


	<h1 style="color: red; text-align: center;">NEW Clarion</h1> <h2 style="color: red; text-align: center;">SAM 1066 Newsletter</h2>	<p style="text-align: center;">Issue nc082021</p>
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	Contents	Page
Editorial	-	2
My First Electric	John Taylor	3
Topical Twists	Pylonius	5
More Memories: Tomboy	John Andrews	6
Hilda Baker Memorial Event	Nick Farley	9
Engine Analysis: Frog 1.49	Aeromodeller Annual 1956-57	11
Levin Picture Parade, New Zealand	Stew Cox	12
Aeromodelling in the UK SAM1066	John Andrews	17
Blast from the Past	Model Aircraft February 1946	20
BMFA 5 th Area Luffenham	John Andrews	22
Recovery Tale	Ian Haigh (Australia)	24
Indoor isn't for Everyone Pt.48	Nick Peppiatt	26
Grumman Wildcat/Martlet	John Andrews/Internet	29
Southern Coupe lg. 5 th Area	Peter Hall	31
Southern Coupe Lg. Results	Roy Vaughn	34
DBHLibrary (Magazines)	Roy Tiller	36
Secretary's Notes for August 2021	Roger Newman	41
Plans for the Month	Roger Newman	44
Events and Notices	-	46
Provisional Events Calendar	-	55
Useful Websites	-	56

Editorial

At last there appears to be a return to some sort of normality as the covid virus is seen to be less widespread as the national vaccination programme takes effect and hospital admissions decline. I guess most of us vintagents have been double jabbed by now but I would urge restraint as we get under way, you can still catch it and pass it on.

I've/we have started to get out and about, went to Luffenham for 5th Area, took models but did not open the box due to airfield conditions. Pity really as it was quite a nice day.

Had a trip out to Buckminster with Colin Shepherd, good flying conditions again but the heat of the day was my excuse for once again an unopened model box.

It looks as though Sculthorpe will be our next trip, we have accommodation booked and it may well be that the model box will get opened. I'm pretty sure that there will be little or no preparation for the event however, I just cannot get enthused as yet.

Indoor is not yet underway but dates have been set for the Indoor Nationals at the Thames Valley Athletics Centre on Sept 25th/26th and I have entered and have accommodation booked.

That's enough about my goings on, here is a taste of this month's articles.

First up, John Taylor departs from his 'Models Galore' picture parade in favour of a flash back to the late 50's when he was asked by Ron Moulton, the then Aeromodeller editor, to build an electric powered model with a motor Ron had acquired in Germany.

As usual I've dug up yet another slice of Pylonius nonsense mainly poking fun at model scrutineering for competitions. The piece concludes with a highly amusing bit of poetry concerning the pitfalls of the model photographer.

My turn next with a dip into my memory bank recalling my one and only sports model, the ubiquitous 'Tomboy' by Vic Smeed.

There follows Nick Farley's report from 2000 on the inaugural 'Hilda Baker Memorial' event. This event for the 'Tomboy' was a major happening in SAM1066 at that time leading to many many 'Tomboys' being built and competitively flown.

In the next issue we will have the story of the inaugural competition winner John Ralph.

The engine of the month is the Frog 1.49 with, I think, the vibromatic reed valve. This engine was available as a diesel or a glow, the glow version appearing to be significantly lower in power output than the diesel.

New Zealand's Stew Cox's picture parade from the Levin event promised last month fills a few pages. They build 'em big out there it would appear.

I wrote a small article on our SAM1066 for Barrie Russell's New Zealand Hawkes Bay club newsletter 'Propwash'. I reproduce it as I think perhaps there are a few of us who do not know the whole story. If anyone has anything to add or dispute please let me know, the article is just my own memories and infallibility is not one of my strong points.

There are a few page fillers, pick of the bunch being a recovery tale by Ian Haigh of Australia, first published in Free Flight Down Under June 2021.

This issue wraps up with our regulars: Nick Peppiatt (Indoors isn't for Everyone);

Peter Hall & Roy Vaughn (Southern coupe league reports and result tables);

Roy Tiller (DBHLibrary & magazine excerpts);

Finishing with Roger Newman's (secretary's report and the three models of the month).

Editor

Here is my account of my first electric powered model. Could have been one of the first in the country.

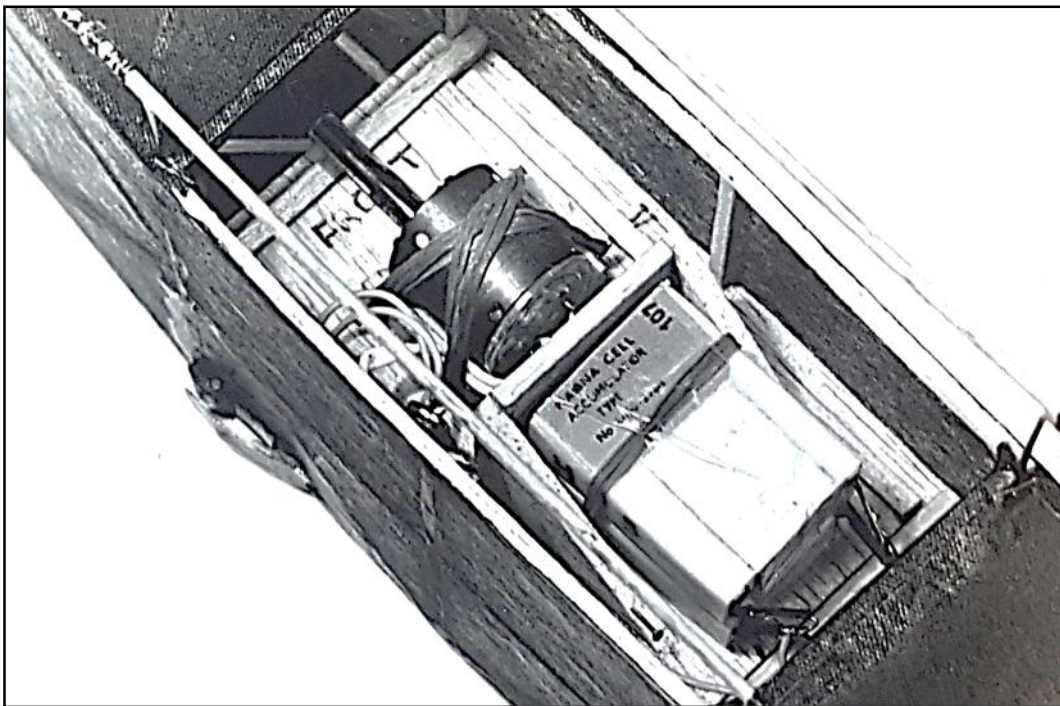
Early Electric Powered Model Flight.

As early as 1957 Colonel Taplin flew an R/C Radio Queen powered by an electric motor. The model weighed 8 lbs.

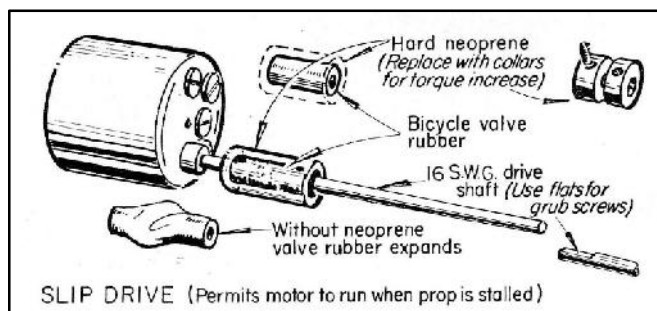
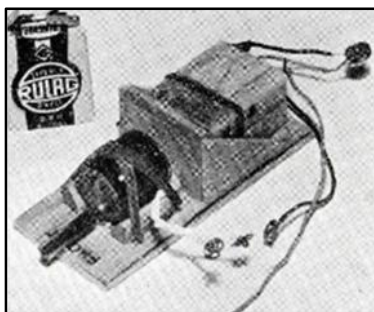
Of which 28ozs was the battery.

In 1959 Fred Militky, the chief designer for Graupner was experimenting with a small electric motor called 'Micromax' which was designed as a servo in remote controlled camera shutters. On a visit to meet Fred Militky in Germany, Ron Moulton, the then editor of *Aeromodeller*, came back with a sample of the motor with an integral 1-15 reduction gearbox and a 2cell 3v rechargeable battery pack.

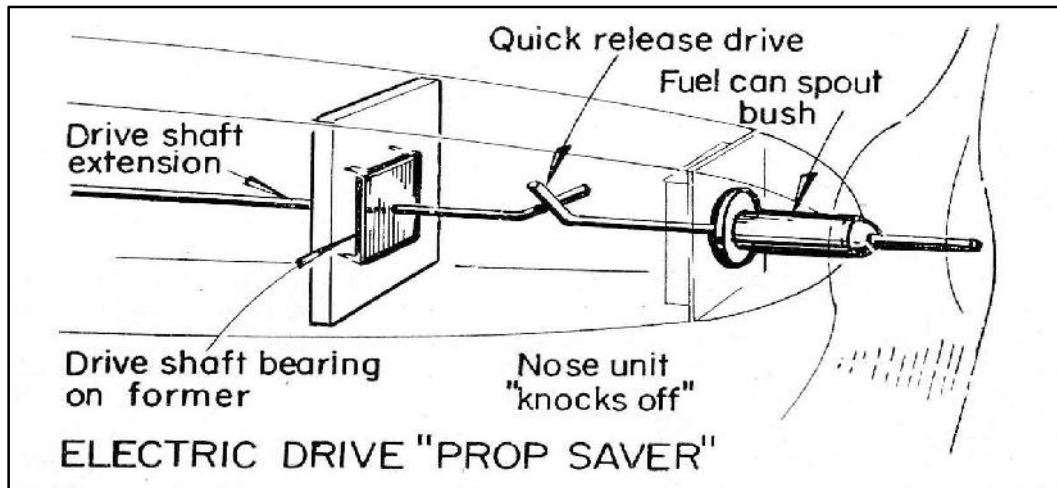
As a friend and near neighbour of Ron's he asked me to build a suitable model to test the motor. With the limited power available I chose the APS Rubberdub. This worked well as the weight ready to fly was 5ozs. The drive to the prop shaft from the motor was through a piece of bicycle inner-tube valve rubber which would allow the motor to turn by slipping in the tube if the prop was stalled saving the motor from burning out.



The power to the motor was through two contacts held together with a DT band. A piece of DT fuse would burn through the band and let the contacts open and the motor would stop [See pic below]. With this set up my Rubberdub achieved a steady flat climb.

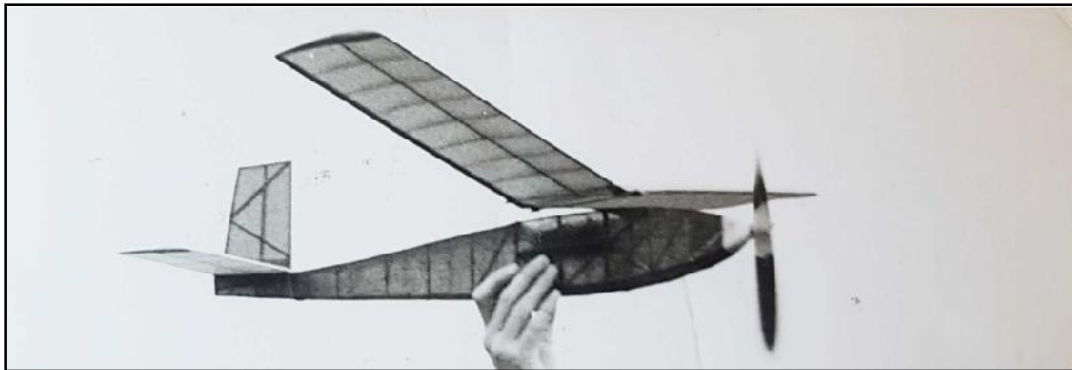


In later tests with a more powerful motor the slip drive was not positive enough so the positive drive "Prop saver nose block" was developed. [See diagram]



The model now had a climb expected from a small rubber model.

I have no recollection of what happened to the model after I handed it over to the Aeromodeller staff.





Extract from Model Aircraft September 1952

Working to Rule

At one time, in formula events, the powers that be pursued the sane and simple policy of checking only the winning or qualifying models. That, however, was in the days when contest rules and procedure were governed by people who either flew or understood model aircraft. To the modern bureaucrat this all seemed all too straight-forward and un-complex; the opportunity of introducing yet another juicily worded rule could not go unheeded.

In future all models must be checked,

The result of this ruling is all too well known. Slide rule experts went berserk, contest organisation was thrown into chaos, and seldom did any event get under way much before tea-time.

That the whole complicated procedure was impracticable became evident even to our bureaucratic rule-deviser. But to take the obvious course of scrapping the rule was to him heretical, unthinkable. To his circumspect mind the natural solution was to devise yet another rule; one which, while imposing enough, in itself, would in effect cancel out the other.

Whatever our prejudices we cannot help but consider his answer to be anything less than a master stroke - True, the competitors find the cutting out of fancy bits of paper for templates a bit of a bore, and it must be admitted that the bits of paper are, in themselves, virtually useless, but the template system has at least restored the position of checking only the winning models with no loss of face to officialdom and yet another ponderous and difficult rule to its credit,

Tipping the Scale

Success in power scale events largely depends upon the labour involved in thumbing one's way through endless stacks of aircraft journals in search of a full size plane that has most of the essentials of a good duration model. Coming across some weird experimental prototype you might give vent to a whoop of delight as you remark its ample wing area, oodles of dihedral and yards of moment arm. Possibly the only drawback is that it's a pusher type. Notwithstanding that, you have an upsurge of confidence when you compare your near duration job with all the more conventional biplanes and low wing types that will only just manage to stagger into the air.

However come the actual comp, you invariably find that some canny blighter has pipped you for first place by prying out an alternative version of your own design — one with a tractor set-up.

That sort of thing is very annoying, especially when you've set your heart on winning the beastly contest. However, such disappointment can be avoided in future by adopting an idea which was suggested to me by an item referring to the sale of cheap second-hand aircraft, Buy up one of these old crates and modify it to an overblown version of your own pet pylon job. Then armed with a few photographs and drawings of the monstrosity - just to convince the judges— you'll be all set for certain success.

Lament of the Model Photographer

Under, over and half exposed;
Film too fast or shutter closed
Models flying out of frame;
Over-eager, faulty aim;
Bods beheaded, others blurred
Should have watched the dicky bird.
Thus my failures by the score
Lie heaped upon the darkroom floor.

But if such effort without stint
Does produce the ideal print,
Where composition, clearly shows
The perfect action, perfect pose;
Freezing at some angle odd
The graceful lunge of an aeromod,
Its ten to one the silly drip
Has a fag-end dangling from his lip.

Pylonius

All that said, I did build a Tomboy to compete in the 'Hilda Baker Memorial Comp' at Middle Wallop in the year 2000.



Yours truly with my nice new 'Tomboy' at Middle Wallop championships in 2000

When our founder, David Baker, lost his wife Hilda it was decided to promote a memorial competition. In order to embrace all fliers, the competition format was evolved to suit sports fliers as well as competition types.

The trophy was to be awarded annually for the longest flight by a 'Tomboy' powered by any means, with the proviso that the model must land within the boundaries of the airfield.

There was no limit to the number of attempts over the three days of the championships.

Hilda had been a special part of SAM1066 and as a result everybody and his dog built 'Tomboys' for the inaugural event at Wallop in 2000, including me.

I scrounged an Ivine Mills .75 from an engine collector mate of mine and set about the build. As is the norm I only finished my 'Tomboy' a few days before the meeting and had to try and trim it in windy conditions on Warwick Racecourse, my relatively near trimming field. It was not easy, no engine cut-out just the standard Mills tank. Nearly lost it, judging fuel quantity left in tank was difficult, it being buried in the fuselage. I got the model trimmed and registered a time at the champs. There were 119 entries and I was one of them, and that was the point of the exercise.

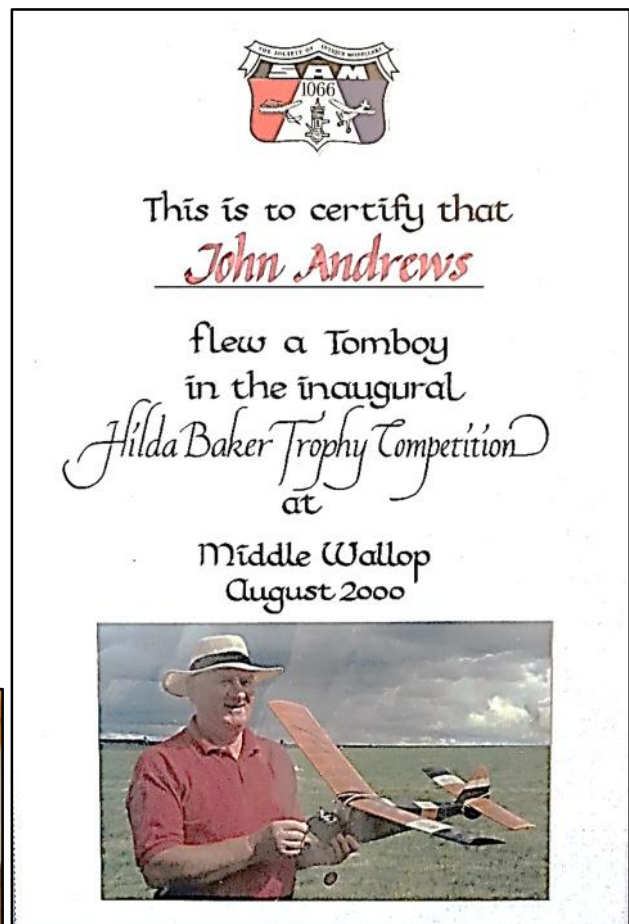
Roy Tiller has dug into records so I'll report on that first event in the next article.

All entrants were presented with a certificate recording their participation and in addition a sticker for the model.



I still have the model and have flown it in every event since. After a few years, stickers were no longer awarded so I started making my own. My poor old 'Tomboy' has more stickers than tissue on the fuselage sides these days. Not looking too bad tho' after 21 years.

I've never won the Trophy but I did get best Diesel in 2003 with a 7 min + flight and I got my kiss from Carol Farley at the prize presentation, a fitting reward in itself.



The flight had a lucky end to it, there was little drift and I was under the model on my bike all the way to the edge of the field. The model was circling about 60ft up centred on the hedge passing in and out of the field and I thought that was it and the model would be out of the field on landing. The drift changed and the model flew along the hedgerow then back onto the airfield to make a perfect three pointer on the peri-track.

The old 'Tomboy' was lost from Wallop a few times:

It spent a month awaiting collection from the 'fireworks factory' down the lane across the road from the campsite, I'd had a 5 in the morning phone call from the guy that found it.

It did a 9min + flyway one year, out across the fields on the far side of the airfield. Following the line I came across a Land Rover in a field with a collection of errant models in the back. I assume the guy was waiting for rewards for finding. I looked in the back, no 'Tomboy'. One of the chaps with the car said he saw a model come down and waved vaguely over toward the next field. I followed his wave and there was the 'Tomboy'. That flight won me the SAM2000 international 'Tomboy' comp. and I still have the tee shirt and sticker.

It was lost overnight one year and was found next day and returned by David Beales.

It spent a few days in a farmers barn one time and was recovered for me by John Thompson who passed wry comment on its scruffy nature, even offering to take the warps out of the tailplane. I declined.

It had one or two accidents, the worst being at Barkston when I was trying to get a flight in for the SAM2000 comp. The model left the airfield over by the main road entrance and disappeared amongst the hangers across the road. It took some finding as it must have hit high on a hanger wall then slid down into the drainage ditch at the bottom breaking the wing.



It's been a good reliable model, Vic Smeed deserves many plaudits for the design and I'm sure it must be one of the most built models of all time. I've nothing but praise for the Irvine Mills, it just gets left after each outing and next time out I just fill the tank, open up the needle and a few squirts of fuel will soon see it running. Having seen little use the engine has slowly been run in and these days the model gets ever higher with the extra power.

Even our Chairman has one and he also is a past winner of the SAM2000 International contest, and has won the 'Hilda Baker' trophy.

John Andrews

Extract from the old Paperback Clarion November 2000

The First Hilda Baker Trophy Competition held at Middle Wallop in 2000

Hilda was well and truly remembered at Middle Wallop this year. The inaugural competition for the Hilda Baker Cup - well, vase actually - attracted a stonking 119 entries. It was fantastic.

Tomboys were everywhere. The sky was full of them; the ground was covered with them and the gentle spluttering, crackling and popping of their many small diesels provided the perfect background music to yet another great Middle Wallop.

However, on the first day of the meeting things were not looking good: people had been telling us we'd get over 100 entries but on Friday we attracted only a few, and of them only one person, Bob Bailey, actually posted a time. Bob was disappearing next day to fly in the Indoor Nats at Cardington so had to make his flights on Friday and he bravely flew in a howling gale. Late in the day and on his second flight his Tomboy was out of the field and into hostile country in no time at all but, for us, he'd broken the ice and I do hope he got his model back.

On Saturday things began to look up and the entry list climbed, but still very few people were returning flight times and yet clearly there was a lot of activity - the sky was positively heaving with Tomboys of every description, particularly in the evening. In fact, although we didn't know it at the time, that's when the winning flight was made and those who missed that opportunity lived to regret it.

Sunday saw the action step up a gear and by late afternoon the entry list was very close to reaching 100.

Then, on the last day, we topped the ton when we persuaded Vic Smeed himself to become the 100th entrant flying his Tomboy Number 2, a model he built in 1950. His original Tomboy, built in 1949, still exists and was on display in the control tent but, understandably, was not flown.

I was privileged to be official timekeeper for Vic's one flight appropriately using his real mechanical stopwatch rather than my own modern digital thing.

Old Number Two, however, seemed unaware of the attention she attracted, or perhaps because of it, and disgraced herself by shedding her undercarriage after about 10 seconds of flight and, with her CofG upset, the old girl proceeded to cavort and loop her way down the airfield to record a rather inelegant but very satisfactory 2m31s. Vic was highly amused.

The final and 119th entrant was Martin Ambrose who, having worked on building his Tomboy till 2.30am on Monday morning went to bed and then got up and finished building at 7am before rushing to Middle Wallop entering the comp. and making a contest flight before the list closed at 3pm. A brilliant effort which somehow epitomised the spirit of the whole competition: everyone just wanted to take part, and afterwards everyone had a story to tell.

The eventual winner, John Ralph, had been flying his electric Tomboy all weekend and claims he'd never had so much fun in a competition, but he was lucky (or clever?) because several better times were rendered invalid when the models landed just outside the field, the most notable being Stephen Fielding's slightly out-of-field time of 8m04s.

However, while some were after the magnificent trophy, others were just having a lot of fun and yet still they managed to put up some serious times in the relatively windy conditions. Fifty one people posted times which exceeded two minutes and twenty seven of them were over three minutes, and remember, the vast majority of entrants were not serious competition flyers accustomed to squeezing the last ounce of performance from their models.

The redoubtable Mike Hetherington even managed to get 2m05s from his rubber-powered Tomboy. I thought this was very impressive and told him so. He was surprised at my admiration "it should do four minutes" he said. On a different planet, some of these blokes. Roy Tiller, having posted the 8th best time overall, then proceeded to use his Tomboy to tow his Keil Kraft Cadet glider into the air and still achieve a time of 58sccs.

There weren't as many Americans as usual at MW this year but Mik AAikkelson flew the flag well by coming third in the competition with an American team effort: he flew a plane built by Art Swift using an engine borrowed from Mike Myers and so he just had to take back a commemorative certificate for the builder and one for the engine supplier as well as his own. This same plane had also been flown in the postal competition back in California before being brought over to Middle Wallop.

George. Pooley, who, 45 years ago took me to the All Britain Model Aircraft Rally at Radlett when I was only 12 years old, and who, through this contest, I have met again at last, turned up with a new Tomboy which he and I flew on Monday. We didn't achieve very good times but it was good to be flying with him again after such a long time.

In fact one of the prime aims of this particular competition was to involve everybody, sport and contest flyer alike, which is why it was particularly pleasing to see Peter Cane who had never entered a competition before, take second place with a terrific flight of 5m34s.

Interestingly, his was the only 36" Tomboy in the first four places. All of the first four made flights of 5 mins or over and apart from Peter all opted for the 44" version. Who knows what might have happened if he had built the bigger version, he might have entered and won his first competition.

Some other statistics make for interesting reading.

For and away the most popular model was the 36" Tomboy powered by a diesel, usually a Mills 0.75. Out of the total of 91 diesels, 67 were 36" span.

There were 22 electrics in total, 4 rubber-powered jobs and even two CO2 models, one of which had a 1947 motor in it, but there were no glo models.

Only twenty six of the 119 entries were 44" span but they did disproportionately well by taking three of the first four places and six of the first 14 places.

While the contest was admittedly won by an electric-powered model, electric-powered planes in general seemed to fare less well than the diesels and out of the twenty two electrics entered only four finished in the top thirty.

John Ralph's winning time of almost 6 minutes (5m55s) was very impressive given the generally windy conditions and remembering that you had to land inside the field to qualify. He was a clear 21 sees ahead of Peter Cane in second place. Surely, in calmer conditions, we shall see times of over ten minutes in this competition in years to come. In fact, the winner of the postal competition, another 44" model, made a flight of over 14 minutes (see below) which shows just what a well-trimmed Tomboy can do.

The Hilda Baker Trophy itself attracted much attention and admiration. It is a spectacular piece of Waterford Crystal and John Ralph must be very proud to be its first winner, but in addition there were three framed covers of the November 1950 Aeromodeller to be won. This cover was a Rupert Moore painting depicting a Tomboy on floats being launched from an idyllic River Thames at Windsor. Each one of these special covers was signed by Vic Smeed. One went to the winner to keep, and one was presented to the Radford family, five of whom entered the competition at Middle Wallop. The youngest, Danielle, also won the junior trophy which was a super miniature Tomboy in a perspex case made and donated by Reg Roles.

The third signed Aeromodeller cover was sent to George Car in Australia as the impressive winner of the first postal competition. So that ends the inaugural competition for the Hilda Baker Trophy. Judging by the number of entries and the comments we received, it was a success and we will run both the postal and the Middle Wallop competitions again next year with unchanged formats.

Thank you so much everyone for entering the competition and, more importantly, thank you for entering into the spirit of it. See you next year.

Hope you enjoyed it was much as we did, Hilda.

Results

Name	Time	Place	Type	Span
John Ralph	5.55	1	Electric	44
Peter Cane	5.34	2	Diesel	36
Mik Mikkelsen	5.19	3	Diesel	44
Mike Cummings	5.00	4	Diesel	44
Peter Ashmore	4.55	5	Diesel	36
Brian Martin	4.55	5	Diesel	36
Bill White	4.54	7	Diesel	36
Roy Tiller	4.34	8	Diesel	36
Ian Anderson	4.30	9	Diesel	36
Dave Rye	4.15	10	Electric	36
John Eveleigh	4.10	11	Electric	44
Eric Haselum	4.00	12	Diesel	36
John Ellison	3.58	13	Diesel	36
David Wright	3.57	14	Diesel	44
David Goddard	3.51	15	Diesel	44
Alan Price	3.50	16	Diesel	36
Tony Hall	3.41	17	Diesel	36
John Andrews	3.32	18	Diesel	36
John King	3.30	19	Diesel	36
Joost Bakker	3.30	19	Diesel	36
Rex Oldridge	3.27	21	Diesel	36
Eric Speakman	3.20	22	Diesel	36
Peter Tomlinson	3.20	23	Diesel	44
David Etherton	3.13	24	Diesel	36
Tony Overton	3.07	25	Diesel	36
Graham Aldhurst	3.05	26	Diesel	44

Name	Time	Place	Type	Span
Roger Gulliver	3.03	27	Diesel	36
Vic Driscoll	3.03	28	Diesel	44
Jack Allen	2.55	29	Electric	36
John Close	2.54	30	Diesel	44
Maria Allen	2.53	31	Electric	36
Spencer Willis	2.51	32	Diesel	36
Bob Gibbs	2.45	33	Diesel	36
Peter Carter	2.44	34	Diesel	36
John Huntley	2.38	35	Diesel	36
Vic Smeed	2.31	36	Diesel	36
Jack Law	2.31	36	Diesel	36
Michael Allen	2.25	38	Diesel	36
Geoff Spencer	2.24	39	Diesel	36
Eric Ashcroft	2.21	40	Diesel	36
Stephen Fielding	2.19	41	Diesel	36
Gareth Fidler	2.15	42	Diesel	36
Mick Radford	2.13	43	Diesel	36
John Godden	2.06	44	Electric	36
Mike Hetherington	2.05	45	Rubber	36
Richard Allen	2.05	46	Electric	36
Ken Attiwell	2.05	46	Electric	36
Alan Thwaites	2.04	48	Electric	36
Andy Wright	2.04	49	Diesel	36
Derek Welch	2.02	50	Diesel	36
Michael Barton	2.02	50	Diesel	36
David Goddard	2.02	52	Diesel	44

The following returned times over one minute:

David Goddard, Joe Northrop, David Saul, Syd Hylam, Don Palmer, John Leitch, Dave Caudrey, Ian Kirkpatrick, Tony Shepherd, Robert Daniel, John Bailey, Roe Emery, Bob Close, Colin Shepherd, John Meaney, Bob Jones, Pete Spence, Colin Watts, Tony Thorn, Tony Kelly, Nicol Thorn, Keith Sedgwick, Peter Michel, Andy Brough, Tony Overton, Tony Radford. Ann Radford, Danielle Brunning, Peter Carter, Paul Barford, John McStea, David Jefferys, Melvyn Friend and John Bailey.

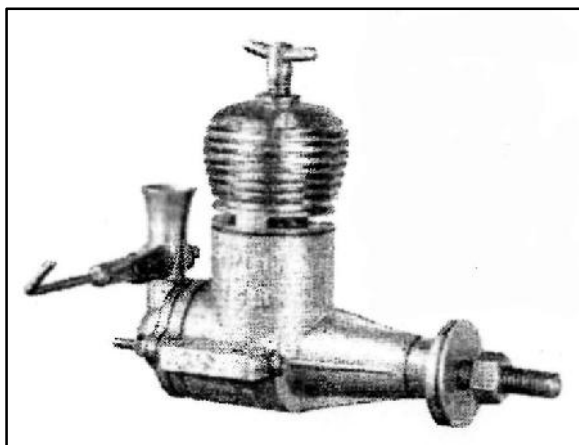
The following returned times of under one minute:

Derek Ridley, Bob Bailey, John White, Keith Simmonds, Ron Marking, Brian Martin, Paul Herbst, Alan Whipp, Fred Taylor, Stephen Lacey, John Thompson, Brian Yearley, Nick Farley, John Mayes, George Pooley, Martin Ambrose.

The following entered but recorded no times:

Ian Anderson, Peter Rolfe, Derek Smith, Graham Moore, Paul Burt, John Webb, Don Knight, Dick Sherman, George Cleaves, Roy Bates, Brian Downham, Clive Bunyan, Mick Clay, Michael Womersley, Tom Paine and Mike Hudlass.

Nick Farley



FROG 149
D. and G.
1.49 c.c.
 Manufacturers:
 International
 Model Aircraft
 Ltd.,
 Morden Road,
 Merton, Surrey.

Retail Price: 54/9.

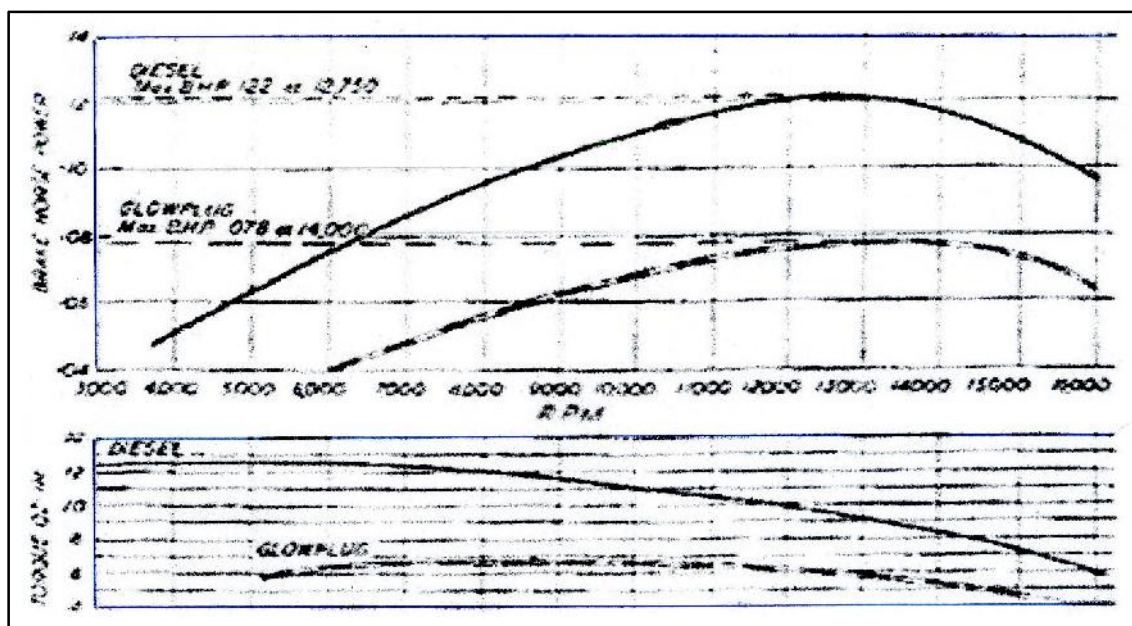
Cylinder: Phoenix case-hardening mild steel.
 Piston and Contrapiston: Brico centrifugal cast iron.
 Crankshaft: Phoenix case-hardened mild steel (stress relieved).
 Bearing: Vandervell steel backed sintered bronze sleeve.
 Crankcase: LAC 112A light alloy die casting.
 Cylinder jacket: Dural anodised red.
 Con. rod: Dural forging.

Diesel Specification
 Displacement: 1.49 c.c. (.091 cu. in.).
 Bore: .50 in.
 Stroke: .460 in.
 Bore-Stroke ratio: 1.09.
 Bare weight: 3½ oz.
 Max. torque: 12.5 oz.-in. at 3,000-6,000 r.p.m.
 Max. B.H.P.: .122 at 12,750.
 Power/Weight ratio: .0375 B.H.P. per oz.
 Power rating: .082 B.H.P. per c.c.

Glow Specification
 Bare weight: 3.3 oz.
 Max. torque: 6.8 oz.-in. at 7,000-9,000 r.p.m.
 Max. B.H.P.: .078 at 14,000 r.p.m.
 Power/Weight ratio: .023 B.H.P. per oz.
 Power rating: .0525 B.H.P. per c.c.

PROPELLER	R.P.M.	R.P.M.
<i>Nylon Propellers</i>	<i>Glow</i>	<i>Diesel</i>
dia. pitch		
8 x 6	6,400	8,000
8 x 5	7,000	9,000
7 x 5	8,400	—
6 x 4	15,000	16,200
5½ x 4	16,200	—
6 x 6 (approx.)	12,800	—
<i>Wooden Propellers</i>		
7 x 4 (Stant)	10,400	11,500
6 x 4 (Stant)	12,600	13,900
6 x 3 (Stant)	12,800	14,500
6 x 3 (Tricut)	13,000	14,500
9 x 6 (Stant)	5,300	—

Glow:
 Fuel: Frog "Redglow" plus 10 per cent. nitromethane.
Diesel:
 Fuel: Frog "Powamix".



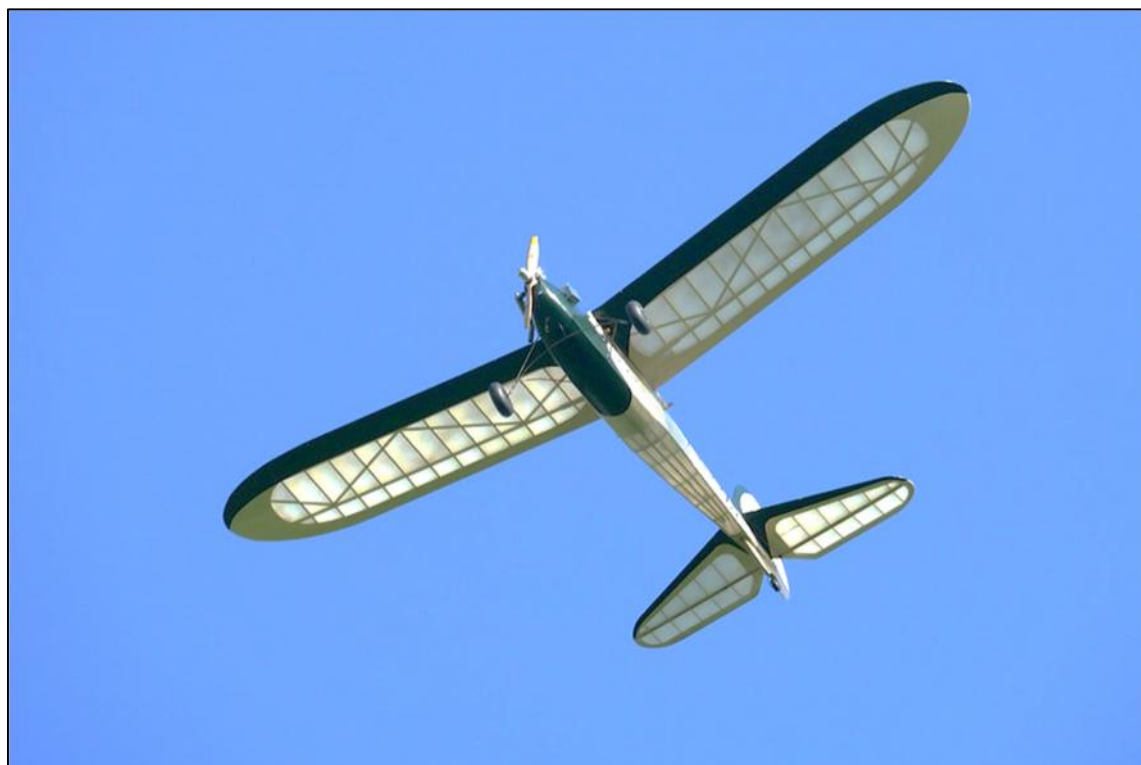
Pictures from the Levin event in New Zealand reported last month.



Bob Burling 2021 Group Photo



Wayne Elley (Kapiti) flew his beautiful Miss America



Trevor Glogau's Falcon - the epitome of Vintage



Trevor Glogau (Wellington) with his 1945 Corsaire



Stu Hubbard's Quaker Flash climbing out



Falcon on take-off - Trevor Glogau (Wellington)



Stu Hubbard (Ashhurst) with his Quaker Flash



Ross Brinsley's (Hawkes Bay) Flying Quaker



Ross Brinsley (Hawkes Bay) applies power to his [Flying Quaker](#)



Flemming Ravn ([PN Aeroneers](#)) launching his immaculate Klood King [in Precision](#)



Flemming Ravn's ([PN Aeroneers](#)) Klood King climbing into the blue yonder



Bruce McKay (PN Aeroneers) after another good flight with his Red Zephyr in Vintage Precision



Stan Nicholas's E-Rubber Gollywock



E - Barrie Russell (Hawkes Bay) hits the throttle on his Stardust Special.

Aeromodelling in the UK: SAM1066

John Andrews

In return for a favour from Barrie Russell, I am tapping out a few words at his request on various aspects of our aeromodelling obsession here in the UK. (for his New Zealand 'Propwash' newsletter).

Who am I:

I am the ageing editor of 'The New Clarion', the online monthly newsletter of the Vintage/Classic Free-Flight society SAM1066 here in the UK. The society is a splinter group of free-flyers from SAM35, set up by one David Baker after some long forgotten disagreement way back before my renewed interest in FF. Our society, SAM1066, well over 25 years or so back had the use of, what was said to be the largest grass airfield in Europe, at Middle Wallop.



Looks pretty big to me, would not want to mow it with me fly-mo.

The society flourished in the late 1990's at Wallop, running contests throughout each year culminating in a three day event which was acknowledged as one of the largest in Europe. To give you some idea of the size of attendance, there was always a mass launch at the end of the meeting and flyers had to sign in, there were over 400 models flown one year.

The society was something of a one man band run by David, he assembled copy for the monthly A5 hard copy magazine 'The Clarion' which kept the society together. The society prospered until he became very ill and eventually publication of 'The Clarion' ceased and the society foundered.

Thankfully some time circa 2006 three wise men, Mike Parker, John Thompson and Lindsey Smith rejuvenated SAM1066 and the society was up and running again. Lindsey had military ties and was our liaison officer with Middle Wallop, this got our meetings up and running again. The new organisation is all electronic and all matters are handled on-line. It was decided that no membership fee would be charged and society income would be derived from gate fees and competition entries, this situation still survives today. One member, Vic Willson, was persuaded by Mike Parker to start up a new newsletter and thus the 'New Clarion' was born. The magazine is only published on-line and can be accessed from the society web-site:

www.sam1066.org

The first copy came on-line in January 2007, I took over as editor due to the untimely death of Vic in February 2010 and still soldier on.

The society flourished yet again, principally due to the ideal flying field at Wallop. Competitions were well supported and there was always a large contingent of sports fliers. Many flying the old American designs with the unmistakable exhaust bark of their vintage spark ignition engines. We had a well-stocked prize presentation table with quite a few impressive trophies, the source of which I never really discovered. I did however partake of a bottle of wine or two which are awarded to the winners of the various competitions. Usually for the first three places.



Easter meeting 2012. - This lot is just about as vintage as you can get.



2010 Championships - Fliers gather for the prize presentation, took a while.



2009 yours truly picks up 'The Jaguar' trophy and a bottle of wine.

Presented, from the well laden trophy & prize table, by John Thompson (deceased) our chairman at the time.

It was in 2016 that the society almost came to an end, health & safety issues within the military and a new station commander together with a new airfield manager culminated in SAM1066 finally losing Middle Wallop as its flying venue.

The committee, with membership approval, decided to carry on and use Area 8 of Salisbury Plain as our meetings venue. The use of Area 8 has been negotiated by the BMFA Free Flight Tech Committee for weekend use, with prior approval from the MoD, who operate training activities across the Plain at regular intervals.

The Plain is an army tank training area and, although a vast area far greater than Wallop, movement across it is fraught with problems, many tracks being impassable by cars, even 4x4's can run aground.



Salisbury Plain from one of the useable flying areas

We continue to use the Plain although initially attendance at meetings was small by comparison to the good old days, difficult access, rugged flight recovery and ageing membership being suspected reasons. Things were picking up then the covid pandemic put all model flying on hold. SAM1066 is now just starting to pick up where we left off as restrictions are eased and we hope to continue to thrive, albeit, I suspect, not like the good old days.



The flight-line on the Plain 2017



8oz Wakefield Trophy winner, must have been a low entry as my Korda is not all that competitive.
Note the bottle of red tucked under me arm

Well that's SAM1066 to date, congratulations to those of you who manage to stick with it to the end.

PS: Our website www.sam1066.org contains a great deal of information.

We are fortunate to have accumulated a huge archive library of hard copy magazines and digitised plans. Much of its content originates from the collection of David Baker & the kindness of his two daughters, who donated all of their father's extensive collection to SAM1066. The co-operation, liaison and work by Mark Venter of the Christchurch Club & Roland Friestad in the USA that went into the digital plan library by interchange has further boosted the plan content. The content of both the magazine & plan library are downloadable from our website.

The DBHLibrary is a permanent legacy in memory of our founder David Baker

John Andrews

February 1946

NEWS & Review

Cover Story

The cover photograph shows Bill White with his attractive 6-ft. span petrol model, undoubtedly the most photographed model of the 1945 season.

Possessing an unusually pleasing appearance, enhanced by meticulous workmanship, it attracts immediate attention wherever it makes its appearance.

As is often the case, much of the work which has been put into this model is not visible and this applies to the wings in particular, which are a monument to Bill White's patience and constructive skill. The built-up wing ribs and diagonal strutting have resulted in over a thousand separate pieces in the wing structure alone.

Unfortunately, Bill White has been dogged by ill-luck with his motors throughout the past season, but on the occasions in which the machine has taken the air successfully it has demonstrated its stability and an exceptionally flat glide. The builder deserves better luck for 1946.

This photograph was taken by your Editor on Baildon Moor.

"The Model Engineer" Exhibition

We are pleased to announce that arrangements are in hand for the first post-war Model Engineer Exhibition, which will be held in the latter part of August at the New Horticultural Hall, Vincent Square, Westminster, and that the Council of the S.M.A.E. has accepted the offer of participation in this exhibition which has been extended to them by Percival Marshall & Co. Ltd.

The exhibition will give model aircraft constructors all over the country the opportunity of displaying their craftsmanship under the best possible conditions and in good company.

We are sure that all clubs will desire to be represented at this exhibition and to enter the various contest sections for which substantial prizes are offered.

Here is your opportunity of showing the general public what model aeronautics really imply and the high degree of skill which you possess. Start on your exhibition models now! Don't leave them to the last minute.

Fairey's Aerodrome

The title of this paragraph will doubtless bring back many happy memories to pre-war enthusiasts who attended S.M.A.E. centralised contests, international contests, and rallies held on this fine airfield.

In its present enlarged form and under its new title "Heath Row," it will be less familiar to modellers, although it will rapidly become more familiar to the general public as it fulfils its new rôle of long-distance terminal aerodrome for London.

The aerodrome in its new form has cost some £20,000,000 to convert and now embraces the whole of the large stretch of land which lies between the original Fairey's aerodrome and the Staines extension of the Great West Road.

It is now undoubtedly the largest aerodrome in the country, with positively colossal runways.

As we go to press it is celebrating the inauguration of the first flight on the proposed South American Trans-Atlantic service by the "Lancastrian" air-liner "Starlight," which was piloted by Air Vice-Marshal Donald Bennett.

While model enthusiasts will regret the passing of Fairey's as the scene of model meetings, they will no doubt retain a feeling of pride in their association with this aerodrome in the past and will follow its future development with keen interest.

Jet and Rocket Models

In view of the large number of pitfalls, both legal and technical, into which the experimenter with jet-propelled and rocket-driven models can fall, we have taken the necessary steps to provide modellers who wish to build models of this class with the necessary guiding information in a series of articles in our pages.

The first of these appears in this issue and is well worth careful reading by all who are embarking on the construction of rocket-propelled models.

To be forewarned is to be forearmed, and we commend the elementary truths expounded to the attention of our readers.

The S.M.A.E., in conjunction with Mr. Howard Boys, have been instrumental in clarifying the position from the legal aspect to the extent that there is now no official impediment to the use of rockets so long as they are made by, and obtained from, a licensed concern such as Pain's or Brock's, and only the special rockets made for this purpose are used.

So many accidents have occurred of late due to schoolboys acquiring chemistry sets and attempting to produce gunpowder—we know of two such cases within our locality—that the authorities are apt to look upon experiments involving explosives with considerable dis-

MODEL AIRCRAFT

February 1946

favour, and it behoves every modeller to take the utmost care in this direction.

It will take only one serious accident to tie the whole field of experiment in this type of model in impenetrable red tape.

Competitors' Urge

On one or two occasions during power-driven contests it has been noted that competitors become fascinated by the fact that their motor suddenly springs into life and they then seem to lose their normal common sense and caution at the moment of launching the model under the urge of getting it airborne.

On one occasion a competitor was observed to point his model absolutely spot on towards a large notice board displayed for the benefit of the control of spectators. As was inevitable, the model struck the board and was badly damaged.

Had this been a spectator or a member of the public on his lawful journeys, the consequences might have been more serious, and it points to the necessity for flyers of petrol models to pause and have a good look round before they actually release the model.

Captured German Equipment

German aircraft equipment which has reached this country as a result of the activities of the technical units sent to Germany to pry into their wartime secrets reveal the frantic effort which was being made by the Nazis to attain technical superiority over the Allies, and give the Luftwaffe machines and equipment a sufficiently enhanced performance to enable them to cope with the Allied Air Forces.

Ingenuity has always been a feature of the Huns and one is therefore not surprised to find a number of striking developments amongst their experimental projects. In some cases one has to acknowledge their courage and temerity—as, for instance, in the case of their piloted version of the V.1 rocket, which appears to belong to the "suicide" class of weapon. With the pilot located in a cramped cockpit immediately in front of the motor unit, he has little hope of extricating himself should he encounter trouble, particularly as the captured example was not fitted with the "ejector" type seat which is used in other German aircraft, such as the rocket-driven M.E.163 and J.U.263.

The Germans also appear to have decided quite definitely that the tailless machine is the last word in aircraft development, as many of

their later designs show a strong leaning in this direction. For instance, the Horten glider seems to have been an actual flying test-bed for one of their more ambitious projects—a tailless bomber with a span of 30 meters (98 ft.), four large jet power units, an eight-wheeled partially retractable undercarriage and a cabin almost entirely sunk into the wing.

Dorland Hall

It is noted that the *Aeromodeller* in its issue for December, 1945, has returned to a general attack on the S.M.A.E., born of the fact that the Society has seen fit to decline to take part in the exhibition sponsored by our contemporary.

We cannot think that such displays of bad temper are in the best interests of the model aircraft movement. Some of us may feel that these attacks constitute in themselves ample justification of the Society's attitude towards a display which must cease to be primarily an occasion for personal advertisement before it can command respect.

As we announce elsewhere, the S.M.A.E. will be taking part in *The Model Engineer Exhibition* to be held in August, and Club members and aeromodellers everywhere will be grateful to learn that participation in this event is taking place on terms most beneficial to the Society and the movement it represents.

Facts about Radlett

Our contemporary also indulges in some unfriendly remarks about the meeting at Radlett. Its main accusation is to the effect that admission to the meeting was restricted to members of S.M.A.E. clubs. *This is not true.* Admission was open to members of all model aero clubs—any model aero club—affiliated to the S.M.A.E. or not, and, be it noted, *A.B.A. members were not excluded.*

What our contemporary seems to have overlooked is the fact that Radlett aerodrome is a *private aerodrome*, still under Air Ministry control, and that it could not in consequence be opened to the *general public*.

Sir Frederick Handley-Page made a very generous gesture to the model aeroplane movement in permitting its use on this occasion and allowed admission on the widest terms short of making admission open to all and sundry.

We would also emphasise that *admission was free* to all aeromodellers on presentation of the membership card of their club or an S.M.A.E. admission ticket.

Rachel & I decided that we could break free of covid isolation and, as the weather forecast looked reasonable, it was off to North Luffenham for the BMFA 5th Area Competition. As usual I had made no preparations for flying, I just threw a model box in the back of the car together with my outdoor flight box and rubber motor briefcase. No electric bike as Luffenham is a bit chopped up on the runways.



After an uneventful journey we drove through the military housing estate and onto the airfield. We observed the whole airfield covered in uncut grass, a yard deep, and I immediately announced to the good lady that it was a no competition day for us, was she relieved. I knew recovery through deep unmown grass was more than we could handle and even finding the models would not be easy.

We toured the flight line and settled down facing the action alongside Bert Whitehead. Seen here wading through the hay.

Bert was pleased to see us as he could not find anyone he knew and his Peterborough contingent were not attending, maybe it was the football final keeping folk away. We spent a pleasant day watching Bert battle his way through 5 coupe flights. He was absolutely knackered at the end of the day, so much so that, as he was having difficulty finding his 18 year old model after his final flight, he gave up looking and said, in his familiar dismissive manner, the airfield could keep it.



I spent the day in spectator and picnic mode, flask of tea, miniature pork pies and Chicken & Branston pickle batch etc. Had a small panic when I required a visit to the peony bush across the peri-track, had immense difficulty getting up out of my chair. I could not get my feet under my somewhat large body and the chair construction was too fragile for me to put my full weight on the arms to push off. This is my second chair, I did break off one of the arms on the first one. I need a different design and a more robust frame, tinternet here I come.

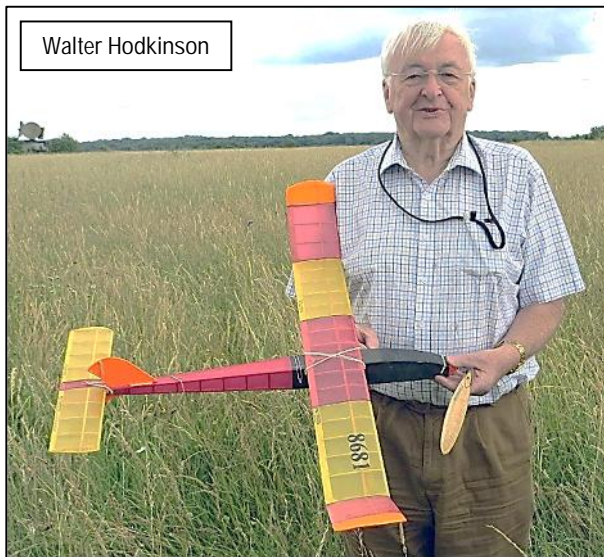
I got Rachel to pull me up out of the chair for my second visit to the bush. Got sun-burnt.



Sharing the airfield with us were the Para-gliders, they were operating a little further along the peritrack than we were so there was little chance of interference although one guy got into lift and was circling way high above the end of our flightline but he was that high that the power models did not reach him.

It must have been ideal conditions for them as there was continuous activity all day. A lot of the time there would be three of them circling around. As I mentioned one got into a real boomer of a thermal and was up there for quite a while. Curiously I did not see any evidence of the lift when models were flying below him, he must have been in some sort of bubble.

I will wrap up with a few pictures of other attendees who came within camera range.



Walter Hodkinson



Terry Page



John Watson



Martin McHugh

All in all a good meeting with good flying conditions, the only exception being the long unmown grass. I had a really pleasant day chatting to passers-by and popping off a few pictures through the grass in front of me. The threatened rain passed by a couple of times as big black clouds slid by on each side of us, someone must have got wet somewhere but not us.

John Andrews

FREE FLIGHT DOWN UNDER

June 2021

Never give up when you have a heart beat



It was the final day of the 3 day 2021 Southern Cross Cup at the wonderful Adrian Bryant Field at West Wyalong.

Combined Mini was the staged event where 12 entrants gathered to do battle in superb conditions, light winds with thermals wafting through.

The CD (Roy Summersby) announced the flying program 2 min max, no rounds, 3 flights.

In my car were an AI Aiglet glider and a P-30 rubber, hmm!

The P-30 had gone through some changes since my first outing and entry into free flight competition in 2016 - a lighter new design fin, prop assembly and roll your own carbon fuselage saving a massive 22 grams overall. She looked as though the 3 week *Jenny Craig program* had worked.

On the flight line models were maxing, however sink was plentiful and catching flyers out.

After 3 flights were completed CD Roy announced a 5 min fly off to choose the outright placings. "A 5 min max, the Munson putty timer has never gone that long". I searched my flight box for a lighter spring, a CLG one will have to do.

Other flyers with electric/band burner timers were hitting the heavens. The P-30 rubber was being wound to never before tensions and I'm cautious of the surrounding air with very little breeze. Standing ready to launch with my timer Sam, however there were no indicators to launch as yet. I'm on my own when streamers start to move, I wind 6 slow rotations of the prop for good luck.

When looking over my left shoulder high behind me were four circling hawks "*they know what they're doing, - it's time to go*".

Circling slowly then drifting into the lift she was on her way climbing towards the hawks to join them. Surprisingly no aggression was shown, and all stayed circling together.

Binoculars were called for as visually she was becoming nearly out of sight. Kathy came to the rescue and was locked on indicating no DT as yet; it's well over 5 min and very high and a long way away, "*I can't lose her, she has never looked better*". Kathy called DT, it's slowly coming down, a sigh of relief, and I check the tracker receiver and I have a heart beat (phew). Kathy said that a lot of dust was rising high off a paddock a long way away and the model was getting hard to see. She announced the compass reading for her last line of sight - this was going to be a long retrieve.

Reaching for my backpack, I add water bottle, compass, UHF radio, homemade apricot and date oat slice and tracker receiver. I'm off, out of the flying paddock. I pass Roy on his push bike returning with his F1J in hand.



I still have a heart beat but fading, and after a little time it stops. I retrace my tracks and still nothing!! Doubt creeps in, is it the TX battery that's failed? It can't be, it's a new one for the competition. Still searching,

Kathy radios me have you found it? *'No, and I have no signal'*, Kathy replies, we will get you Malcolm's yagi antenna, we will meet you at the first fence.

Yagi fitted thanks (Terry), and we have a very faint heart beat again (phew). I'm on my way towards the north in search, but this time it is more to the left and fading again. I can't work it out. But still walking, a radio call from Vin asks where are you? *"I'm a long way into the 3rd paddock and I'm getting unusual directions from the signal"*. He replies it may be in a tree, also there is a road not far north and we will pick you up from there if need be. I head off in the direction to 2 small trees, walking under them looking up, I roll my ankle on an obscure tree root and down I go, remembering Malcolm's request not to lose any elements from the yagi. Dusting myself off, I'm starting to look like I have chicken pox with the number of mosquito bites I have. It's time to wash down some more water and food.

Sweeping the yagi antenna, once more I'm getting the signal towards the right from my previous direction. Could someone have picked the model up near Bland's Lane? Still walking towards what looks like the paddock being ploughed, I'm getting a better signal, I walk through long grass, I seem to be on track. Then I step into a small culvert and over on the ankle again, - not good. Into the ploughed paddock I am getting a stronger signal as the tractor is heading towards me.

I thought *"it's been run over and caught up in the plough"*. I wave to the farmer, however he can't see me in the dust and he passes as the signal starts to go faint again. I wait a while for his return this time upwind from the dust, and as he gets closer so does the signal. Waving madly, he spots me by flashing the tractors lights. As he slows to a stop I gaze at the huge plough for coloured bits in it behind the tractor. I didn't see anything.

The tractors cabin door opens, G'day, *"G'day mate"* back. I asked if he had seen a model aeroplane whilst ploughing the paddock. He looks at me and smiles and said is this yours? - holding it up in his hand. *"Yes that's mine"*. He replied, are you Ian? *"Yes I am"*. I was going to call you after I finish this job. You're lucky, I nearly ploughed over it - so I stopped and put it in the cab, and it's been there for a while. Where did you come from? I replied, *"Way down towards the south"*. The farmer asked *"How did you know where it was?"* *"It has a transmitter in it that gives out a signal - like a heartbeat to follow"*. You've got a hell of a walk to get back. *"Yes I have, I replied with a big smile"*

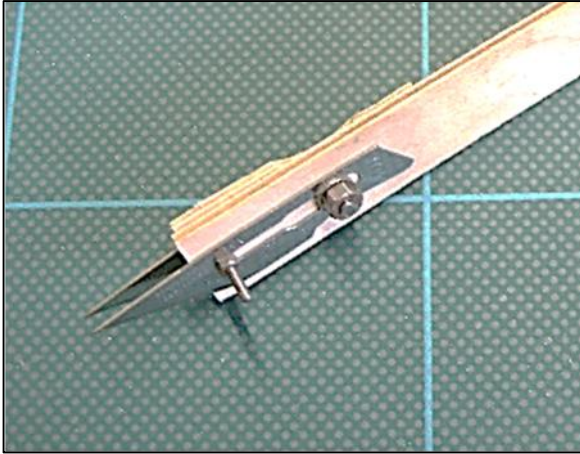
Thanks to Kathy for meeting me at the flying field fence, with cold grapes, water, and a lift back to my car.

"Never give up when you have a heartbeat".

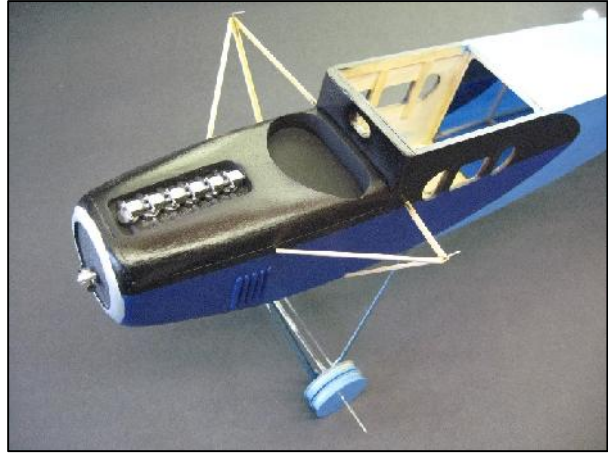
Ian Haigh (Australia)

Cutting trim

In my article in the previous issue of the NC, I promised a photo of the implement I used to cut the cabin framing on the Cessna 195. This time gap has also given me the chance to remember why I originally made it!



Double bladed knife for cutting trim.



Painted Fokker FII fuselage prior to application of white trim lines.

It consists of a crude 1.5mm ply handle with two Swann-Morton 10A scalpel blades attached to it using single 12B.A. and 8 B.A. nuts and bolts, as shown. I had originally made it for cutting the white trim lines from Solartrim for the Fokker FII. The Solartrim has attached remarkably well to the surface, which is mainly sheet balsa covered with doped on tissue, and with tissue on Mylar on an open frame at the rear and then sprayed with Tamiya gloss acrylic paint. The density of the white Solartrim covers the dark painted surface well. Pity it is no longer produced!



Recent photo of completed and not infrequently flown model showing white trim lines cut from Solartrim.



Cessna 195 showing cut windscreen frame strips.

For cutting the cabin framing on the Cessna 195, I added an extra piece of 0.8mm ply packing between the blades. This enabled me to cut the bottom frame edge of the windscreen following its curved shape.

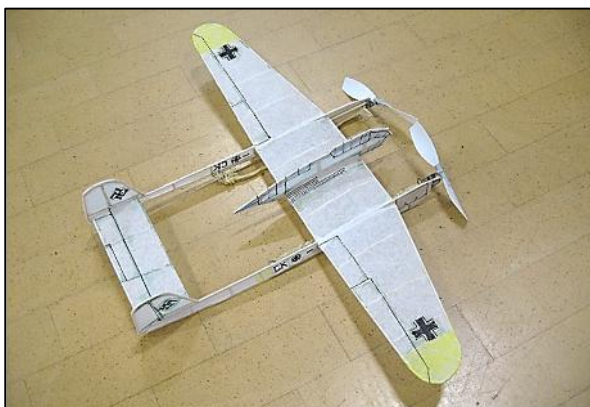
No-Cals

The recent June meeting at the Trinity School Sports Hall featured a No-Cal competition. The current BMFA rules for this rubber-powered semi-scale profile fuselage class are quite straightforward - maximum wingspan 16" and minimum weight 6g. They are balsa stick and tissue models and the use of hi-tech materials such as boron or carbon fibres is not permitted.

Some of the American literature suggests reinforcing the motor stick using such fibres - this is clearly a no-no in the UK. Dave King and Andy Blackburn produced a set of modified rules for a Trinity Beginners No-Cal class. This has further restrictions on minimum wood size (1/16"sq) and the propeller used on single engine models must be a commercially available outdoor plastic one with a 6" maximum diameter (no Ikara Butterfly props!). The maximum length of rubber is 1.5 times the distance between the motor hooks. As it turned out, I thought these rules produced models ideally suited to the relatively small dimensions of the Trinity hall and much fun was had by all. Three timed flights were allowed, with the best two counting. As is often the case, a number of models flew better when not being timed! Unfortunately, I failed to get a photo of Andy Blackburn's winning Mitsubishi Zero, but photos and information on some of the others follows.

The most unusual entry was Pete Smart's Focke-Wulf Fw 189 Uhu (Eagle Owl). As it is a twin engine model it could use two small diameter Ikara propellers. It flew very well. A number of builders used the plans from Paul Bradley's website www.parmodels.com, which features nearly twenty No-Cal designs, mainly of WWII types, with patterns to print the tissue using an inkjet printer. There are also a number of useful construction articles, related to No-Cals, including one on how to print onto tissue paper. Models built from Paul Bradley's plans included Mike Stuart's Kawasaki Ki 61 Hien, Rob Smith's Grumman F6F Hellcat and Mike Langford's Grumman F8F Bearcat. As can be seen from the photos, the printed tissue artwork makes for very attractive looking models.

There were also a couple of models based on racing planes. Mike King had a nice own design No-Cal of Art Chester's Goon of 1938. I had dug out of the loft my Speed F8F Bearcat, which is now 25y old! The original 16' span Bearcat was designed and built by Ronald Johnson and Robert E. (Bobby) Speed in the late 1960s for biplane racing at Reno. It is now in the Texas Air & Space Museum, where it is somewhat confusingly called a Bearcat on their website (<http://www.texasairandspacemuseum.org>) because the FAA called the Speed Johnson Experimental Amateur Built Fixed Wing Single-Engine Aircraft an F4F Bearcat. However, in the contemporaneous race result records it is called 'The Beercat' and Charles A. Mendenhall's 3-view drawing in his book 'The Air Racer' has the title caption "Speed F8F 'Beercat'". I had built a couple of Pistachio scale models of the Beercat using Dave Aronstein's Pistachio plan. My No-Cal was built on an enlargement of this. On checking it out for the Trinity event, I found its span was 350mm (13.75"), my sparse build notes stating that this was to BMFA rules. These have obviously since been sensibly changed since to match the widely used maximum wingspan of 16" for No-Cals. I also found it was fitted with a 7" diameter Peck propeller, which clearly would not meet the Trinity rules. A 6" Tern plastic propeller was of similar weight and was substituted very easily as the retention is a spiral wound wire clip. My Pistachios flew very well to the right and the No-Cal is set up in the same way.



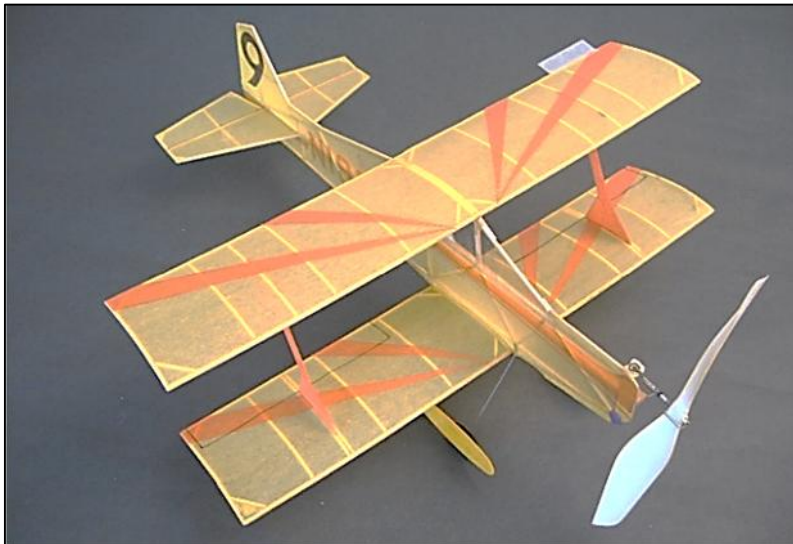
Pete Smart's Focke-Wulf
Fw 189 Uhu (Eagle Owl) No-Cal twin



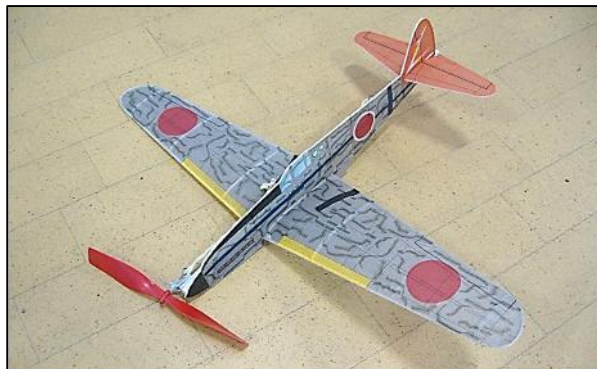
Mike King's Chester Goon

Note that all the other single engine models shown in the photos have the motor sticks on the right hand side of the fuselage for left circuit flying, but that of the Beercat is on the left. Despite its age and the propeller change, I got it flying reasonably, except on increased turns it flew in very tight right circuits without gaining height, so further trimming is clearly required. I guess I need to reduce the amount of right thrust slightly - a job to be looked forward to in a future indoor session.

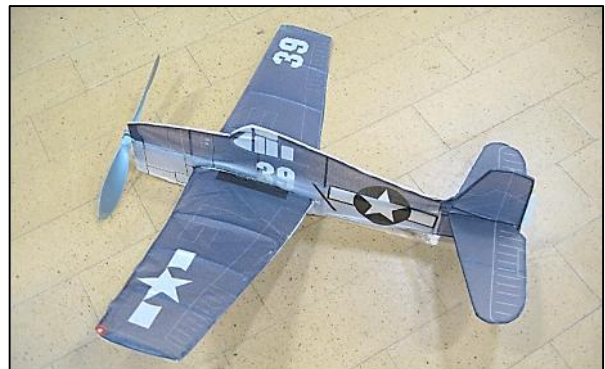
A selection of No-Cal models seen at the June 2021 Trinity indoor meeting.



Nick Peppiatt's Speed F8F Beercat (or Bearcat!)



Mike Stuart's Kawasaki Ki 60 Hien



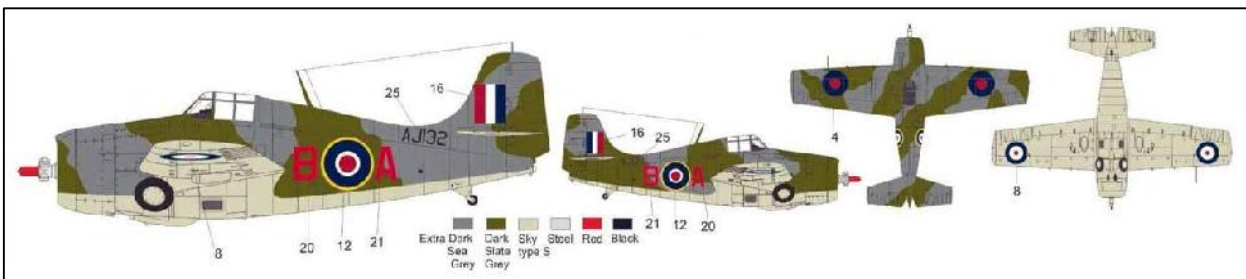
Rob Smith's Grumman F6F Hellcat



Mike Langford's Grumman F8F Bearcat

Nick Peppiatt

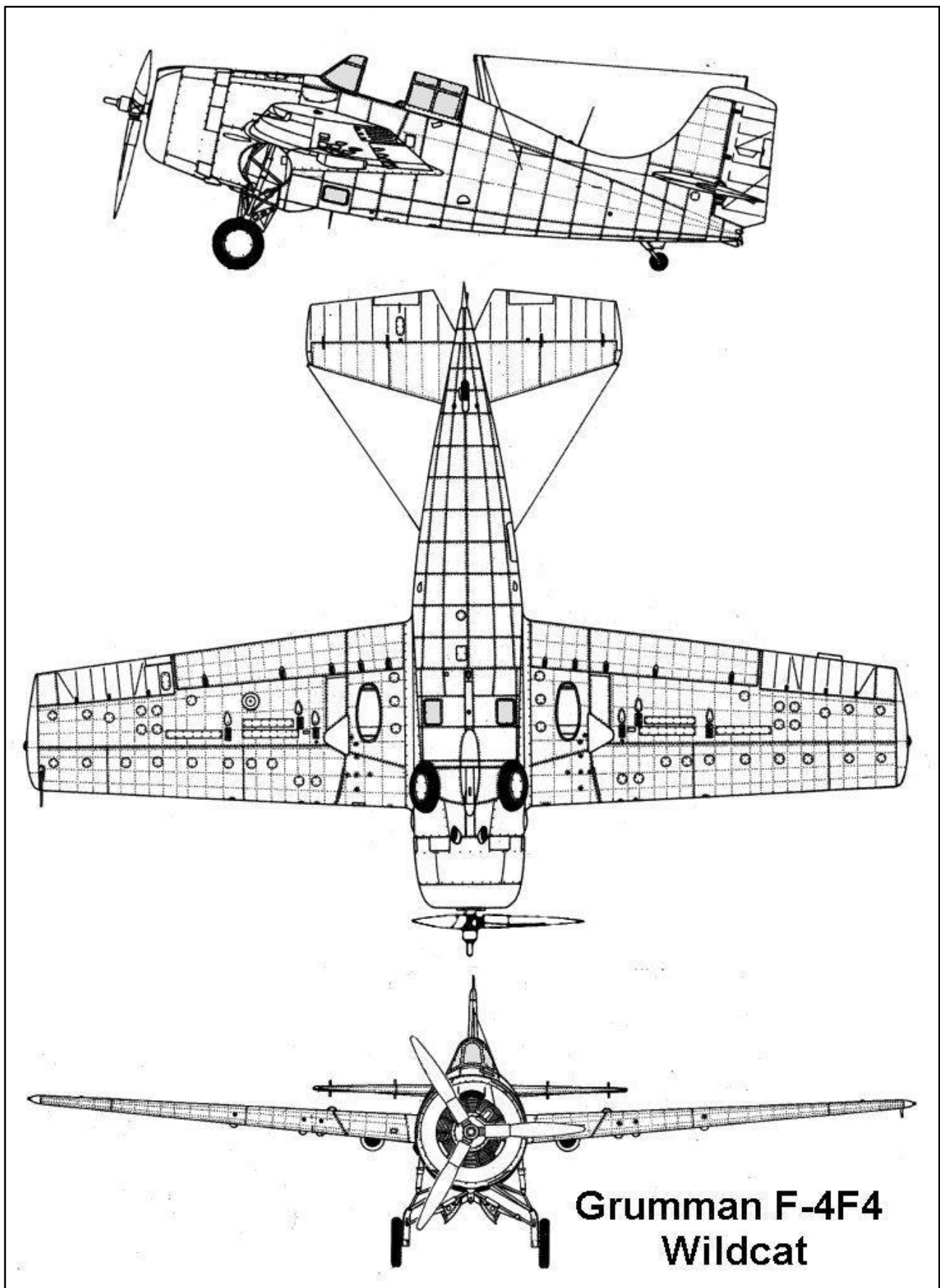
Following on from the preceding article here is another candidate for a No-Cal model



The **Grumman F4F Wildcat** is an American carrier-based fighter aircraft that began service in 1940 with the United States Navy, and the British Royal Navy where it was initially known as the **Martlet**.^[2] First used by the British in the North Atlantic, the Wildcat was the only effective fighter available to the United States Navy and Marine Corps in the Pacific Theater during the early part of the Second World War. The disappointing Brewster Buffalo was withdrawn in favor of the Wildcat and replaced as aircraft became available.

With a top speed of 318 mph (512 km/h), the Wildcat was outperformed by the faster (331 mph (533 km/h)), more maneuverable, and longer-ranged Mitsubishi A6M Zero. However, the F4F's ruggedness, coupled with tactics such as the Thach Weave and High-side guns pass maneuvers using altitude advantage,^[3] resulted in a claimed air combat kill-to-loss ratio of 5.9:1 in 1942 and 6.9:1 for the entire war.^[4]

Lessons learned from the Wildcat were later applied to the faster F6F Hellcat. While the Wildcat had better range and maneuverability at low speed,^[5] the Hellcat could rely on superior power and high speed performance^[6] to outperform the Zero. The Wildcat continued to be built throughout the remainder of the war to serve on escort carriers, where larger and heavier fighters could not be used.



Looks like a good possibility for a No-Cal model, midwing, under-cart below fuselage, straight taper wings with a bit of dihedral. Motor stick and wing could coincide for extra support. A good competition model I would think.

John Andrews/internet

B.M.F.A. 5th. AREA - THIRD ROUND SOUTHERN COUPE LEAGUE JULY 11th 2021

You may remember that my last report broke new ground by inviting competitors to send in reports which I then stitched together. I was again unable to attend this event so the same format is used. None of the fourteen flyers maxed out. Gavin Manion only dropped three seconds and took first place with Alan Brocklehurst second. They finished in reverse order at the last event, the London Gala where Alan was the only one of the thirteen flyers to max-out. That makes one max-out in twenty-seven goes. The weather (with the exception of Bodmin Moor at the Fifth Area) was 'normal' so that's no excuse.

Recuperating with a glass of champagne and in lyrical mood Gavin writes -

MOD Luffenham for the BMFA 5th Area Summer Mini was a wonderful tall grass meadow full of flowers, butterflies and skylarks. Really beautiful but very hard to get through and it could be very difficult to find your model.

It was thermally and with a persistent southerly breeze up to 10mph at times. Perhaps because of the difficulty posed by retrieval just 4 people posted scores on a day that would normally have been considered positively balmy.

Walt Hodgkinson's first flight was over 6minutes and remained lost off the field at close of play.

Dave Taylor stopped when he dropped his 3rd round flight leaving only Bert Whitehead and Gavin Manion to complete the required 5 flights.



Bert dropped 26 seconds across two flights reserving the bigger drop until the end by which time conditions were definitely trickier and thunder clouds were gathering.

Gavin managed to drop 3 seconds on the his fourth flight though he flew 4 & 5 in quick succession with different models as time and the efforts of recovery were beginning to tell. Both models were found within 30m of each other as the contest came to a close.

Despite all the threatening clouds it stayed dry throughout the contest but on the drive home it was soon raining quite heavily.

A "could have been" day; the weather was really kind given some of the forecasts, and given bit more luck there could have been a fly-off (there was but one required as Simon Dixon and Colin Foster flew off in 1/2A, Colin won by a couple of seconds).

But oh that beautiful meadow!!....hope it's been cut for the Coupe de Birmingham in November!

Now we go two hundred and forty miles Southwest to Bodmin Moor. At our request for a report from Ron Marking and the C.M.C. he writes -

That is easily done.....

With the forecast across five different web sites being rain. Lightning, hail and/or mist we have all decided to stay at home!!!!

PS As I write this it is chucking it down.

Back East one hundred and twenty miles to the airfield ridge at Salisbury Plain.

Alan Brocklehurst reports -

It was never going to be entirely dry underfoot on Salisbury Plain since there had been rain at times during the week leading up to this competition. On the day, the Met Office forecast was for 9 mph, whilst XC-Weather suggested 12 mph. Both were right! It only felt like 7-9 mph on the ground, but 12mph, or even slightly more, may have been nearer the truth in the air, judging by the distances covered by the models. Both forecasts said southerly(!) and predicted rain at about 4pm. However, I took some encouragement from the cloud base predictions of XC-Weather and decided to give it a go. My plan was to get there early-ish, do my 5 flights and leave before the rain.

On arrival, I couldn't see anyone else, so I waited (but, only for a couple of minutes) at the corner of the trimming field and soon Bernard Aslett, Trevor Grey and Chris Redrup rolled up in quick succession. Quite rightly, the trimming field was deemed too small for the day, as models would have been landing out near the road to the north, so I followed in convoy across to near the windsock on the ridge. Had I not seen the others drive though the large muddy puddle in the dip, I may well have turned around and gone home! Anyway, my non-4x4 made it through alright (and again later on the way home when it was no less muddier!). We parked near the top of the ridge just to the east of the wind sock, joined shortly afterwards by Ben Hobbs and then Martin Stagg, and later in the afternoon by Gary Madelin, so just 7 vehicles in total with Bernard running the show.

My first flight was a nice max, but towards the trees in a light-ish south-easterly breeze. I found it fairly easily just over the horizon of the far hill-side, amongst the wild flowers and long grass, within 200 yards of the trees, but no real problem unless the wind swung further, contrary to forecast. My next flight was a typical Salisbury Plain flight, since after a good climb, it was dragged down by the turbulence over the valley for a 1:44, although with quite a lengthy retrieve through the long, wet grass. It felt like further than before and may have been so! Feeling that the model could do with getting higher quicker, I changed from 3/16" not-very-long to a shorter 3/32" motor. This time I was lucky with the air and did a nice max towards the trees, but fortunately landed just clear of them ('just' turned out to be only a few yards) and since Gary spotted me and told the others, control had been moved towards the bushes on the south-eastern end of the ridge by the time that I returned. My 4th flight suffered the dreaded valley effect again, the wind having eventually become more southerly as forecast (ie straight across the valley), and the model landed at 1:59. For the final flight I launched from nearer the top of the ridge and was lucky to scrape a final max.

I find it difficult to give a blow-by-blow account of what others did. There was quite a bit of activity in 1/2A power and E-36 and even CO2, but only 3 of us flew in F1G, while the only F1H flyer got 5 maxes (with rain preventing a fly-off flight).

During the day, I timed flights for Martin Stagg, who decided not to continue in F1G, but did some short trimming flights with his new Coupe instead (given the abundance of 'KK recommended' long grass).

I also timed a couple of F1G flights for Ben Hobbs, the last of which was a nice, long, high flight over towards the trees for a max, before the wind veered more southerly. He got it back after a long walk, but didn't fancy the prospect of doing 2 more.

All-in-all, not a bad day's outing ('a toil of a pleasure', as my father used to say!) and things nearly ran to plan (and I didn't break any motors!), although I got soaked packing up and it continued to rain, quite heavily at times, as I drove home.

I'll be most interested to know how others fared at the different venues.

Thirty - two miles Southeast at Beaulieu Don Thomson finds little support on a disappointing day, he writes -

My day was instructive rather than successful and showed how rusty I am, first comp flights since 2019 . I decided to use my simple windy weather coupe for reliability (ho!). First flight bunted in due to missing tail packing. 2nd attempt d/ted early. Other flights had poor launches (sore arm), mid-air turbulence and wrong rubber records meant rubber was clapped out pre-used, not new. I packed up after 4 flights, no maxes. Well, better at a small Area do, not the Crookham Gala. I was the only coupe flier at Beaulieu, atmosphere absent when it is just a postal.

We now go sixty - five miles East to Ashdown Forest from where Ken Taylor reports:

Good weather, light winds and thermals, but difficult terrain after all the recent wet weather flooded the peat bogs.

Ken dropped his first flight for 1' 20" with a too tight right spiral climb caused by an over-generous gurney flap on the fin. After correcting this he took four maxes and shares fourth place with Spencer Willis.

Robin Willes took two maxes and a score of 8' 27".

Bob Taylor made one flight of 1' 01" but found retrieving too difficult to continue.

Now we head North one hundred and twenty miles to Sculthorpe Stephen Bowles writes:

Just two entries - Spencer Willis made 8:51 and Michael Marshall 5:34.

And yes, Michael did make all 5 flights!

After about two hours of warm sunshine, the rest of the day was pretty much overcast with wind 6-10 mph. A bit breezier mid-afternoon calming off towards fly off time.

Spencer writes: -

As for Sunday I had to abandon C/R after a pathetic 2.04. What little sun there was had gone by then.

The wind direction was changing frequently 40 or 50 degrees. My first flight may have maxed if I hadn't launched crosswind trying to avoid my pole .The next one was 5sec. less and the third caught a gust and went inverted but righted itself resulting in 1.27 I think . For the last 2 flights I must have picked up short motors because I wound to only 380 turns and the torque was 50% up on my normal expected level which resulted in 2 superb flights. Maybe I'll have to start trying that approach on tricky days my usual m/run is about 50secs. the short ones gave me 37secs.

It was a difficult day as only 1 maxed out - Andrew Moorehouse in C/R.

The model I was flying it was what I call my standard model about 190 square " I have at least 6 that size most use my own aerofoil. The one I used on Sunday has a U.S.A. 5 section I also have one with a flat bottom section.

That's all the venues so we'll pop back to Gavin's place and help him finish his champagne.....Oh!. Never mind.

We hear that the Dreaming Spires event at Portmeadow, Oxford has been cancelled because of event planning Covid restrictions. That means we have five events to go in the league this year assuming no Covid Tsunamis. Five results out of the seven will count . The next event is the Cagnarata Day at R.A.F. Colerne near Chippenham in Wiltshire. As you see from the table, Alan and Gavin are wrestling for the lead but there's plenty of time for surprises.

Flying five rounds leaves little time if any for relaxed lunches, conversation, flying other classes or photography unless its flat calm and easy retrievals.

Gavin Manion, got one pic. of his flowery meadow site. (see his Luffenham report))

Alan Brocklehurst seems have developed a way of using his long lens camera for retrieving instead of using a tracker. He photos a marker tree in the distance and carries this reference with him.

(pick a bush?)

Everyone has a camera these days so can I appeal for more pictures from events? I know our editor John A. would appreciate these.

Send to him at the Clarion:

editor@sam1066.org

or to me at:

phall789@btinternet.com



Peter Hall

Southern Coupe Lg. Results

-

Roy Vaughn

BMFA Fifth Area					
Results					
Place	Entrant	Club	Maxes	Score	Time
1	G.Manion	B'ham	4	16	9.57
2	A.Brocklehurst	B&W	3	12	9.43
3	B.Whitehead	Grantham	3	11	9.34
4	K.Taylor	Crawley	4	11	9.20
4	S.Willis	Croydon	2	9	8.51
6	R.Willes	Epsom	2	7	8.27
6	D.Thomson	Croydon	0	5	5.36
8	M.Marshall	Impington	0	3	5.34
9	D.Taylor	Grantham	2	4	5.12
10	B.Hobbs	Oxford	1	2	5.08
11	W.Hodgkinson	Grantham	1	1	2.00
12	M.Stagg	B&W	0	0	1.28
13	R.Taylor	Crawley	0	0	1.01
14	M.McHugh	Peterborough	0	0	0.00



Alan Brocklehurst



Gavin Manion

Current League Leaders

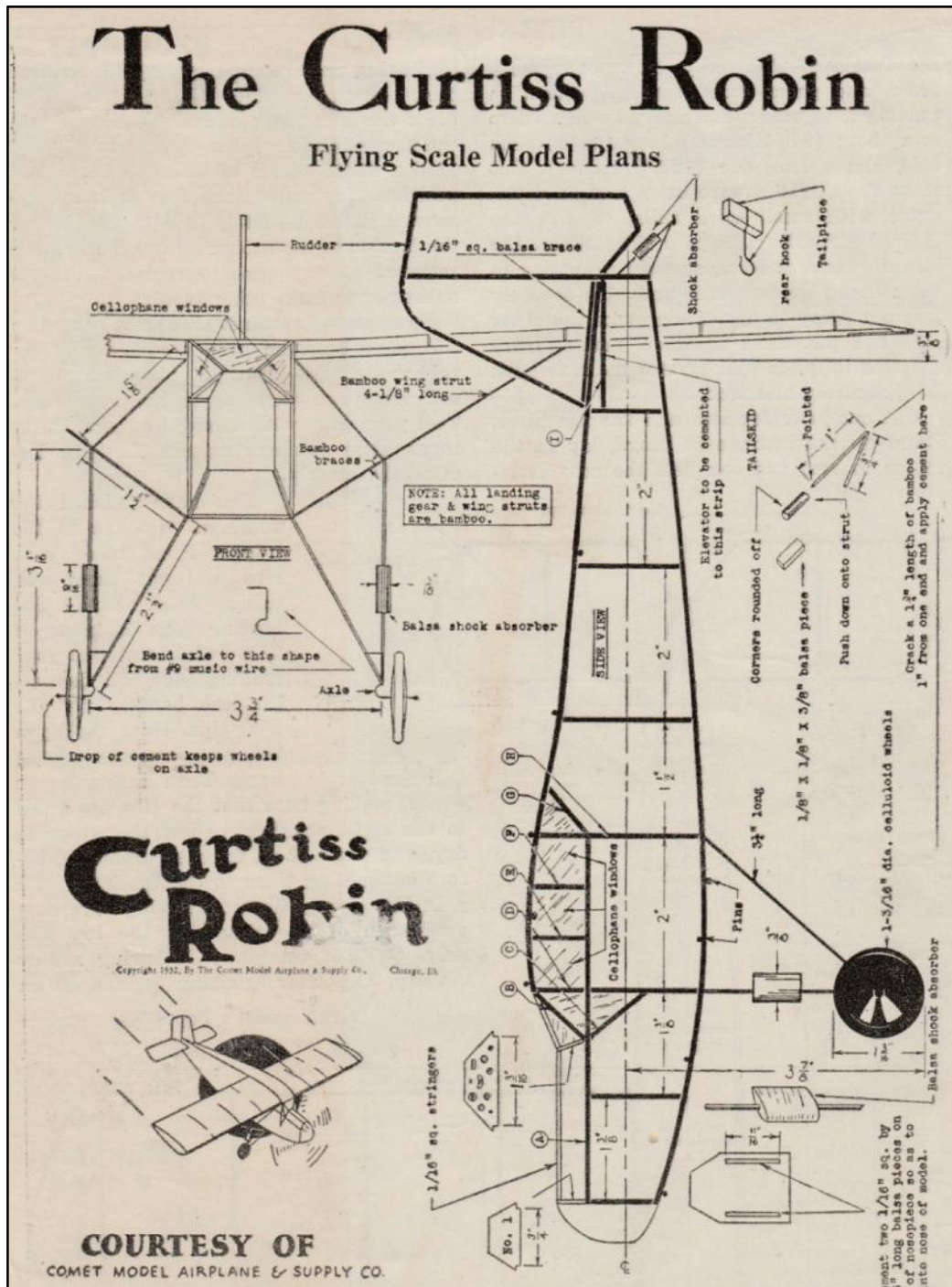
Southern Coupe League Standings after Round 2										
Place	Entrant	Club	London Gala	Fifth Area	Cagnarata	Southeastern Gala	Nationals	Crookham Gala	Coupe Europa	Total
1	A. Brocklehurst	B&W	17	12						29
2	G. Manion	Birming'm	10	16						26
3	R. Vaughn	Crookham	12							12
4	R. Fryer	Oxford	11							11
=	B. Whitehead	Grantham		11						11
=	K. Taylor	Crawley		11						11
7	R. Marking	CVA	9							9
=	S. Willis	Croydon		9						9
9	J. Paton	Crookham	8							8
=	A. Winter	CVA	8							8
11	B. Hobbs	Oxford	5	2						7
=	R. Willes	Epsom		7						7
13	D. Thomson	Croydon		5						5
14	D. Taylor	Grantham		4						4
15	M. Marshall	Impington		3						3
16	P. Ball	Grantham	2							2
17	M. Stagg	B&W	1							1
=	W. Hodgkinson	Grantham		1						1
19	R. Elliott	Croydon								0
=	C. McKenzie	CVA								0
=	D. May	Timperley								0
=	R. Taylor	Crawley								0
=	M. McHugh	Peterboro								0

Roy Vaughn

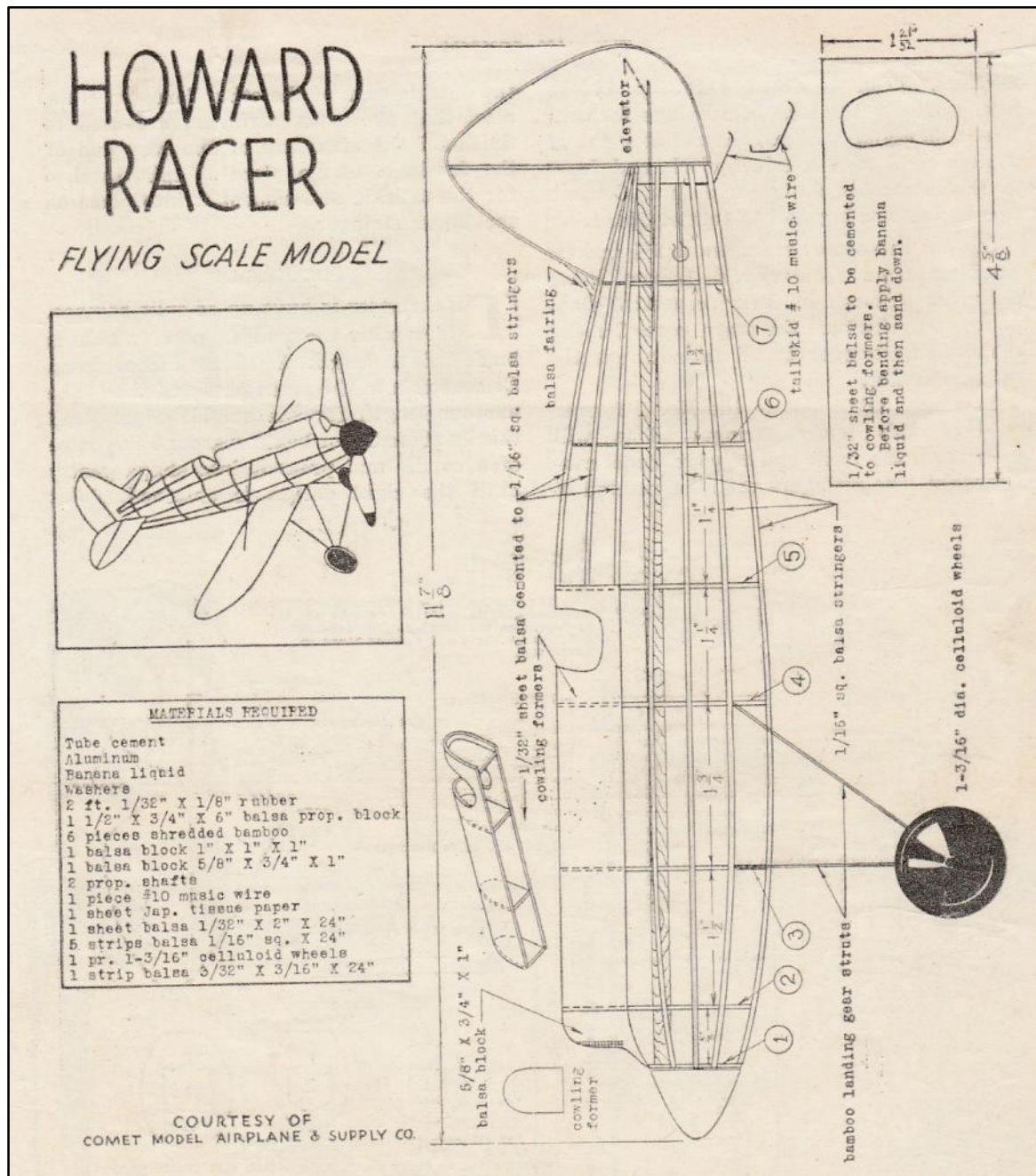
Report No. 126 Our earliest magazines continued.

Continuing with a look at the earliest magazines held in the library, we come to the American magazine *Flying Aces*.

A web search reveals that the magazine was first published in October 1928 as "pulp fiction" with a page size initially of 7" x 10" increased in November 1933 to 8 ½" X 11 ½". The content was said to be airplane stories both fictional and factual, articles and drawings of full size aircraft and some model aircraft content.



The earliest "bits" of *Flying Aces* held on the library are attached to a letter from Trevor Simpson to David Baker dated 1987, and comprise four pages marked up 1932 and four pages marked up 1933, all from his scrapbook. These show a Curtiss Robin and a Howard Racer both flying scale model plans courtesy of Comet Model Airplane Supply Co. I could not prove the stated dates but the page size aligns with that of the October 1928 to October 1933 issues.



The Curtiss Robin is 17 1/2" wingspan and the Howard racer 14" wingspan in each case the wing and tailplane drawings are on the next page.

It was good to behold that there is some guidance on flying and trimming the model, presumably due to the Comet origins, see alongside here.

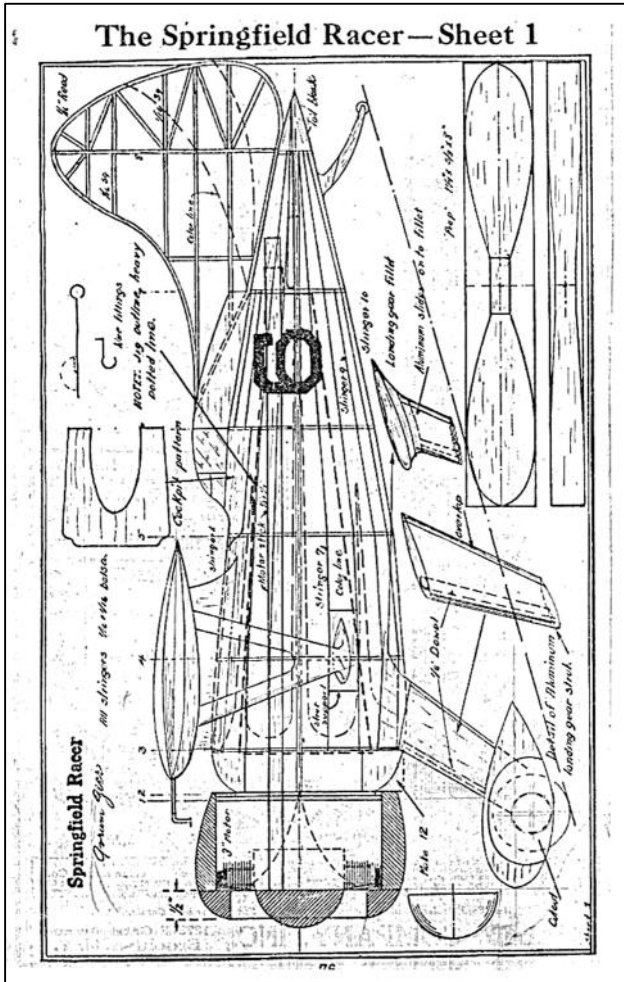
Next we have a dozen photocopied pages from *Flying Aces* October 1933, with plans for a Springfield Racer rubber powered model designed by Avrum Zier. The first job as with the previously mentioned models is to scale up the plans to the model size, in this case 22" wingspan.

These pages include advertisements by "Ideal Aeroplane and supply Co.", "Selly Company Inc." and "Scientific Model Airplane Co.".

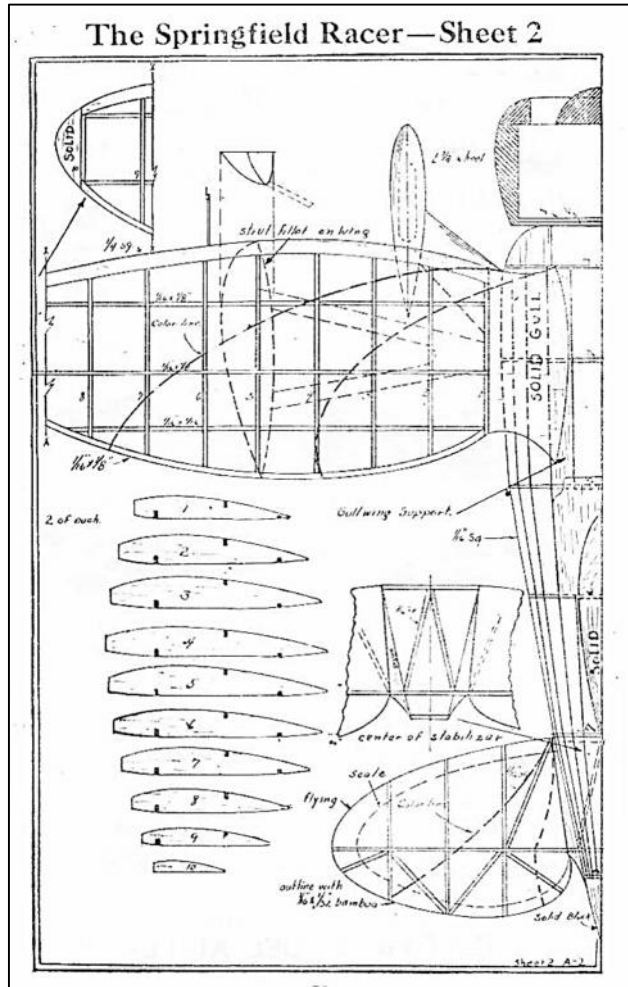
Once you are sure that all is ready, wind the propeller about fifty turns and launch the model with the nose pointed slightly downward. If the Robin climbs too steeply and falls back on its tail, make an adjustment by warping the elevators down a trifle. Experiment with this until you get the best results. You may also add weight to the nose by placing a tack or two in the back of the removable nosepiece. If the model dives, warp the elevators up a little. If the ship is correctly made and your propeller is running true, your Curtiss Robin should climb gracefully, make a perfect spiral turn and come down to a perfect three-point landing.

A point that should be checked, in case of flights that are not entirely successful, is how well the wings are fitted to the fuselage. See that your propeller is cut and balanced evenly. Make sure your fin and rudder are in alignment. Last, but not least, see that the undercarriage is placed in the dead center of the ship. This will cause much flight trouble if not correctly aligned.

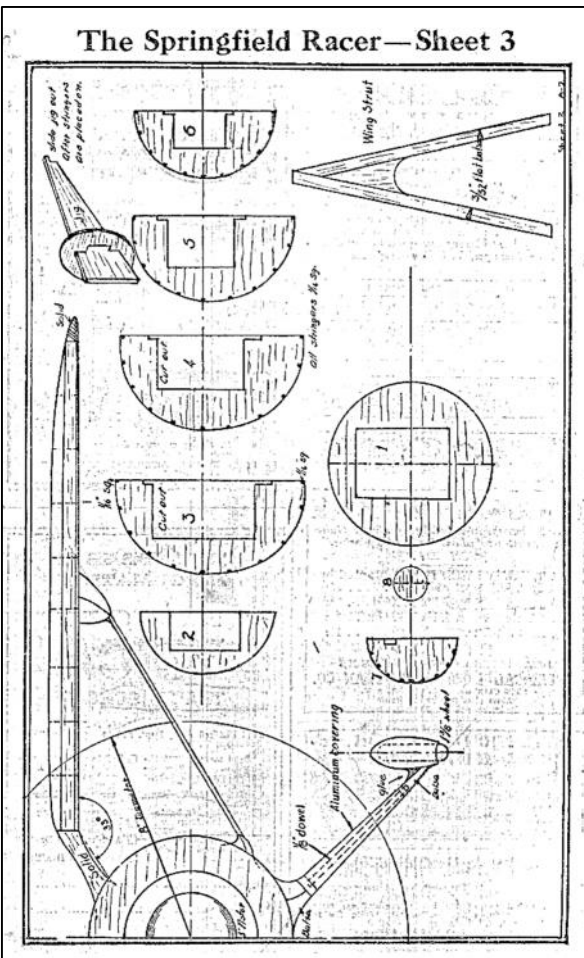
The Springfield Racer—Sheet 1



The Springfield Racer—Sheet 2



The Springfield Racer—Sheet 3



8 Marvelous New Scientific Kits

... that give a new sensation in building model airplanes that are **GUARANTEED TO FLY!**

Made to Sell for \$1.00, Our Price

50¢

EACH POSTPAID



NIEUPORT "SCOUT" 20" 50c p.p.



STINSON "RELIANT" 20" 50c p.p.



VANCE "FLYING WING" 20" 50c p.p.



WACO MODEL "A" 20" 50c p.p.



CURTISS "GOSHAWK" 20" 50c p.p.



BELLANCA "Pacemaker" 20" 50c p.p.



VICKERS "JOCKEY" 20" 50c p.p.



FAIRCHILD "22"-20" 50c p.p.

If You Visit the **CHICAGO WORLD'S FAIR** See Our Exhibit at the Air Show Booth 56

FREE! New 1933 catalog of highest grade model builders' supplies at lowest prices

DEALERS: WRITE FOR SPECIAL DISCOUNTS

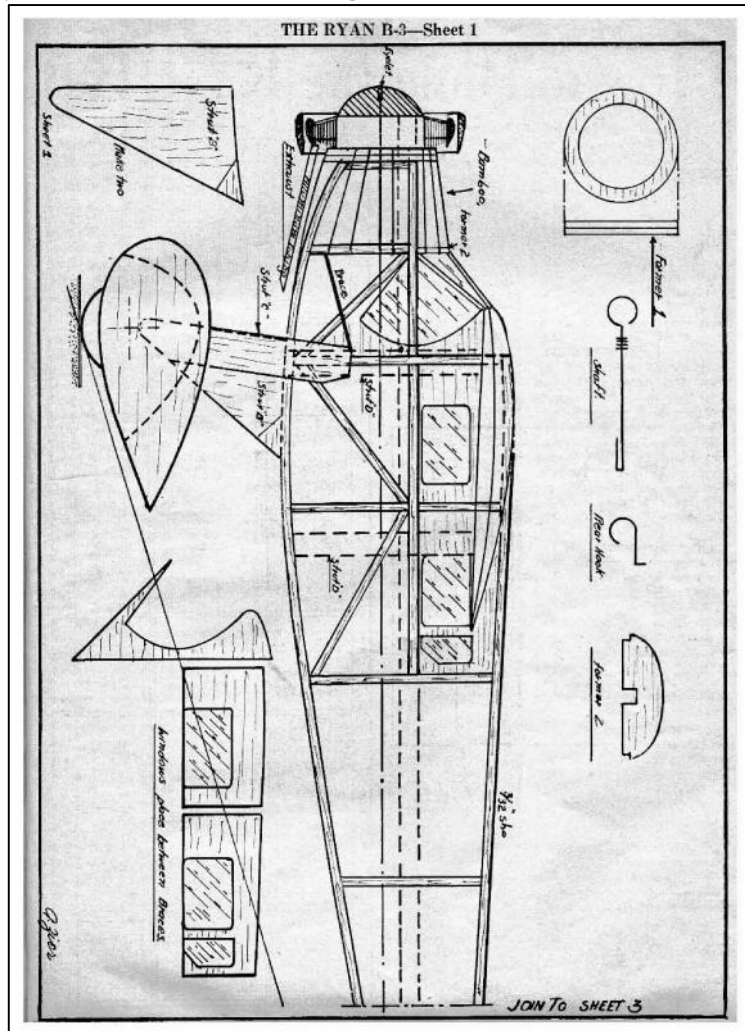
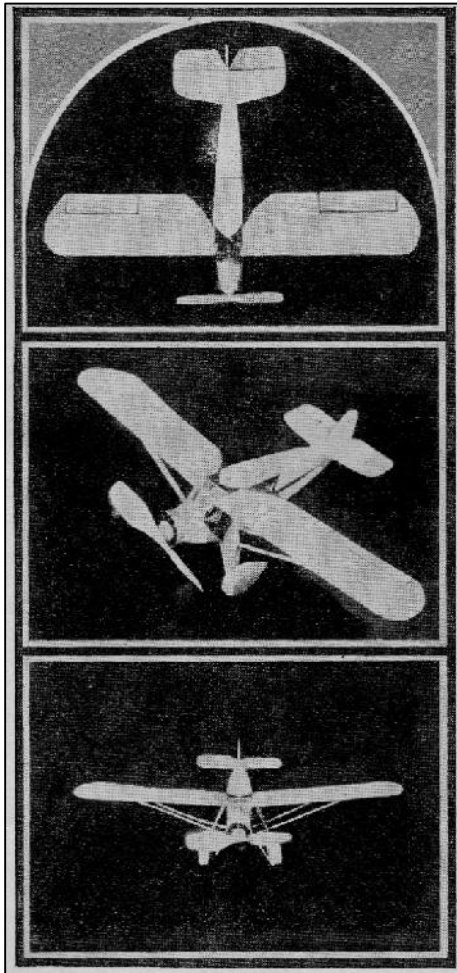
SCIENTIFIC MODEL AIRPLANE CO.

277 Halsey St.

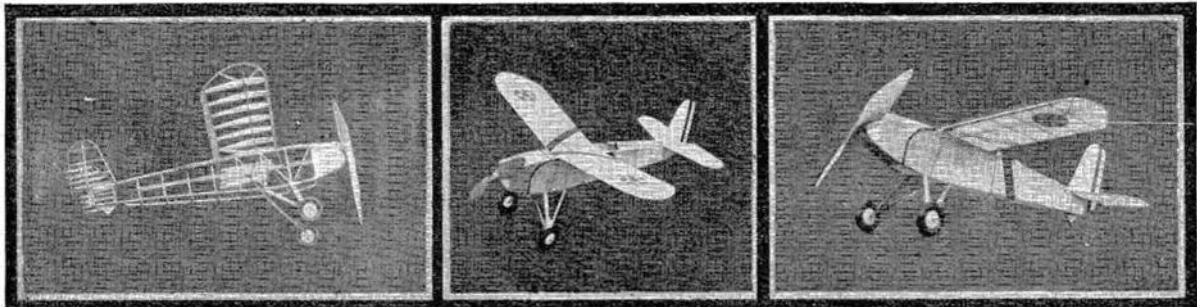
Newark, N. J.

Dept. F-10

The earliest actual real Flying Aces magazine that we have is the issue of January 1934, this has no front or rear covers but otherwise seems complete. The first 58 pages contain the fiction and full size aircraft articles and photographs and then "With the Model Builders" runs from page 59 to 96. Full size plans, spread over several pages, are include for a Ryan B3 scale rubber powered 20" wingspan model by Avrum Zier and a Flying Aces Navy Pursuit non scale rubber powered model of 23" wingspan by Julius Unrath. In order to build the models it would be necessary to extract the binding staples, remove the pages and join the plan parts up, build a part, say the fuselage, then turn the plan over to build the wings.



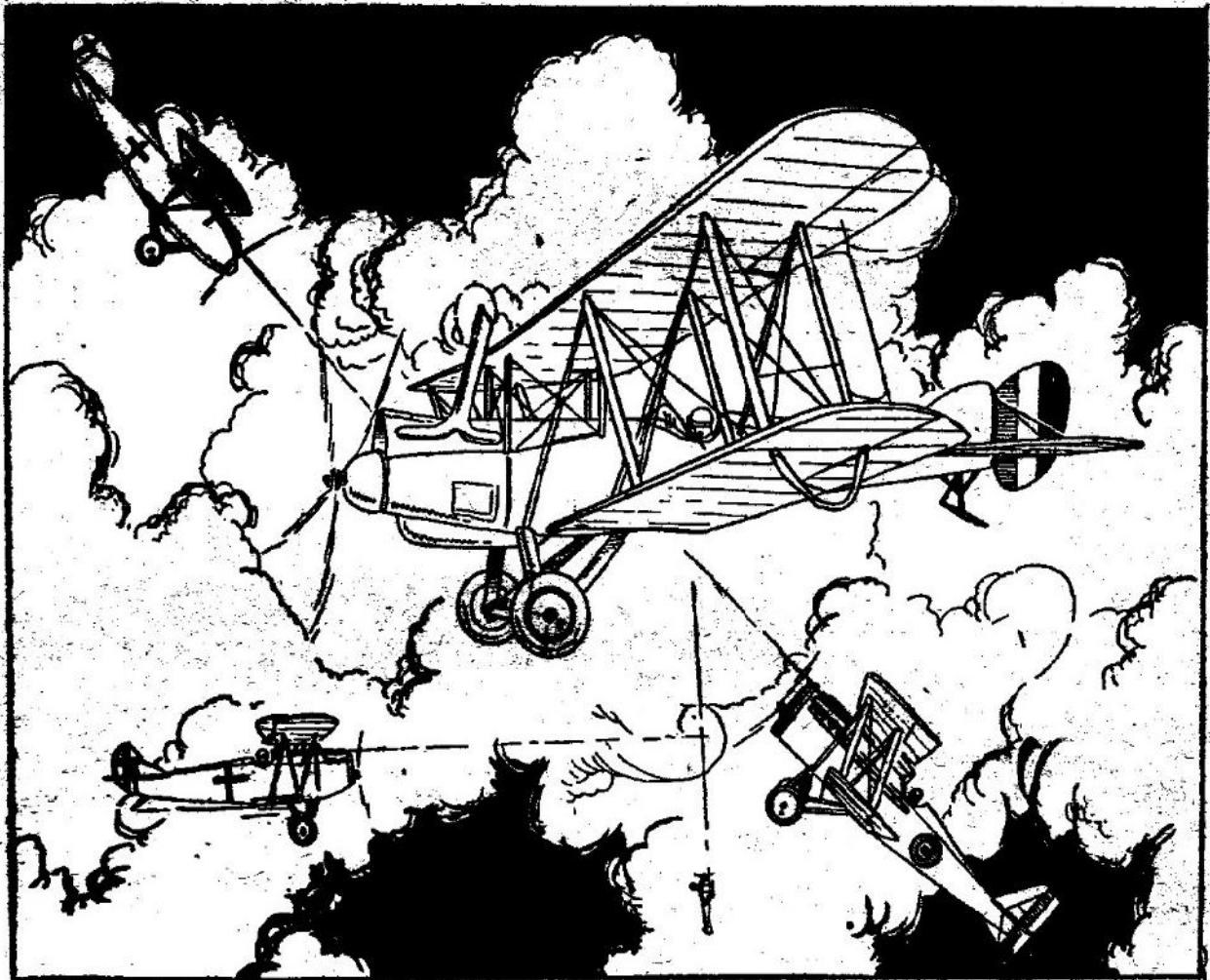
Fly the Flying Aces Navy Pursuit!



"Look at that model climb!" If you model enthusiasts want to hear those words, take a look at the plans and instructions printed here for the Flying Aces Navy Pursuit, build the ship—and then watch it fly! It's a real pursuit plane, and takes off in from six to eight inches, by actual test.

By Julius Unrath

Hidden Rudders Contest



**Win a Flying Scale Model
of the WEDELL-WILLIAMS RACER**

Finally, from Flying Aces January 1934, a challenge for you, even though the prize is long gone, can you find "over 15 airplane rudders. See that one just below the tailskid on the ship in the lower left corner? Now you find the others and mark each one with a circle."

Email me your scores. No prizes, just an Honourable Mention. (I found six.)

All plans, as in the magazine, available by email.

New arrivals at the library. Dave Etherton has very generously donated to the library a considerable quantity of books and magazines and has even delivered these to site. Sorting this material will take some time but I can report that there are Aeromodeller bound volumes including those covering 1935, 1936 and 1938, years where we had been reliant on photocopies for many issues but now all are covered by original material, a most welcome addition. Thank you Dave.

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

Roy Tiller

Well, after all the trials & tribulations of Covid-19, the weather & whatever else life has thrown at us over the past months, we finally managed to hold an event. Thanks are due to members of the South Bristol Club, who kindly gave us permission to hold our Cagnarata Day on the airfield at RAF Colerne.

The forecast all week had threatened rain & thunder but the day turned out to be fine & dry after some initial drizzle, with a light breeze pretty well down the length of the longest stretch of the field. For those who attended, sadly not very many, an enjoyable day was had by all.

The Cagnarata comp ended in a fly-off between Chris Redrup flying his own design E36 & Jim Paton flying an ex Ted Tyson Buckeridge Lightweight. Chris triumphed with a fly-off time of 1.39 against that of Jim, who clocked 1.23. Martin Stagg was a commendable 3rd place flying his O/D F1G coupe - coming through after persisting with broken strand problems on his motors. The Cagnarata format seems to have met with general approval by those who attended & entered, so will probably be repeated next year but maybe with a bit of tinkering around the classes & class factors. Unfortunately the Tomboy comp had only a single entry, by our Chairman who was desperate for someone else to win the trophy. It didn't happen but he got rid of the trophy by the simple expedient of putting it in my car! Thus I have yet another box to reside in my garage loft along with countless others that have no home - maybe next year? On the other hand the liquid prizes all round were well received!

The event in pictures



Arrival & Set up in early morning gloom



Anticipation for fly-off



Chris looking pensive with E36



Jim with Buckeridge



Martin ably assisted by his wife



Chairman having fun



David Cox with ex Mike Parker Swiss Miss

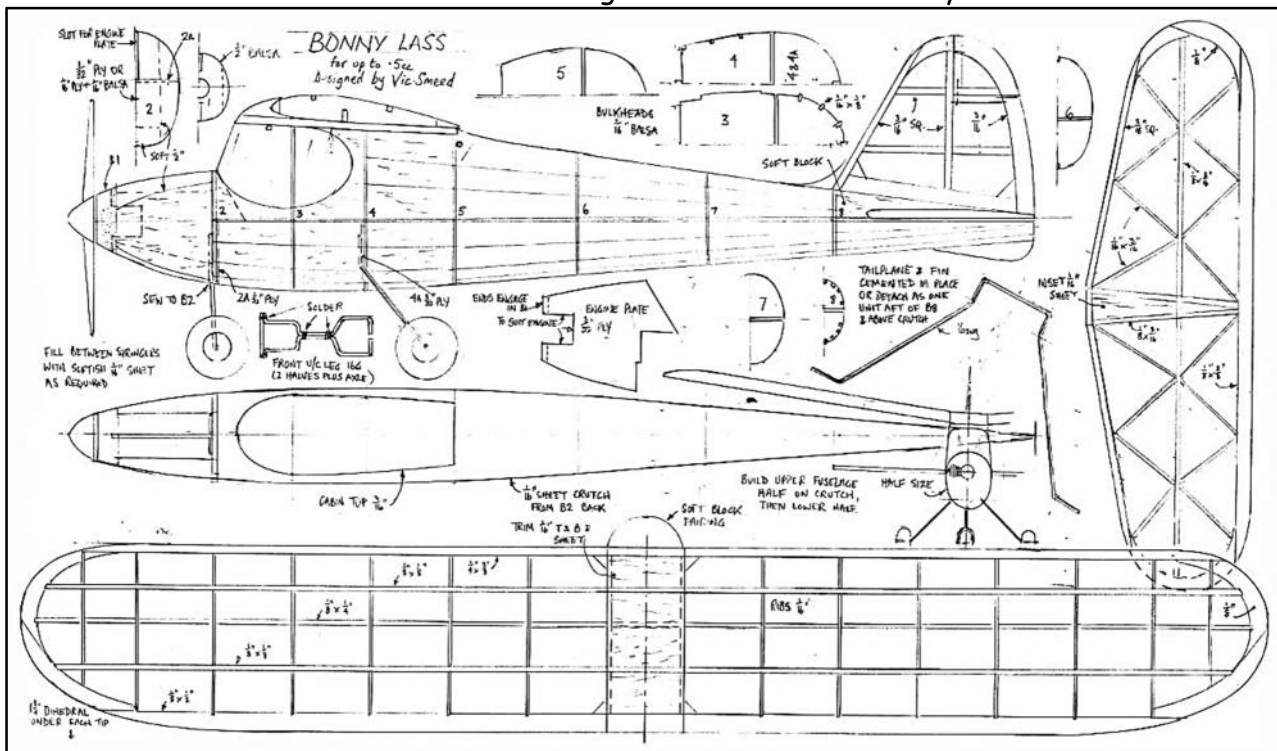
Not much else is happening until the latter part of August & early Sept, when the pseudo Free Flight Nats will be held on Area 8 of Salisbury Plain. The Free Flight Tech Committee will release the planned program with Open events taking place over the Bank Holiday weekend & FAI events over the following weekend.

Looking forward to September sees the Crookhan Gala on Area 8 - planned for either the 18th Sept or 19th Sept - the actual date will be based on the weather forecast & circulated on the web.

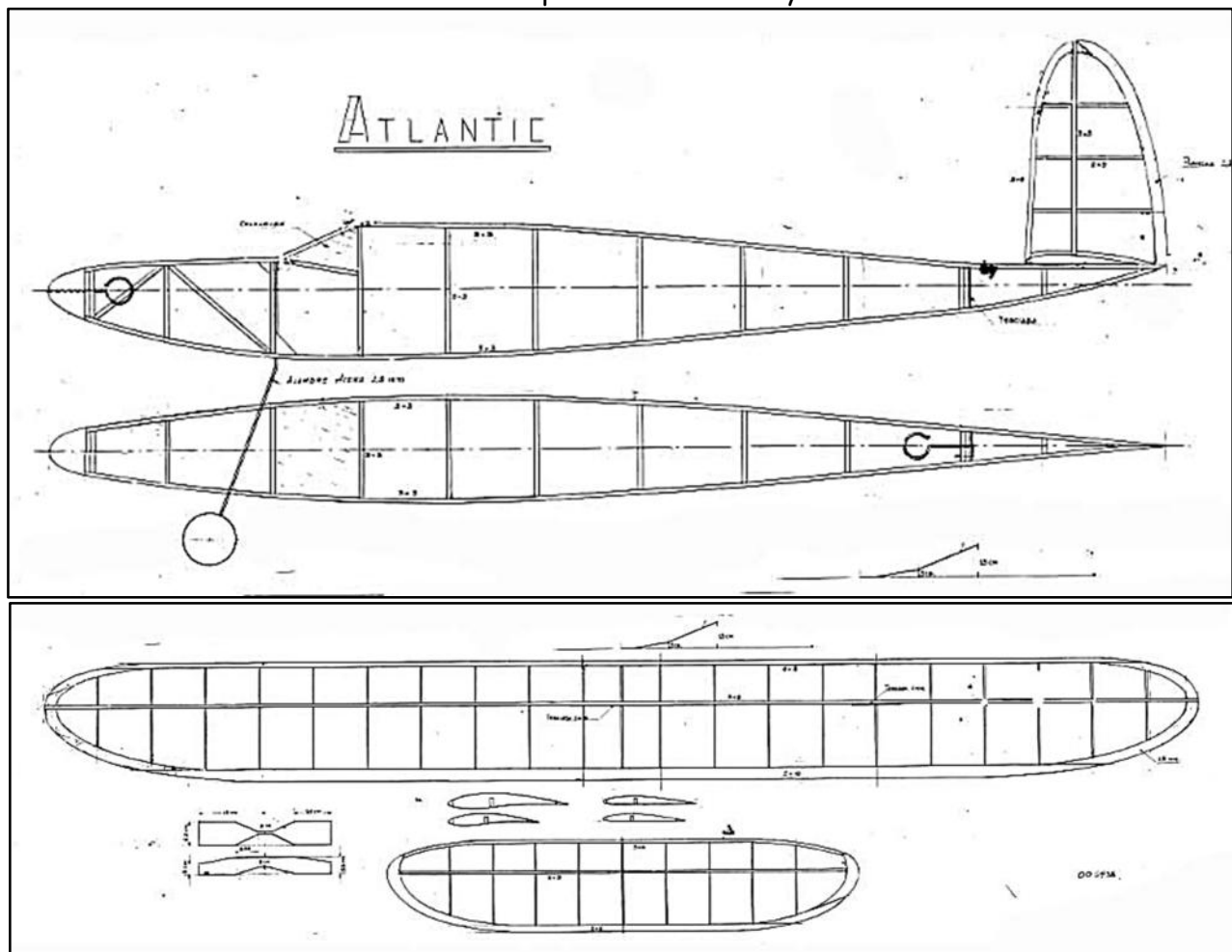
Otherwise a very quiet month.

Roger Newman

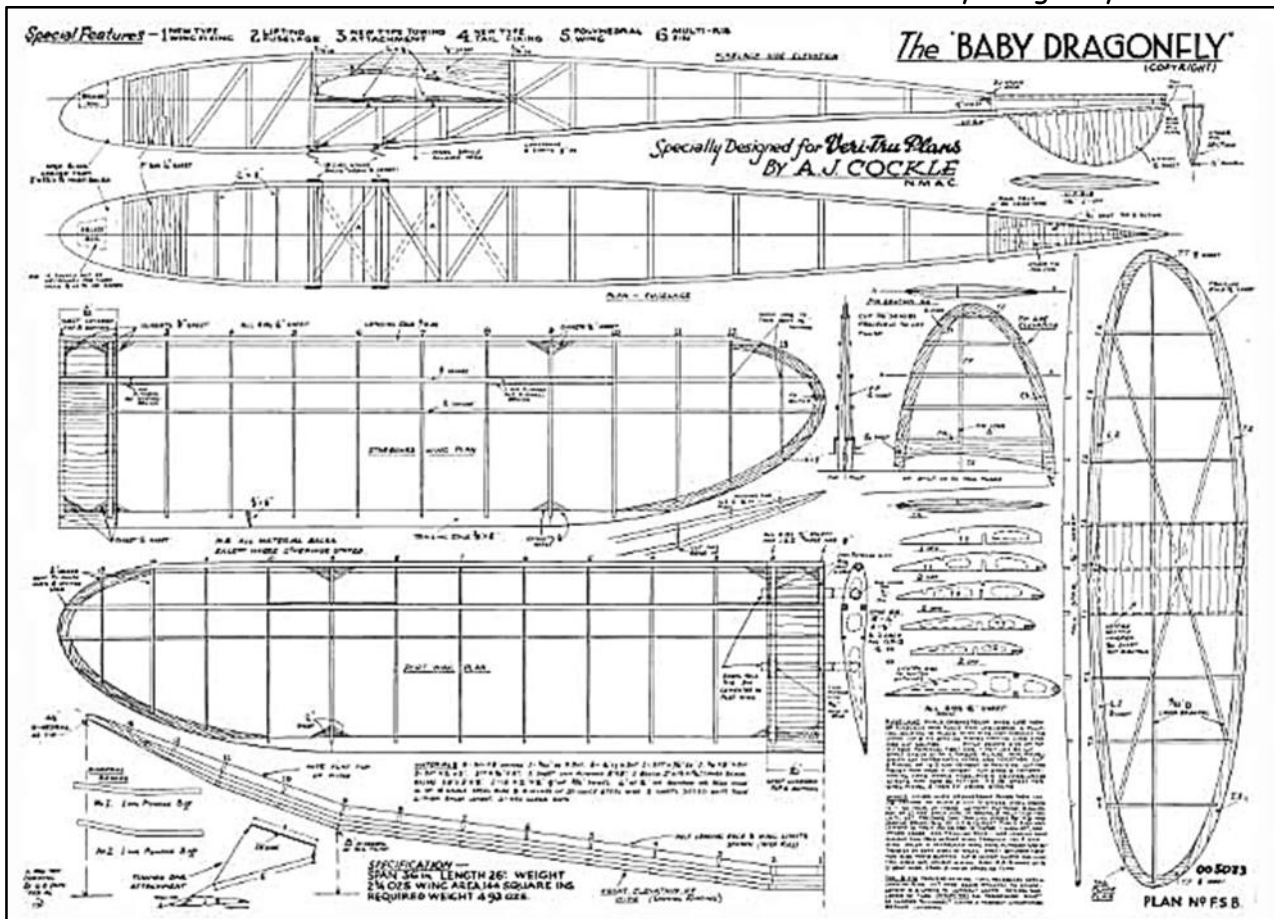
Power: A Vic Smeed design for small fields - Bonny Lass



Rubber: Obscure plan with no history - Atlantic



Glider: Another small field old timer from Veri-Tru - Baby Dragonfly



Roger Newman



MODELS FOR THE CENTENARY EXHIBITION

As you probably know, there will be an exhibition at Buckminster next summer to celebrate a century (or a bit more) of British model flying. The aim is to look at our progress decade by decade, covering FF, RC and CL flying and models; obviously prior to the late 1940s there was only free flight to consider, but you, as a vintage enthusiast will know all about our first fifty years or so.

Jim Wright and Martin Dilly are organising this and we need offers of representative models, preferably original but possibly replicas, and significant bits of equipment to include in the exhibition. If you've been to the superb German museum of gliding and model flying at Wasserkuppe or the AMA museum at Muncie you'll know what's possible.

A few specifics. Does anybody have one of the L.G. Temple heavyweight gliders from the 1940s? A Rudderbug? A Chris Olsen Uproar? A Mick Farthing Lightweight glider (the one with the diamond fuselage and a pylon)? A 1920s-type compressed air model? A Banshee? A combat model from the days when they had fuselages? A Bill Morley Thunerbolt F2B model?

Any suggestions of what needs to be included, whether models, equipment or developments will be most welcome as soon as you like.

Jim is at jim.wright@dsl.pipex.com, phone 01525-221543 and

Martin is at martindilly20@gmail.com, phone 0208-7775533.

Classic A1 Email International Important Update

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

Details from: stuardarmon1a@yahoo.com

Classic A1 Glider Email International 2021

Eligible Models

A Classic A1 glider is any Free Flight towline glider of total projected surface area not exceeding 18 square decimetres, built in accordance with a design published or kitted between January 1951 and January 1961, as per BMFA Classic Glider rules ([https://britishmfa.sharpoint.com/sites/public/Rule Books](https://britishmfa.sharpoint.com/sites/public/Rule%20Books))

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

The Contest

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

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

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

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

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

Entry

Entry is free of charge. Once the flights are completed, entry is submitted no later than 07 July 2021 by email to classic1postal@gmail.com by sending the following information:

The name & contact email* of the entrant

The name(s) of the timekeeper(s)

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

30+ 60+ 90+ 120+ 124= 424

The name of the model and where it was published

The country and location where the flights were made

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

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

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

INTERNATIONAL POSTAL COMPETITION

July 1st 2021 to February 28th 2022

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

Events:-

P30. Models conforming to AMA rules . ie. 40g minimum airframe weight, 10g maximum motor weight, no dimension exceeding 30 inches, unchanged commercially available plastic propeller 23 - 25cm in diameter. No gearbox.

Senator. Replicas of the KeilKraft 'Senator'

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

Classic 1/2A. Participation limited to 'locked down' models with no moving surfaces other than for d/t operation and powered with cross-flow engines; schnuerle ported units are not eligible.

Three flights to 120 seconds maximum; flyoffs 150 seconds max until target is not achieved. Engine run 7 seconds for first three flights, 5 seconds for flyoff flights thereafter.

In all instances multiple models may be separately entered during the contest period. It is not necessary to complete entry flights in a single day. Please forward details of a completed entry as soon as possible, at latest by email or post by **March 14th 2022**, together with any anecdotes or photos which I will endeavour to include in a closing report.

Requirements are: Entrant name. Country. Email address. Class. Model name, if from kit or plan. Full score(s)

Thank you for your participation and support. Good flying !

Jim Moseley jimoselev@look.ca

50 Exeter Road, Apt. 1153, Ajax, Ontario, L1S2K1, Canada

Cranfield 60 (+1) power event

Just a reminder that the event will be run at
the Nationals on 29 Aug on Salisbury plain.
It will be run as part of the Classic rubber / power event
to Bmfa classic power rules.

Prize for the top placed Cranfield model
and automatic entry into the worldwide postal event
run by the vintage FAI Facebook group. See you there ?

Simon Dixon - dixonfamily100@yahoo.co.uk

Revised

Southern Coupe League 2021

Date	Competition	Location
30 May	London Gala	Salisbury Plain
11 July	Fifth Area	Area Venues
25 July	SAM 1066 Cagnarata	RAF Colerne
15 August	Southern Gala	Salisbury Plain
5 September	Nationals	Salisbury Plain
9 September (midweek) (tbc)	Dreaming Spires	Port Meadow
18 or 19 September* (tbc)	Crookham Gala	Salisbury Plain
9 October	Coupe Europa	Salisbury Plain

*--Weather dependent

THE CROOKHAM GALA

Sunday 19th September

on Salisbury Plain area 8

EVENTS

Modern And Vintage Coupe combined
(3 flights only.

Prize for best vintage score)

Combined Glider

(Prize for best Classic A1)

Combined Power

(George Fuller trophy for best Dixielander)

Mini Vintage

E36

PRIZES FOR ALL CLASSES

Comps Start: 10.00am Finish 5.00pm

Contact. Chris Redrup

Tel: 01483 487273/07544533509

email chrisredrup@yahoo.com

Coupe Europa

Saturday 9th October 2021

Salisbury Plain, Area 8.

F1G (in rounds), Vintage Coupe.

Start 10am.

Contact Ray Elliott

tel 07513 649734,

email ray.elliott8@btinternet. com.

Dreaming Spires 2021

Free Flight Rally

CANCELLED

Andrew Crisp's Rally at Port Meadow Oxford

Is another old favourite to bite the dust this year.

Andrew has been unable to obtain a date from the local council

Peterborough Flying Aces Nationals 2021

SUNDAY 12th September

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

Competitions 10.00 to 16.15

A NEW EVENT FOR 2021 !

Keil Kraft "Sedan" / "Rapier" / "Sportster", Nostalgia Rubber Duration Competition .

A rubber duration event for these great old KK designs:

Cash Prizes to 3rd Place! Model to be built to plan but plastic prop up to 6" dia. permitted

Plans available from Brian Lever blever@btinternet.com or 01733 252416

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

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

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

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

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

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

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

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

VMC "PILOT" & KK "ROBIN" Rubber Duration:- Senior and Junior Classes.

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

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

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

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

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

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

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

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

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

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

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

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

Bumper Raffle:-

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

Proof of Insurance required for all flyers.

PLEASE NOTE ! NO GROUND PENETRATING STOOGES PERMITTED

Revel in the special atmosphere created at this unique event.

Toilets, Café, and Park Visitors Centre.

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

See also Peterborough MFC Website at www.peterboroughmfc.org

Note! Govt. and BMFA Covid restrictions applying at the time will be enforced.

La Grande Coupe de Birmingham 2021

Preliminary Notification -

This year's event will take place at its traditional home of MOD North Luffenham on the **6th or 7th of November 2021.**

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

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

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

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

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

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

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

Stu Darmon

Gavin Manion - gavin.manion84@gmail.com

Cocklebarrow Vintage R/C

5th September 2021

**Signposted from Aldsworth Glos.
on the B4425
between Cirencester/Burford
and
off the A40 between
Northleach and Burford**



[follow SAM 35 signs].

All types of R/C up to 1969 sport flying only
no competitions.

BMFA insurance essential.

Contact: Tony Tomlin

Tel: 02086413505, Mobile: 07767394578

Email: pjt2.alt2@btinternet.com

AREA 8. SALISBURY PLAIN. 2021.

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

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

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

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

Driving on Salisbury Plain.

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

The need to drive and behave safely, as it is a potentially dangerous place. Respect the environment, as it is a conservation area with numerous vulnerable species.

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

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

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

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

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

Peter Watson. FFTC Area 8 liaison.

E30 Batteries

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

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

CARBON BOOMS For Hand Launched Gliders

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

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

Contact Martin Dilly to order

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

Free Flight Supplies

Michael Woodhouse

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

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

Stay safe and look after yourselves.

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

If you get June the reply will leave you stunned!

ASUKA WASHI JAPANESE TISSUE

As most free flight modellers are aware ESAKI have ceased supplying Japanese tissue. ESAKI had been the place to go to for the supply of tissue. When couple of years ago ESAKI ceased their operation, the search was on for a replacement. After much to and froing of e-mails a new product has emerged in the guise of ASUKA WASHI. This new tissue is basically the same as ESAKI but in appearance a little denser and less shiny. In the autumn of 2019, I received samples which I passed around the various flyers and all the responses I received were favourable.

I now have a supply of ASUKA WASHI. The current range of colours is limited to red, yellow, blue, orange and white. The sheet sizes are the same as ESAKI at 450mm (18") x 600mm (24") the weight is 14 grams per sq. metre whereas ESAKI was 13 GSM. The range of colours will increase as production moves forward and demand dictates. Visually the colours muted compared to ESAKI but as noted denser. The price is £1.75 per sheet plus postage.

I still have stocks of ESAKI left particularly in the colours not produced by ASUKA as well as the chequer board colours.

SAM Speaks USA.

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

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



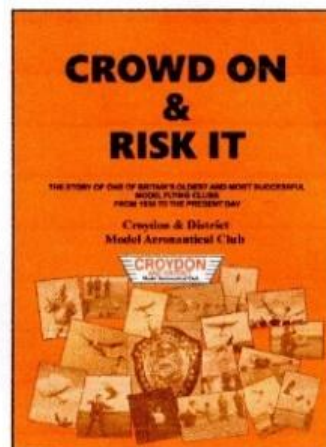
CROWD ON & RISK IT

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

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

Just £8 by PayPal or cheque.

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



DILLY JAP IS BACK

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

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

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

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

INDEPENDENT REVIEW OF DILLY JAPANESE TISSUE

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

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

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

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

FREE FLIGHT FORUM REPORT 2021

Indoor Duration - A Challenge to Conventional Design - Tony Hebb
 Coupe in a Box - Gavin Manion
 Building Other People's Mistakes - Stuart Darmon
 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 for a Lady Flyer - Sue Johnson
 F3 RES - RC for the Aging Free Flyer - Andy Sephton
 From Wichita to Robin III - Mike Fantham
 Further Thoughts on Carbon-Skinned Wings for F1A - Stuart Darmon
 Geo Fencing and Electronic Stability - John Emmett

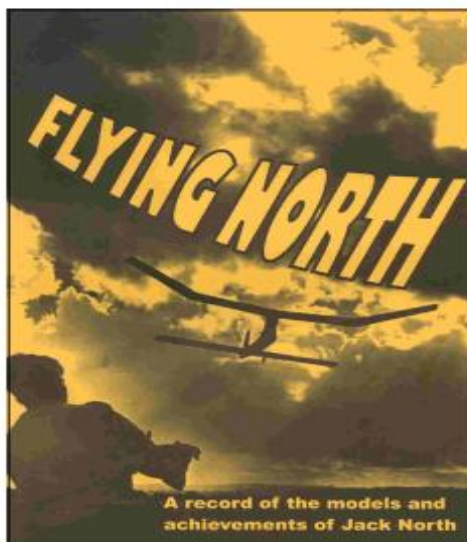
The UK price is £13 including postage; to the rest of Europe it's £16 and everywhere else it's £20. Forum Report sales help to defray the heavy expenses of those who represent Great Britain at World and European Free Flight Championships. Cheques should be payable to 'BMFA FF Team Support Fund' in pounds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

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

Or by phone: +44(0)2087775533
 Or e-mail: martindilly20@gmail.com



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.

Price £20.00 in the UK, £24 airmail to Europe and £30 elsewhere.
Contact Martin Dilly on +44 (0)208-7775533 or e-mail martindilly20@gmail.com

Free Flight Nationals 2021 substitute contests

The replacement contests for a cut down substitute Free Flight Nationals will not be the same as the "real" Nationals. We will apply a "light touch" organisation. The contests will be flown for their respective Free Flight Nationals trophies. The contests will be run to the standard gala format.

Free Flight Scale - Sculthorpe

The STC will run a casual free flight scale session with no specific contests at the East Anglian Gala.

Bowden Trophy - Sculthorpe

PMFC will run the Bowden at the East Anglian Gala.

SAM35 - Sculthorpe

The 4.0- and 8.0-ounce Wakefield to be run at the East Anglian Gala

Entry and Fees

There will be no pre-entry requirement. Entry on the day. The entry fee is covered by the contest licence or payable at £5.00 per day allowing the entrant to fly in as many events/classes as they desire.

Facilities

There will be no camping or other facilities except for the provision of toilets. The entrance gate at Sculthorpe will be manned.

Free Flight Open - Salisbury Plain - August 28/29th

Saturday

Combined Glider
Combined Rubber
Combined Power
Combined Electric
Tailless
Woman's Cup
Catapult Glider
FROG Junior
E30 Electric
S3A Parachute Duration
S4A Boost Glider Duration
S9A Helicopter Duration
S5C Scale Altitude

Sunday

SLOP
P30 Rubber
Hand Launch Glider
Vintage Rubber/Power
Mini Vintage
CO2 Duration
Vintage Glider
Classic Rubber/Power*
Classic Glider
BMFA 1/2A power
S6A Streamer Duration
S1B Altitude
S2P Precision Payload Altitude
S8EP Rocket Glider

*Classic/rubber power will include the Cranfield Classic
Start 09:00 finish 18:00

Free Flight FAI - Salisbury Plain - September 4th/5th

Saturday

F1A
F1B
F1C
F1Q

Sunday

F1H
F1G
F1J
E36

Number of flights to be decided on the day. There will be no rounds
Start 09:00 finish 17:00

Provisional Events Calendar 2021

With competitions for Vintage and/or Classic models

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

February 28th	Sunday	BMFA 1st Area Competitions
March 21st	Sunday	BMFA 2nd Area Competitions
April 2nd	Friday	Northern Gala, Barkston
April 3rd	Saturday	Croydon Wake Day & SAM1066, Salisbury Plain
April 25 th	Sunday	BMFA 3 rd Area Competitions
May 29 th	Saturday	Free Flight Nationals CANCELLED
May 30 th	Sunday	London Gala, Salisbury Plain
		London Gala, Salisbury Plain
June 20 th	Sunday	BMFA 4 th Area Competitions
July 11 th	Sunday	BMFA 5 th Area Competitions
July 25 th	Sunday	SAM1066 Cagnarata +, RAF Colerne
July 31 st	Saturday	East Anglian Gala, Sculthorpe
August 1 st	Sunday	East Anglian Gala, Sculthorpe
August 15 th	Sunday	Southern Gala, Salisbury Plain
August 28 th	Saturday	FF Open Nationals , Salisbury Plain
August 29 th	Sunday	FF Open Nationals , Salisbury Plain
September 4 th	Saturday	FF FAI Nationals , Stonehenge Cup, Salisbury Plain
September 5 th	Sunday	FF FAI Nationals , Equinox Cup, Salisbury Plain
September 12 th	Sunday	BMFA 6 th Area Competitions
September 19 th	Sunday	Crookham Gala, Salisbury Plain
October 3 rd	Sunday	BMFA 7 th Area Competitions
October 9 th	Saturday	Croydon Coupe Day & SAM1066 , Salisbury Plain
October 17 th	Sunday	BMFA 8 th Area Competitions
October 30 th	Saturday	Midland Gala, North Luffenham

Please check before travelling to any of these events.

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

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

www.SAM1066.org

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

www.freeflightuk.org or www.BMFA.org

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

www.SAM35.org

Useful Websites

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

Are You Getting Yours? - Membership Secretary

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

P.S.

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

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

Your editor
John Andrews