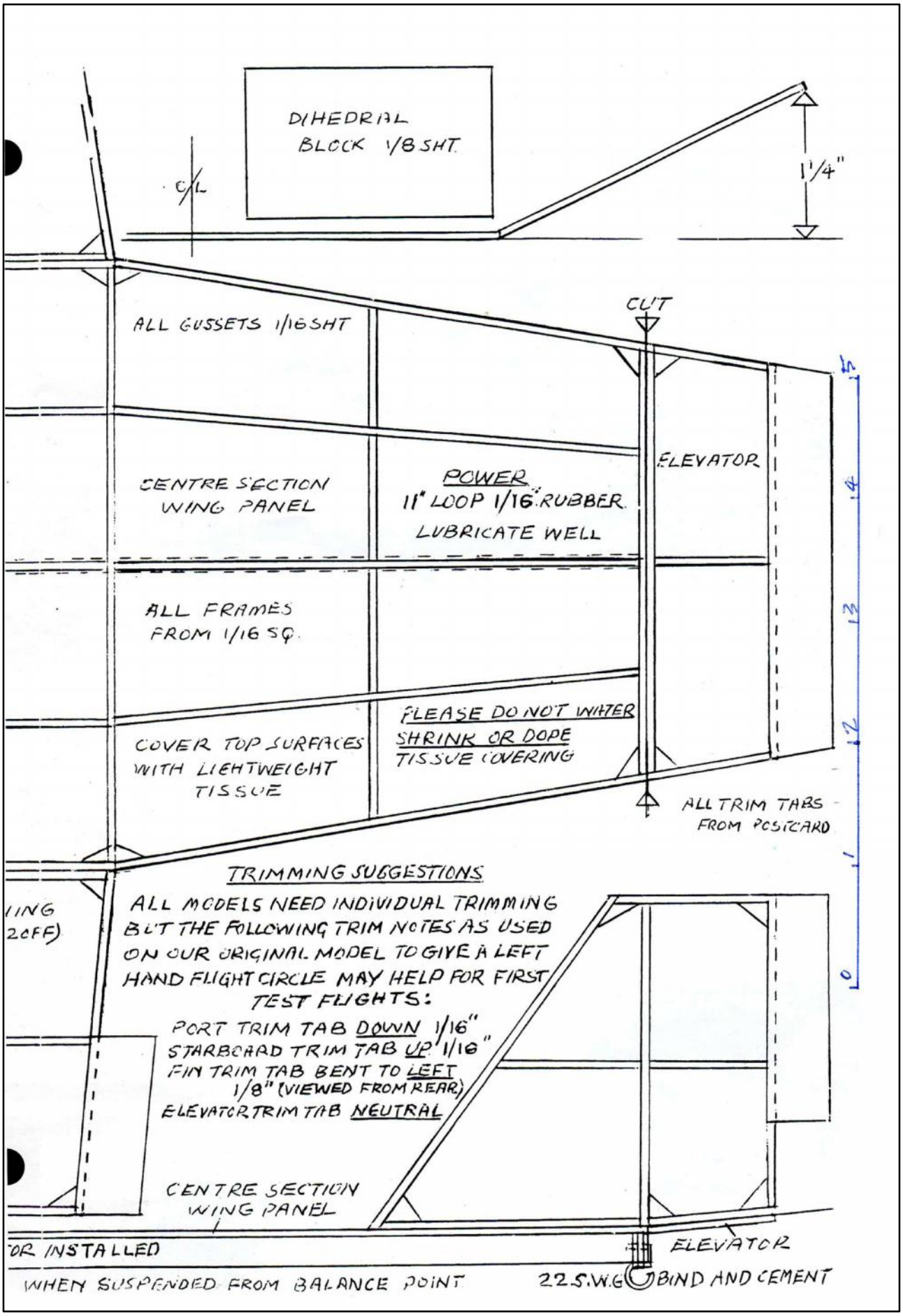


As usual I started with a short run, 1.5 seconds, to prove that a longer run was safe. All looked OK so on to 3 seconds, again the climb was fine though the glide still looked over-elevated from a less than perfect transition. Finally I set 5 seconds and adjusted the tail incidence as far as the screw adjusted would allow, about 5/8 of a turn of an M3 screw. This had a measurable effect, the usual corkscrew had become a much more open climb. The time the transition was fine now that the model was fully up to speed at motor cut. However, the model was still stalling demonstrating that the CG has to go yet further forwards. Lacking sufficient weights and with the wind picking up I called it a day. A second successful session in a week!

Roy Vaughn

Space-Ace - Ray Malmstrom



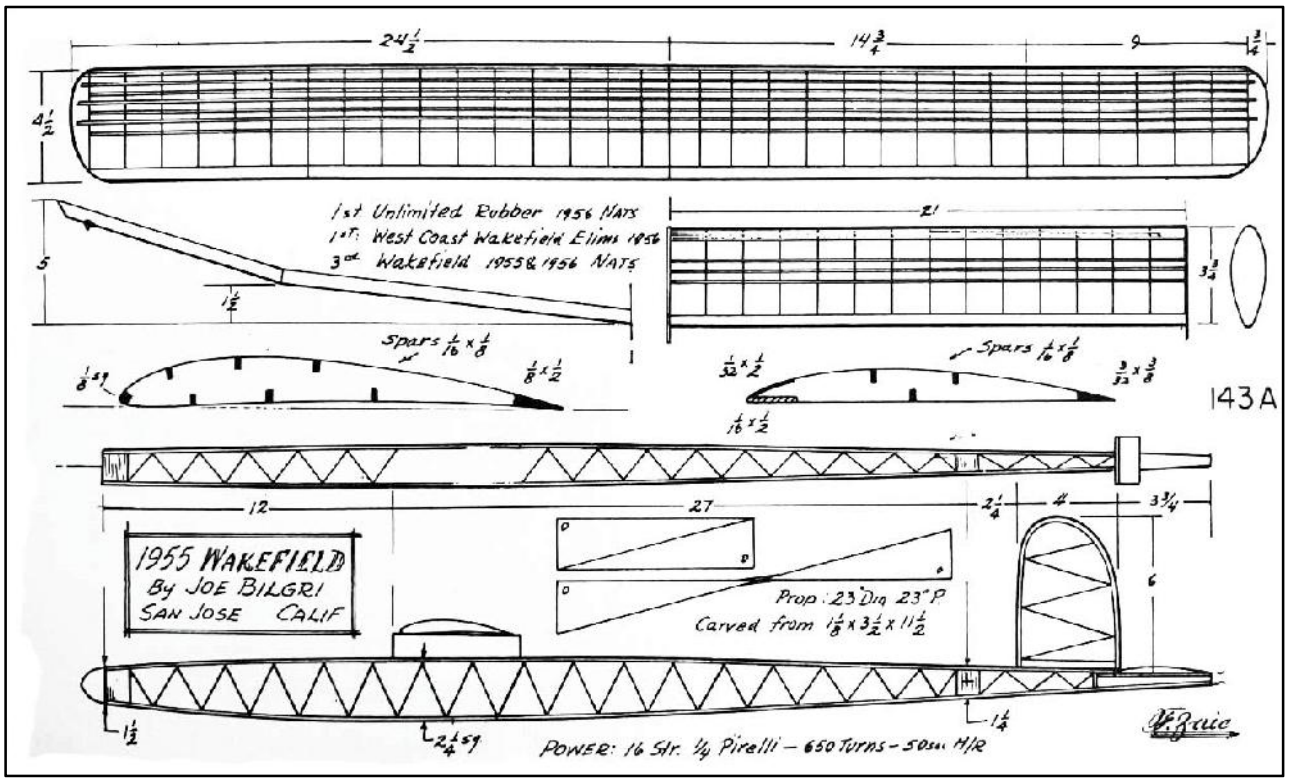


From the book 60 yrs of IVCMAC courtesy Chris Strachan.

Ray Malmstrom

Secretary's Notes for June 2025 - Ray Elliott

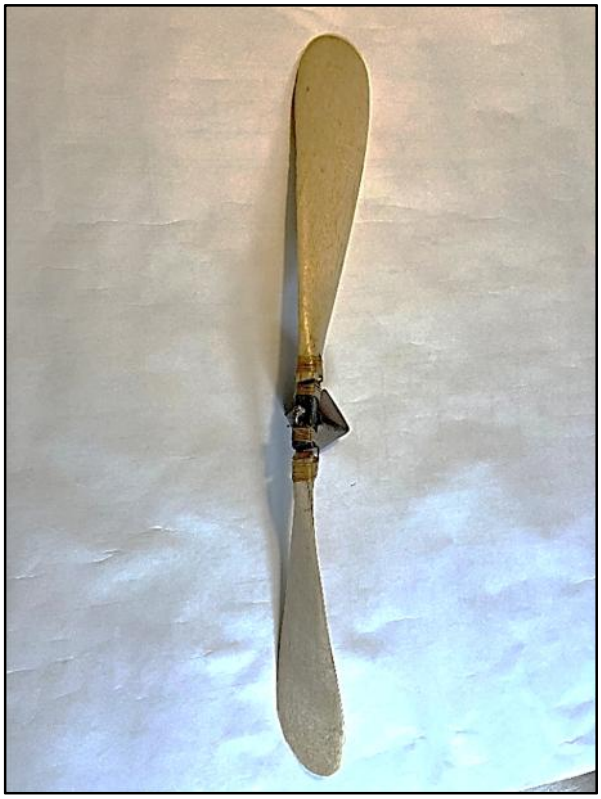
This month I thought I'd write about another of my favourite models, Joe Bilgri's 1955 80g Wakefield.

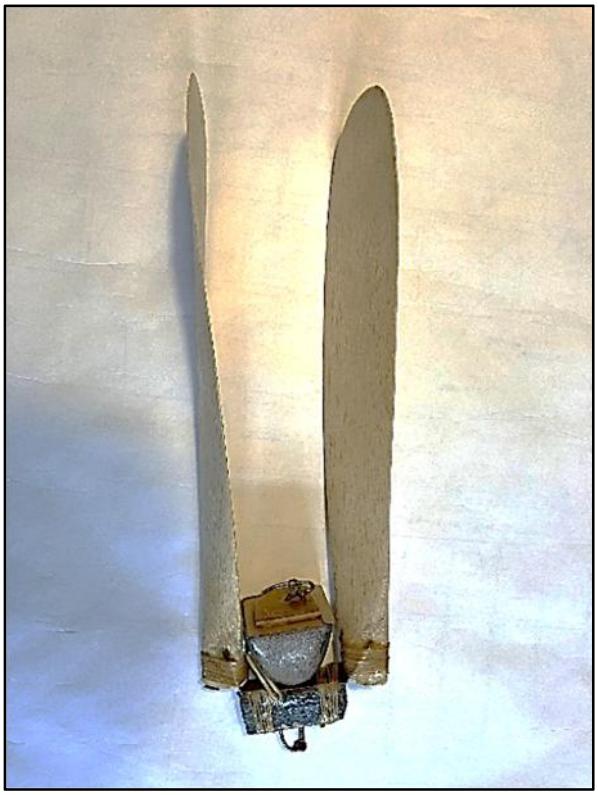


Until about 20 years ago I had never built a Vintage or Classic model and knew next to nothing about SAM1066. It was at a Southern Gala on Salisbury Plain when I saw Chris Strachan and Michael Marshall flying their Lanzo Sticks, that got me interested. I built a Lanzo Stick from a Lee Campbell kit which John Hook happened to have for sale at a very reasonable price. (I'll write something about this model at another time).

Having had some success with the Lanzo my interest turned to building a Classic model and having assembled a collection of Frank Zaic Yearbooks, I started looking for a suitable model to build.

It didn't take too long to decide that the 1955 Bilgri Wake was the one for me, I liked its proportions and what I call its "elegant simplicity", and, being designed by one of aeromodelling greats, I had no doubts it would be competitive. (But would I?).
As regards construction of the model, this was pretty straightforward but I have to confess I made life a bit easier for myself by getting a Bob Holman short kit (www.bhplans.com) mainly for the laser cut ribs. He also sells an excellent plan. The prop is carved from 1 inch sheet, cut as an X blank. The model is covered in Jap tissue. All up weight including 74g motor, s hook, rear peg and tracker is 215g.





Trimming proved to be quite straightforward. The model is set to fly right / left and it needed about 2 degrees right side and down-thrust plus some left rudder. The model flies on 24-26 strands of 1/8 Super Sport.
I've had reasonable success with it but haven't flown rubber much over the last 10 years as I have been concentrating on electric. However, I can see myself flying rubber more often from here on, so my trusty Bilgri could get an airing soon.
If you're in the market for a Classic Rubber model, I can certainly recommend the 1955 Bilgri.

……

Just a reminder that there are two non- BMFA contests on Salisbury Plain this month

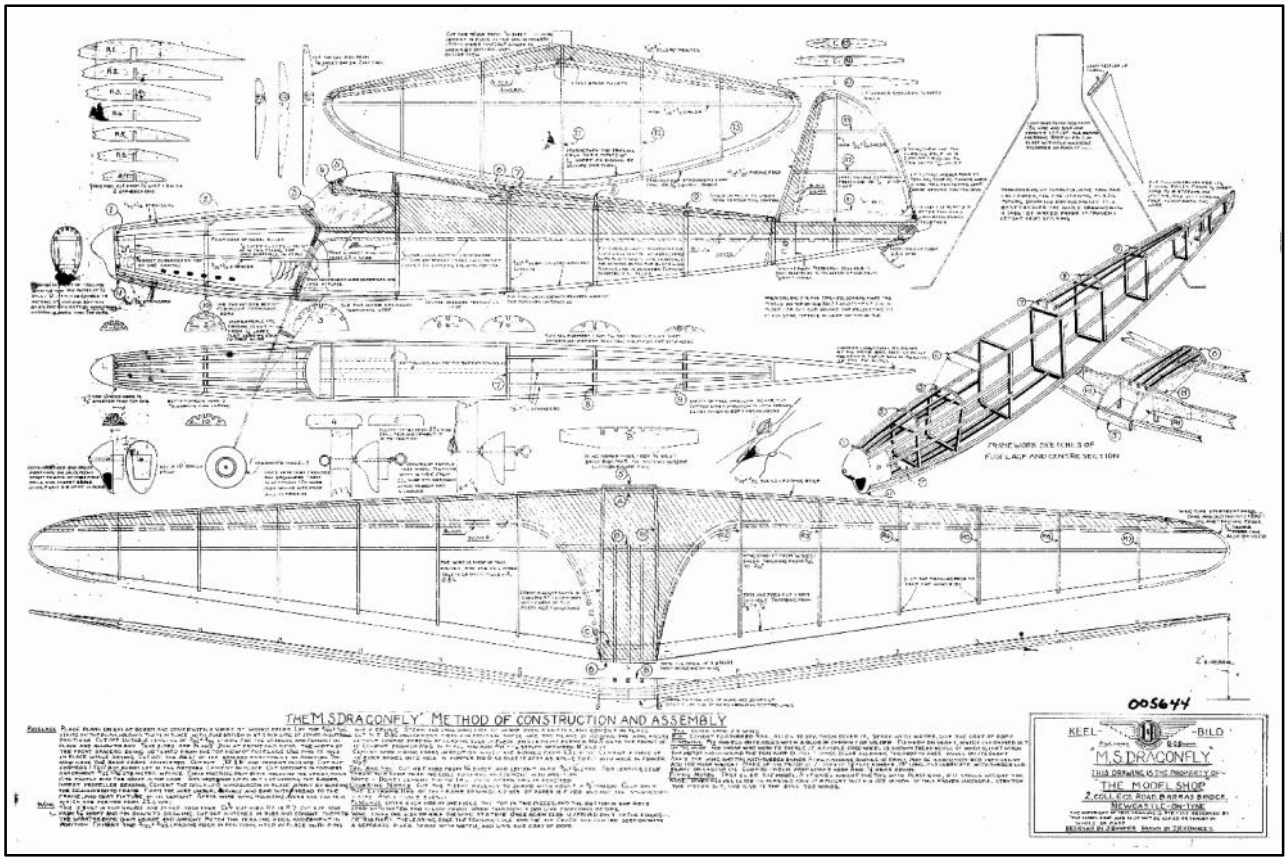
- 14th or 15th June – Croydon Cagnarata / SAM106 Day.
- 28th or 29th June – Crookham Gala.

For more information on both contests see notices in this issue.

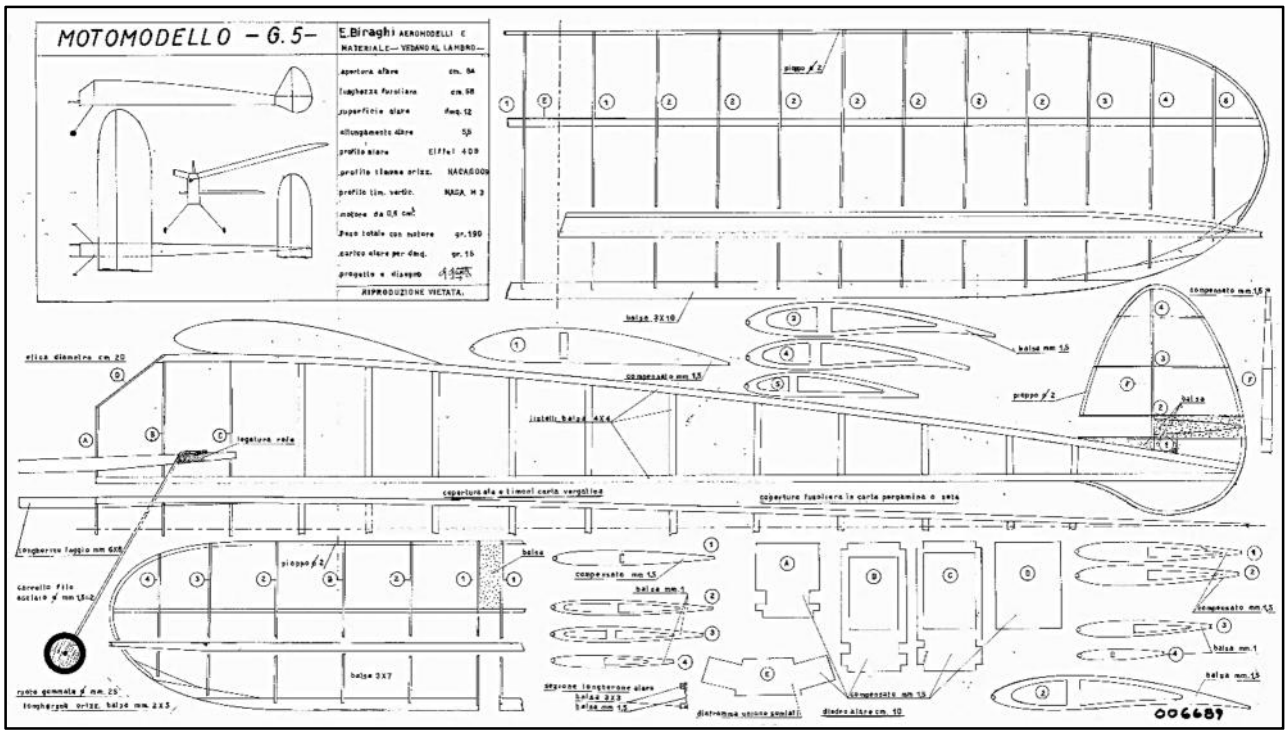
Ray Elliott

Plans for the Month - Roger Newman

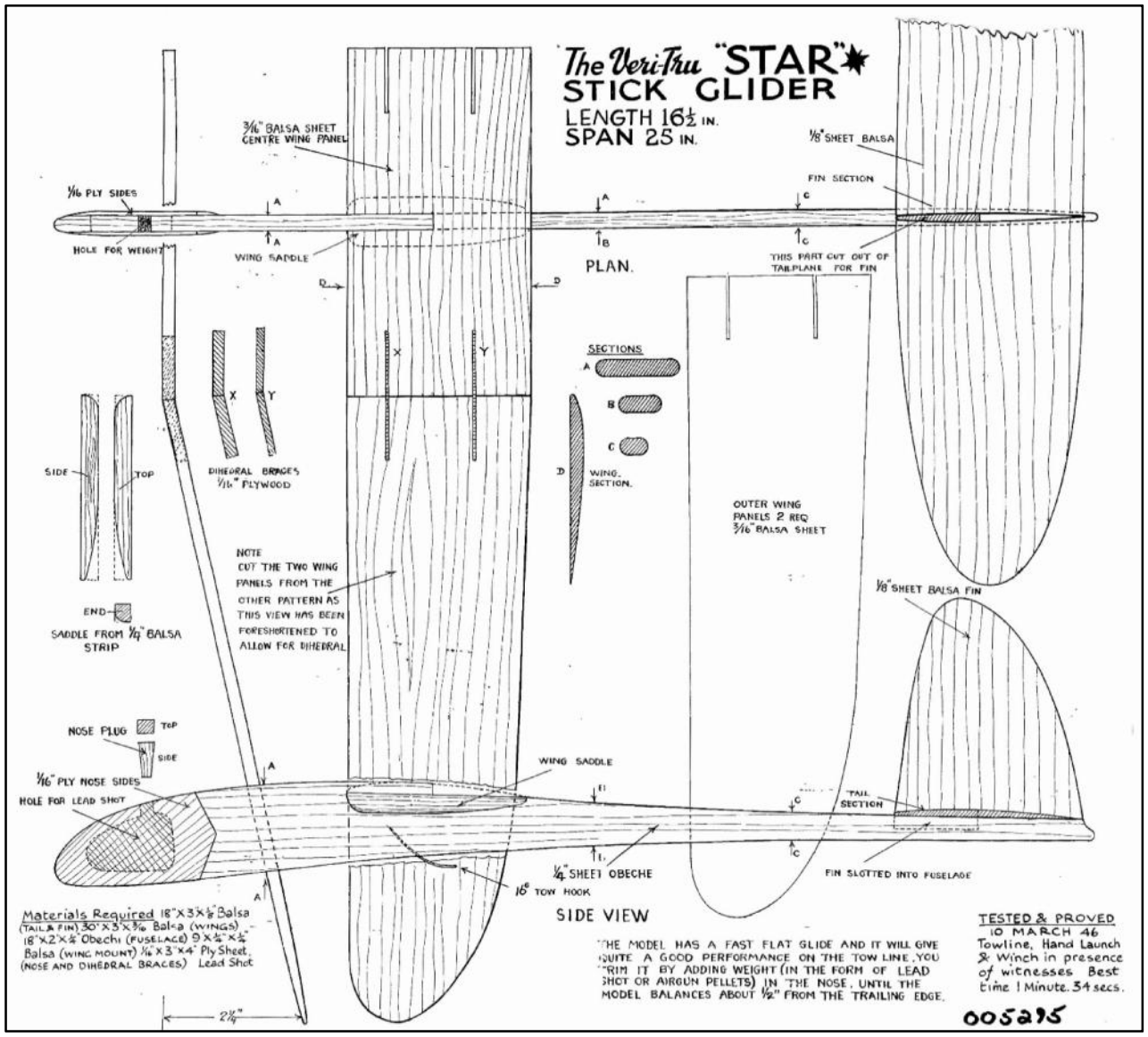
Rubber: Rather elegant if a bit complicated build from the Model Shop Newcastle



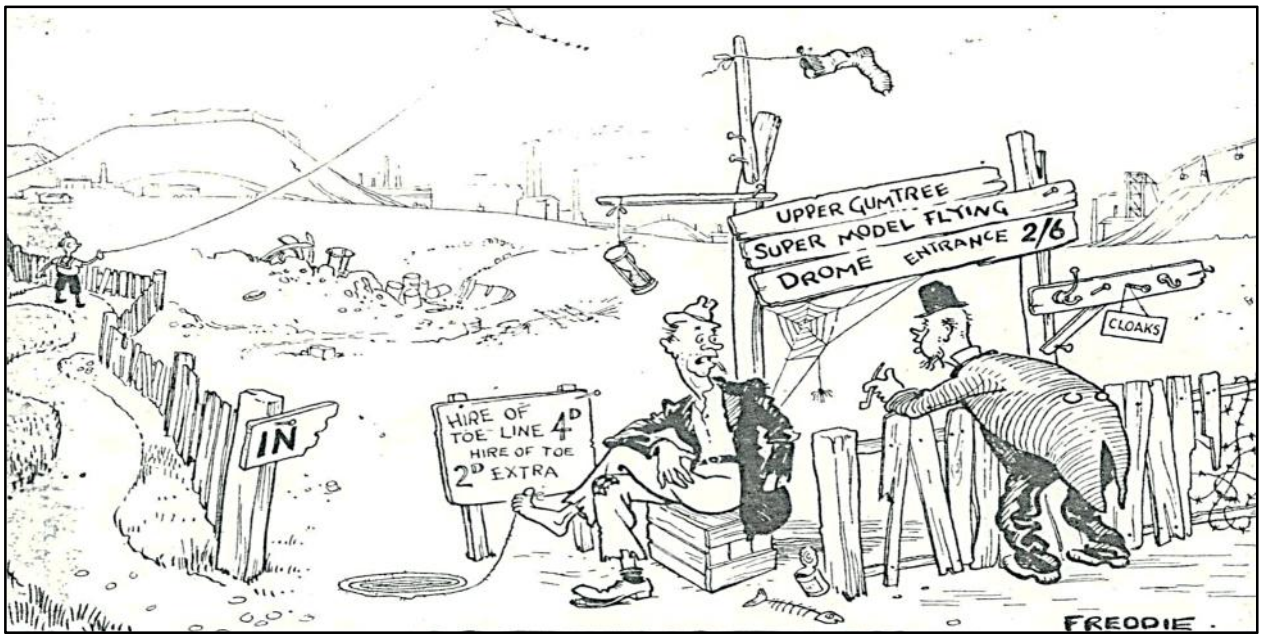
Power: typical Italian design – minimalist in wood but lovely little model for 0.5cc low power diesel – the Motormodello G5



Glider: Veri-Tru Star from 1946.



Roger Newman



It's been like this ever since they opened BUCKMINSTER

2025 Crookham Gala - Chris Redrup

This year the Crookham Gala will be held on either the 28th or 29th of June, depending on the weather forecast for that weekend.
The decision about the chosen day will be announced by email and hopefully on the FFTC website on the preceding Thursday. If you think you may be attending the event, please let me know so that I can include you on the email list for the announcement.

This year we have decided to do something different with the competition format, with the aim of having more people competing against each other in just two Combined Groups rather than the usual sparse numbers in individual classes.
This will make the contest more meaningful while offering a wide range of classes to choose from.

We have included those classes which most of our likely attendees enjoy flying and have used adjustments to engine runs and K factors to even out the performance differences.

Contestants can enter more than once in each of the Groups.
As well as awarding prizes for first, second and third overall in each of the Groups, there are extra prizes for the best overall score for power, rubber and glider in each of the groups; so hopefully something for everyone to go for.
There are also trophies awarded for the best score with a Dixielander (George Fuller Trophy), the best score with a glider and the best score with a Coupe D'hiver, which of course also counts for the Southern Coupe League.

We hope most people will agree that this format provides a meaningful competition while keeping it relaxed and fun. I would be interested to receive comments, both negative and positive on this new format to guide us on future Crookham Galas.

If you think you may come, please email me at chrisredrup@yahoo.com and I will add you to the list for notification of the date to be decided upon.

Competition Format:

Combined Maxi. 3 rounds, 2.5 minute max

Classic Power (engine run 10 seconds)
Vintage Power (engine run 15 Seconds)
Classic/Vintage Rubber,
Classic/Vintage Glider
BMFA Electric (motor run – non function 10 seconds, functions 8 seconds)

Combined Mini. 3 rounds, 2 minute max

1/2A (engine run 8 seconds)
E36 (motor run 8 seconds)
Modern and Vintage Coupe
Mini Vintage Rubber/Glider
F1H
Classic A1 Glider (K factor X 1.25)
P30 (K factor X 1.25)
E30 (motor run 45 seconds)
P20 (K factor X 2)
E20 NFFS Rules (K factor X 2)

Chris Redrup

Events and Notices

FF Scale Fly-in Competitions & Fun-fly

Sat 12th July

Flying Only
OMFC Scale Rubber Duration
Hi-Start Scale Glider
FROG Senior
Free Flight Fun-fly

9:30am Start

All flyers must be BMFA members and abide by the OMFC club rules which can be downloaded at oxfordmfc.bmfa.club/membership-information/

Full details - oxfordmfc.bmfa.club/club-events/

Photo - Andy Blackburn

Southern Coupe League 2025

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

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

1	Croydon Cagnarata	14th or 15th June	Salisbury	ray.elliott8@btinternet.com
2	Crookham Gala	28th or 29th June	Salisbury	chrisredrup@yahoo.com
3	BMFA Nationals	25th August (3rd day?)	Sculthorpe	Check day
4	Oxford Duration	30th August 09.30–13.30	Portmeadow	gmlaw7@btinternet.com
5	Birmingham Classic	20th or 21st September	Luffenham	gavin.manion84@gmail.com
6	Coupe Europa	4th or 5th October	Salisbury	ray.elliott8@btinternet.com
7	Coupe de Brum	4th or 5th November	Luffenham	gavin.manion84@gmail.com
8	Buckminster Gala	15th or 16th November	Buckminster	stuartdarmonf1a@yahoo.com

The scoring system is as last year, 12 points for 1st place then 9 for 2nd down to 1 for 10th, all regardless of the number of entries.
Best 5 from 8 events to count, in the event of a tie at the end of the season then the number of 1st, 2nd etc. places will be used to resolve.
Additional events may become available as the year progresses and any other "privateer" events which people may choose to hold will be notified as they become available.

Options for Flying on Salisbury Plain, Area 8

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

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

Permits for Salisbury Plain & North Luffenham

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

The costs are:
£30 for Salisbury Plain - £35 for North Luffenham

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

Croydon "Cagnarata" Rubber Day

+ SAM 1066 Day

14th or 15th June 2025

Salisbury Plain Area 8. Start 10.00.

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

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

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

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

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

SENATOR

75th. Anniversary

Cleemac & Peterbro'

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

Buckminster BMFA HQ

Monday August 18th

10am till 4-30pm

To celebrate the 75th Anniversary of this popular Albert Hatfield design which originated in Kit form in1950

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

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

Just bring your model along and fly it.

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

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

SUPERLIGHT CARBON E-20 AND HLG BOOMS

New stock just in.

First come, first served.

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

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

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

A CENTURY OF BRITISH FREE FLIGHT

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

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

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

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

Waltham Chase Aeromodellers

INDOOR F/F MEETINGS

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

2024:

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

2025:

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

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

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

Fliers will be required to show proof of insurance.

No R/C models may be flown at these events.
Waltham Chase Aeromodellers look forward to welcoming all indoor F/F fliers to these events.

For further details please contact:
Alan Wallington, "Wrenbeck", Bull Lane,
Waltham Chase, Southampton, Hants.
(Tel. 01489 895157) (e-mail: indoor@wcaero.bmfa.club)
or see our web site: https://wcaero.bmfa.club

Chasetown Indoors

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

Flying 1pm till 4pm
Saturdays

Additional dates for 2025

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

The parking is at the far end of the car park & the sports hall is the far end of the car park, the large building.
Costs are the same as previously, £8 for flyers & £2 for spectators, children free.
Can you bring your BMFA + contact details & write them down in the supplied book please.
We need 15 flyers to break even, hopefully see you on Saturdays.
Contact: peter.thompson7406@gmail.com

E30/RDT/BMK/E20 Batteries

The 75mAh lipo's which I sell for E30 now come with Micro JST plugs which make them suitable for BMK timers etc. Since they do not have the current limiter, they work well with the Band Burner and can also be used as lightweight E20 batteries. Just send me £10 and I will put 4 in a Jiffy bag
Ron Marking, Pros Kairon, Pennance Road, Lanner, Redruth TR16 5TF. Alternatively, use PayPal but e-mail me your address. ron.marking@btinternet.com

DILLY JAP IS BACK –AGAIN

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

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

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

INDEPENDENT REVIEW OF DILLY JAPANESE TISSUE

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

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

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

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

FREE FLIGHT SUPPLIES

MICHAEL J. WOODHOUSE
12 MARSTON LANE, EATON, NORWICH
NORFOLK, NR4 6LZ, U.K.
Tel/Fax: (01603) 457754 International Tel +44-1603-457754
e-mail: mike@freeflightsupplies.co.uk.
Web site: http://www.freeflightsupplies.co.uk.
Face book https://www.facebook.com/groups/266212470107073/

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

ORDERS and PAYMENT
Place your order by telephone, by e-mail, CASH, DIRECT TO FREE FLIGHT SUPPLIES BANK ACCOUNT, CREDIT/DEBIT CARD, MORE!
WESTERN UNION, PAYPAL

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

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

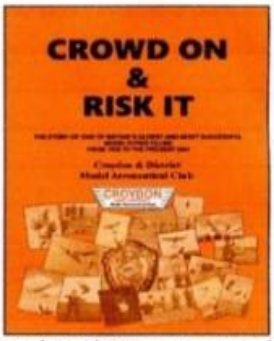
FREE FLIGHT FORUM REPORT 2021

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

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

Copies are available from: Martin Dilly, 20, Links Road, **WestWickham,** Kent BR4 0QW
Or by phone: +44(0)2087775533 Or e-mail: martindlHy20@gmail.com

CROWD ON & RISK IT

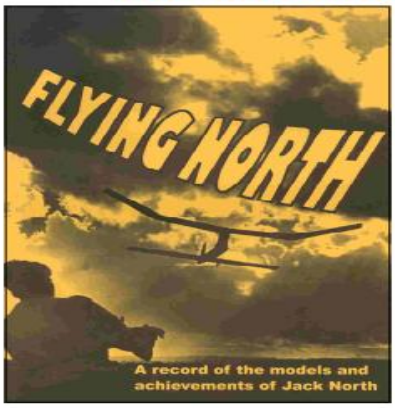


This is the story of one of Britain's oldest and most successful model flying clubs, Croydon & District MAC, from 1936 onwards. The club contributed much to aviation, both model and full-size, and the late Keith Miller compiled its history till around 1960. Now, this up-dated 73 page version of the club's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

Just £10 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.

THIRD RE-PRINT JUST ARRIVED



FLYING NORTH
A goldmine for vintage and nostalgia model flyers -

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

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

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

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

READERS' FEEDBACK

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

"I hope it becomes a classic."

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

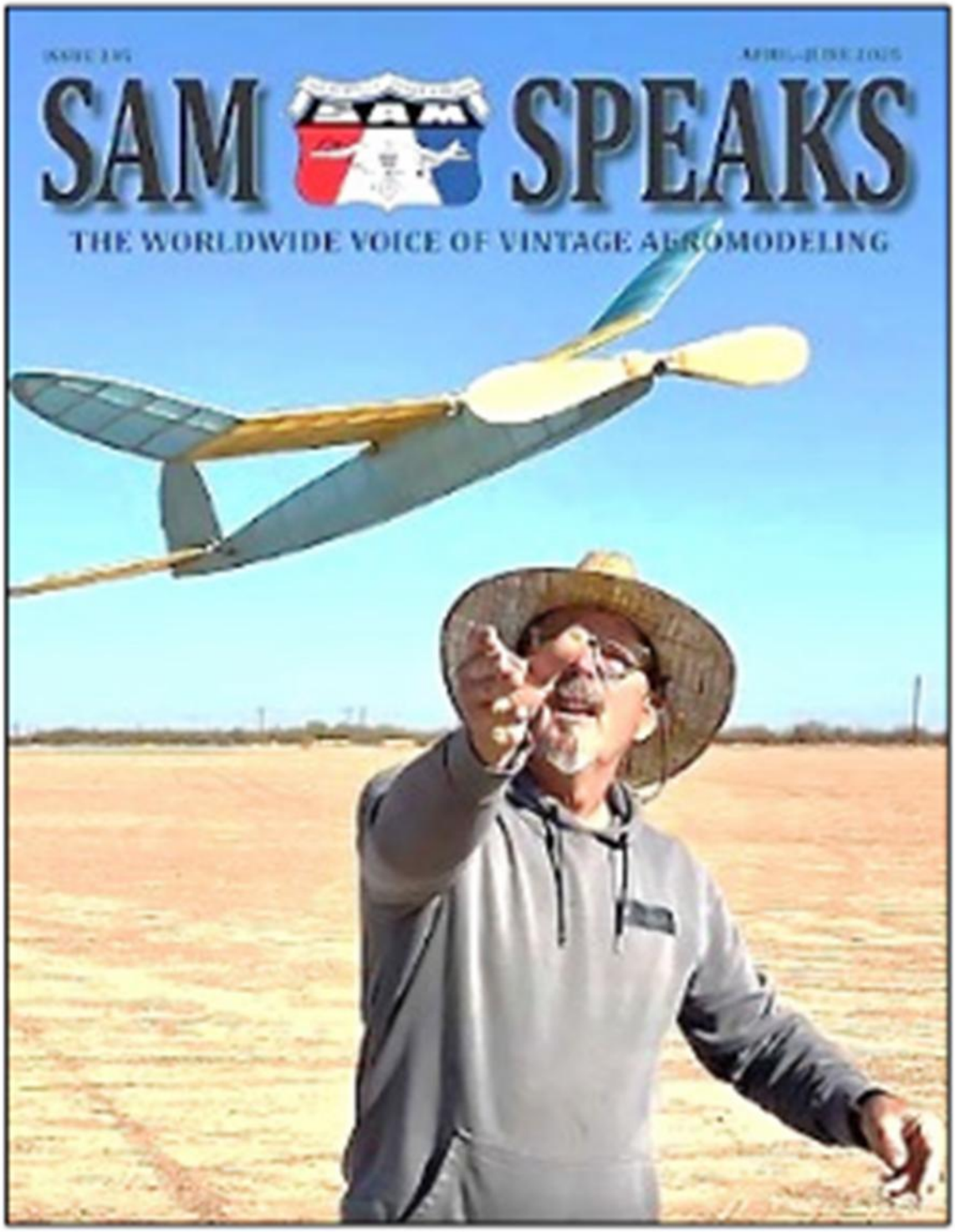
"... am immensely impressed. A splendid effort"

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

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

"The best aeromodelling book since the Zaic Yearbooks"

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



This bi monthly emagazine can be obtained from the Society of Antique Modellers. Web site
http://www.antiquemodeler.org/
for the modest cost of $30 pa.
Quite a few UK people already belong,
but a few more might help our Parent Body!

Provisional Events Calendar 2025

With competitions for Vintage and/or Classic models

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

February 22nd	Saturday	Coupe De Brum, Luffenham
or February 23rd	Sunday	
March 9th	Sunday	BMFA 1st Area
March 23rd	Sunday	BMFA 2nd Area
April 6th	Sunday	BMFA 3rd Area
April 18th	Friday	Northern Gala, Luffenham
or April 19th	Saturday	
May 4th	Sunday	BMFA 4th Area
May 24th	Saturday	London Gala, Salisbury Plain
or May 25th	Sunday	
June 1st	Sunday	BMFA 5th Area
June 14th	Saturday	Croydon, & 1066, Salisbury Plain
or June 15th	Sunday	
June 28th	Saturday	Crookham Gala, Salisbury Plain
or June 29th	Sunday	
July 6th	Sunday	BMFA 6th Area
July 26th	Saturday	East Anglian Gala, Sculthorpe
& July 27th	Sunday	East Anglian Gala, Sculthorpe
August 9th	Saturday	Southern Gala, Salisbury Plain
or August 10th	Sunday	
August 23rd	Saturday	**FF Nationals, S**culthorpe
August 24th	Sunday	**FF Nationals, S**culthorpe
August 25th	Monday	**FF Nationals, S**culthorpe
September 7th	Sunday	BMFA 7th Area
September 13th	Saturday	Stonehenge, Sculthorpe
& september 14th	Sunday	& Equinox cups
October 4th	Saturday	Croydon & 1066, Salisbury Plain
or Sunday 5th	Sunday	
October 12th	Sunday	BMFA 8th Area
October 25th	Saturday	Midland Gala, Luffenham
or October 26th	Sunday	

Please check before travelling to any of these events.
Access to MOD property can be withdrawn at very short notice!

For up-to-date details of sAM 1066 events at salisbury Plain check the Website
www.SAM1066.org

For up-to-date details of all BMFA Free Flight events check the websites
www.freeflightuk.org or **www.BMFA.org**

For up-to-date details of sAM 35 events refer to sAM sPEAKS or check website
www.SAM35.org

Useful Websites

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

control/left click to go to sites

Are You Getting Yours? - Membership secretary

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

P.S.

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

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

Your editor

John Andrews