NEWClarion

SAM 1066 Newsletter

Society of Antique Modellers Chapter 1066

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Affiliated to  **Club No. 2548**

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I Pad users: If you are having trouble opening the New Clarion, hold your finger on it to display a menu, then select "open in new tab". You will find the new tab to the right of the sAM1066 tab.

Free Flight Nationals 2025
Three days

Saturday 23rd August to Monday 25th August

Venue

All three days are at MOD Sculthorpe, North Norfolk.

Facilities and access

• There will be no camping or overnight stay allowed on the airfield. There will be no facilities except for the provision of toilets.

• No dogs under any circumstance are allowed on the field.

• All attendees must be BMFA members and must have their membership card with them. Family members are permitted access.

Payments

• Pay on entry on the day, cash only. The fee is £10.00 per day charge. This fee allows the entrant to fly in as many events as they desire.

• A payment of £25.00 will cover all three days.

• The fee covers entry into all free flight, Bowden and scale events.

• Casual sport flyers will be required to pay the same fees.

Free Flight Open, FAI and mini classes

Saturday 23rd August

Start 10:00 – 18:00

Sunday 24th August

Start 10:00 – 18:00

Monday 25th August

Start 10:00 –18:00

Open Glider F1A Glider F1H glider

Open Rubber F1B Rubber F1G rubber

Open Power F1C Power F1J Power

Open Electric F1Q Electric BMFA 1/2A Power

Classic Rubber/Power Vintage Rubber/Power E36 Electric

Women's Cup Slow Open Power P30 Rubber

Catapult Glider CLG Classic Glider E30 Electric

Frog Junior (J) Mini Vintage

Tailless CO2 Duration

Vintage Glider Hand Launched Glider HLG

• The open classification covers all models flown to their class specific rules. E36 flown in open electric will be allowed a full motor run in an unlimited fly off.

• The max for all classes to be decided on the day.

• Dependant on the weather the number of flights in the "F" classes to be decided on the day. Also, weather dependant, there may either be no rounds or 2 flights before 13:00.

Free Flight Overall Championships

Championship Class Saturday Sunday Monday

Rubber Open Rubber F1B F1G P30

Glider Open Glider F1A F1H Classic Glider

Power Open Power F1C F1J SLOP

Open Open Electric F1Q E36 E30

• Points – 9, 6, 4, 3, 2, 1. As per the Senior Championships. If less than 6 persons fly the scores will be reduced bottom up.

• In the event of a tie the placings will be decided on the number of entries in the classes flown. If a tie persists, then the longest fly off score to decide.

Bowden Trophy and Stan Horne Memorial – Sunday 24th August

The Bowden Trophy will be run by the Peterborough who will in addition run the Stan Horne memorial event. The 250gramme Rule does not apply to the Bowden Trophy or Stan Horne Memorial.

Scale – Saturday 23rd August

• FF2 Scale Free Flight contest for the Selby Trophy.

• FF3 Rubber Precision contest for the Rubber Precision Trophy.

The scale events will be run by the Scale Technical Committee.

Awards

• Certificates and medals will be awarded to all events.

Further Information

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Editorial

That's half the year gone, should have meeting reports flooding in and interesting articles galore. Not so, after a quick burst you authors have gone dormant again. Please re-activate yourselves and put something together for your newsletter. You may regard your efforts at our hobby as insignificant, but others find it more interesting than you think.
Well so much for another obtuse effort to get copy for the mag.

What have we got for this issue:

- Martin Pike reports on his inaugural Welsh three day event, a modest beginning but hope for the future.
- Simon Haynes comments on his visit to the Welsh event
- I use the tail end of 'The Vintage Model Co.' newsletter from last month to highlight an interesting build of a De Haviland Hornet. Later I fish out Wkipedia's info on the aircraft.
- Pylonius in 1956 talks of the derision of ex modellers on those still flying. He voices his opinion on the Balsa brides who marry modellers. He finishes with a swipe at the primitive toilet facilities provided at some of the bigger events.
- Our chairman Tony Shepherd tells of his Mini Madcap and misadventures with Redfin small capacity engines.
- MA 1950 Here and There highlights the Dutch holiday camping and flying event. Details the approach to education authorities to foster aeromodelling interest in youngsters. Touches on R/C contest rules. Informs us that the ME exhibition will contain part built models. The Home Office make it clear that aeromodelling is to be encouraged not suppressed.
- Tony Shepherd pens a little on a CO2 powered 'Puffin' and provides a link to a video.
- Aeromodeller's 1955 Heard at the Hangar Doors wonders where the R/C competitors have gone. Attendance at last event was poor.
- The De Haviland Hornet details extracted from Wikipedia are featured.
- I pen a report on the fate of the Charles Havis Trophy.
- Engine test is the David Anderson 1cc.
- Extracted from the first issue of the Aeromodeller Annual in 1948 is royal approval.
- Our ex secretary Roger has sent in a report from North Wales with his usual mix of subjects Good news, he has found a very active R/C club with a large field. FF is OK but wind direction dependant. There is one member who flys FF and Roger hopes to team up.
- I've dug into my pictures archive and reproduce some of them from various Nationals held at Barkston.
- Our current secretary's notes for July 2025 is a report on the Croydon/SAM1066 competitions held on the plain on June15th.
- I wrap up with Rogers plans for the month. I have printed full page for each, it will be easier if anyone wants to build from the magazine plan.

A final plea for some of you to put pen to paper or fingers to keyboard and keep this newsletter alive and topical.

Editor

May Welsh 2025 - Martin Pike

Organiser's report on May Welsh 9-12th May 2025

This was the first May Welsh and the first open invitation flying event I have organised. I organised this event in response to the increasingly limited free flight events and flying sites. I believe that we have to look for new areas to fly and establish different events to maintain the interest in free flight. This event attracted some people who live in the north and would not usually travel to southern venues such as Buckminster.

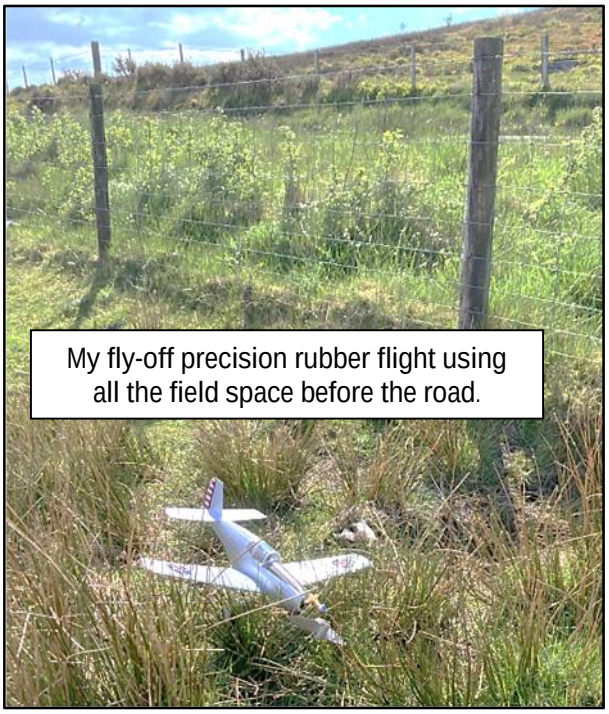
The vast outdoor flying site at Bethesda - 1.5 km x 1.5km - Simon Hayes hand winding

We are very lucky in North Wales to have a large, treeless, open access site to fly over.
I chose a three day format as I am aware that many flyers live a fair distance away. My idea was that people might make a holiday of it, taking time to appreciate the other things North Wales has to offer. One attendee did just that, visiting places and kayaking. We had a modest number of attendees; mostly local, but several from further afield.
This was much as I had expected for a first event.

John Charles concentrating on preparing his 30 second rubber flight using Martin's Pilatus model.
It is actually meant to do this on landing - crash resistance and easier packing afterwards.

We had a welcome meal on the Friday, flew outdoors on the Saturday and Monday; indoors on the Sunday. The weather was perfect, so much so that I considered cancelling the indoor session to fly outside. In the event we had a good indoor session, shielded from the harsh Welsh sun.
Although the emphasis was on the social aspect and showcasing our flying site, we did organise some informal competitions, altering the normal rules to ensure all could take part

There was a Victory in Europe fly-in at the local airfield and aviation museum on Saturday, with more full-size types landing than I would have expected. The afternoon flying conditions were excellent, sunny with low wind, many flights were made. The rubber precision competition added a welcome challenge.



My fly-off precision rubber flight using all the field space before the road.

The Sunday weather confounded my pessimism, far from sheltering from the rain, we sheltered from the sun indoors in Bangor. By dint of sharing models, there was a friendly but close-fought Hangar Rat competition that has encouraged people to build their own for the start of the winter season. I would keep this indoor session in future events, as the weather is not always favourable.
I did not want people to think that they had had a wasted journey. We do get plenty of flyable weather though - even here. There were only two of us flying outdoors on Monday, but we had good conditions and my power models took to the air. There was a thunderstorm in the evening, but we had finished by then.
I enjoyed running and taking part in this event. Others appeared to enjoy it and there were expressions of admiration for the outdoor flying site.
I do plan to organise a May Welsh 2026, although the exact date will shift. It was chosen not to clash with Old Warden etc. but that left only my wife's birthday weekend!
I look forward to seeing you and a few more people in 2026.

Paul Green & Fledgling

Bob Parry & John Charles discuss Gyminnie Cricket trim

Martin Pike

A trip to the May Welsh - Simon Hayes

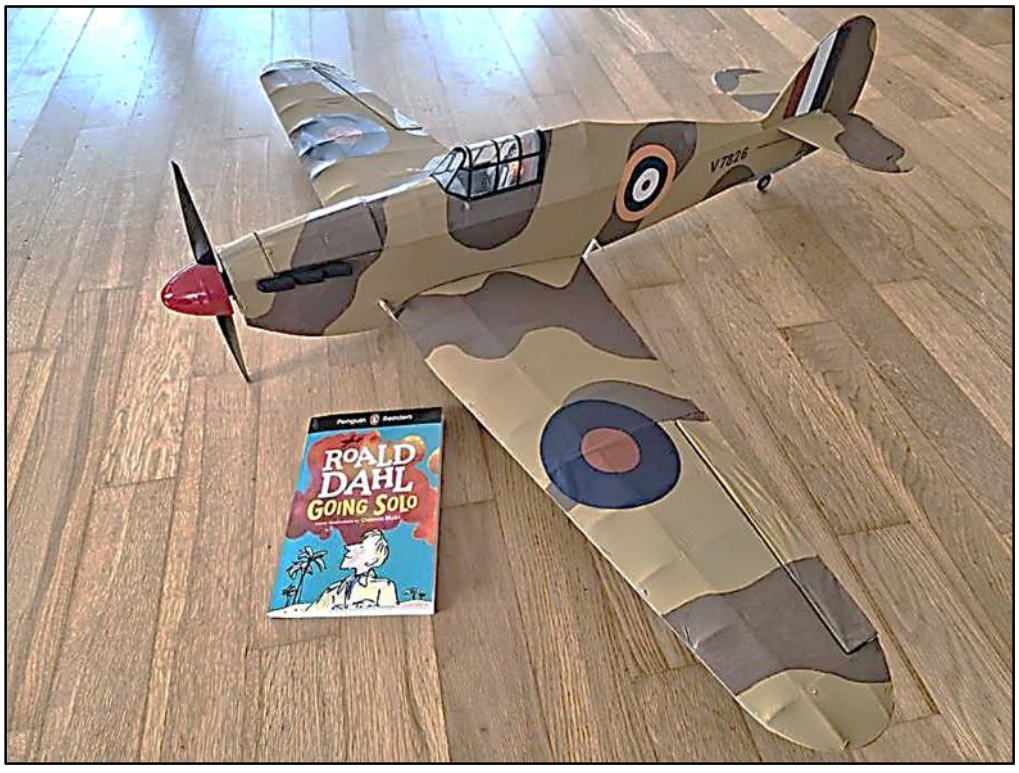
Just a note to say many thanks to Martin Pike for organising the May Welsh, and to the local fliers who were all most welcoming. I arrived a couple of days early to explore the area and stayed in a B&B. A gathering for pizzas on the Friday kick-started the social side of things The airfield visit on Saturday morning was a real bonus, and then we were off to the main flying site, which is in a spectacular setting. I managed to coax my battered 1970s Piper Super Cruiser into the air yet again, with a couple of hundred hand-winds on the rubber. It showed promise in the 30sec precision challenge with a first flight of 27secs, but faded thereafter and piled in on the last attempt. Will it be rebuilt?, absolutely. Sunday was indoors and whilst my one-off design flew okayish I was grateful to be offered the loan of a Hangar Rat for the comp. We even attracted an audience of youths on the balcony from elsewhere in the sports complex. Outdoors again on the Monday, where I got some engine starting guidance, and I learned that powered models need a much firmer launch technique than I'm used to! Overall, it was a splendid weekend and the spirit of aeromodelling I recall from my youth was very much alive and well. I look forward to more 'Welsh' events and I fully endorse Martin's suggestion to make a mini-holiday of it!

Simon Hayes

Vintage Model Co. - Martin Pike

Community Builds

A couple of Community Builds this week. We'll start with this really superb Balsa Basics Hurricane built by a junior community member, Aidan Wood.



Aidan's dad Richard said:
"My son, Aidan, recently completed the Balsa Basics Hurricane, finished in desert camo with the markings of the aircraft flown by author Roald Dahl. In fact it has a picture of him in the cockpit. The kit was great fun to build and quite straightforward as a first build. We are looking forward to the first flight!"
Well done on an excellent build chaps and please send us videos of it in flight if you can!

Finally, a quick update on Barry Scollay's Hornet build.

With ailerons and servos fitted, Barry is very close to the covering stage. This is going to be some model when it's finished. I can't wait to see it!
I'm not sure if I'll have time to write an Aerogramme next week and indeed, sorry for missing last week - blame the Indoor Nats for that!

Martin Pike

Extract from Model Aircraft July 1956

Topical Twists

by PYLONIUS

Fly-off

One of the greater social menaces is the lurking ex-modeller. The pest, which abounds in larger number than thermals on a test flight, is invariably encountered when, heavily disguised as a normal human being, you venture out into the everyday world. Quite casually, and without a modelling care in the world, you turn into a shop doorway. Immediately your peace of mind is shattered by some leering ex-modeller's phizog, and the sickening realisation that you are about to be publicly denounced. Creep into the one and nines (all right we'll go up in the four bobs when we've paid for that engine) and a sinister, gloomy figure greets you with the ominous words "Still building model aeroplanes?" He, of course, waits until the lights go up before going into embarrassing detail.

Your reply to his opening gambit is to say weakly, "Just a bit. What about you?"

"Oh," he says crushingly, with a devastating wealth of scorn, "gave *that* up ages ago. Cameras, now."

Vainly you try to keep the conversation on the shutter and focal plane, but your ex-modeller tormenter is not to be side-tracked. Already, the public within earshot are quietly amused at the thought of a mature person playing with toy aeroplanes, and it only needs a few subtle references to rubber models and kits to make your public shame complete.

Marriage a la Mode(1)

I was deeply touched by the plight of the Balsa Bride, who was imprudent enough to marry a model fanatic. Before I express my sympathy more fully I'll just shift that model wing off the armchair so that the wife can sit down.

The Balsa Bride is a relatively new social problem. Not so long ago it could be truthfully said that no model flier ever got married. Any damsel to whom the question was popped would have a "Give up modelling" contract signed and sealed before ever her betrothed unbuckled his knee. This was back in the days when even modellers observed the common decencies of life, and when the wife's mother was more formidably known as the mother-in-law. Sober married life did not permit of the indignity of scampering after model planes; if the sowing of wild oats had to be renounced the trampling of cultivated ones was even more to be deplored. It was inevitably, then, an ex-modeller who took the fateful 2 o'clock walk into a balsa-less future.

There were perhaps one or two anti-social exceptions to the accepted wifely overrule, who tried to fly, model-wise, out of the love nest, but they soon found just how cramped were building operations in the doghouse. But I speak of more spacious times—now young couples would queue up in droves, with key money at the ready, for even the meanest doghouse. This is perhaps the reason why the bride-to-be no longer exacts from her intended a solemn vow never to use a razor blade for any other purpose than shaving—every morning. Even a visit to a model meeting can be a welcome change from a bed-sitter.

The dear girl soon learns her mistake. She wakes on the first blissful Sunday morning just in time to see her unshaven spouse decamping to the flying field. Then, as she surveys the chaos of the domestic scene she realises that she has had her chips—in more ways than one.

Completely demoralised, the following Sunday she meekly submits to becoming a beast of burden, bowed under a full rally-load of models. Buzzing through the suburbs on the back of a motor-bike at 8 a.m., she leaves a sleepy eyed and puzzled populace to ponder the mystery of a young woman carrying a carton of fluorescent tubes on her back at such an unearthly hour on a Sunday morning.

Fly-past

Every now and then, in a moment of nostalgia, some pre-war modeller picks up a model book, and before he's half-way through the first advert. he's tearing off a scathing diatribe to the Editor on the evils of modern model flying, using the familiar "Those were the Days" theme.

The latest piece of olde tyme glorification to reach these pages comes from a character who recalls with fond and loving memory, the glowing qualities of the J.B.3. Now, you kiddy-winkies too young to remember the golden age of modelling, may be wondering just what miracle of the ever-blue skies was a J.B.3. Well, let old Uncle Pylonius tell you. It was the most fearful monstrosity that ever plagued the model heavens.

Our golden age friend then goes on to ask what kind of modeller is it that can't cut a true $\frac{1}{16}$ strip of balsa by hand. Well, here's his chance to meet Old Shaky Paw, himself, the lad who was buying $\frac{1}{16}$ strip when the J.B.3 was just a blight on the distant horizon. And, as for the kind of modeller who'd fashion balloon wheels from hardwood block, there are, no doubt, institutes where such deeds are perpetrated, but I have so far resisted all well-meaning efforts to make me visit one.

Then there's that bloke on the Corgi whom he mentions. If, in the golden age, someone had gone through the fabulous procedure of whipping out a gas model and sticking it up for a perfect flight all inside 3 min., he would have been hailed as a genius, feted and honoured wherever modellers struggled for a 1 min. duration.

As much as we present day modellers are reviled by our pre-war critic we can look forward to some consolation if he carries out his intended threat of flying a pre-war rubber job on Epsom Downs. Normally, he wouldn't have the ecstatic audience he craves for—even the advanced radio types have to forgo that luxury in these model satiated days—but we'll all be turning out in force for the auspicious event. We're all hot eyed with curiosity to see the mess he makes of that pre-war fuselage when he tries to put a thousand turns on his post-war rubber.

Penny for Your Thoughts

We modellers are apt to be a trifle primitive on our field occasions. What might appear to be a coconut shy to the casual visitor is, in fact, our rally toilet arrangement at its most elaborate. Normally, such luxury is only provided at the more public rallies, and then only as a sort of prestige feature. This is quite understandable since model meetings are held for the benefit of model fliers, whose repeated excursions into the countryside obviate the need for such civilised indulgences.

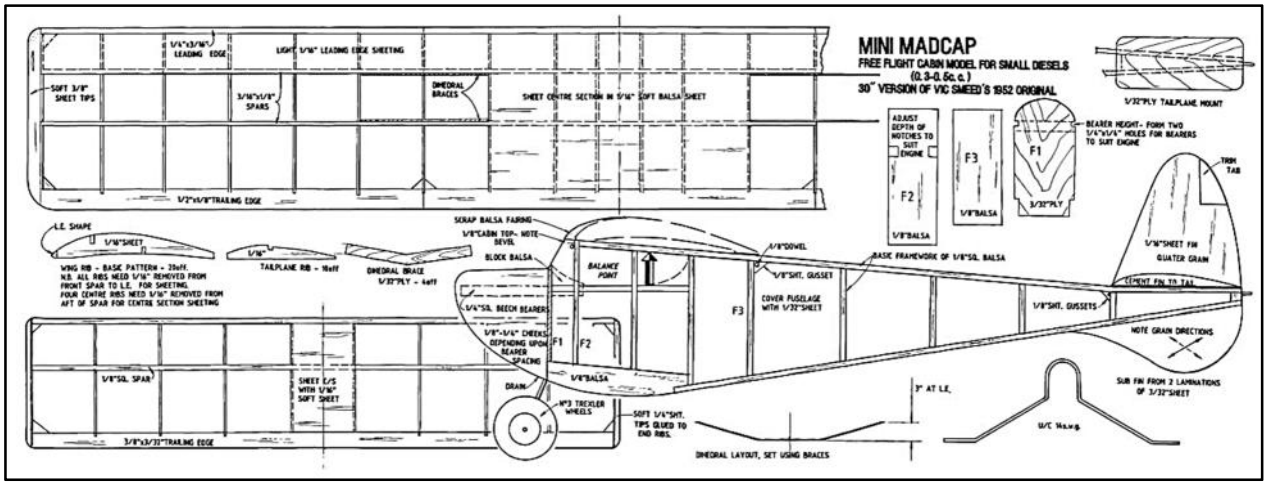
As far as the fastidious public is concerned the trouble with these coconut shy arrangements is that "shy" is the operative word. The gently nurtured are horrified by the absence of all mod. cons. and do not seem to take kindly to the implied hint that if they were to take up cross-country flying they would enjoy all the wild comforts of model life.

It is pleasing to learn that Dutch flying field plumbing is fit for a duchess. Why our Dutch brethren should attach such importance to this quite irrelevent facet of model flying we are curious to know. We can only suspect it has something to do with the very flat and open nature of the terrain of the apparently not-so-low countries.

Pylonius

A Bit More For The Board - Tony Shepherd

I have to admit that it's been a bit of a quiet last few weeks on the model aircraft front. Down in this corner of Hampshire the main weather feature has been the continuous wind and no rain for quite a long period. Just before that we had a really calm week but I had a lot going on and it wasn't until the Friday morning that I managed to get over to the local field for a couple of hours of Vic Smeed flying with the ultra-dependable Tomboy, Popsie and a recently reworked Madcap, albeit the miniaturised version of it drawn up by Jim Woodside and featured as a free plan and article in the Aeromodeller of August 1995.

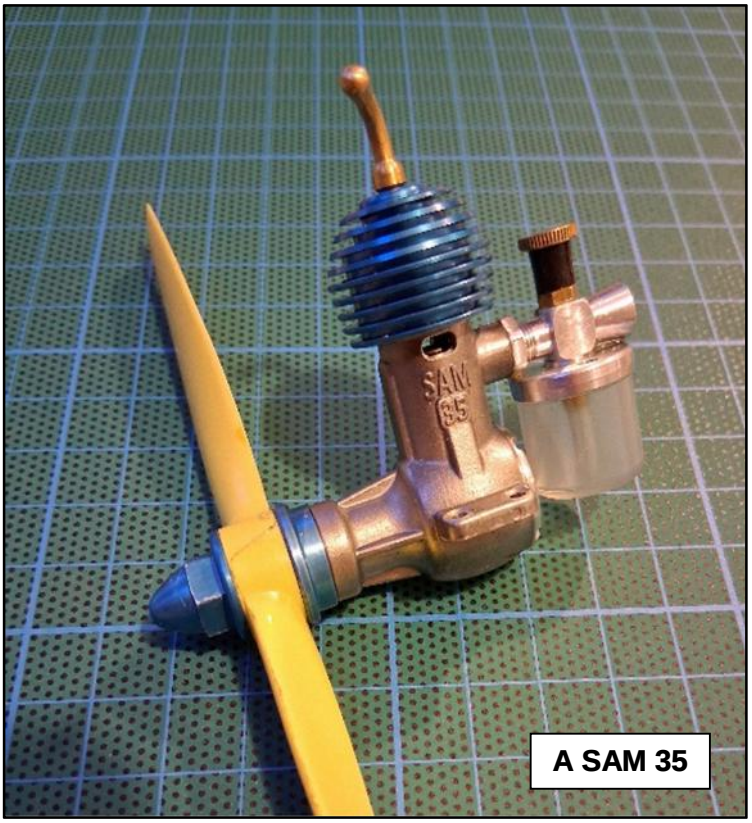


I think I started to build it a few years after it was published as I didn't have a suitable small engine at the time. A Dave Banks Mills 0.4 then materialised but that ended up in the Keil Kraft Pirate and the next thing to come along was a Redfin Millsish 020 (that's 0.35cc). It started and ran very nicely with its twin ball races – my only concern was that it might just be a bit too much for such a small model but rich running with backed off compression seemed like it might come up with the goods. I had some of the Mini Madcap airframe built at that stage but fortunately not the front end of the fuselage as if I'd done that for the Mills then the Millsish would never have fitted as it has completely different hole centres. So the model was finished for the Millsish and its first flights took place at RAF Colerne in the meeting organised for us by Roger Newman. I did a couple of flights and all looked safe but I think the weather put paid to too much activity and it came back home.

I recall sometime later flashing it up in the garden but something sounded a bit rough. I wasn't sure if it was a bearing issue or just the boxy nature of the fuselage making things sound that way but it got put away again and forgotten about for a bit longer – actually QUITE a bit longer!

Access to the local field with its suitability for small models rekindled interest in the Mini Madcap and towards the end of last year I again went to flash up the Millsish but this time there was clearly an issue with the bearings. No matter what I tried I just couldn't get rid of the awful cogging that had developed whilst the model had just hung from its pegs in the little room at home. I stripped it down and washed out everything but the problem wouldn't go away. In the end I rang Tom Crompton and he said that he'd have a look at it for me but that I needed to get hold of the bearings. I wasn't sure where to go for them and in the end rang Mr Redfin, aka Alex Phin, even though I was pretty sure that he was no longer doing engines. As it turned out he was just about to head off out Australia and all of the spares holding for the engines he'd been selling were being sent to Kevin Richards, the Treasurer and Membership Sec of SAM 35 and also a service provider for Redfin engines among others. It turned out that the spares he'd been sent by Alex didn't include the right bearings for the Millsish but Kevin said he would try and locate some for me so we were making progress.

Moving on a short while, I happened to be looking at a back issue of the Aeromodeller one evening and found a review of the SAM 35 and SAM 50 engines that SAM 35 had commissioned via Alex Phin. Good news thought I, the 35 has the same fixing holes as the Millsish 020 and the crankcase length is the same too so if I got one of these then it would just drop into place in the Mini Madcap. Whoopee Doo! It then turned out that SAM 35 still had some (nice surprise!) and that Kevin was the man to supply them (even nicer surprise!) and very soon one came my way.

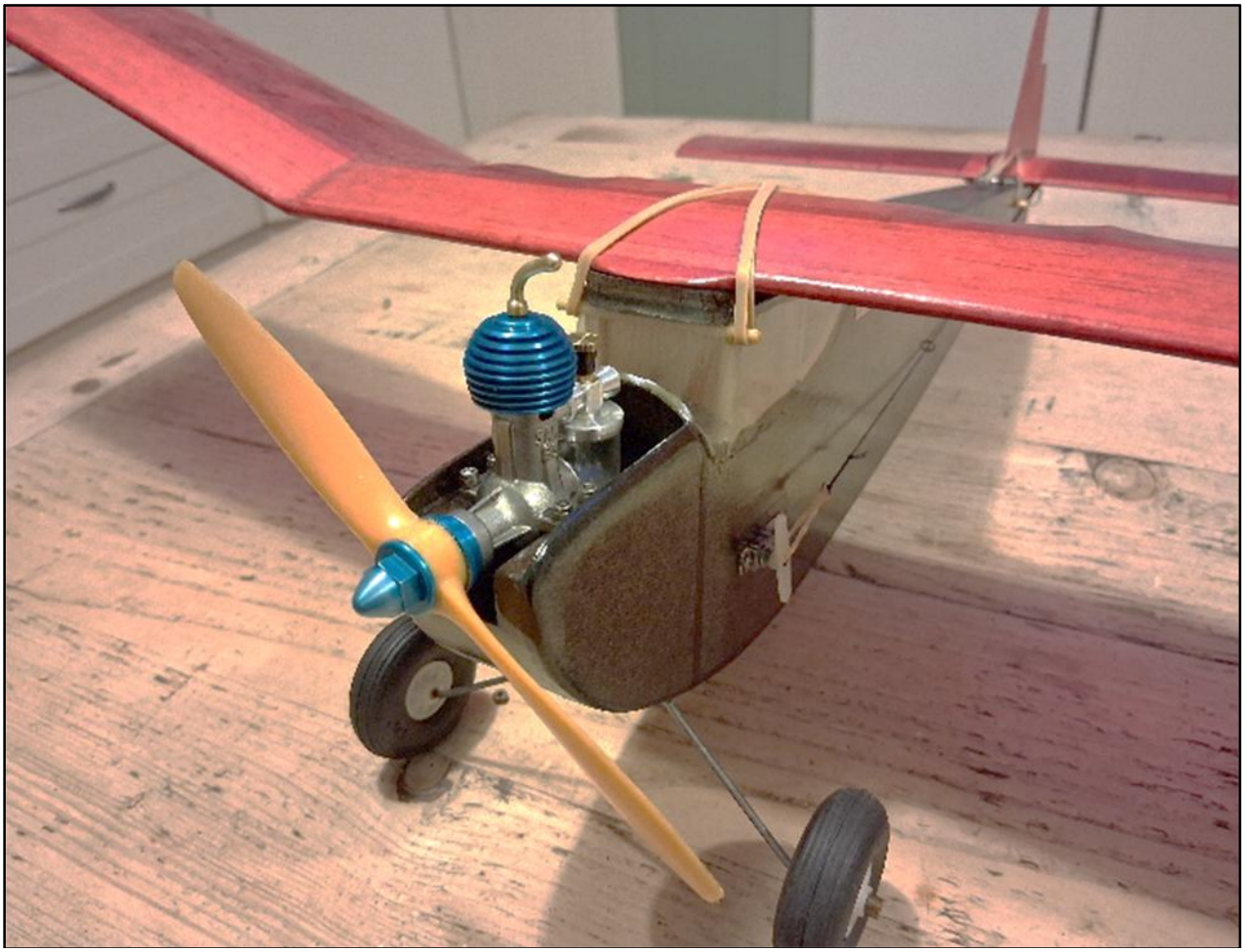


A SAM 35

What a cracker it is. Starts and runs just as easily as the Millsish 020. Fits perfectly in my Mini Madcap.

Inevitably the whole ensemble was soon at the local field and it all works together wonderfully.

So what of the Millsish and its knackered bearings?
At the time of writing the crankcase is still with Kevin and he's trying to make a special puller as the time-honoured method of heating in the oven then applying a smart tap on a flat surface isn't resulting in the bearings dropping out nicely.
Fingers crossed that it can be resolved.



And what to do to avoid similar bearing issues on the SAM 35?
Well during a natter with Paul Lovejoy he commented that perhaps an application of a light oil as an after-run thing might bring benefits.

I also looked back through the aforementioned Aeromodeller article on the 35 & 50 by Maris Deisler and in it he'd mentioned a fuel mix for the last run of the day with the castor replaced with a mineral oil. Could this be the answer??

For years I've run mini-vintage power models with ball-raced PAW55s using fuels with castor oil and never had a problem – just put them away at the end of the day and flash them up again next time I needed to fly them. So why the potential problem with the Redfin bearings? I don't know but from now on when I finish flying them a few drops of the light mineral oil will be applied – thus far there's been no problem.

As for the future, perhaps another SAM 35 in a Veron Cardinal? Who knows?

Tony Shepherd

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.

ON THE SPOT

As I have said, spot landings seem to give R/C contestants a great deal of trouble and this was particularly noticeable in the Ripmax event at Fairlop. Time after time contestants made very poor landing approaches after the engines had cut when their models were in excellent spot landing positions. Lack of judgment of the amount of height lost by the model in a turn resulted almost invariably in the plane undershooting the landing area by a considerable margin.

As any pilot of full-sized aircraft knows, if when flying a light plane the engine fails, unless you immediately set about making a forced landing in the selected field *in a methodical manner*, in R.A.F. language you have probably " had it."

Why not adopt the full-size procedure for this spot landing business? The main points to remember are: When the motor cuts, fly the plane to the downwind side of the landing area by the shortest route. On reaching the downwind side turn the aircraft across wind. Lose height by gliding across wind, edging towards or away from the area as necessary. Do not make the cross-wind legs too long, so that by turning back across wind you can avoid the model getting out of range of the area. When turning back across wind always turn *towards* the landing area and *never, repeat never*, away from it. When the aircraft is judged to be at the right altitude make the final turn into wind for the landing. I know that when flying an R/C model it is not as easy as all that, but this method of approach does, at any rate, give the flyer a far better chance of landing the plane on the spot than the hapazard type of approach to which I have referred.

A NORTHERN " MOVING FINGER "

Do you remember the " Moving Finger? " Way back in 1938 when I was Editor of the *Model Aeroplane Constructor*, one of the most popular features of this publication was the pertinent (very much so!) paragraphs of this contributor. The elusive Scarlet Pimpernel of aeromodelling; he seemed to get here, there, and everywhere, and there was not much that escaped his notice. Many were the guesses that were made as to his identity, and although a few people got pretty near to the mark he managed to preserve his anonimity.

The " M.F." is still very much alive and kicking, and it has often been suggested that he should take up his pen again—maybe he will—we shall see. I wonder, however, whether his sharply pointed barbs would be taken by the lads of to-day in the good humoured spirit of the pre-war modellers—I doubt it.

I was reminded of the " Moving Finger " by reading the first instalment of Northern Notes which appeared in our last issue, the writer of which has a style very reminiscent of the " M.F." I wonder whether he will succeed in concealing his identity as successfully?

Incidentally, we want to find an apt non-de-plume for our Northern correspondent. Any suggestions?

The sender of the most suitable one will receive a free year's subscription to MODEL AIRCRAFT.

" M.E." EXHIBITION

A feature of this year's " M.E." Exhibition, which is being held at the Royal Horticultural Hall, London, S.W.1., from the 9th-19th August, will be a large section in which will be shown models of all types in the course of construction. Amongst the many thousands who attend the Exhibition each year there must be many who admire the completed models in the competition section and on the trade stands but who have little knowledge of the methods of construction employed. This demonstration area will, without doubt, be a great attraction and it is hoped that many of the trade exhibitors will also be showing on their stands some of their products in the course of manufacture.

THE FLYING GROUND QUESTION

The situation concerning flying grounds is becoming decidedly difficult in many districts and there have been one or two cases recently, where local authorities have taken much stronger action than they are entitled to under the terms of the recent directive issued by the Home Office.

In their directive, the Home Office make it quite clear that the object of the powers given to local authorities concerning the establishment of bylaws regulating the flying of model aircraft on public open spaces is not to *prevent* model flying, but to ensure *safe* flying.

Quite a number of local council members and officials appear to ignore this aspect altogether and completely ban the flying of models on the public open spaces under their control on the slightest pretext and without adequate reason.

It is extraordinary how a perfectly plain and straightforward document can be misread or ignored altogether by persons holding responsible positions and one is often led to wonder how much is wilfully misread or overlooked.

Any club which has suffered in this direction should immediately inform the S.M.A.E. so that suitable representations can be made in the right quarters.

BIGGER AND BETTER

This tailpiece story comes from Ron Warring. Zombies club member, Duncan Geddie was testing his 12 ft. plus span glider at Blackheath, with another 11 ft. span job for company. The inevitable crowd gathered, but one fellow in particular seemed most interested, asked all sorts of questions, and studied the jobs from all angles. After a while, and in all seriousness, he delivered himself of this masterpiece. " Tell me," he said. " Has anyone ever built a really *big* model of about twenty ft. span or so? "

Puffin & Southern Dragon - Tony Shepherd

Puffin designed and originally kitted by Andrew Moorhouse for CO2.
This one was seen right below, flying beautifully on a warm day with virtually no drift. It has a Telco on board whilst the one in this clip uses:
a GM-63 https://www.youtube.com/watch?v=Op4Qsbqpa9A Puffin CO2 model in flight

One of the first flights of my Puffin on its maiden day. Telco CO2 powered, flying on rather low turns, this is an excellent design by Andrew Moorhouse. Model weight slightly over 40 grams. Sorry for the video quality, using a mobile phone is not the best option, neither is walking while filming, but I wanted to get closer to it this flight, slightly ...
www.youtube.com

Puffin

Paul Lovejoy's new Southern Dragon has a Mills 1.3 for power as per the suggestion in the original kit. Despite the weight of the engine it's a gem of a flyer.

Tony Shepherd

HEARD AT THE HANGAR DOORS

Outside the Hangar Doors

We could not let the above photo of all three prototype Vautours pass without reproduction. This remarkable, but little publicised aircraft, (in this country anyway) is deserving of close attention. For this reason the Vautour is the subject for John Enoch's "Aeroplanes in Outline" this month, and a full description together with detailed drawing appears on our centre pages.

Crossword result

Many anxious competitors have written us from time to time enquiring the result of the S.M.A.E. Crossword Contest, to which we donated considerable free space and publicity in the interests of adequate participation in International events by modellers from this country.

To say the response to this worthy object was disappointing is to put it mildly, particularly so from the contest minded section of the aeromodelling public, which stood to gain most by the provision of funds sufficient to send teams abroad as required. As a result, the total amount subscribed fell far short of the sum announced as the prize for the best solution received, only £30 2s. 10d. finding its way into the Society coffers.

We are happy to announce that the winner, Mr. R. G. Williamson of Nuthall, Nottingham, has offered to waive his right to the full sum offered, and a cheque for the amount collected has been accepted by him. We place on record our sincere appreciation of his action, which has saved the S.M.A.E. a considerable slice of its slim finances.

Thus, the S.M.A.E. has achieved no addition to its International Contest Fund (but has not lost any monies either); Mr. Williamson is the richer by £30—or poorer by £70, whichever way you care to look at it; and the only losers are ourselves of the "AEROMODELLER" for the amount of space and staff time devoted to this abortive effort. Woe is us!!

International R/C Contest at Essen

The King of the Belgians Cup returns home again to Belgium as a result of the efforts of the formidable Gobeaux team which won in 1953 when it was first presented. Young Jean-Pierre put up a praise-worthy performance under the guidance of father Dr. Gobeaux. German participation in the hands of Karl-Heinz Stegmaier, 1954 Champion, and Hans Lichius was disappointing and never came within striking distance of the winner. Perhaps their duties as host country proved too onerous! France's Albert Wastable again showed what a fine flier he is though still unversed in contest requirements. Ted Hemsley and George Redlich put up a good show for G.B.

Alfred Bichel of Switzerland proved an outstanding glider winner; Robert Laiy of Belgium snatched a last flight victory in the rudder-only event.

Outstanding memories of the contest will surely be Arnold Degen's magnificent towing technique—200 metres vertical every time!—and poor Lichius's monumental prang with his lovely scale Cessna in a hasty landing with 30 seconds left, and throttle control stuck at full speed!

Seven countries competed and Russian observers were present to "gen up" for promised participation in 1956!

What Happened to the Radio Enthusiasts?

News of the International Radio Contest at Essen-Mulheim, as reported above, brings to mind the disappointing eliminator held at R.A.F. Station Debden. Admittedly notification of this venue was somewhat late in forthcoming, due to a last minute cancellation by the authorities at the original venue—Halton, even so, the support given was very poor indeed.

There were, in fact, only nine competitors of which four had multi-control and five rudder only. Conditions were appalling with wind almost at gale strength (could it have been this that kept the others at home?) and it was decided to run the two events, *i.e.* The Ripmax Trophy and the Aeromodeller International Trophy as one contest. Every contestant made a gallant attempt in spite of the impossible weather and most of them recorded scores—if nothing else. The final result was Ted Hemsley and George Redlich tying for first place in both contests, neither having a model in a fit state to fly off a decider! As it subsequently turned out, the Aeromodeller Trophy was postponed by the S.M.A.E. Competition Secretary, and this event will be held in conjunction with the South Midland Area Rally at Cranfield on August the 21st.

In view of the great strides being made abroad with radio-controlled model aircraft, we are

disturbed at the lack of support that this important eliminator received, although our humorous appetite was whetted when we discovered that two of the competitors were named Airey and Breeze! Perhaps they should be blamed for the strong wind that ruined the event?

World Championship chaos

To say that the position regarding the various World Championship Meetings this year is unsatisfactory would be a definite understatement. Take the World Control Line Championships for a start. Our French friends stated that this event could not be combined with the other championship meetings in Germany as "arrangements to hold it in France were too far advanced". What has happened to this unfortunate affair since the French gave the original venue as Paris hardly bears witness to the above statement.

Starting in Paris it was then announced that the meeting would be moved to Poitiers and held in conjunction with the French National Aviation Festival. This meant a change of travel arrangements, etc., for the organisers of the British team, which had hardly been completed when we espied in a French aviation journal a note to the effect that the Poitiers Festival had been cancelled. This information was passed to Doug. Gordon, the manager of the British Team, who wrote immediately to the French Aero Club. They eventually confirmed that this was so and that the event was being shifted back to Paris. So much for the earlier statement that the meeting could not be combined with the other World Championships because arrangements were too far advanced! It is a pity that this partisan attitude prevented what could have been a World Olympics Event with Control Line Speed, Wakefield, A/2 Glider and International Power, all taking place at the same venue. However, the situation with the three free-flight events is anything but satisfactory as there is a complete lack of information regarding venue at the time of going to press.

We sympathise with the German Aero Club who, once they knew the Americans proposed holding the event in Germany, agreed to hold the Glider event in conjunction with the Wakefield and Power. Having made this gesture, they have been waiting ever since for the Americans to finalise a venue. It is uncertain who is holding up arrangements, the A.M.A. or the U.S.A.F. Whoever it is, can we request that they show a little of their traditional hustle, otherwise this first real approach to a Model Olympics will not even sprout wings—let alone get airborne!

B–47 Gen

Solid modellers who are making the Boeing B-47 from our scale drawings first published in the May issue will be interested to know that the numbering indicated on the aircraft drawn, 12363, refers to the seventh B-47E, actual USAF contract number being 51-2363. First B-47E was 51-2357, with fin numbered 12357 and first RB-47 would be 15258. For those not wanting to model the internal ATO type, numbers 2509 to 2514 give a good range of fin numbers to select. For this information we are indebted to Harold Edwards, a keen modeller and Boeing Engineer.

We might also thank those readers who were quick to spot the error in our S.6B plan and have written to tell us that sections given for AA and BB should have the lettering reversed . . . . sorry!

New Blood

Many people, including ourselves, feel that aeromodelling could do with a shot in the arm. New aeromodellers are not coming into the hobby at the rate they should, probably through lack of encouragement.

In an effort to interest youngsters we have produced this special Junior Modellers' issue and coupled with it the Golden Wings Contest complete with handsome prize list. Full details of this contest will be found on pages 353-354, and we ask the co-operation of all senior modellers, particularly clubmen. Seniors may ask "What has a junior contest to do with me?" The answer is that they can give guidance and help to the many thousands of juniors up and down the country who will be building Golden Wings gliders, and who will gain more from ten minutes discussion with an experienced modeller than we can ever tell them in print.

We have deliberately chosen an A/1 glider for this contest as we believe it is the ideal size for a youngster; is inexpensive to build and thus in keeping with junior pockets, and, furthermore, is a practical proposition for operating in the relatively small flying fields generally available.

So many would-be aeromodellers are turned from this grand hobby of ours through failure with their first model. In many cases, the model or kit is unsuitable, or they become disheartened by the difficulties of building. In most cases a kindly word of advice or a little practical demonstration would add another keen enthusiast to our ranks.

We invite Juniors to let us know their problems, the "AEROMODELLER Query Service" is at their disposal, or where the difficulty cannot be dealt with by post, we will endeavour to put them in touch with their nearest club or experienced modeller.

Radio Jottings

We regret that the article by Ted Sills on an Electronic Pulse-Width Modulator in our last issue contained an error and an omission. The error lay in the formula given as

$$\left(\frac{P_1 - R_1}{2}\right)$$

which should, of course, read

$$\left(\frac{P_1}{2} + R_1\right)$$

The omission was the values for *Fig.* 1, which are as follows:—P_1 1,000 ohms. R_1 and R_2 100K ¼W Tol ± 20%. R_3 and R_4 47K ½W Tol. ± 20%. C 0·1 μF for pulse-rate of 4 per second. *Relay:*— resistance immaterial, for sensitivity see text. V_1 and V_2 see text. It should also be noted that the On/Off switch may be combined with P_2.

The Dehavilland 'Hornet' - Wikipedia

The **de Havilland DH.103 Hornet**,
Developed by de Havilland, is a fighter aircraft driven by two piston engines. It further exploited the wooden construction techniques that had been pioneered by the de Havilland Mosquito. Development of the Hornet had started during the Second World War as a private venture. The aircraft was to conduct long range fighter operations in the Pacific Theatre against the Empire of Japan but the war ended before the Hornet reached operational squadron status.

The Hornet entered service with RAF Fighter Command where it equipped several day fighter units and was commonly stationed in the British mainland. It saw combat in the Far East, being used as a strike fighter as part of the British military action taken during the Malayan Emergency. A naval carrier-capable version, the **Sea Hornet**, had been envisaged early on and was procured by the Fleet Air Arm of the Royal Navy.

D.H.103 Hornet
Sea Hornet

A de Havilland Hornet F.3 of 64 Squadron

General information	
Type	Land and naval-based fighter aircraft
National origin	United Kingdom
Manufacturer	de Havilland
Primary users	Royal Air Force Royal Navy
Number built	383
History	
Manufactured	1945 to 1950
Introduction date	1946
First flight	28 July 1944
Retired	1956
Developed from	de Havilland Mosquito

Development

Origins

In the autumn of 1941, de Havilland found that it had the spare design capacity to work on a new project. At this point, the Mosquito had entered full-rate production and preliminary work on a jet-propelled fighter aircraft, which became the Vampire, was waiting for the production of prototype engines. The company promptly recognised a need for a high-speed, unarmed, night bomber powered by a pair of large Napier Sabre piston engines and a design for such an aircraft was first proposed under the designation *D.H. 101* in October 1941. A design team led by R. E. Bishop with C. T. Wilkins assisting, was assembled with the aim of developing the D.H. 101, which was initially pursued as a private venture.The Sabre engine was suffering from availability problems at that point and the DH. 101 was soon replaced by a lower-powered design, with the internal designation *D.H. 102*. This proposal was intended to be powered by a pair of Rolls-Royce Griffon or Rolls-Royce Merlin engines but either engine would have meant that the aircraft would be somewhat slower and less attractive than the Mosquito.
By November 1942, de Havilland had elected to shelve the night bomber project and concentrate on producing a long-range fighter, the *D.H. 103*, that would make the maximum possible use of the Merlin engine. The D.H. 103 resembled a small Mosquito, with a single seat; it was intended to take on other single-seat fighter aircraft, particularly those operated by Japan, while still being capable of conducting very long range missions to be of use in the Pacific Theatre. The long range

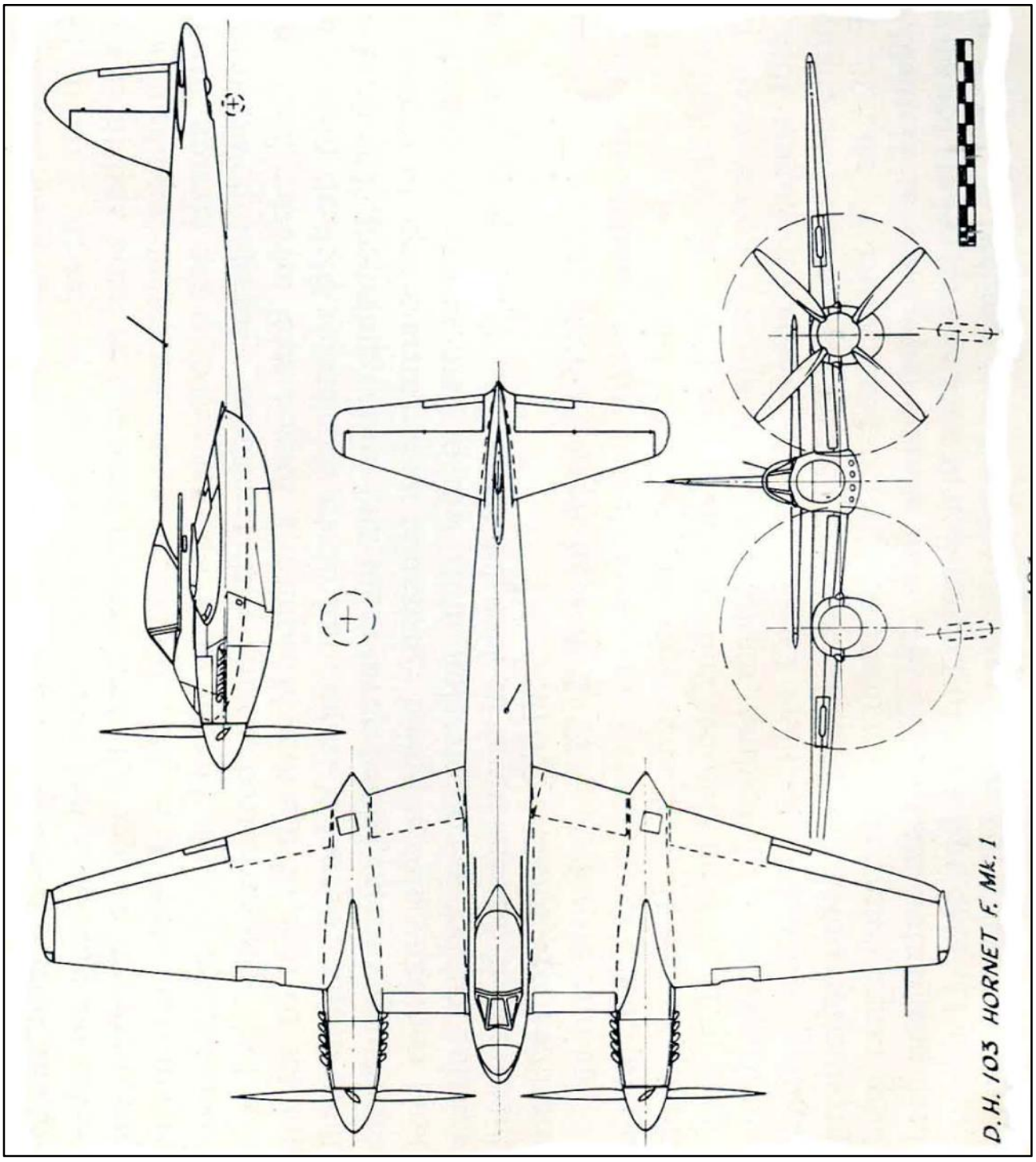
requirement led to the fuselage being highly streamlined. An independently developed version of the Merlin engine which possessed a low frontal area was selected for use on the D.H. 103.
By the end of 1942, a mock-up of the D.H. 103 had been completed at de Havilland's Hatfield facility and was soon afterwards demonstrated to officials of the Ministry of Aircraft Production. Due to the war, the ministry did not immediately issue permission to construct the D.H. 103. In June 1943, the project stopped being a private venture when the Ministry released Specification F.12/43, which had been written around the D.H. 103 proposal; soon after, the D.H. 103 project received the name Hornet.
It was envisaged that the Hornet could be adapted for naval use and operated from the flight decks of aircraft carriers. Priority was given early on to ensuring that such adaptation could be readily done: measures for ease of control, especially when flown at low speeds, were incorporated and attention paid to providing the pilot with a high level of visibility. The two propellers were driven in opposite directions to improve take-off and landing characteristics and high-drag flaps were integrated to provide for greater power during approaches.

Prototypes and refinement

The Hornet prototype RR 915, 1944

By January 1944, the fuselage shell for the first prototype D.H. 103, RR915, was under construction on production jigs at Hatfield; RR915 was rolled out for engine runs on 20 July 1944. On 28 July 1944, only thirteen months after the official sanction RR915 conducted its maiden flight, piloted by Geoffrey de Havilland Jr, the company's chief test pilot. Flight tests of RR915 led to it achieving a recorded speed of 485 mph (780 km/h) in level flight. Within two months, over fifty flight hours were accumulated by RR915. The second prototype, RR919, was more representative of production aircraft, having provision for a pair of 200-gallon drop tanks and a pair of 1,000 lbs bombs on hard points underneath the wings.
Towards the end of 1944, the assembly line for the Hornet F.1, the initial production model, was being established at Hatfield and orders had already been received for the Royal Air Force (RAF). On 28 February 1945, PX210, the first of 60 production F.1 aircraft was delivered to the Aeroplane and Armament Experimental Establishment (A&AEE) at RAF Boscombe Down. On 29 October 1945, a production Hornet F.1, PX237, was used for the type's first public appearance at an open day at RAE Farnborough.

Additional prototypes were used for the development of improved variants of the Hornet. *PX312*, participated in the development of an improved fighter model to succeed the F.1, the Hornet F.3. *PX212*, *PX214*, and *PX219*, were converted by the Heston Aircraft Company from Hornet F.1 standard aircraft to represent and test aspects of the initial naval version, later named *Sea Hornet F.20*. *PX212* and *PX214* were only partially naval, being outfitted with arrestor hooks but lacking the wing-folding mechanisms of subsequent production aircraft; *PX219* was the full naval version and later conducted carrier deck trials on board the aircraft carrier HMS *Ocean*.
PX230 and *PX239*, were completed for an all-weather night fighter, the Hornet NF.21. *PX239*, originally built as a Hornet F.20, was outfitted with power-operated folding wings and a large dorsal fillet, which was later fitted to all production aircraft to comply with a new requirement to provide "feet off" directional stability with one engine stopped. On 25 October 1948, the first deck trials commenced on board HMS *Illustrious*; these were so successful that testing rapidly proceeded to the night trials phase. On 16 May 1947, *PX230* was lost during service trials when the aircraft disintegrated in mid-flight; the pilot bailed out following the breakup of the aircraft.



SPECIFICATION AND DATA

Manufacturers: The de Havilland Aircraft Co. Ltd., Hatfield Aerodrome, Herts., production transferred to Hawarden Aerodrome, Chester in 1948

Power Plants: Two 2,070 h.p. Rolls-Royce Merlin 130 or 131
Two 2,030 h.p. Rolls-Royce Merlin 133 or 134

Dimensions: Span 45 ft. 0 in. Length 36 ft. 8 in.
Height 14 ft. 2 in. Wing area 361 sq. ft.

Weights: (F. Mk. 1) Tare weight 12,502 lb. All-up weight 17,700 lb.
(F. Mk. 3) Tare weight 12,880 lb. All-up weight 20,900 lb.

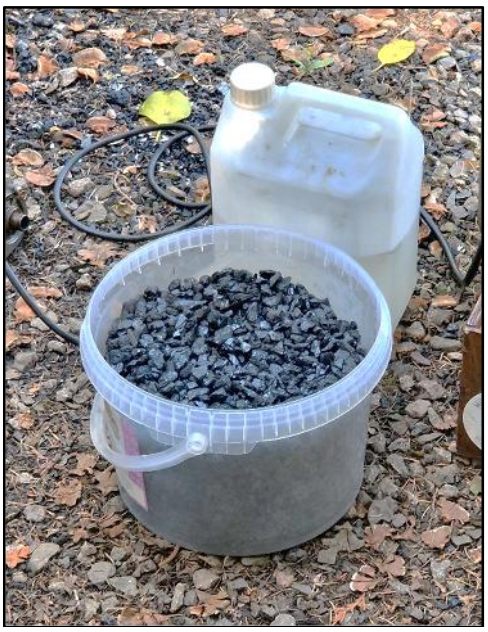
Performance:

(F. Mk. 1) Maximum speed 472 m.p.h.* Initial climb 4,000 ft./min.
Ceiling 37,500 ft. Range 2,500 miles
(F. Mk. 3) Maximum speed 472 m.p.h.* Initial climb 4,000 ft./min.
Ceiling 35,000 ft. Range 3,000 miles

* At 22,000 ft.

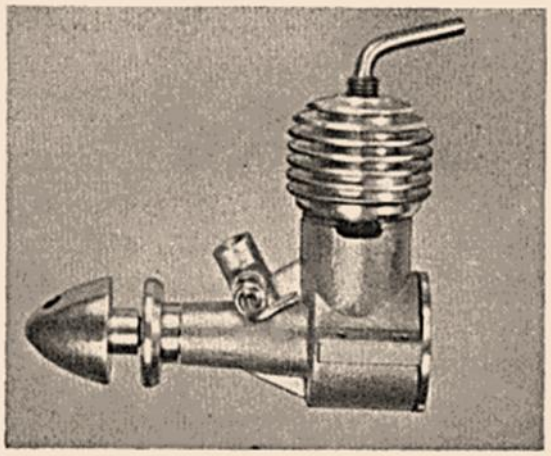
The Charles Havis Trophy & Locos - John Andrews

Our Chairman Tony Shepherd found himself in possession of the Charles Havis Trophy, which was awarded by the SAM1066 committee to individuals who had been of distinguished service to the Society.
At an AGM a while back, when the society was no longer able to promote meetings, it was decided that current holders of the society's trophies should keep them.
Tony thinks the trophy came into his possession during the move to Wales by our ex secretary Roger Newman. Investigation proved that I was the last winner of the trophy so Tony set about making plans for it to be forwarded to me.
It so happened that members of an engineering society to which he belonged were about to visit Rugby, my home town, to attend a steam locomotive track meeting hosted by the Rugby Model Engineering group at their Rainsbrook Valley track. Arrangements were made for me to collect the trophy from Alec, a visiting member, at 2-00pm on the day of the meeting.
This I promptly forgot. About 4-00pm on the day of the meeting Alec telephoned me, introduced himself and said he was in possession of the trophy. My visiting daughter Rebecca ferried me, full of apologies, to the meeting where I took possession of said trophy.
Whilst at the meeting we toured the site and Rebecca took pictures with her phone of some of the locomotives.



John Andrews

Engine Tests



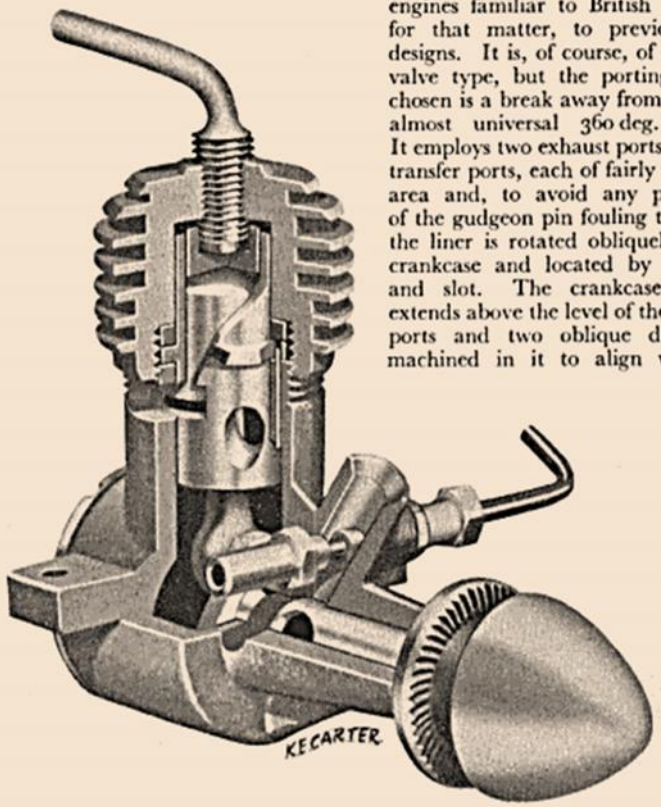
No. 75. The David-Andersen 1 c.c.

REGULAR MODEL AIRCRAFT readers will be familiar with the Norwegian D-A engines. Jan David-Andersen, designer and manufacturer of these engines, was one of the pioneers of the model diesel and, in fact, wrote a book on the subject during the war, when the existence of the type was unknown in Britain.

Later, David-Andersen began production of a 2½ c.c. unit, first in a 3-port version, with eccentric bush compression adjustment, and then in a rotary valve type with the more common contra-piston set-up, and, early in 1951, he brought two of these engines to Britain for MODEL AIRCRAFT's opinion.

Some eighteen months ago, David-Andersen once again honoured us with a request: this time for our ideas on a new and smaller engine and, subsequently, he put into production the 1 c.c. motor which is the subject of the present report.

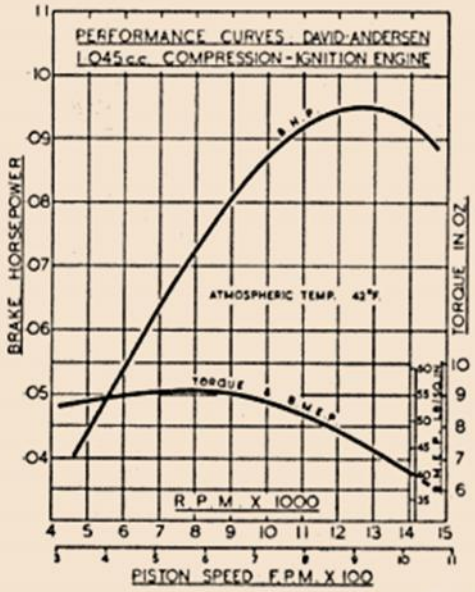
This new model is an entirely fresh design. It owes little to existing engines familiar to British eyes, or, for that matter, to previous D-A designs. It is, of course, of the shaft valve type, but the porting system chosen is a break away from the now almost universal 360 deg. layout. It employs two exhaust ports and two transfer ports, each of fairly generous area and, to avoid any possibility of the gudgeon pin fouling the ports, the liner is rotated obliquely in the crankcase and located by a spigot and slot. The crankcase casting extends above the level of the exhaust ports and two oblique ducts are machined in it to align with the exhaust ports. The transfer ports are 4 mm. dia. and are sharply raked (approximately 40 deg. to the cylinder axis) to enter the cylinder with the least possible change of direction. They are fed from a large volume annular chamber machined out of the main casting.



The crankshaft is an improvement on the type commonly seen on popular small diesels. It is counter-balanced for rotating weight and is extremely robust. A 7 mm. dia. journal is used and a 4 mm. crank-pin. The rotary valve port is 4 mm. dia. and the shaft is also drilled with lubricating holes fore and aft. A duralumin prop driver is accurately matched to a suitable crankshaft taper.

The standard of fits on the engine is very high. The cylinder liner, for example, is a close sliding fit in the upper part of the crankcase and the finned cylinder barrel is almost as closely fitted to the upper section of the cylinder, despite the fact that this entails a very high standard of concentricity of components due to the fact that the cylinder barrel screws over the upper section of the casting as a means of securing the entire cylinder assembly.

The main journal, small- and big-end bearings are all excellent, as are the various threads. The needle valve is a neat design and one of the best seen. An open type (brass) jet is used and the needle itself is threaded into a brass sleeve. The outer section of the latter is split with an external nut to form a gland which grips the shaft of the needle and provides a suitable friction adjustment against needle movement. The needle-valve components can be reversed to allow for left- or right-handed use.



Specification

Type: Single cylinder, air-cooled, two-stroke cycle, compression ignition. Rotary valve induction via hollow crankshaft. Dual exhaust and transfer ports with sub-piston supplementary air induction. Flat crown piston.

Swept Volume: 1.045 c.c. (0.0638 cu. in.).

Bore: 11 mm. (0.43307 in.). Stroke: 11 mm.

Compression Ratio: Variable.

Stroke/Bore Ratio: 1 : 1.

Weight: 2.55 oz.

General Structural Data

Crankcase diecast *en bloc* in aluminium with main bearing, mounting lugs and carburettor air intake. Screw-in rear cover. Counterbalanced crankshaft with two lubrication holes and running in plain main bearing. Aluminium alloy propeller drive collet fitting on crankshaft taper. Machined duralumin connecting rod. Full floating gudgeon pin. Flanged cylinder liner, seating in crankcase and located radially by slot and spigot and retained by screw-on finned cylinder barrel. Open jet type needle-valve assembly with gland nut needle adjustment. Beam mounting lugs.

Test Engine Data

Total time logged prior to test: 2 hours.

Fuel used: 35 per cent. Ether B.S.S. 579, 35 per cent. Shell " Royal Standard " kerosene, 30 per cent. Castrol M (castor base) lubricating-oil, plus 2 per cent. amyl-nitrate.

Performance

As with most engines in the 1 c.c. group, this D-A model is aimed at the " popular " market. In this class one generally looks for ease of handling and does not expect high performance. The David-Andersen engine, however, seems to depart slightly from this formula. The test engine started easily enough over a wide range of loadings, although, perhaps, not quite so eagerly on biggish props as might be expected after handling the 2.5 c.c. D-A model. Its performance, however, was definitely above average, particularly in the matter of the maximum torque developed.

To obtain a start from cold, we did not find it necessary to prime the engine. Normal finger choking technique sufficed at all times. A quick start was obtained by this method on standard 8 × 4 and 7 × 6 props and with a minimum of alterations to controls. It was found that the engine would turn an 11 in. dia. prop at 3,800 r.p.m. quite evenly and, on the other hand, that particularly smooth running was obtained on a 7 in. prop at 10,500 r.p.m.

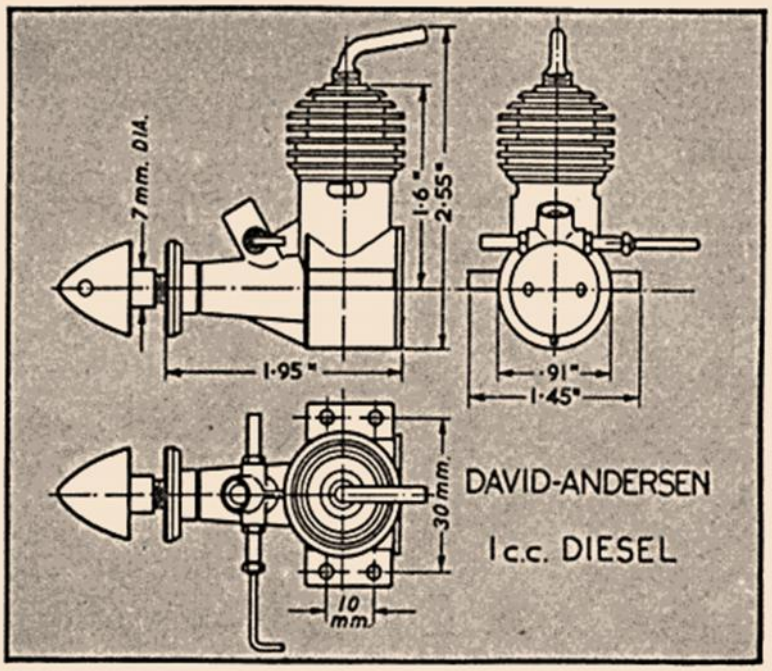
The fit of the contra-piston was admirable on the test engine and was, in consequence, an aid to easy and accurate adjustment. Further helped by the large compression lever, which does not burn or cut into the fingers, the contra-piston moved smoothly and easily while maintaining an excellent seal against undue oil seepage. The engine was flexible and responsive to control adjustment. It reacted positively to compression adjustments and a large measure of speed control was thereby obtained. It was also entirely non-critical in regard to needle-valve adjustments and would start and run with this control varying considerably from the ideal setting.

On the torque-reaction dynamometer, the very good torque developed was obvious and the equivalent brake mean effective pressure figure of 56 lb./sq. in. at 8,000/9,000 r.p.m. is the best thus far recorded for a 1 c.c. engine. The decline in torque as r.p.m. are increased is fairly gradual and, as a result, an output of 0.095 b.h.p. at between 12,500 and 13,000 r.p.m. was obtained. This, again, is the highest recorded for a 1 c.c. class unit.

To sum up, the David-Andersen 1 c.c. is a finely constructed, robust engine of excellent performance and is a worthy addition to the ranks of 1 c.c. units.

Power/Weight Ratio: (as tested) 0.596 b.h.p./lb.

Specific Output: (as tested) 95 b.h.p./litre.



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ROYAL RECOGNITION. Her Majesty the Queen hands the magnificent Queen's Cup to Phil Smith, of Bournemouth, first winner of what will undoubtedly be one of the star contests of future years. It is the hope of every aeromodeller that this royal visit will be but the first of many to a sport and pastime that can surely claim the cream of the nation's youth amongst its adherents.

INTRODUCTION

1948 IN RETROSPECT

THE year 1948 will long be remembered as noteworthy by aeromodellers, marking as it does the beginning of what we hope will be a new era for all those interested in the sport, hobby and pastime of model aeronautics. For it was in this year that Her Gracious Majesty The Queen gave permission for the annual award of a trophy to be known as "The Queen's Cup," and personally presented the magnificent silver-gilt prize to its first winner, Phil Smith of Bournemouth, on the occasion of Northern Heights annual gala at Langley Aerodrome. Such royal approval for this essentially virile and twentieth century hobby cannot but have favourable repercussions throughout the country. It is hoped that local authorities and others responsible for providing recreational facilities will see in this an appropriate example that they cannot do better than follow.

In 1948, too, a British team travelled to the United States for the first time since 1939 to take part in that best known of all international model aircraft contests, The Wakefield Trophy. Thanks to the generosity of their many well-wishers and the enterprise of the Society of Model Aeronautical Engineers it was possible for a full team to fly over for the contest. Their efforts were well rewarded, for, with a magnificent series of flights, leading trials member Roy Chesterton brought back the trophy once more in British hands. Next year should see a strong European challenge, when the event takes place on British soil within easier reach of the many countries eager to participate.

Looking back in retrospect, the year has also been noteworthy as the first since the merger of the former Association of British Aeromodellers into the Society of Model Aeronautical Engineers, so that enthusiasts are once more united in a single body pressing forward for the well-being of all. Support for the Society's competitions has been greater than ever. The Nationals held at Sywell Aerodrome, near Northampton, indeed, represented so great an increase in entries that only a damaging wind saved the organisers from being swamped by numbers. This meeting was also the venue of the first British Control Line contest on a national scale, which served to indicate the growing interest in this phase of aeromodelling.

At Eaton Bray was staged the Third International Week—this for the first time under F.A.I. licence—when visitors from France, Belgium, Holland, Switzerland, Italy and Portugal met British visitors in friendly competition, with the approval and assistance of the governing body. Much still remains to make Eaton Bray a worthy centre for such international events, but the organisers have every hope that by next season improvements will have been made to meet the constructive criticism offered by visitors, and enable every one to enjoy added comforts and conveniences.

The trade, too, has struggled manfully despite peace-time difficulties to supply an ever increasing range of model equipment and accessories, both for the home market and for the ever present export drive. Diesel engine manufacturers have forged ahead, until there are now nearly forty varieties of motor available to the aeromodeller ranging in price from just over a pound upwards, in all sizes from miniatures of .2 c.c. capacity to over 5 c.c. Not content with filling an established need the more progressive firms have been quick to follow the American lead with hot-wire, or " glow-plug " engines, and a number of these are now on the market. In the same way American enthusiasm for the larger size of spark ignition engine has fired British manufacturers to produce a number of designs that after some initial trials may well prove to be the equal, if not the better, of many famous makes, known in the main only by hearsay in these Isles. Finally, a British jet engine has been produced, and as we go to press first announcements are appearing of those fascinating little CO_2 engines that serve as the bridge between rubber and power flying. Nor has the kit field been neglected—a plethora of new construction sets being available for those unable or unwilling to design their own models. In fact, for the first time, we can claim that British modellers are now as well served by the trade as any group anywhere in the world.

Such is the year that marks also the introduction of this, the first *Aeromodeller Annual*. We make no pretence of originality in the thought that inspired it, and take this opportunity of acknowledging our debt to such pioneers as Frank Zaic, who conceived the idea at a time when it was considerably harder to bring it to fruition. We acknowledge, too, the many valued contributions to its pages that we have received from our correspondents all over the world, and the many sources that we have unashamedly dipped into to make it as representative as possible. In this connection, we should like to name in particular our contemporaries overseas, *Air Trails*, *Model Airplane News*, *Modele Reduit d'Avion*, *L'Ala*, *Repules*, *Hobbyboken*, and apologise in advance to any publication whose name we may have omitted, whose columns have been gleaned to make our harvest. To our readers we would say that this is intended as an annual event, and their criticisms, comments, and contributions will help to make each successive number that much better. It is impossible to please everybody, but we have tried to include something of as much as possible ; if, alas, some favourite aspect has been treated sketchily, or not at all, please bear with us, and let us know what is wanted next time.

Occasional Note from North Wales - Roger Newman

July 2025

An excellent NC last month, packed full of interesting material.
Good to read Nick's account of the Indoor Scale nationals & to see some of the participating models, the build standard looks to be really high. I wonder how many people attended, hopefully sufficient to make the event an economically viable proposition.
However, very sad to read about the health of Chris Strachan – a fine modeller, flyer & a really nice person.

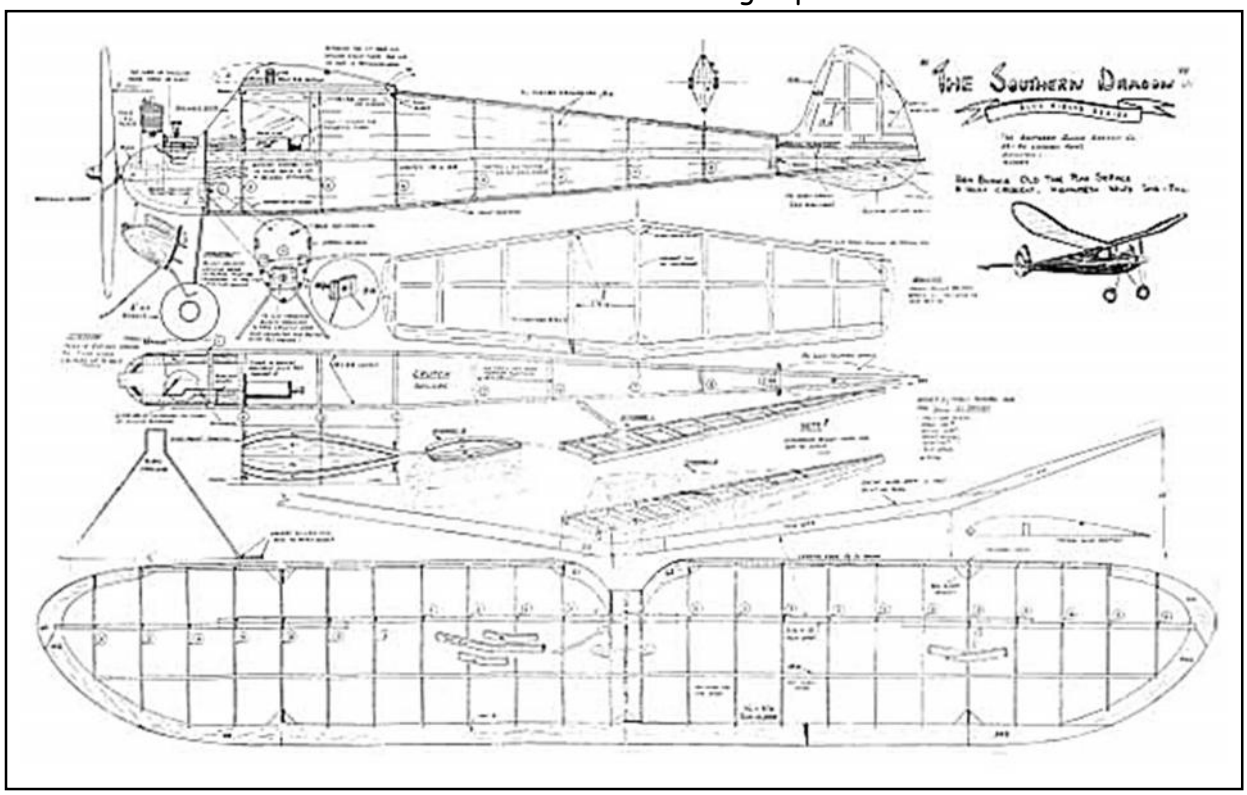
Also very readable was Paul Lovejoy's article.

The bit on the Southern Dragon struck a poignant note. I had (& flew) two of these most elegant little sports models, both powered by PAW 0.5 motors, which were more than adequate for propulsion even when well throttled back. Both survived the perils of gorse bushes at Beaulieu, suffering tissue tears but otherwise going through life unscathed. Coincidentally one had aluminium wheels as mentioned by Paul & rattled exactly as stated! The model was a creation of the Southern Model Aircraft Co of London Road, Brighton who existed in the 1950's but seem to disappear in the early '60s.

Thus far it has not been possible to trace any of the other model aeroplanes they produced. Maybe our readers have some knowledge? The Company ("Manufacturers, Factors, Precision Engineers") produced a range of models, including wooden kits for building models of the "HMS Victory", "Ark Royal" and "Half Moon" galleons as well as the occasional model aircraft but I've not been able to trace any other of their planes. Perhaps somewhere there is an archive of the model aircraft companies that sprang up in the 1940's & 50's & then disappeared almost as rapidly. It would make for interesting reading?

Maybe one of our readers can provide more info?

Here is the Southern Dragon plan.



Finally, Trevor Hahner's notes on building his Ethereal Lady evoked more memories of the past as Dennis Underwood flew one at Beaulieu regularly. His was propelled by a Mills 1.3, which on one occasion bit him so severely that we ended up at the walk-in centre of Gosport War Memorial Hospital waiting for 3 hours to get him patched up. But it did fly very well & gave him ample exercise through many wanderings & retrievals combatting the Beaulieu gorse & heather.

The original Vic Smeed model had an Ohlsson 23 sparky up front & dates to 1948.

Bit more on full size stuff. On the train front, I completely forgot that the A1 Steam Locomotive Trust (who created the Tornado – mentioned last month) are now well into another project & was reminded of it when I attended the recent Llangollen Garden Railway show, at which the Trust had a stand promoting the project. To quote from their website:
"In 1934 Sir Nigel Gresley and the London North Eastern Railway unveiled a new powerful express passenger locomotive for use in Scotland. This massive locomotive was named Cock o' the North and was extensively trialled in the UK before further testing in France. The design was ahead of its time and this led to some problems that were never fully resolved, a factor in the decision to rebuild the locomotives as Pacifics during WW2. Now, that unfinished development work is being completed using 21st century design and manufacturing technology. To be named Prince of Wales, the new P2 Class locomotive will operate across the UK and justify the claims that the original Gresley design was Britain's most powerful passenger steam locomotive."

Completion is planned for 2027, funding dependent naturally but progress seems to be pretty good. I just hope I live long enough to see it finished & in steam.

On the topic of full size aircraft, attention turns this month to blended wing body examples with a couple of fairly recent start-ups vying for publicity, both from California.

Airbus went down this route around 2020 with its MAVERIC (*Model Aircraft for Validation and Experimentation of Robust Innovative Controls – how about that!*) which is/was an experimental blended wing body (BWB) unmanned aerial vehicle. It was built as a demonstrator for a possible full-scale BWB airliner. Airbus claims that this design can reduce fuel consumption by up to 20%. The MAVERIC made its first flight in June 2019 at an undisclosed location in France. The public reveal of the aircraft took place at the Singapore Airshow on February 11, 2020, where it was announced that the research program would continue until the second quarter of that year. Since then it appears to have faded into the background.
The two more recent Californian contenders are JetZero & Natilus. More recent is relative as both have been around for several years. Both are – also in relative terms, very small compared to existing aerospace Companies. Both are backed by private venture capital & neither are listed on the NY Stock Market.

However they seem focused on different market sectors with different approaches. Natilus has initially targeted the freight market with an unmanned (autonomous) turboprop powered cargo drone for operations in Canada – named Kone which is stated to have a 3+ ton freight payload & have managed to forge a relationship with Kuehne & Nagel who are very significant freight handlers. (*Kuehne+Nagel, one of the world's leading logistics providers, and Natilus, an aerospace manufacturer of blended-wing-body aircraft, today announced a strategic partnership to study the environmental, economic, and operational impact of integrating Natilus's hyper-efficient blended-wing-body aircraft into commercial air logistics operations.)* They are following up with a larger piloted civil turbofan version for approx 200 passengers, named Horizon. JetZero have gone for straight for the civil market & the Airbus/Boeing duopoly with a 250 seater craft. Further JetZero have negotiated "deals" with United & Delta for orders/knowledge. Both are claiming to target market entry for around 2030 with certification in place?

JetZero makes claims as "a developer of an advanced aircraft designed to improve efficiency and operational versatility". The company's aircraft incorporates blended-wing technology, lightweight materials, and optimized aerodynamics, enabling commercial, freight, and military aviation sectors to reduce fuel consumption, enhance payload capacity, and adapt to diverse mission requirements while utilizing existing infrastructure effectively.
"Whereas Natilus states it is" *a developer of an aircraft drone designed to transport goods worldwide. The company's drones comprise carbon fiber composites while using existing turbofan and turboprop engines, enabling transport and delivery companies to access next-generation cargo carriers and large cargo capacity UAVs that can be operated at a reduced cost."* Both have Boeing & Airbus duopoly as their primary focus, whether either will ever get FAA certification in a credible time-frame & be able to transform to a viable manufacturer & competitor to the big two is probably highly debatable. However, the prospects make for a potentially interesting market disruptor influence. Neither Company has yet built a full size flying prototype.

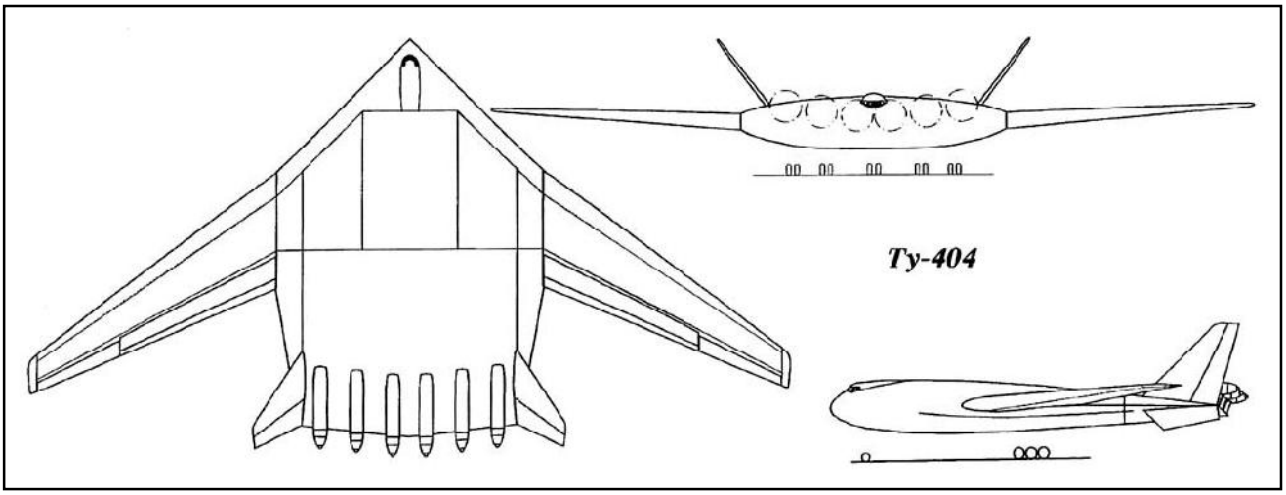
One big question currently in debate is that regarding specific safety aspects e.g. mass evacuation under adverse conditions of a bwb craft. There seems to be no easy answer emerging to address the issue. Whether either of these Companies will ever survive or even prosper to be in a position to challenge the existing duopoly is probably very debatable.

JetZero Z4 Concept

Natilus Concepts
(Kona is lower & Horizon is upper)

Tupolev Tu-404

Moving from the present to the not too recent past, we come across a quite bizarre effort by Tupolev in the early '90s to go down the same blended wing path on a much grander scale. This effort never progressed beyond the concept design study stage, which is hardly surprising when one looks at what was proposed!



The work on the Tu-404 was initiated in 1991 along with another large passenger aircraft project – the TU-304. The Tu-404 was designed to transport more than 1,200 passengers to destinations 12,000 - 13,000 km away. The Tupolev Design Bureau was working on several variants of the new heavy passenger transport.

One of the possible configurations for the aircraft was that of a flying wing. In this configuration the aircraft's powerplant would consist of six pusher turboprop engines developing 18,000 kg of thrust each during take-off and each consuming only a low amount of fuel in cruise mode. The engines are located in the tail section of the flying wing fuselage between two large V-shaped vertical stabilizers. The central fuselage contains six passenger compartments accommodating 1214 passengers(!). The leading edge of the central fuselage has a sweep of 45 degrees.
Two large removable wings containing fuel tanks have the leading-edge sweep of 35 degrees and are attached to the central fuselage. The wings hold most of the aircraft's fuel.

If safety is a concern for Natilus and JetZero bwb designs, think about the issues that would have arisen with this proposed behemoth!

Roger Newman

Delyn Club Visit - Roger Newman

As an addendum to this month's notes, a brief report on a short visit to the Delyn Club flying field on Sunday 22nd June as it was their annual barbie & club fly-in day.
Bad choice in terms of weather as a real hooly was blowing – up to 35 mph gusts, so very few were brave enough to fly. Delyn is predominantly a very active RC Club with an enthusiastic membership & excellent pilots, who are fortunate enough to have access to (what looks to me) a pretty permanent flying field that is large, with a club "hut" in situ. For me it was very nice to go & meet a few of the guys who fly there regularly.
Free flight is fine provided the wind is not from any southerly direction as the drift would take a model over the very busy A55 Expressway, which is about ¼ mile north of the site. Seven day access as dictated by weather conditions. I think only the Chairman (Derick May) flies free flight, there was until recently another member but he has just moved away from the area. However I shall endeavour to join ranks with Derick in the not too distant future.

The flying area & surrounding countryside

Field looking Westish

Field looking slightly SSE

One member (who has to be in my age bracket – ie. - old!) had a very unusual model that he had constructed via 3D printing, which I really don't understand but he told me, other than time to produce, it is very simple(!) & inexpensive.
The model (an Abrams P-1 Explorer) pictured below took approx 6 months of his time (he wasn't in any great rush), cost him less than £20 for the CAD (computer) files & approx £25 in materials.
Compared to my small fortune spent recently on balsa etc., this is "peanuts" expenditure. Signs of the future – I guess the technique could be used for inexpensively printing wing ribs & other components provided someone was clever enough to produce the necessary computer files?

Has anyone any experience?

Abrams P-1 Explorer Components

Footnote: another plus is that the field is "only" 28 miles away & approx 50 mins travel with very little traffic. This compares admirably with my former journeys to Beaulieu & Salisbury Plain.

Roger Newman

Pictures from My Archive - John Andrews

My open rubber model at 2004 Nationals

I nail my PAW 1.5 powered 'Stomper' together, 2004 Nationals

John Wingate with Vintage Wakefield Trophy, 2004 Nationals

John Wingate gets his ‘Cherokee’ away with Kath on the clock – 2009 Nationals

Vic Willson the New Clarion original editor – 2009 Nationals

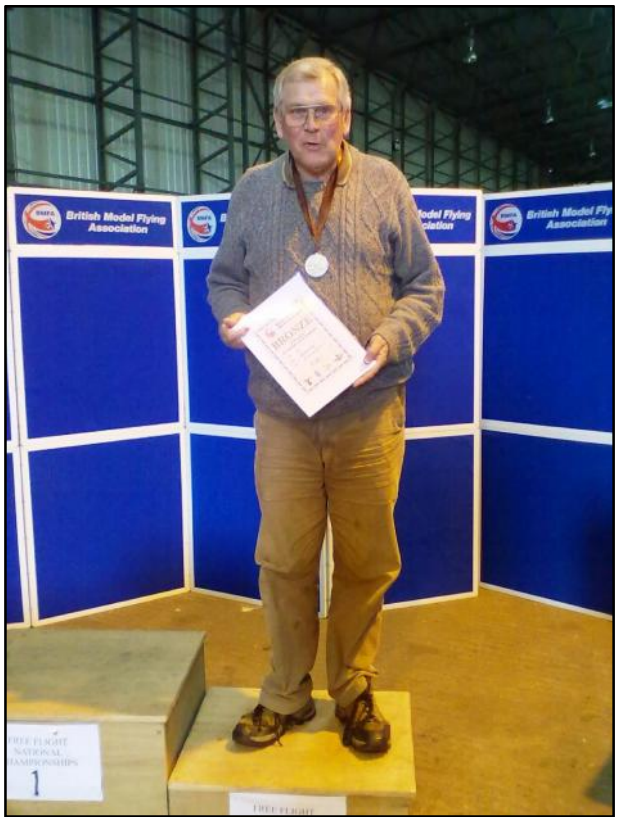
KK Eaglet launched by Dr.Martin Pike, our current membership sec – 2009 Nationals

The Timperley Gang at Wilsford eatery – Nationals 2010

Dr.Martin Pike piles the turns on his ‘Ajax’ whilst co-pilot looks on – Nationals 2010

Old smoothie Ron Moulton keeps the girls amused – Nationals 2010

John Andrews



Tony Rushby

What might have been had the weather been more clement – Nationals 2011

Rory Pike sizes up one of the Barkston Fire Tenders – Nationals 2011

John Andrews

Secretary's Notes for July 2025 - Ray Elliott

Croydon Cagnarata Rubber / SAM 1066 Contest 15 June

The day of the contest was bright but breezy. With the westerly wind we set up control adjacent to the southwest corner of the trimming field. This was OK but the clump of trees downwind necessitated reducing the max for models with a K factor of 1 to 120 seconds from 150. This then meant reducing the maxes for models with other K factors accordingly.

The turnout was a little disappointing, even considering the unpopularity of the site. The weather conditions could not have helped.

Of the nine entries in the Cagnarata comp four completed their flights, with three making the fly-off. Nick Peppiatt missed out by two seconds with his Northern Arrow 4oz Wake, because, as he said, he made his last flight in very turbulent air and the model just didn't get away. This was a pity after two comfortable maxes.

Of the other competitors, Chris Redrup had a flyway when his F1G caught a boomer and, although it DT'd it travelled 10km before it came down. He managed to retrieve it later in the day.

Roy Vaughn had some technical issues after maxing on his first flight.

There were three DNF's, one of whom, Luke Pritchard, had entered with his P30 and F1G but settled for just flying the former.

It was still windy at fly-off time so with that in mind and the downwind trees, it was decided to run the Fly-Off with a one-minute DT. Jim Paton and Gavin Manion launched in the same air with Jim making 78 seconds and Gavin 65.

Luke Prithard flew a little later and found some buoyant air for a flight of 111 seconds with his P30.

Jim flew a Mini Vintage (Buckeridge) and Gavin an F1G.

K factors were not applied to the fly-off scores.

There is little to say about the SAM1066 events. Dave Cox was the only competitor, and he made flights in all three classes.

RESULTS

Cagnarata

Scores with K factors

Place	Name	Model	K Factor	Time. Secs.
1st	Luke Pritchard	P30	5/3	360+111
2nd	Jim Paton	Mini Vintage	5/4	360 + 78
3rd	Gavin Manion	F1G	5/4	360 + 65
4th	Nick Peppiatt	4oz Wake	1	358
Tie 5th	Chris Redrup	F1G	5/4	120
Tie 5th	Roy Vaughn	F1G	5/4	120
D.N.F. 3				

SAM1066 Classes

Mini Vintage, Glider/Power

Place	Name	Model	Time, minutes
1st	Dave Cox	Nord	4.44

Combined Vintage/ Classic Glider

Place	Name	Model	Time, minutes
1st	Dave Cox	Inch Worm	2.00

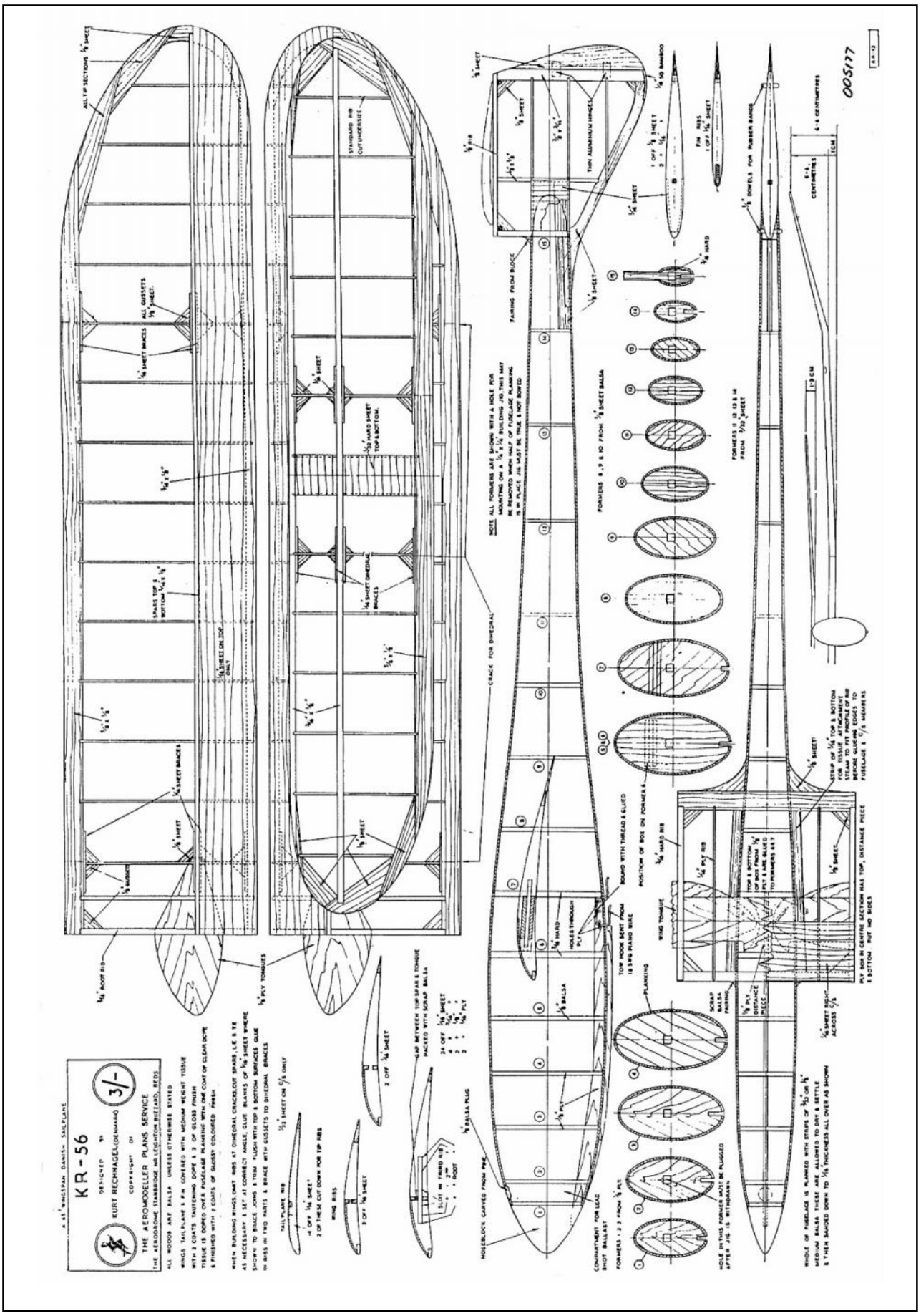
Combined Vintage/Classic Power

Place	Name	Model	Time, minutes
1st	Dave Cox	Mallard	0.37

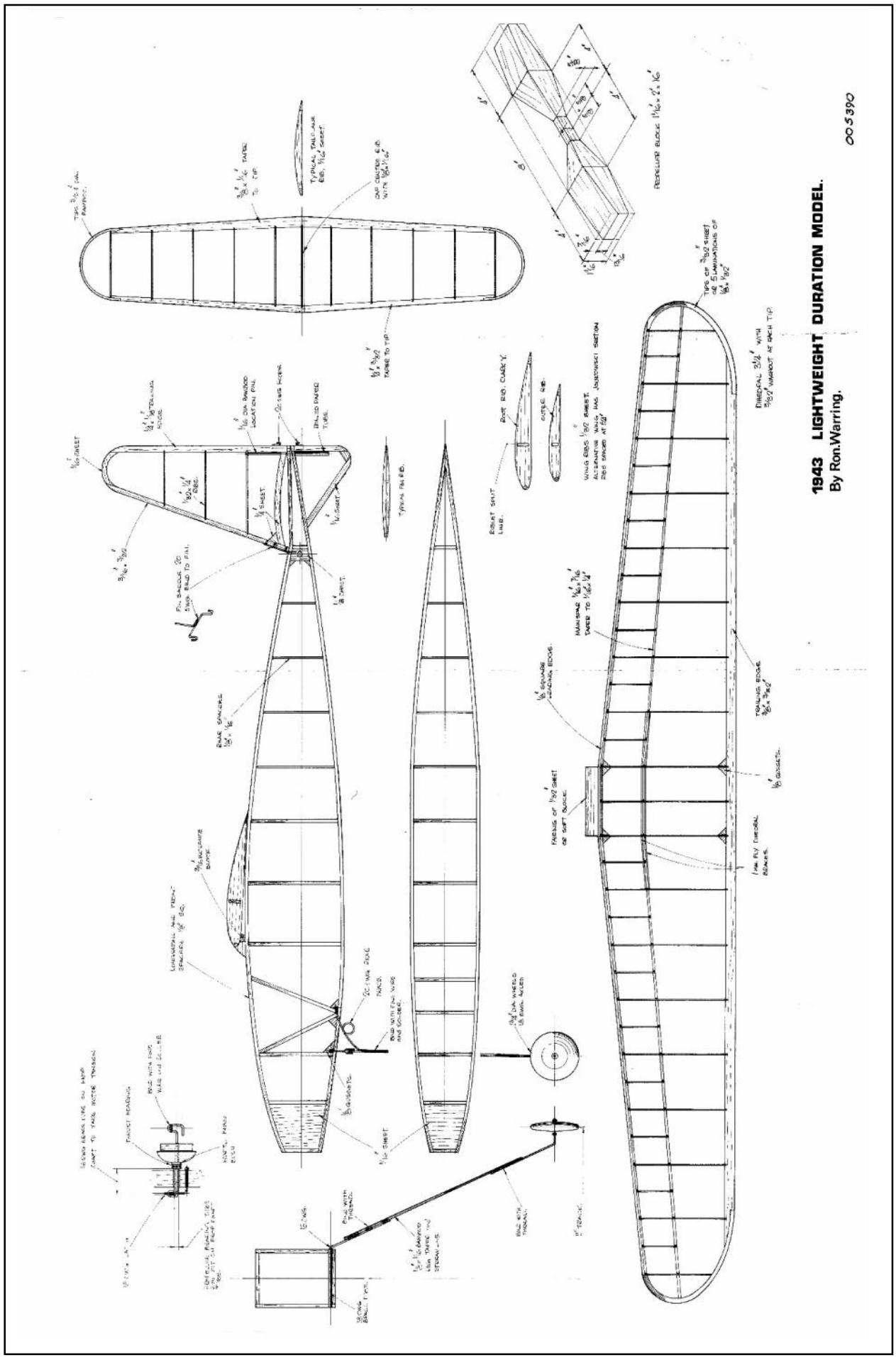
Ray Elliott

Plans for the Month: - Roger Newman

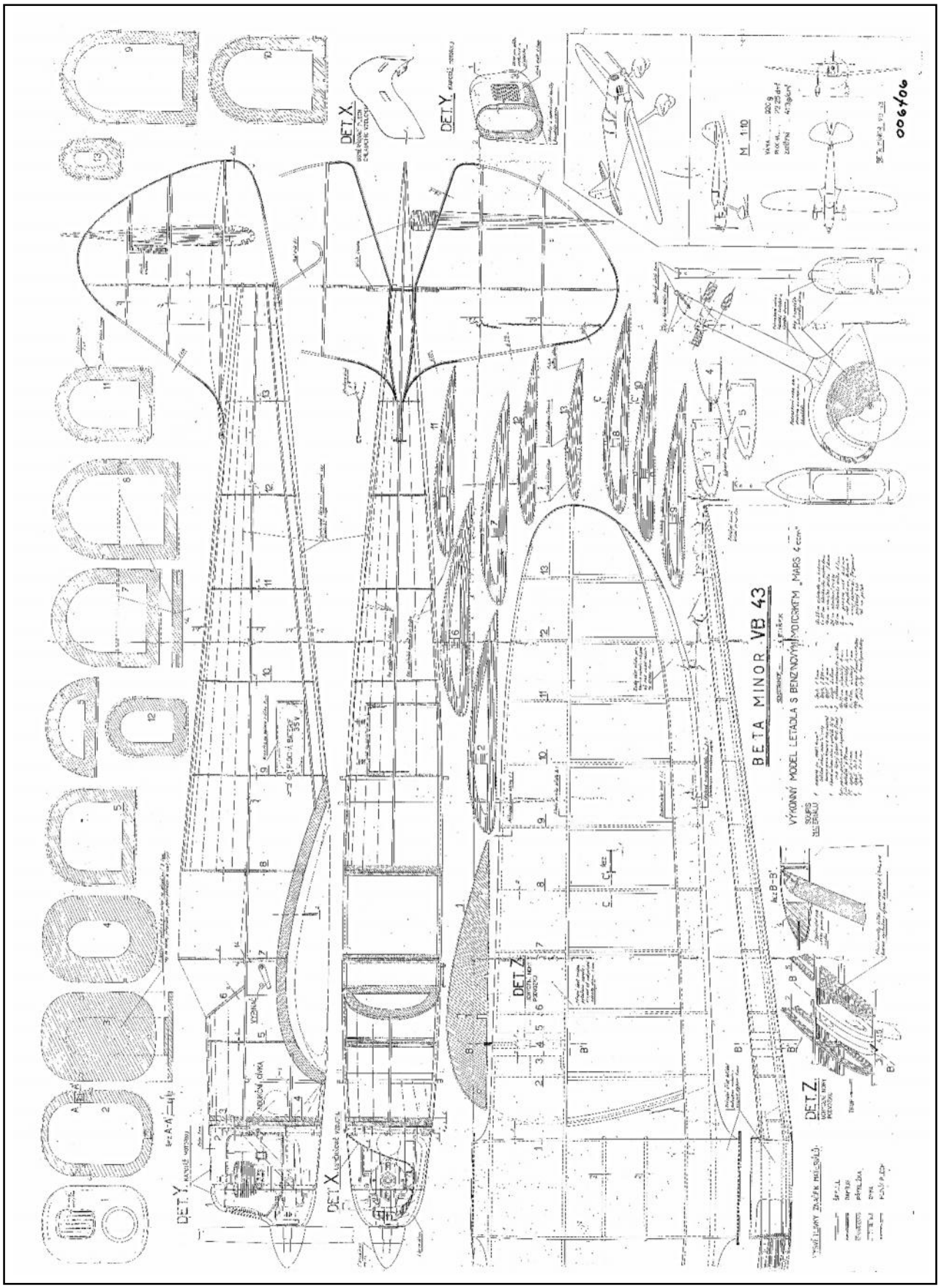
Glider: KR-56, an early post war Danish sailplane



Rubber: Lightweight Duration Model designed by Ron Warring drawn up from details published in 1944 Model Aeronautical Digest.



Power: Beta Minor - low wing spark ignition powered Czech design from 1941.



Roger Newman

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.

Southern Area BMFA Free-Flight Gala

Sunday 14th September 2025

RAF Station Odiham, Hants.

Cagnarata Comp CD…Nick Peppiatt.. nickpeppiatt@hotmail.com

Sports Flyers Welcome

For security reasons all attendees are required to pre-register
Those wishing to attend must send the following details to;

Peter Carter
74 Buckland Avenue
Basingstoke
Hants, RG22 6JA

Tel: 01256 39252…Email: p.carter34@btinternet.com

Car: make & model, Registration No., BMFA No.
Together with contact details.

Entrance Fee £15 payable at the gate.

Arrive at Station main gate - 0800-0945 hrs

SAM 1066 'Cagnarata' Contest

This contest format is popular in Italy and is basically an all-in event where models of different classes are flown against each other. Differences in performance of the various classes are taken into account using a handicap system (K factors) with different maxes depending on the K factors. The classes to be flown with associated K factors and maxes are set out below. The total flight time score is calculated by taking the sum of the actual flight times and multiplying it by the appropriate K factor.

Class	K Factor	Max (secs)
E36 (motor run 8 secs)	1	120
Mini Vintage Power (motor run 10 secs)	1	120
F1G/Vintage Coupe	1	120
F1H/A1	1	120
Mini Vintage Rubber	1	120
Open Vintage/Classic Glider	1	120
Tailless	1	120
E30 (motor run 40 secs)	1	120
P30	4/3	90
CO_2	4/3	90
E20 (NFFS Rules – motor run 20 secs)	4/3	90
Under 25in Vintage Rubber	3/2	80
Hi-Start Glider	3/2	80
CLG/HLG (modern)	2.5	48
CLG/HLG (classic/vintage)	3	40

Note 2: Four flights for comp, no rounds
Note 3: Competitors may enter more than one class
Note 4: DT fly-offs may be used as appropriate, fly-off time as per max in class.
Note 5: Free competition entry, prizes for the first four places.
Note 6: Competition will begin at 10.00 and end at 16.00, followed by any fly-off.

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

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 0QW
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

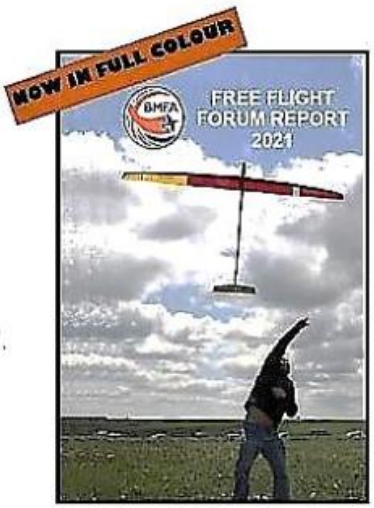
AVAILABLE

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

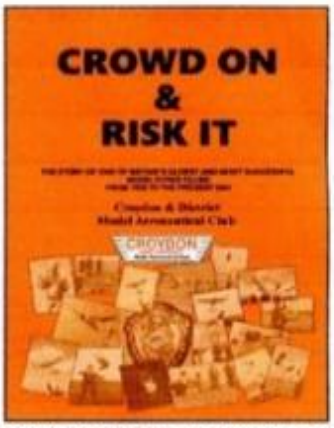
Indoor Duration - A Challenge To Conventional Design • Tony Hebb
Coupe In A Box - Gavin Manion
Building Other People's Mistakes - Stuart Damon
The Models Of Ray Monks - Simon Dixon
Simulated 3d Flight Dynamics - An Approach To Gain Insight For Trimming And Aircraft Development - Peter Martin
Building 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 OQW
Or by phone: +44(0)2087775533 Or e-mail: martindiHy20@gmail.com

CROWD ON & RISK IT

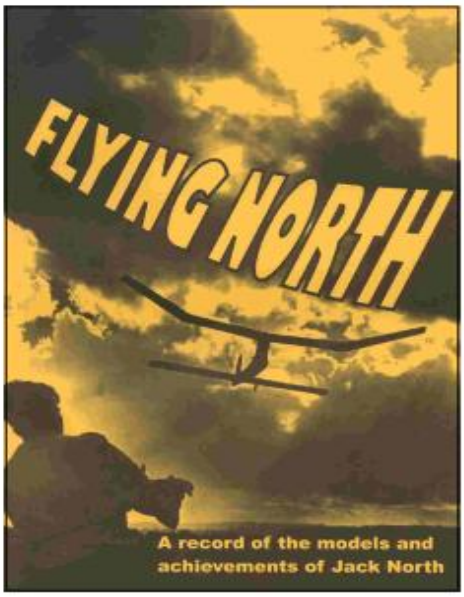


This is the story of one of Britain's oldest and most successful model flying clubs, Croydon & District MAC, from 1936 onwards. The club contributed much to aviation, both model and full-size, and the late Keith Miller compiled its history till around 1960. Now, this up-dated 73 page version of the club's 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"

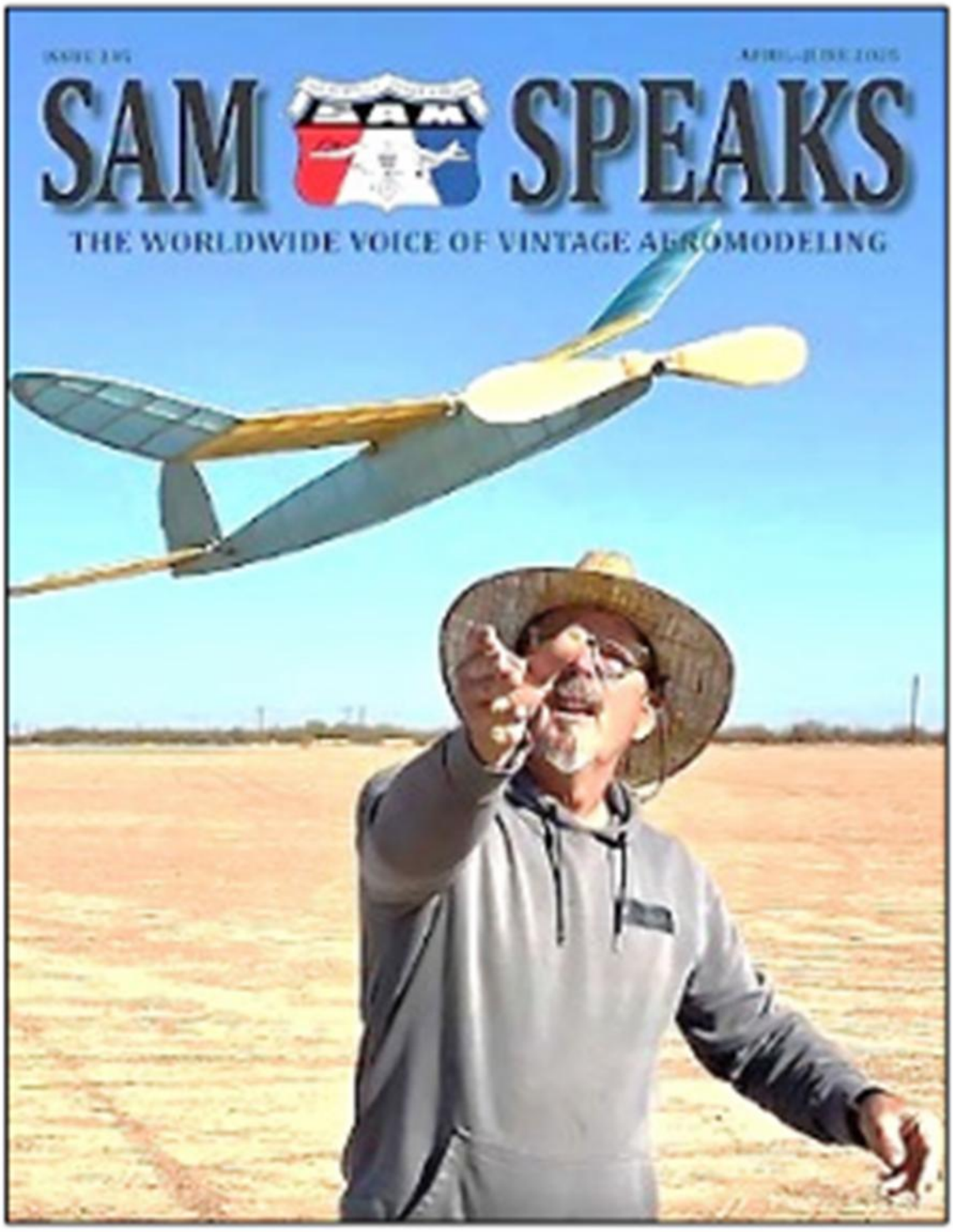
"... am immensely impressed. A splendid effort"

"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
August 9th	Saturday	East Anglian Gala,Sculthorpe
& August 10th	Sunday	East Anglian Gala,Sculthorpe
August 9th	Saturday	Southern Gala, Salisbury Plain
or August 10th	Sunday	
August 23rd	Saturday	**FF Nationals,**Sculthorpe
August 24th	Sunday	**FF Nationals,**Sculthorpe
August 25th	Monday	**FF Nationals,**Sculthorpe
September 7th	Sunday	BMFA 7th Area
September 13th	Saturday	Stonehenge
& September 14th	Sunday	& Equinox cups, Sculthorpe
September 14th	Sunday	Southern Area BMFA Gala, Odiham
October 4th	Saturday	Croydon & 1066, Salisbury Plain
or October 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, PatrikGertsson	-	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