NEW Clarion

SAM 1066 Newsletter

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Club No. 2548

Editor:- John Andrews
12 Reynolds Close
Rugby
CV21 4DD

Tel: 01788 562632
Mobile 07929263602
e-mail
johnhandrews@tiscali.co.uk

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Editorial

The year soldiers on, I've written a special report on the visit to the BMFA HQ at Buckminster by Rachel and myself so I will not repeat myself here excepting to urge you to pay a visit to the Exhibition, it would be well worth the effort. If you have not been to Buckminster yet you should be surprised at the progress that has been made over the last 6 years.
The exhibition is open until the end of August.

OK, what have we got in this issue.

First up is, as promised, a detailed article by David Brawn on model recovery by tracker. The piece includes desired equipment and an illustrated description of an actual recovery of a flight by one of David's gliders that flew away from Barkston. He concludes with an observation on the best type of model owners labelling to increase the possibility of an early recovery from Joe Public should he find the model.

I've resurrected another Pylonius piece where he has his typical sideways look at one or two aspects of model flying, from Speed Models through to the Wakfield comp. held in the UK.

Stuart Darmon reports on the A1 glider postal competition he promoted for 2021-22, including results and a few pictures. It appears the comp was well received and he proposes to repeat the exercise in 2023.

This month's nostalgia pieces purloined from magazines past are the Aeromodeller Annual review of the DC Rapier 2.5 and Model Aircraft's Blast from the Past giving an insight into modelling back in 1947.

Peter Hall has interviewed coupe flier Antony Winter and has produced another of his Couprofiles. These articles by Peter give an insight into the flier's thought processes.

I finish off my report on our visits to Buckminster and also report on the BMFA 4th Area comp at Luffenham. Since the report was written a friend, who I rode motorcycle trials with in the 60's, has identified the moths that were found on the airfield. He nowadays is somewhat of a Butterfly & Moth expert and the moths at Luffenham were 6 spot Burnets, see:

Six-spot Burnet | Butterfly Conservation (butterfly-conservation.org)

There are a few of odds and ends: the P38 Lockheed Lightning; another paper airplane; and plans for Ray Malmstrom's, Flier Phil's Flier.

Our chairperson Tony Shepherd weighs in with a piece and pics of John Hook's diminutive indoor rubber powered Junior 60. Also he writes of his participation in day 3 of the F/F Nationals.

Nick Peppiatt picks up where he left off previously and continues his detailed report on his Peanut Lobet Ganagobie. Flying yet to come.

Individual coupe fliers reports on happenings at various venues in the BMFA 5th Area competitions are collated by Peter Hall. His bright idea of persuading individuals to write is working out well and gives an idea how different fliers perceive an event.

Roy Tiller puts fingers to the keyboard to pick out vintage articles on the weird Rotor Flight models, that's rotating tubular wings. I do not know how they work, but Roy ferrets out more than a few details. His article involves a lot of translation from German articles.

We wrap up this issue with our secretary's monthly notes and the usual plans for three models, One each of: Glider; Rubber; Power. This time all canards.

Editor

Tracker Recovery - David Brawn

GPS Assisted Off-Field Free Flight Recovery

I started in free flight competitions in the early 60s when binoculars were an expensive luxury and we simply headed off downwind hopefully. Our modest flights on RAF Henlow were seen down on the well mown airfield and easily retrieved. Occasionally a model went off field, usually Trevor Payne, so we would head off into the fields hoping to glimpse a fin or wingtip of the errant model. Sixty years on retrieval has become electronically driven with our Biggles group a model for 'off-field' retrieving; largely thanks to our equipment our enthusiastic team technique. At the risk of teaching you to suck eggs here is the basic approach of the Biggles retrieval team.

Equipment:-

1 Marine sighting binoculars and/or traditional compass. 2 Leo Bodner/Pym Ruyter transmitter beacons plus receiver plus magnetic roof aerial. 3 GPS unit and magnetic roof aerial. 4 Stopwatch and Dick Smith windspeed meter. 5 Mapping, conventional and digital. Our latest additions are 'gps beacons' where the receiver directs us straight to the model.

How we do it.

Pre-Flight check that the retrieval beacon is working and has sufficient range. Test using the receiver with no aerial. Any glitches change beacon or battery, or both.
On the Flight-Line timekeeper with marine binos and stopwatch plus beacon receiver switched on and receiving. Someone check the windspeed. Switch on gps and after satellite aquisition record a waypoint at the launch point.

If the competition flight comes down on the field we stand down the 'emergency services' but if we are in an 'off-field- fly away situation then this is what we do:-
Keep timing the model with binoculars until it goes out of sight, note the compass direction and time on the watch but keep timing. This is our 'OOS' time.
For the beacon receiver continue timing until the signal is lost and note the time. This is our 'signal lost' time.

Write down the times and compass direction, the back of your flight scorecard is a useful place, and start the discussion of 'Was it still going up when you last saw it, or was it coming down?'
On the back of your flight scorecard work out the 'OOS' time as a distance; seconds times windspeed in metres per second, to give the nearest possibility of recovery X kilometres.
Then the 'signal lost' time is translated into distance Y kilometres.
On the gps go to the waypoints record, select the launch point waypoint and then the 'project a waypoint' function. Input the compass reading from the binoculars along with X distance to create a waypoint at the closest recovery point.

Repeat with the loss of signal Y distance to create another waypoint, and then create a third waypoint on the same projection but further out (5kms) to represent the limit of our potential search.

The Retrieve

Off-field retrieval is rather popular with some Biggles as whichever direction we head off from Luffenham or Barkston Heath we are heading towards a classic English country pub, though we make it a rule to only visit such hostelries after a successful retrieve.

On the gps we activate the 'Go To' function between the launch point waypoint and most distant waypoint to give straight track on the gps along the line of flight. Then turn off the gps 'Track Record Auto' function so that we concentrate on the line of flight track, with the gps cursor showing our position on the 'Map Screen' compared to line of flight.

Into the car, put gps magnetic aerial on car roof and plug into gps (enhanced reception), and drive off to the start of our search line; the nearest road access to the waypoint at X kilometres.

When we get to the nearest road access out comes a high gain magnetic roof aerial with its BNC lead connected to the beacon receiver and check for signals. Now it is a case of steadily driving the roads that cross or approximate to the line of flight shown on the gps.

When we get a signal, which we usually do, we stop and replace the roof aerial with a yagi to get a directional fix. Out of the car we head off along the line of maximum signal and hey presto model found.

Well that is how it normally works after which a call at a local hostelry for celebration refreshments is called for.

Narrowing the Search Area

Most people simply head out along the line of flight without much idea of at what distance their model might have landed. Calculating the most probable landing area can increase your chances of a quick successful retrieve by concentrating your efforts on the area of highest probability. Here is an example from Barkston Heath.

6th Area Centralised at Barkston Heath. Team Glider event. David Brawn's second flight with Odenmanns vintage A2, timer John Cooper.
I wasn't exactly confident of my polish DT timer and three minutes into light lift I knew it was duff. John lost the model at six minutes in binoculars on a bearing of 63 degrees in a wind-speed estimated (forgot the meter!) at 10-15mph, with the model descending at approx (through binoculars) three times tree height.

Wpt 1 is 'launch point'. Red line is 63 degrees projection to Wpt 7 at 7 kilometres. Waypoint distances along the 'gps track' from Wpt 1 are 2 at 1.57km (closest possible), 3 at 1.96km (start of main search area), 4 at 2.47km (Valley Farm access road), 5 at 3.37km (crossing track from Slate House farm), 6 at 4.17km (crossing main road, end of main search area).

Approximations - Nothing is 100% Accurate
Plotted on my map section gps aided retrieval looks easier and more certain than it is in practice because nothing is 100% accurate.

Compasses are only accurate to +/- 2 degrees for a handheld unit, probably the same for marine sighting binoculars, so your line of flight is actually a cone rather than a line, steadily widening as you get further from your launch point.

Airfield runways are reinforced with steel mesh so to get an accurate compass reading you need to be at least five metres onto the grass off the edge of the runway.

Windspeed meters give you a good reading when you look at them but what was the speed when you launched. Also do thermals travel slower, faster or the same speed as the surrounding air mass?
Human error is perhaps the biggest approximation.

When Its More Problematic

If you model is going upwards in a boomer then estimating its landing time is simply guesstimating. Even timing until the transmitter signals cease is of limited use because you cannot be sure if the model is down or simply out of range - though this time will give you the start position for your search as you can calculate/estimate the closest position your model has landed at.
In these circumstances you are on a 'wing and a prayer' but you would be surprised how often a successful retrieve is achieved - a 20+ minute flyoff from Barkston Heath was successfully retrieved by drawing the flight line onto an OS map and then searching diligently through each point where road access crossed the estimated flight line using a roof mounted aerial for the beacon receiver.

More Thoughts On Retrieving

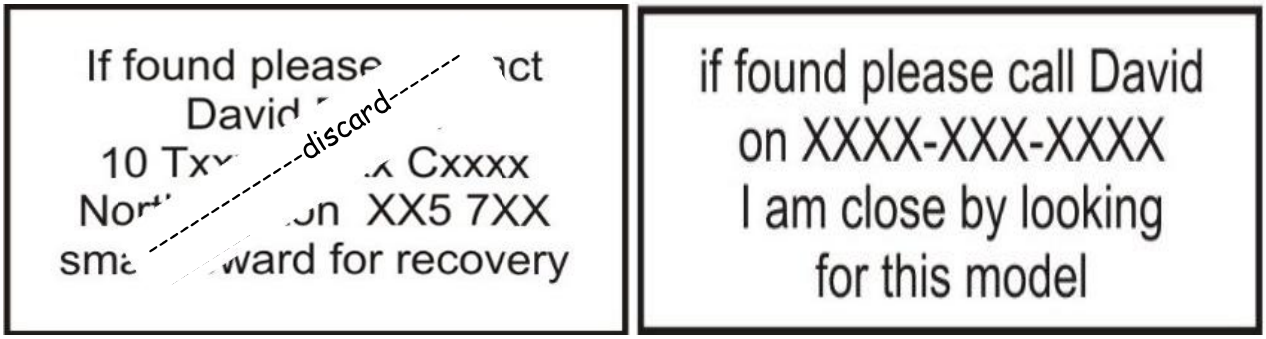
With electronic retrieval systems I think we have become lazy about setting off after our models, tending to leave them out there knowing that we can accurately locate them at some later time. This longer time on the ground, downwind, means there is a greater possibility of the model being picked up by a non-modeller.

Address Labels

I used to have 'address labels' on my models with home address and phone number but I now think these labels might encourage people finding one of my models to take it away with them. Imagine that you found a model aircraft that had an address label showing the owner was from over a hundred miles away.
Would you expect that owner to be within a mile of where you found the item?
No. Being a well-meaning member of the public we would pick up the model to keep it safe and

then contact the owner on the address label when we got home.
Apply this to your downwind model and you can see how someone seeing your model, reading the address label and then putting your model in their car and driving off intending to contact you when they get home. Your address label has encouraged someone to take away your model from an easy retrieve situation.

My solution has been to replace my 'address labels' with 'mobile phone number' labels.
Somebody seeing my model can call immediately to my mobile to see where I am.
Worked a treat at Barkston when my F1A was in the Ancaster housing.



Next issue, how we recover from trees.

David Brawn

"OUT OF SIGHT, OUT OF MIND!"

Extract from Model Aircraft July 1953

Topical Twists

Fast—and Furious

Speed C/L fliers—and there must be at least a dozen all told—if you throw in a couple of hotted up team racers for good measure—seem, like their models, to be " flying off the handle."

The cause of their agitation is rather obscure, but it would appear to have something to do with a demand that they should be presented with a cup, or at least a gold medal, each time they manage to get one of their contraptions airborne. Quite a reasonable demand really, since, in C/L speed circles, it is considered something of a feat to persuade one of these wayward missiles to leave the deck even once in the course of a year; and if such an effort was not given some sort of hardware recognition, well, the poor blighters would *never* win a cup or a medal.

Anyway, by way of a slight concession, the society is prepared to finance a team of centrifugal projectile mechanics to Milan to the tune of £250. Modellers however, can take comfort from the assurance that whatever money remains in the kitty, if any, will be expended on model aircraft activities.

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Those hit or miss tactics in locating that invisible hanger-on, the c. of g., are no longer necessary, Its exact position, we are mathematically informed, can now be determined by purely scientific means—provided you know where it is to start with.

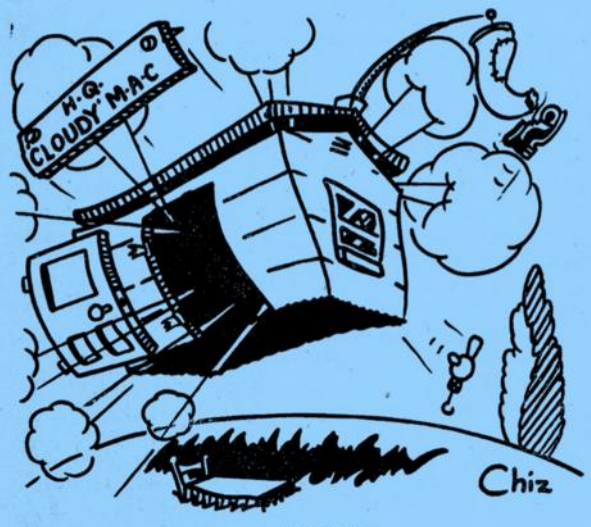
• • •

Sports Report

A visit by a Press type from Fleet Street to a well-known (now well-sown) London flying field, where, apparently, he got the impression that the models were up and down in less time and space than the national dailies devote to a report of a major model meeting, has raised a certain amount of conjecture on the reason why the average sports flier is such a hopeless duffer at trimming his model.

Might I suggest that a close examination of the model itself would reveal the reason only too clearly. The sports flier, it should be known, confines his building programme to a short period each year, when the family television set goes in for its annual overhaul. This has now popularly become known as botch-a-job week.

What fearful carnage is wrought upon the innocent stocks of balsa and tissue during these dark days is too gruesome for the sensitive imagination to dwell upon. Suffice to say that the models are of such ragged appearance that trimming would be much too mild an operation—a short-back-and-sides would be more to the point.



" A.G.M."

• • •

England Wakes

" With the Wakefield finals in England this year, the English have made another change in the rules. . . ."

We can only assume that the above statement, which recently appeared in an American model mag., was based upon the following report:

At a secret meeting of the F.A.I. (Fiddling Anglican Institute) held in the British capital of Milan, it was decided to hold the 1953 Vaakefeld Internationale Luft event at an English venue. To further increase the chances of the English modeller, it was agreed that the thermal be reinstated, and the rubber weight limited to an amount measurable only by British scale calibrations: 80 grammes.

It was also proposed by the chairman, Mr. Perfidious Albion, that all foreign competition be entirely eliminated. This resolution was unanimously agreed, and the suggestion adopted that the new rule changes be officially announced as coming into effect in 1954, whereas in fact they would be enforced at the 1953 contest. It was hoped that this device would result in the wholesale disqualification of the foreign entry.

• • •

Answer Column

(D.T., Sinking-on-the-Glide.) The fault must lie somewhere in your trimming ; downdraughts are not yet available to ordinary modellers.

(B.F., Prangley.) The principal use of the ducted fan method is to prove that a power model will not fly without a propeller.

(F.A.I., Footling.) There are other means of disposing of your old rule Wakefields. You might try flying one, for instance.

(M.G.M., Leersworth.) No, the photograph of the tough guy which accompanied a recent Wakefield article was not that of Humphrey Bogart, but of a well-known Northern modeller.

• • •

One model club has equipped its club room with a lathe.

Possibly it is hoped that this will prove a turning point in its career.

Pylonius

A1 Glider Postal - Stuart Darmon

Classic A1 Glider Email International 2021-2

Last year's Classic A1 Postal contest generated an awful lot of interest and activity, out of all proportion to the fairly modest scoring entry. The aim had been to provide a bit of relief from the pandemic and get modellers from all disciplines of Free Flight talking about a type of model that everyone could relate to; a 'serious- looking' duration model for folks who find cabins and undercarriages a bit too retro for their taste yet built the traditional way and individual and characterful enough for those who find mass- produced 'flying stick insects' a turn- off. Dozens were built and a good deal of fun was had, and a few folded wings too, but nothing an evening on the kitchen table wouldn't fix. The surprise was how many modellers best known for the international FAI classes took part. Less surprising was that Colin Foster won by a considerable margin with his *Santanita* and some very patient air picking. John Williams (the F1A flyer not the composer) placed second with his *Aiglet* also leading the winning team of fellow Aiglet flyers Ken Faux and Brian Lavis. Malcolm Campbell put up the third best performance down in Australia despite having his flying field unexpectedly ploughed by the farmer.

Postal Scores

1.	Colin Foster	GBR	30+60+90+120+150+180+90	=	720
2.	John Williams	GBR	30+60+90+120+103	=	403
3.	M. Campbell	AUS	30+60+90+119	=	299
4.	J. Mackee (J)	GBR	30+60+90+108	=	288
5.	E. Jakobsen	DAN	30+60+90+107	=	287
6.	M. Brons	DAN	30+60+90+105	=	285
7.	S. Darmon	GBR	30+60+90+82	=	262
8.	P. Watson	GBR	30+60+90+75	=	255
9.	S.Dixon	GBR	30+60+90+74	=	254
10.	G. Warburton	GBR	30+60+90+70	=	250
11.	B. Lavis	GBR	30+60+90+0	=	180
12.	P. Tribe	GBR	30+60+66	=	156
13.	K.Best	GBR	30+60+58	=	148
14.	K. Faux	GBR	30+60+42	=	132
15.	P. Masterman	USA	30+42	=	72
16.	P. Grunnet	DAN	30	=	30

Team Prize

J. Williams, K. Faux, B. Lavis	715
S.Darmon, K. Best	410

I've been contacted by folk who for one reason or another couldn't get their flights done (alarming how fast a year slips past at our age) and asking for a re- run. We hope to repeat the 'full- blown' postal in 2023, complete with prizes, but for the remainder of this year there will be a less formal event to keep the ball rolling.

Rules are as follows;

Models must be towline gliders of maximum 14 sq. Dm. Total area, design published between Jan. 1951 & Jan. 1961. No minimum weight requirement. Maximum towline 50 metres.

First flight maximum 30 seconds, increasing by increments of 30 seconds for each subsequent flight until a max is not achieved. Score is total flight time, including the sub- max final flight.

Closing date December 31st. 2022.
Scores emailed to stuartdarmonf1a@yahoo.com
Entry free of charge. Trophies to 3rd place.

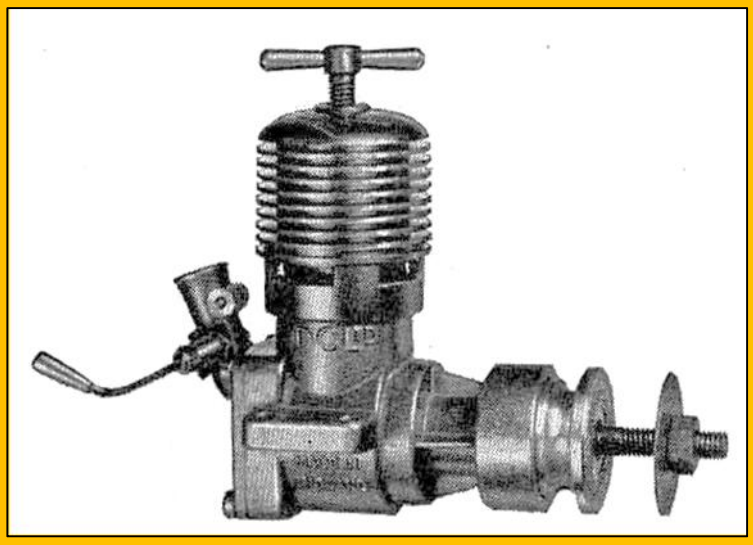
Thanks to everyone who took part in the 2020/21 event,
most especially to the donors of the prizes,
Peter Brown, Mike Woodhouse (FF Supplies), Andrew Boddington & Dolittle Media,
and Hummingbird Models.

Colin Foster and his Santanita receive their prize.

Team winners Brian Lavis (L), John Williams and Ken Faux,
with Peter Watson (Jetstream) and Simon Dixon (La Mouette)

Stuart Darmon

Engine Analysis: DC Rapier 2.5cc - Aeromodeller Annual 1957/8



DAVIES CHARLTON RAPIER 2·5 c.c.

Manufacturers:
Davies-Charlton Ltd.,
Hills Meadows,
Douglas, Isle of Man.

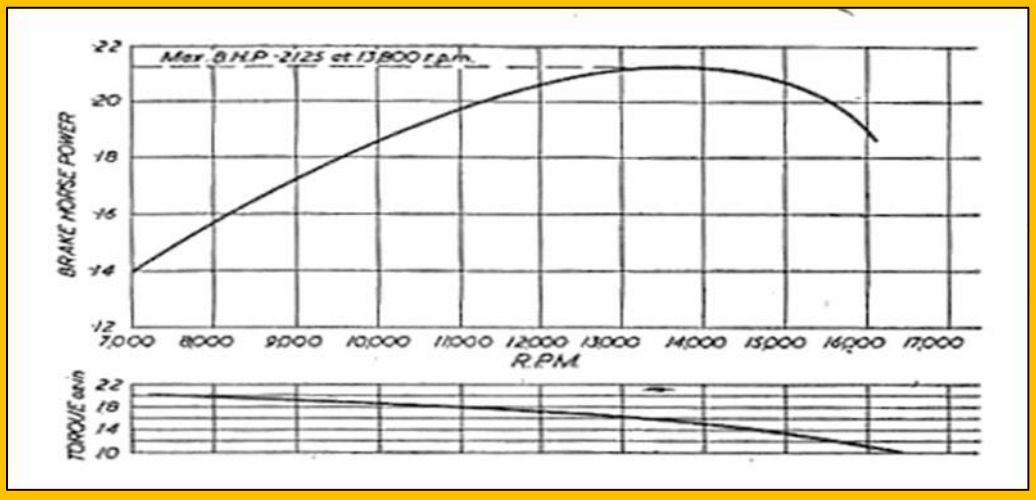
Retail Price:
£3/7/0 (including tax)

Displacement: 2·469 c.c. (·150 cu. in.)
Bore: ·5785.
Stroke: ·5705
Bore/Stroke ratio: 1·01
Bare weight: 5 ounces.
Max. B.H.P.: ·2125 at 13,800 r.p.m.
Max. torque: 20 ounce-inches at 7,500 r.p.m.
Power rating: ·086 B.H.P. per c.c.
Power/weight ratio: ·0425 B.H.P. per ounce.

Propeller dia. × pitch	R.P.M.
9 × 5 (Stant)	9,200
8 × 4 (Stant)	12,900
8 × 6 (Stant)	10,000
8 × 8 (Stant)	8,900
7 × 4 (Stant)	14,500
7 × 6 (Stant)	13,300
6 × 4 (Stant)	16,200
6 × 6 (Stant)	15,100
8 × 4 (Tiger)	12,200
8 × 3½ (Tiger)	13,800
6 × 9 (Tiger)	13,800
10 × 4 (Trucut)	7,700
9 × 4 (Trucut)	10,400
8 × 4 (Trucut)	13,300
7 × 4 (Trucut)	15,100

Material Specification :
Crankcase: Pressure die-cast light alloy.
Crankshaft: Hardened steel.
Cylinder: Steel.
Contra Piston: Steel.
Piston: Cast iron.
Cylinder jacket: Light alloy (anodised green).
Rear rotor: Die-cast light alloy.
Main bearings: Two ¼-in. bore Hoffmann ball bearings.
Spraybar: Brass.

Fuel used: Mercury No. 8 and Allbon diesel fuel.



Couprofile No3: Antony Winter. - Peter Hall

1. Antony, you have won two firsts and a second at the Nationals, tell us a bit about your coupe experience and why you fly this class.
2. You fly what appears to be a basic locked down coupe, tell us about the construction, trim method and motor run time.
3. How do you pick the air ?
4. What of the future? Do you intend to develop this design?

1 Having taken up model flying in 2016 after a gap of 60 years I was delighted to find that plans of Kiel Kraft models were still available, but what to do after I had built and flown a Senator? (It performed a lot better than the one I built when I was 11). Like most of us I wanted to create my own design and Coupe offered that opportunity. After quite a lot of diligent research I decided on 36 inch wingspan to gain experience, followed by a 40 – 50inch model as this seemed to be the way to go. This larger model has yet to be built.

2 I played safe with the wing section and not having a bank of experience to draw upon used the Senator aerofoil as that model has a proven performance and again playing safe matched this to 12 strands of 1/8 rubber with a sensible 20 x 16 inch prop. Without knowing I had fortunately started with the basis for a decent model. Initially the model because of its small size lacked performance when trimmed in, but influenced by terrific performers like Phill Ball's big coupe , I built a 29.9 x 23 inch prop with a Larrabee planform and by trial and error reduced the motor to 14 strands of 3/32 (10.5of 1/8).With 520 turns this gave a very long motor run (75 seconds) and helped to compensate for my lack of ability at air picking that a shorter more powerful run

demanded. The larger prop meant outriggers to facilitate prop fold without fouling the wing leading edge.

The fuselage is based on the Dig150 with doped Esaki covering. Wing wash out is Starboard 3mm and Port a little less to help with the right turn glide.

The overall package has just about enough power to maintain altitude after the initial surge. I trim the model to fly right/ right so as to maintain air speed and provided it starts to glide at 45- 50feet it will do the biz. After observing the model climbing slowly during the cruise in winds up to 16-17mph I have come to the conclusion that a slow turning large prop on such a small model is making the best use of 10grms of rubber and that the outrigger configuration also contributes to the efficiency. Admittedly as yet I cannot find any data to back this up. It is always hard to tell if these things are beneficial, but I think the close rib spacing, 20mm and the turbulators do contribute to an exceptional glide for such a small model. On paper this does not look like a high performer and in truth this coupe is unlikely to win a fly off against a larger model all other things being equal. However over the course of 5 flights it is far more likely to max out (just) than "normal" coupes which need to be at around 70 feet at the end of their motor runs to be safe. I have found that even in damp unhelpful conditions it will make at least 1:45 every time which is enough to trouble the competition with their shorter runs, in tricky conditions when there is little or intermittent lift.

For example:-

2018 Nats (managed to fit in 5 flights at last)

Good conditions but only Phill Ball and I made the fly off.
Winter 2:30 Ball 5:30! Says it all, not a great fly off model.

2019 Nats

Conditions good in the morning but wet and windy after lunch. Every one dropped flights, but my 3 maxes and a 1:45 and 1:46 were enough to squeeze past Phill who had missed the thermal and turned in a 1:27. Definitely good conditions for a rounds model.

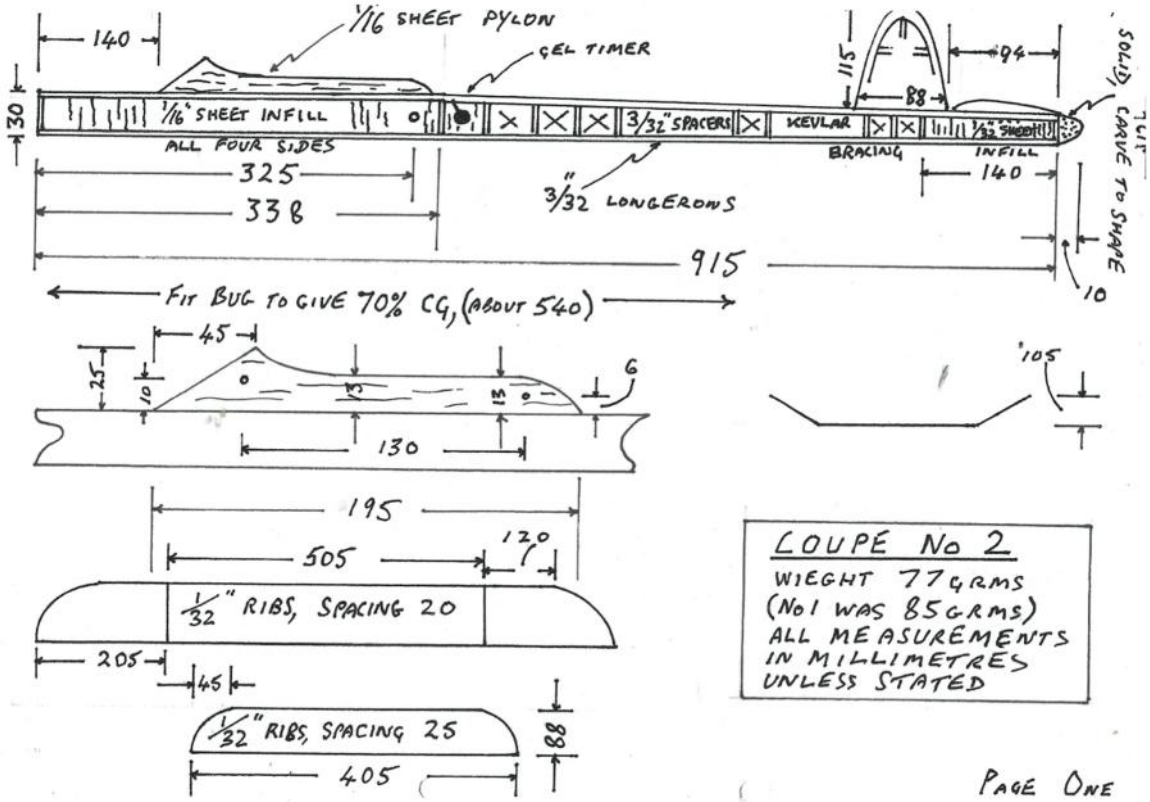
2021 Nats

Conditions very good, light winds, plenty of lift (but of course some compensating sink) again over the course of 5 flights every one dropped a few seconds somewhere. However my 2 seconds slip up was still small enough to secure first place.

3 My success so far owes a great deal to luck, as my air picking technique can be summed up as "launch in the first decent lull" though just lately I have at last been able to discern significant movements in the streamer and I have purchased a thermister to aid decision making, but what happens when streamer and instrument disagree?

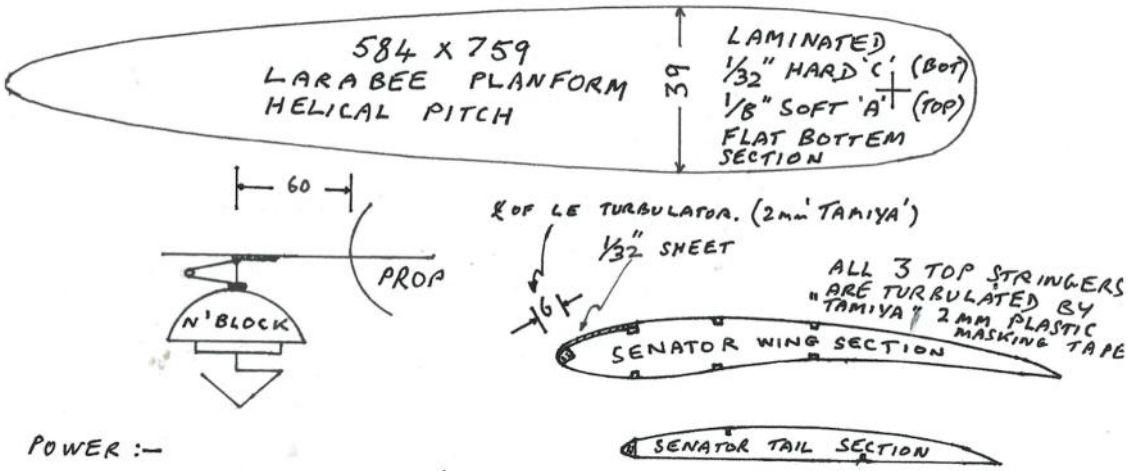
4 Anyway, as experience in this department is accumulated I know I will be tempted to build over 40 inches span whilst keeping to a largish prop with a long as practical motor run. With this configuration I should be able to enter fly offs and lose my model just like everyone else! I shall no doubt have to rethink the wing section but after all that is all part of the fun of coupe flying.

So when planning my next coupe, is it going to be a rounds or a fly off model?
I would argue that without the former, I am unlikely to need the latter!



COUPE No 2
WIEGHT 77 GRMS
(No 1 WAS 85 GRMS)
ALL MEASUREMENTS
IN MILLIMETRES
UNLESS STATED

PAGE ONE



POWER :-
10 GRMS RUBBER 14ST X 3/32"
520 TURNS (SAFE)
75 SECS MOTOR RUN
FLY RIGHT / RIGHT
YESSS R/R !

AS DRAWN SECTIONS ARE NOT ACCURATE
AS PLY TEMPLATES WERE TRACED AROUND
REFER TO ORIGINAL SENATOR PLANS IF
NO TEMPLATES ARE AVAILABLE

COUPE No 2
THE DESIGNER ACCEPTS NO
RESPONSIBILITY FOR POOR
PERFORMANCE, TURNINS ETC.

PAGE TWO

Peter Hall / Antony Winter

August 1947

News Review

Cover Story

Before the Gravesend Airport was decided upon as the site for the 1947 British Nationals, the contest committee of the S.M.A.E. went to some trouble to make sure this terrain was suitable for the purpose, even to checking the suitability of the natural take-off surfaces present on this airfield. In this they were ably assisted by members of the North Kent club, who turned up with a variety of models for testing purposes.

Our cover picture shows J. KNIGHT, of the North Kent club, taking-off with his Copland Wakefield from the tarmac. It demonstrates good take-off technique and there seems to be no reason for his somewhat anxious look as the machine is making a faultless get-away.

The photograph was taken by your Editor and for the benefit of those who do not possess a camera with a fast lens we would point out that it was taken at 1/100th of a second at F.11, on a sunny afternoon, and while there is a certain amount of movement in the model, it is not without realism and gives the impression of speed.

Amalgamation

Whatever arguments there may be in favour of the existence of two societies in the model aircraft movement in this country, there is, we think, unanimity that the movement should be free of commercial and personal influences and run on sound democratic lines.

For this reason, the members of the S.M.A.E. who have held office in the society in recent years have always deplored the formation of the A.B.A., not because of any rivalry or encroachment on S.M.A.E. activities, but because it was conceived by certain commercial interests and developed primarily for their special benefit.

Let it be clear that the S.M.A.E. is not, and never has been, anti-trade, but there is a vast difference between working amicably with commercial interests and allowing those commercial interests to run our hobby. In recent years the S.M.A.E. has, indeed, linked up with several commercial interests, but in such a way as to maintain its independence while simultaneously helping its members and the trade.

The model aeroplane movement in this country is not large enough to support adequately two primary bodies, and if two such bodies exist it follows that neither will have the degree of support nor the financial income necessary to provide the best possible in the way of competitions and facilities to aeromodellers throughout the country.

Negotiations have been proceeding for some time with a view to bringing the two societies together, and it is pleasing to be able to announce that the difficulties which have previously existed have now been overcome and that complete agreement has been reached, whereby the S.M.A.E. is absorbing the A.B.A. so that all British aeromodellers will be working in unison in the very near future.

This should greatly strengthen the position of the model movement in this country from the international aspect, and this is a matter of importance in view of the development which has taken place on the Continent in recent years as a result of the official recognition and help given by most European Governments to their aeromodellers. The effects of this official encouragement were plainly visible during the recent International Contests run by the Swiss Aero Club, recorded elsewhere. Everything which can be done to unify the development of better models in this country should be done.

At the recent council meeting of the S.M.A.E., when the terms of amalgamation were approved, a resolution was passed which enables A.B.A. members to take part in S.M.A.E. contests immediately, pending the final welding of the two societies.

We feel sure that all our readers will welcome this " get-together " of the two bodies.

Ware Crops

At this time of the year it is of the utmost importance for all aeromodellers to take special care when retrieving their models to avoid walking across standing crops, as they can do a tremendous amount of damage in a very short time by doing so. Before crossing a field under cultivation, first obtain the farmer's permission to do so, however strong may be your urge to follow the model. We would draw special attention to the fact that the flying of models of any sort over Six Mile Hill, adjoining Epsom Downs Racecourse, has been banned until such time as the crops have been cut. Will all aeromodellers using Epsom Downs please note this and fly their models so that they do not encroach on this area ?

International Contests and the F.A.I.

The need for better co-operation between the organisers of international events has been made plain this year by the clashing of three events of an international character on the same day.

On June 22nd, the Swiss Aero Club organised an International Event for glider and power-driven models. On the same day The Model Aeronautic Association of Ireland organised their Nationals Meeting at Baldonnel Airfield, and again on the same day the International Meeting for the Claude Salle Cup was organised at Flers, Normandy.

The answer to all this is, of course, better co-operation between the various national clubs and the F.A.I., which possesses machinery in the form of its " calendar of events," to obviate such overlapping. The F.A.I. is, however, not able to avoid such clashing if the national clubs attempt to run these international events without making use of

the machinery of the F.A.I., and matters have reached a stage where the F.A.I. will have to enforce its rights if chaos is to be avoided.

Much of the trouble arises from the "National Aero Clubs" in the various countries. These are usually concerned with full-sized aircraft and fail to visualise that models operate under totally different conditions and therefore need a different approach, with the result that they freeze out their model clubs from the F.A.I., who are therefore forced to act on their own.

In pre-war days, all the members of the Model Commission of the F.A.I. were full-size experts with the exception of those of Holland and Great Britain. France was also represented by an aeromodeller, but his effectiveness was marred by an internal war in the French model movement which prevented him from speaking with a single voice. As a result, most of the time of the meetings was taken up in educating the members on the difference between model conditions and those regulating full-sized machines and the actual time left for drafting proper rules for the model section was totally inadequate for the purpose.

It is encouraging to note that there is a distinct improvement in the post-war position in this respect, and that most countries are now taking the model movement more seriously and in many cases actually sponsoring it officially. We are not going into the question as to the advisability of officially sponsored model movements here, but it has had one good effect so far as the Model Commission of the F.A.I. is concerned in bringing more practical aeromodellers on to the Commission, and this must shortly have beneficial results so far as the world movement is concerned.

Holland, Switzerland, Sweden and Denmark all now have sections of their National Aero Clubs which deal specifically with the model movement and nothing else, and they now send experienced aeromodellers to the Commission, so that the preponderance of "full-size" experts is dwindling and it is hoped that it will not be long before the Commission is entirely composed of genuine aeromodellers.

At any rate, the time has arrived when it becomes imperative for all organisers of international events to make rigid use of the F.A.I. International calendar and thus avoid clashing dates.

The Cult of the Pylon

In recent years the design of power driven models has shown a marked tendency towards the adoption of the high-pylon layout which was first introduced to the world by that well-known American aeromodeller, Carl Goldberg, with his "Zipper." Indeed, so strong is this tendency that there is now a danger of our power models deteriorating into a one design class, with only small variations and this is not likely to lead to progress on the aerodynamical side.

Why everyone slavishly follows this basic design is difficult to understand, as it results in a machine which is by no means good looking and, except for the specific purpose for which it was originally designed, possesses but little to commend it.

It is doubtful if it is even the best solution for the type of performance for which it was designed by Carl Goldberg, and this was clearly demonstrated by the success of the Belgians in the Swiss International Contest, when they won the power section with shoulder-wing machines of what may be termed "orthodox" design, i.e., with square sectioned fuselages with the thrust line close to the centres of gravity and resistance.

These machines climbed straight up without fuss or excessive circling coming out smoothly into a flat glide at the top of their climb to give a performance ratio of "total flight time/engine run" well in excess of 6 to 1.

As this matter is an important one, both from the national and international contest point of view, we shall be pleased to hear from adherents of both types of machine, giving their reasons for the adoption of the type they use and their experience with them in the field.

Thoughtlessness

At almost every model aircraft meeting it is found necessary to ask those attending the function to refrain from leaving litter on the field, but in spite of these injunctions, considerable quantities of paper, cigarette packets, orange peel, bottles and other litter are left strewn about the airfield.

As it is invariably one of the conditions imposed by the owners of airfields that they shall be left in the same condition as when handed over, and "free from litter," this carelessness or thoughtlessness on the part of aeromodellers and their families or friends causes much unnecessary embarrassment and additional work to the already hard-worked organisers, who have to go round the field picking up the litter at the end of the day.

While some of this litter is caused by visiting members of the public, it is regretted to note that quite a large percentage of modellers are transgressors in this direction, and the little "camps" formed by club members are more often than not marked by a considerable amount of litter.

This is a bad advertisement for the movement and one which is likely to restrict the activities of the aeromodellers if immediate steps are not taken by those concerned to cease this practice.

It is surely not too much to ask those who have enjoyed a day's sport at the courtesy of the owners of an airfield to return that courtesy by refraining from leaving their litter on leaving.

Litter can quite easily be placed in a paper bag or wrapped in a newspaper and taken home for disposal *via* the dustbin in the approved and sanitary manner, instead of being thrown on the ground. *In particular, do not leave empty bottles about—they are definitely dangerous.* Remember that thoughtlessness of this nature can easily lose you the use of the airfield, and a little care in this direction is well worth while, to say nothing of good manners.

Buckminster Again - John Andrews

As a follow-up from last month's article, I will report, mainly pictorially, on the two further visits to our national flying site, as I stated last issue. Colin Shepherd and I plus spouses made one visit in 2019 & one in 2020.

2019

From what I recall it was a virtually windless day with drift in all directions. There was group of Peterborough fliers in the top corner of the site but Colin and I waited until a steady drift direction established itself and we relocated down at the bottom of the site. It turned out that I had brought my wrong flight box, my indoor one, so Colin managed to dig up a winder and rubber bands for me to perform with my P30. Colin was trimming his A1 glider.

Colin setting the DT & release trigger timer under Pat's watchful gaze

It was a really hot day and we all took refuge under umbrellas particularly for our luncheon picnic.
Shortly after lunch the drift changed and I could not continue trimming my P30 as it would have left the field. Colin however was trimming his power model and D/T'ing off the top so he carried on.
Colin left for home early afternoon and I relocated to the top of the site with the Peterborough lads, using their jigs and winders. Many thanks.

Yours truly with ex John Wingate P30

I had a really good flight that, due to an over long DT, flew the full length of the field and off the site. Came down in the middle of the next field. Easy recovery, met Rachel at the bottom of the field in the car and saved her the long haul back up the slope. Good day out.

2020

We all went again one Monday in 2020, we always go on Mondays because that is Free-Flight priority day, and once again had a really good day out. I think word had gotten around and there were quite a few FF's performing, Here is the collection of pictures from that day.

Ivan Taylor was flying his Mosquito, flew well, a delight to see.

Unknown, another Scale model and modeller

Colin Shepherd with his beautified Dixielander

Colin out in field centre and inset with Pat, Colin and Dixie

We had a relaxing day out in glorious sunshine, only marred by the fact that the Andrews's had forgotten to bring the fishing umbrellas for shade and neither of us take sun particularly well being fair skinned and we sunburned a little.

Pat on the other hand, is more at home in the sunshine and is seen here taking it easy whilst Colin assembles his model,

I must apologise for repeating myself as, looking back, I seem to have picked out a similar set of pictures to those in my report on our day out that I wrote in the October issue of the New Clarion in 2020.

Never mind perhaps you've forgotten.

John Andrews

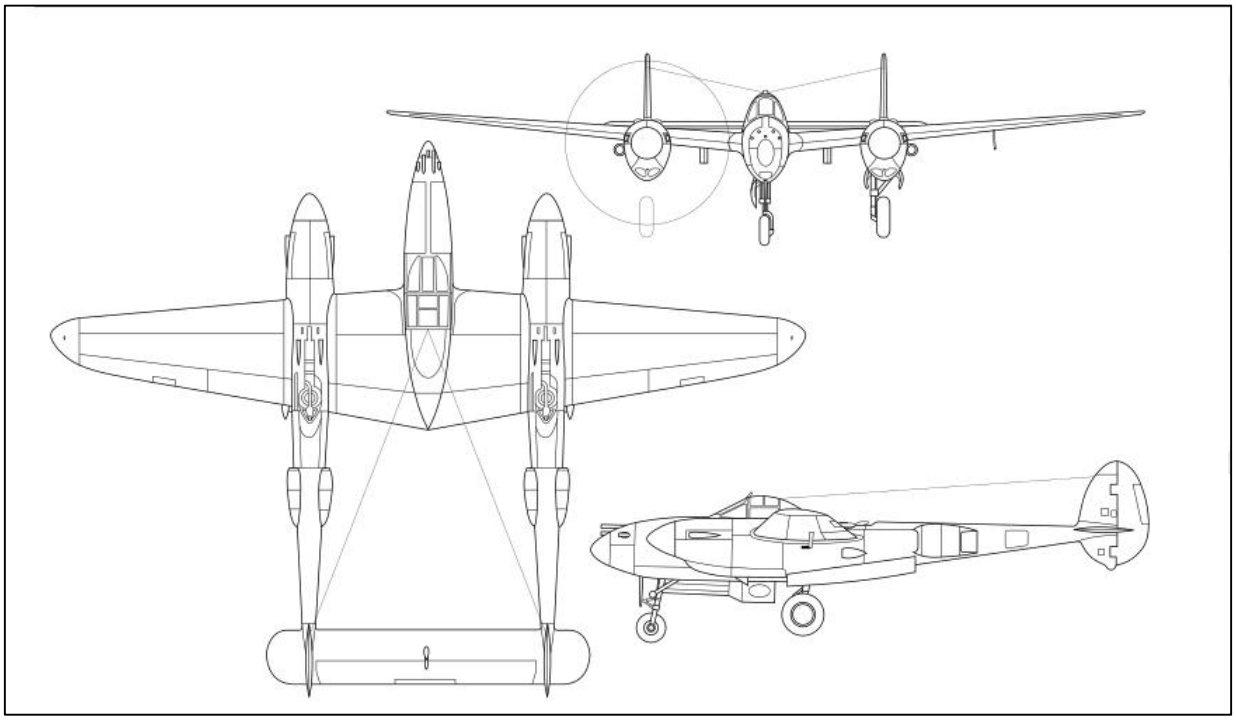
P-38 Lockheed Lightning - Wikipedia

Role	Fighter Fighter-bomber Aerial reconnaissance
National origin	United States
Manufacturer	Lockheed Corporation
First flight	27 January 1939
Introduction	July 1941[1]
Retired	1949 (United States Air Force) 1965 (Honduran Air Force)[2]
Primary users	United States Army Air Forces Free French Air Force
Produced	1941–45
Number built	10,037[3]
Developed into	Lockheed XP-49 Lockheed XP-58

The **Lockheed P-38 Lightning** is an American single-seated, twin piston-engined fighter aircraft that was used during World War II. Developed for the United States Army Air Corps by the Lockheed Corporation, the P-38 incorporated a distinctive twin-boom design with a central nacelle containing the cockpit and armament. Allied propaganda claimed that it had been nicknamed the fork-tailed devil (German: *der Gabelschwanz-Teufel*) by the Luftwaffe and "two planes, one pilot" by the Japanese. Along with its use as a general fighter, the P-38 was used in various aerial combat roles, including as a highly effective fighter-bomber, a night fighter, and a long-range escort fighter when equipped with drop tanks. The P-38 was also used as a bomber-pathfinder, guiding streams of medium and heavy bombers, or even other P-38s equipped with bombs, to their targets. Used in the aerial reconnaissance role, the P-38 accounted for 90 percent of the aerial film captured over Europe.

The P-38 was used most successfully in the Pacific Theater of Operations and the China-Burma-India Theater of Operations as the aircraft of America's top aces, Richard Bong (40 victories), Thomas McGuire (38 victories), and Charles H. MacDonald (27 victories).

In the South West Pacific theater, the P-38 was the primary long-range fighter of United States Army Air Forces until the introduction of large numbers of P-51D Mustangs toward the end of the war. Unusual for an early-war fighter design, both engines were supplemented by turbo-superchargers. This gave the P-38 excellent high-altitude performance, making it one of the earliest Allied fighters capable of performing well at high altitudes. The turbo-superchargers also muffled the exhaust, making the P-38's operation relatively quiet. The Lightning was extremely forgiving in-flight and could be mishandled in many ways, but the rate of roll in early versions was low relative to other contemporary fighters; this was addressed in later variants with the introduction of hydraulically boosted ailerons. The P-38 was the only American fighter aircraft in large-scale production throughout American involvement in the war, from the Attack on Pearl Harbor to Victory over Japan Day.



Wikipedia

BMFA 4TH Area Luffenham - John Andrews

Sunday June 19th saw Rachel and I spectating at the BMFA 4th Area competition at Luffenham. The comp. was relocated to Luffenham due to the unavailability of Barkston.
Ken Bates and Tony Rushby being unaware of the change, turned up at Barkston first before diverting to Luffenham. It pays to keep an eye on the FF Tech committee website.

Ken & Noreen Bates relax amongst the flowers together with some wild life

Lurking on flowers all over the place were these, as yet unidentified, Moths/Butterflies.

Luffenham at this time of year is a naturalist's paradise with the grass almost waist high but murder for recovery, both difficult to wade through and good at hiding models.

A few pictures from the grassy plains of Luffenham

A couple of Peterborough lads contemplating

A current mini vintage favourite 'Le Timide'

Ms K Best at full stretch, aided by able assistant Mr S Darmon

One pleasure of the day was to see Tony Rushby's passenger of the day, the ever present vintage modeller Mike Sanderson, still chucking models about. A littler slower on his feet perhaps but still fetching them back.
He had a couple of rubber scale models he was airing. As good as ever.

Once again we had a good day out spectating, not too good for hay-fever suffers though.

We topped off the day with Sunday lunch in the nearby Wheat Sheaf pub.
Although it was 'Fathers Day' the bill was a bit of a shock, two chefs pies and a bottle of wine £50.
We shall have to look elsewhere for eating next time we're there.

John Andrews

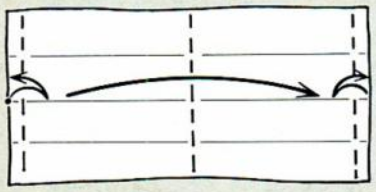
Paper Airplane: 'Boomerang' - Nick Robinson

BOOMERANG

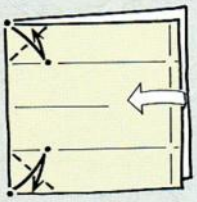
MAX HULME

Boomerangs are beautifully curved pieces of wood, but we can make a working version from a rectangle of paper. This design is different from all the others in this book because every crease is at 45 or 90 degrees. The sequence is logical and efficient if you crease accurately.

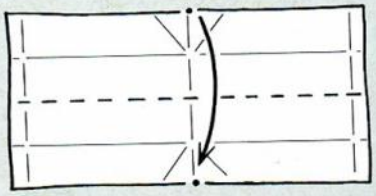
This boomerang uses a 2:1 rectangle (half a square), but it will work from other similar rectangles, such as bank cheques. The paper needs to be crisp, but not too thick. Start with the coloured side down and crease the short side into quarters.



1 Fold each short edge over a little way, crease firmly and unfold. Fold the paper in half from left to right.

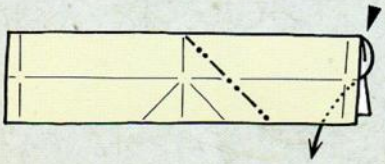


2 Take each corner of the folded edge to meet the outside quarter crease and return. Open the paper back out.

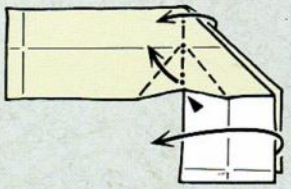


3 Fold the upper long edge to the lower.

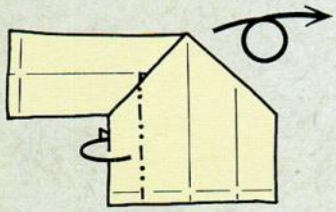
4 Pre-crease a valley.



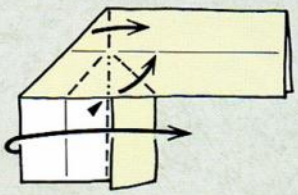
5 Then make an inside reverse fold using the crease you have just made.



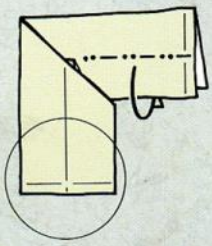
6 Using established creases (you will need to alter the direction of a few) swing the right-hand flap to the left, raising a small triangular flap.



7 Fold the quarter flap underneath, tucking the top end inside the triangular pocket. Turn the paper over.

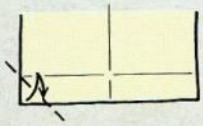


8 Repeat step 6 on this side, again raising a small triangular flap.

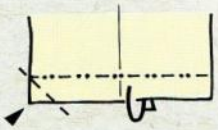


9 Tuck the upper layer within, unfolding the triangular flap inside. The next three steps show an enlargement of the circled area.

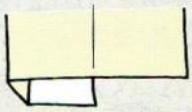
BOOMERANG



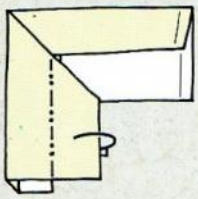
10 Fold the left corner to the crease (made in step 1) and unfold.



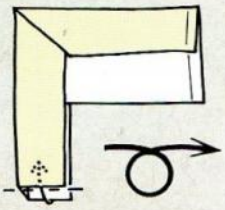
11 Mountain fold the small strip underneath, allowing the corner to fold in naturally on established creases.



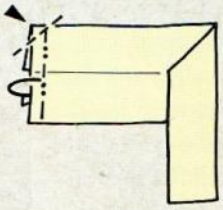
12 This is the result.



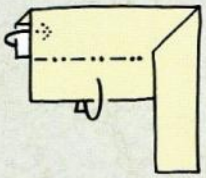
13 Fold the layer within.



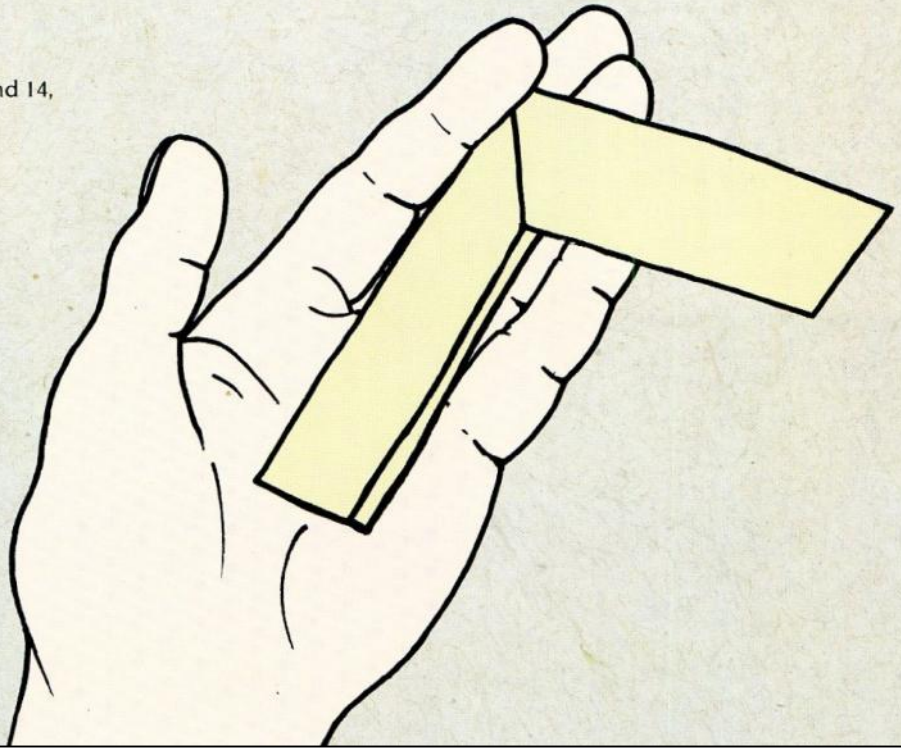
14 Lock the end by tucking the small flap within the closed pocket. It is easiest to start with the square end, then the angled end. Flatten firmly. Turn over.



15 Repeat steps 10 to 12 on this flap.



16 Then repeat steps 13 and 14, locking the other end.

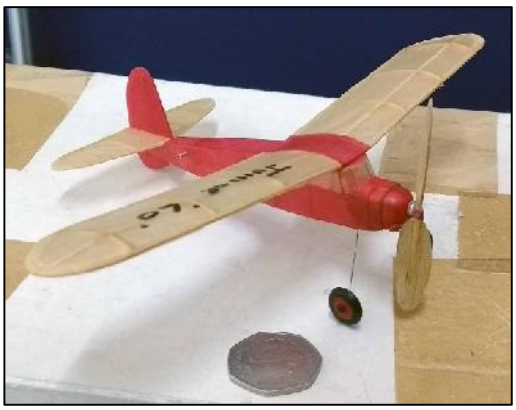


Nick Robinson

8" Junior 60 - Tony Shepherd

Junior 60 divided by 7.5

Spotted at a recent Waltham Chase indoor free flight session at Wickham was this delightful little 8" span Junior 60. It was given to John Hook for his 60th birthday by Bournemouth club member, Peter Redhead, who is sadly no longer with us.



A full sized, IC powered Junior 60, built to the original plan might well need a bit of additional ballast in the nose to get it to balance on the main spar. This little rubber version looks like it might have a slightly reduced-length fuselage but even so, Hooky tells me that very little in the way of ballast is required to get the model to fly well. This was clearly demonstrated with a couple of flights that were put up over the evening.

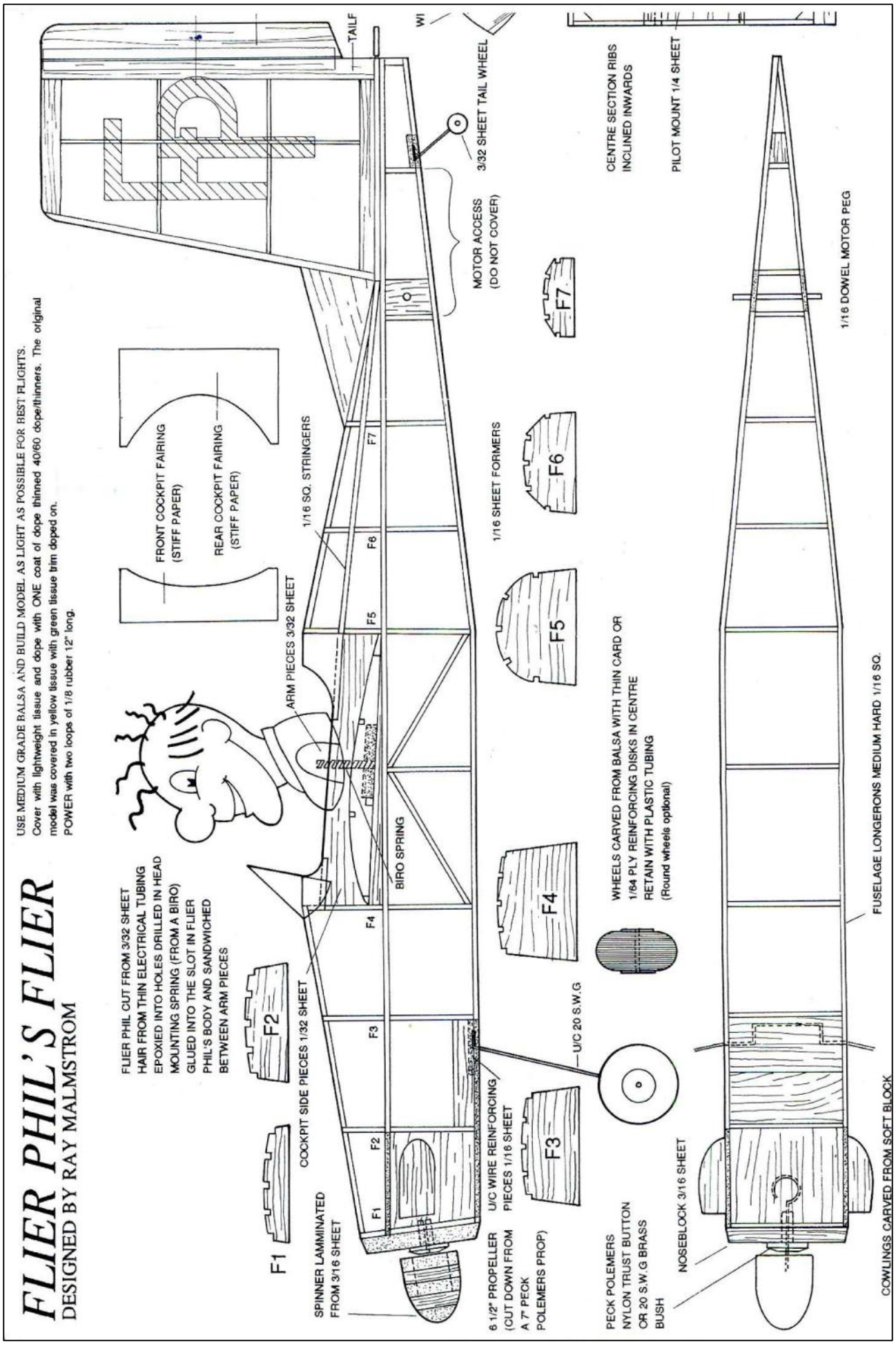
Does anyone know of similar reductions of outdoor designs that have proved to be good indoor flyers?
I know that one of the contributors to Hippocket, Richard Ranney, has made no-cal versions of the Buzzard Bombshell and Bugaboo designs and clips on YouTube show them flying very nicely.

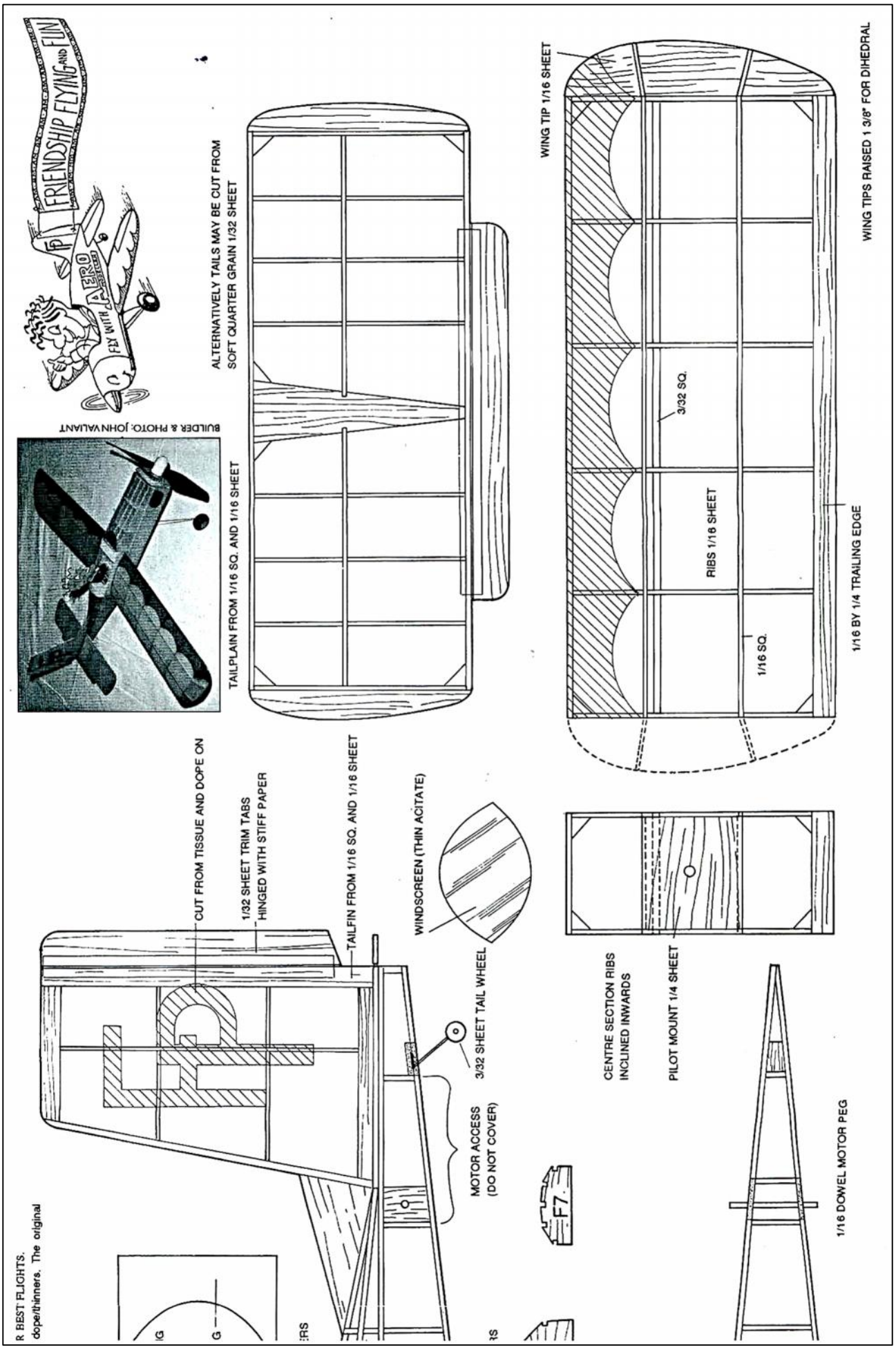
- https://youtu.be/_d3Dtsd3PVM https://www.youtube.com/watch?v=RfctlyR6lUg

Contributions to the editor please!

Tony Shepherd

Flier Phil's Flier - Ray Malmstrom





From the book by Ray Malmstrom, '60years of IVCMAC' *courtesy of Chris Strachan*

Indoor Isn't For Everyone No.55 - Nick Peppiatt

Peck Ganagobie build (continued)

What has happened to the Peanut Lobet Ganagobie, which I last mentioned four months ago? Did I get it finished in time for the Indoor Scale Nationals? No! But it is now almost complete and flight testing has begun.

Covering and finishing

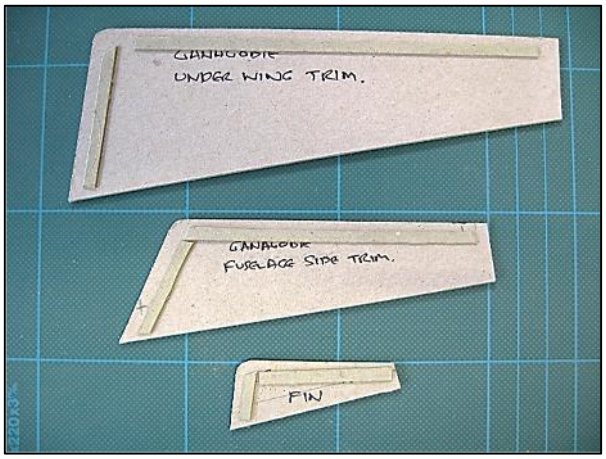


Fig. 1. Card templates used for colour separation and trim lines. The extra card strips were added both sides to aid drawing the pin stripes.

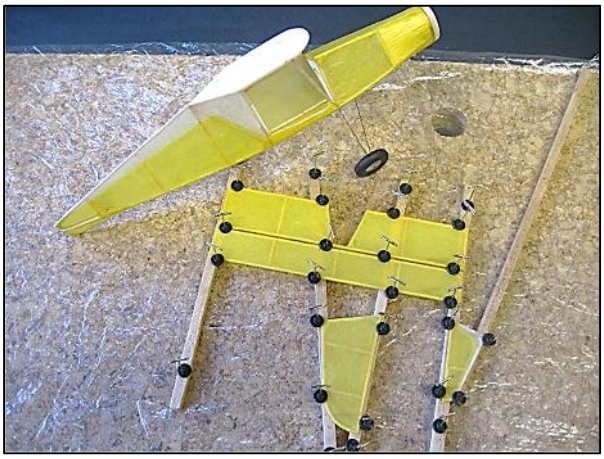


Fig. 2. Covered fuselage and tail surfaces. The two coloured tissue covering can be seen on the rear of the fuselage and the fin leading edge.

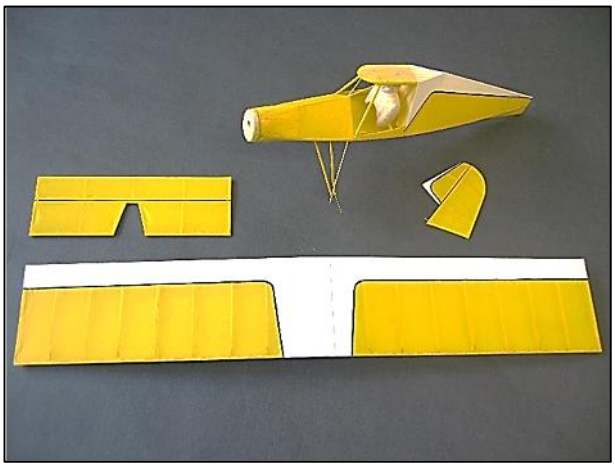


Fig. 3. Major components covered and air- brushed, and black pin stripes added.

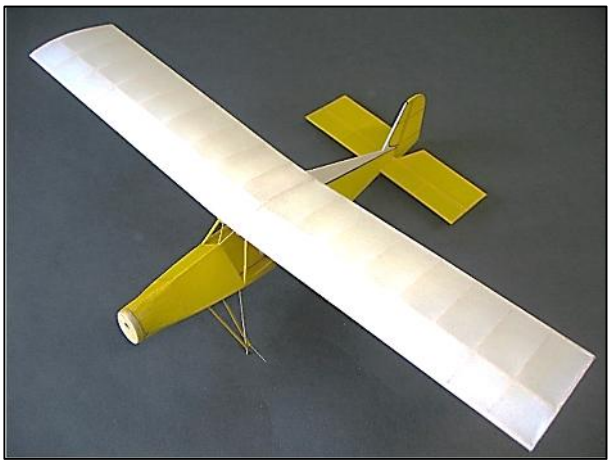


Fig. 4. Temporarily assembled model after air-brushing white and yellow and adding pin stripes.

Ron Ballou's Ganagobie N1949 has a somewhat unusual yellow and white colour scheme (see IIFE 50, NC March 2022). The white and yellow areas are separated by a black pinstripe. Because of the light model structure, I firstly pre-shrunk a half sheet each of white and yellow Esaki tissue on a frame by spraying with water. When thoroughly dry, the sheets were removed, cut further in half and stored between the pages of a large book until required. I used white tissue for the white areas and yellow for the yellow. Card templates were cut to follow the division between the colours (Fig. 1), tissue pieces were cut and then joined with thinned clear dope over a non-stick surface. The framework had been painted with a coat of sanding sealer and then a coat of thinned dope, as described in my Nesmith Cougar build back in 2016, and the tissue attached with cellulose thinners. Once covered, the tissue was steam shrunk, and the flying surfaces pinned down (Fig. 2). There is still a little shrinkage remaining in the tissue, despite the pre-shrinking on a frame.

It was now time to get the air-brush out. Masks were cut from low tack masking tape to separate the yellow and white areas using the card templates. The white was sprayed with Tamiya X-2 and the yellow Tamiya X-8. The isopropyl alcohol based Tamiya thinner also gives some further gentle tissue shrinkage. Card strips were added to the card templates to keep the edge from the surface whilst the black pin stripes were drawn using a Rotring Isograph drawing pen with a 1mm dia nib.

The weights of the components (Figs. 3 and 4) at this stage were as follows: -

Covered and sprayed component	Weight (g)
Fuselage without nose plug	2.0
Wing frame	2.3
Stabiliser with elevator	0.5
Fin and rudder	0.2

Lettering

The kit was supplied with some nice looking stick-on decals (Fig. 5), but on examination, although the height of the registration marking N1949 was ok, the letters and numbers themselves were too narrow. The 'Ganagobie' logo for the rudder was straight rather than curved, as on the full-sized aircraft. I did, however, use the 'EXPERIMENTAL' stickers for the fuselage sides under the cabin windows.

Fig. 5. Registration letters cut from Ultra Mask film and attached to fuselage side.

Fig. 6. Decal sheet compared with masked and sprayed registration.

The N1949 registration gave me the opportunity to try some Artool Ultra Mask film, which I had acquired from my club-mate Tony Hansell. The letter and numbers were drawn, copied and cut out in the film and applied to the model, Fig. 5. This worked well, as can be seen in Fig. 6, using Tamiya semi-matt gloss X-18 for the lettering.

With regard to the 'Ganagobie' logo, I photocopied the decal sheet, cut out the 'Ganagobie' and with suitable cuts with a scalpel, made it suitably curved and glued it to another sheet of paper in order for it to be copied onto water-slide transfer film. These decals were then applied to either side of the fin and sealed with Klear water based polyurethane varnish.

Details – dummy engine

Fig. 7. Kit engine representation, top left. Thread wrapped balsa dowel cylinders and balsa cylinder head.

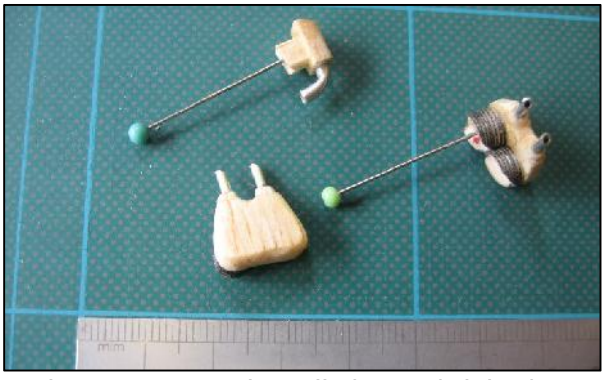


Fig. 8. Dummy engine cylinders and air intake ready for air-brushing.

I was not happy with the kit representation of the Continental A40 engine of N1949 (Fig. 7, top left), so I went my own way by carving and sanding a balsa dowel and wrapping this with thread to represent to cylinders. The cylinder heads were fashioned from small pieces of balsa sheet and aluminium tube exhaust pipes added, Figs. 7 and 8. The pins have been inserted so that the components can be held whilst air-brushing with matt black paint, after coating with sanding sealer.

Details –Wheels

Some moulded plastic wheels were provided in the kit, but the hubs were not very representative of the full-size machine. Many years ago I acquired some Rohacell foam plastic, from which I had made wheels previously and I decided to use this material here. I cut a cylinder of suitable diameter with my Aeropiccola Vibro-saw, having previously drilled a hole to take some PTFE tubing as a centre bush (Fig. 9). Discs of suitable thickness were thin sliced off and sanded to a tyre shape. The PTFE tube was attached with odourless CA adhesive. The wheels were then brush painted matt black and paper discs added to represent the hubs. The resulting wheels were less than half the weight of the moulded plastic ones.
Finally, Fig. 10 shows a photo of the almost complete model – only the wing struts to be added.

The weight without rubber was 9.65g.

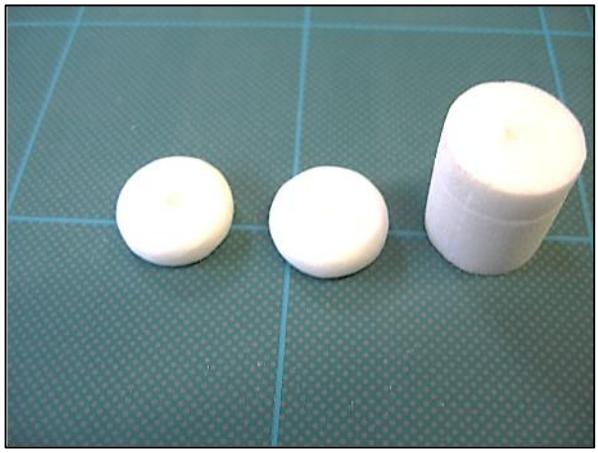
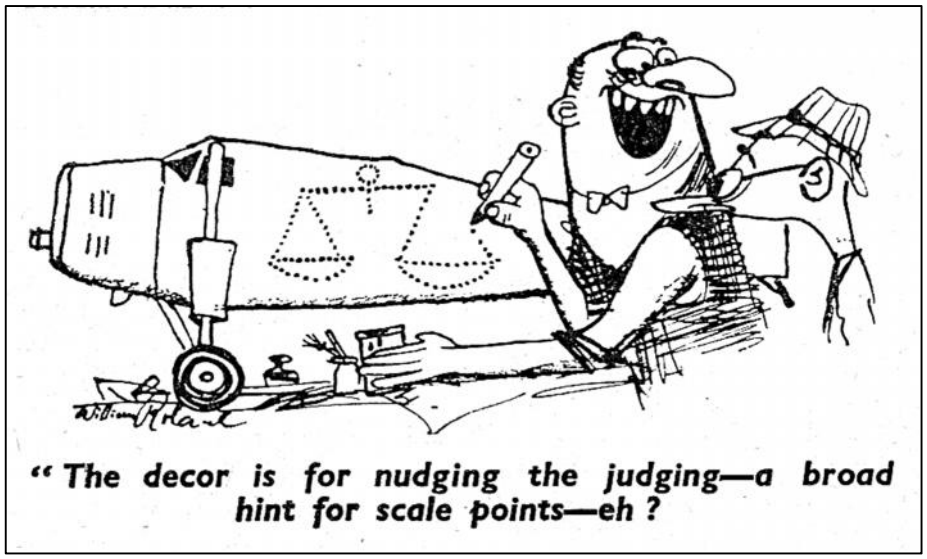


Fig. 9. Rohacell wheels

Fig. 10. Almost finished model!

I have not given so much detail in this build description as I did not want to repeat too much of the information given in the articles about the construction of my Peanut Scale Nationals winning Nesmith Cougar back in 2016/7, starting NC June 2016. I will report on flight testing of the Ganagobie in a future article.

Nick Peppiatt



" The decor is for nudging the judging—a broad hint for scale points—eh ?

B.M.F.A. FIFTH AREA, JULY 10,
FIFTH ROUND SOUTHERN COUPE LEAGUE

Across the sand dunes shimmering in the heat, in the hazy distance, a camel train tracks slowly towards the abandoned village of Shrewton, while all about it reel shadows of the indignant desert birds. (apols. to W.B. Yeats and sorry, I must have nodded off I thought it was the 2050's.)

It was hot on Salisbury Plain, very hot and eight attempted the five rounds of F1G.

Ken Taylor reports no entries at Ashdown Forest and Ron Marking none in Cornwall.

Ian Davitt, who took first place and Gavin Manion, third, flew at Barkston. And it was calm on the Plain so the thermals pulled the air every way. A single streamer was the focus of everyone's attention, and patience became the key ingredient of success over rubber quality, winding technique, build quality, design refinement and trim perfection.

Richard Fryer, second place writes -

A very warm day for the contestants with light, variable winds. The wind direction changing by as much as 20 degrees as the thermals came through. Calm moments throughout the day saw thermals lifting streamers of the grass. Retrieval was made easy on the day as most of fields had been cut for hay. Lift was patchy, unreliable and slow to build with occasional boomers. There was a fairly good turnout in most disciplines on the day. I maxed out in Coupe after waiting for long periods for signs of decent lift. Some flights only just maxing as the lift faded out.

Fly off time was accompanied by a strong gusty wind and I missed the lift to find sink and a disappointing time.

Gavin Manion, third, reports -

"Sunday at Barkston Heath was seriously warm with periods of almost complete calm enlivened by thermal induced gusts and at least one dust devil! Thermal conditions were "Poitouesque" with my third flight climbing strongly in lift only to sink quickly to a nerve-wracking 2.05. I'm sure others experienced such short lived thermals but the other hand I watched an F1H max hugely from a release at about a quarter line height!

I managed to drop just 8 seconds when I broke part of a prop blade before launching due to my clumsiness releasing the prop hold. Fortunately I was piggybacking Richard Jack's excellent Little Hinney F1H (which is why I carried on with the launch) but the wobbly climb to a good height was spoiled by the model being too straight and stally on the glide. Of late I've used a wire stop to interfere with the prop fold on one blade to make a kind of forward auto-rudder and give a reliable right glide turn. That was the blade that I broke a large chunk off before launching...

Ian Davitt maxed out with the large model featured in his FFQ Coupe Special article. He says that it's old now and with too much warp, though seemingly not too old to make 3.23 in his fly-off. No other scores were recorded in F1G."

Alan Brocklehurst, fourth, writes -

Those who coped well with the heat will look back on this as one of those golden days when there was a lovely blue sky, hot sunshine and little wind (and unlike last year, no sign of rain!).This time we flew from the SW corner of the 'trimming field' or should I say 'hay field', as it was freshly mowed. Shortly after I arrived, I observed a Red Kite making good use of the thermals - always an encouraging sight.

I started out with an easy max and after a minor hiccup breaking a strand and replacing the motor, followed with a second. Since C-03 had got quite high and took its time to descend on D/T, I changed to C-04 in case I needed the RDT and promptly maxed again, such was the warm buoyant air in the morning. This time the model landed only about 50 ft from where I had launched it.

However, with receding small cumulus and the growing presence of high cirrus (mare's tales) clouds in the afternoon, we experienced less well ordered blue thermals, and even observed several dust-devils raising the drying hay into the air by at least 10-20 feet… and in one instance lifting Chris Chapman's new model with it, just after it landed at the end of a short test flight. In retrospect, I should have waited longer before launching for my fourth flight. C-04 looked good on the climb, but then it slowly became clear that I had missed the lift and it glided down in unhelpful air for a score of 1:40. After that, the Mylar showed a complete reversal of wind direction from WSW/SW to N and even E for a while, before it later settled back to W/SW again and then went northerly again at fly-off time.

My final flight of the afternoon was again in tricky air and it was clocked-off a 1:51 as it glided over the northern horizon of the field in increasingly turbulent air – oh, if only Salisbury Plain was level!

Meanwhile, Chris Chapman was unlucky to drop to 1:09 on his 3rd flight while Martin Stagg scored only 1:04 on his first Coupe flight and then opted to fly his Mini-Vintage instead.

Don Thomson, seventh, writes -

Thanks to the SCL management team for having freshly mowed the Area 8 plateau, but, boy, was it hot! (Thank you Don - we burned out two flymos - S.L.O.G.)

My day did not go to plan. I had decided to comp. initiate a new coupe. First comp flight went up and down equally fast, the air is tricky. Second flight got well away in a good bump, but hold on, it hasn't d/ted. I lost it high in the blue after 5 minutes. I was now hot, so decided to keep cool rather than fly, and hope for some news about the model. Late afternoon I got a call, it had landed on a bungalow roof several miles away so with Ray's satnav help we retrieved it on the way home.

The problem was a sticky Tomy.

Ben Hobbs, eighth, writes -

Arriving at Salisbury on such a beautiful day was good, but taking 2 untrimmed coupes was not. My main purpose for writing is to thank those half a dozen chaps who helped me find my Bodnar, It had popped out on a fierce landing,

We tied a length of string to the receiver and dragged it along the ground, and narrowed the area to about 3.5 metre square, whereupon Bernard located it.

Thanks a lot for your help.

Peter Hall, ninth, writes -
One flight only but a perfect pattern max. I wasn't up to five flights so I reluctantly took an early lunch. (Cropwell Bishop mature stilton with caramelised red onion chutney on toasted salt-free buttered ciabatta, and a pretty little Chablis from my cool box.) The midday doldrums settled over us , and the competitive spirit evaporated. I saw several models descend more rapidly than climb.

Roy Vaughn *in sixth place tells me that he gave up after his second flight due to a number of factors too complicated to unravel here.*

A picture or two from the day


Martin Stagg in retro hat


Allan Brocklehurst times


Chris Chapman winds


Chris Chapman launches

Gavin Manion tops the league table but is still within the reach of Dusan Jiricny and Alan Brocklehurst. The next event is on Cagnarata Day at R.A.F. Colerne.
Apologies for occasional errors in the tables - it's the heat.

Peter Hall

5th Area SCLg Results and League Table - Roy Vaughn

Fifth Area: Southern Coupe League Results					
Place	**Entrant**	**Club**	**Score**	**Time**	**Flyoff**
1	I.Davitt	Morley	12	10.00	3.23
2	R.Fryer	Oxford	9	10.00	1.11
3	G.Manion	Birmingham	8	9.52	
4	A.Brocklehurst	B&W	7	9.31	
5	C.Chapman	B&W	6	8.56	
6	R.Vaughn	Crookham	5	3.26	
7	D.Thomson	Croydon	4	3.14	
8	B.Hobbs	Oxford	3	2.53	
9	P.Hall	Crookham	2	2.00	
10	M.Stagg	B&W	1	1.04	

League Standings after round 5

	ENTRANT	CLUB	COUPE DE BRUM	SECOND AREA	LONDON AREA	NATIONALS	FIFTH AREA	CAGNARATA	SOUTHERN GALA	CROOKHAM GALA	COUPE EUROPA	TOTAL
1	G. Manion	Birmingham		12	12	3	8					35
2	A.Brocklehurst	B&W		8	8		7					23
3	I.Davitt					8	12					20
4	D. Jiricny	Birmingham	6	2	4	7						19
=	R. Vaughn	Crookham		5	9		5					19
6	C.Chapman	B&W		5	6		6					17
7	D.Thomson	Croydon		7	1	4	4					16
8	R.Fryer	Oxford			5		9					14
9	M. Marshall	Imoington	5	3		5						13
10	C. Foster	Morley	12									12
=	B. Dennis	Oxford	3	9								12
=	S. Willis	Croydon				12						12
13	P. Woodhouse	Morley	4	7								11
14	C. Redrup	Crookham	9	1								10
=	A. Crisp	Oxford	7		3							10
=	A. Moorhouse	Vikings	1			9						10
17	D. Norwood		8									8
18	W. Dennis					6						6
19	B.Hobbs	Oxford					3					3
20	R. Elliott	Croydon	2									2
=	B. Silcocks	B&W			2							2
=	T. Winter					2						2
=	P. Hall	Crookham					2					2
24	M.Stagg	B&W					1					1
25	S. Fielding	Morley										0
=	B. Taylor	E.Grinstead										0
=	K. Taylor	E.Grinstead										0
=	K. Best	Birmingham										0
=	P. Ball	Grantham										0
=	W. Butler	Crookham										0

Roy Vaughn

My 2022 FF Nationals - Tony Shepherd

Three days of the Nats for 2022. Well I can't remember what I did for the first one, but a 340 mile round trip to visit Luffenham just wasn't on the radar for me despite my enjoyment of flying the two minute classes. So we'll forget that one!

Moving on a week, the site for the Nats moved much closer to home, up onto Salisbury Plain for the two and a half minute classes. I quite fancied flying in the combined electric class on the Saturday but the forecast for strong winds in a poor direction put me off and we ended up going on a family visit to Bristol for the day. Watching the trees flapping around on the side of the M4 suggested the decision wasn't too flawed. So we'll forget that one too.

Sunday looked like being much better. SLOP and Vintage R/P suited me nicely so I loaded up a couple of suitable models plus a couple sports jobs and all the necessary paraphernalia and headed off. There was a good flight line, perhaps 50 or so along the ridge of the trimming field and half way along to avoid one load of trees. A bit breezy from the North East so flights would head off towards the airstrip and maybe beyond into farm land. Rumour was that the farmer would be a bit cheesed off if we traipsed across his crops so adding this factor to the possible change of wind direction resulted in us finally lining up along the east edge of the field and that's where we stayed.

My SLOP flights got me three fairly comfortable maxes with my AM35 powered Clarkson 435 design, it's first time out for a few years, apart from a couple of trimmers in recent weeks. All flights headed off in a south westerly direction as expected, the first overflying the airstrip and landing about 50 yards from the farm fence. Other flyers went further but no one seemed to experience any problems which was a relief.
The walks were ok but a bit arduous so I scrapped any ideas of further flights other than a fly off and watched others. In Vintage R/P Dave Cox flew his Jimp which climbed to colossal heights every time on its 18 sec run and maxing out was a formality. Some models from the end of the vintage era look little different to designs from the end of the classic period and are bound to fly similarly but the Jimp isn't in that bracket - it looks very 40s. Indeed, this 1948 design of Charlie Allen was designed for an ED Comp Special and it looks just right with one fitted. However Dave has fitted a modern SC15 glow engine and whilst he admits that he has to be careful as the combination is probably on the edge of the model's ability to handle the power produced, it can do it and certainly does for flight after flight. Great to watch.

The other class I watched was F1C. There were four entries and all the flyers had models which were clearly on trim and didn't play up unlike what is often the case with the modern gadget-laden designs. Neil Allen and Allen Jack flew flappers which worked every time and they easily and deservedly reached the fly-off stage along with Simon Dixon.

About half an hour before the end of flying the weather turned against us and the rain came and it clearly had no intention of clearing before fly off time. The SLOP fly off was due to be between Roy Vaughn and myself but Roy bailed out before the start time and I was left to make a token flight. Some felt that I was still required to fly with a powered phase but CD, David Brawn, assured me that a launch from hand and subsequent short glide would suffice so I launched from under the tailgate of my car - my only comment would be that it's astonishing how wet a tissue/Mylar covered model can get in a 2 second flight in a shower but at least it was done.

Dave Cox flew off against Phil Ball in Vintage R/P but whilst the latter's Mercury Mallard got a long way up, its glide fizzled out toward the end and Dave's Jimp won comfortably.

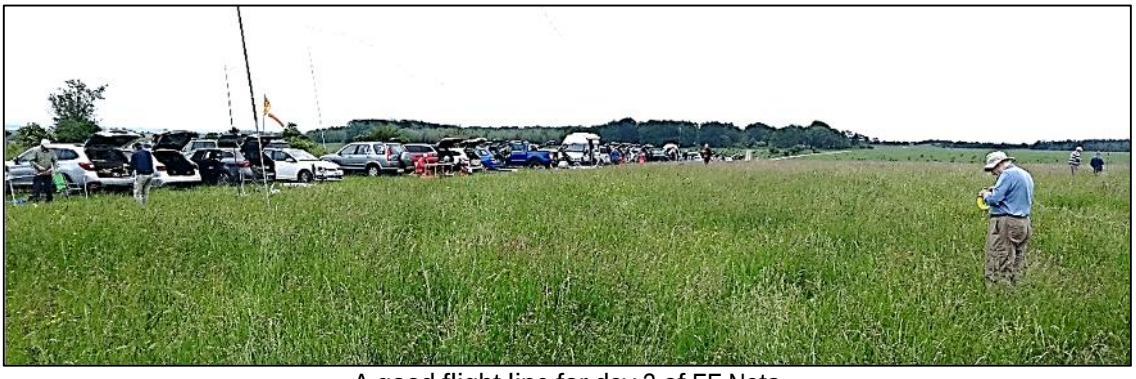
In F1C I timed for Neil Allen and the gadgets, once again, worked perfectly. My only concern was losing sight of the model in the rain but I managed to follow it for well over 6 minutes before it vanished into the valley and Neil had a comfortable win. The only other fly off flight I saw was Ray Elliott's in F1Q where he enjoyed a 3 second win with his electrified Satellite.

So it actually turned out to be quite a good day though we really could've done without the rain. But of course, it wouldn't be a Free Flight Nats if the weather had been good!

Picture Parade

Contents of the model box - SLOP, Vintage power and a couple of sport models

The state of the grass, lovely Keil Kraft stuff. Perfect for landings.



A good flight line for day 3 of FF Nats

Dave Cox waits for lift
with his high climbing Jimp
lift isn't really a requirement given the altitude reached

One of the landings of my Clarkson SLOP design

Chris Redrup waiting for lift in F1Q

Fly-off time

Tony Shepherd

Free Flight Nationals, Full Results - BMFA Website

Free Flight Nationals
Mini Classes Classes
North Luffenham 29th May 2022

Mini Vintage

	Name	1	2	3	Total	Fly off
1	Colin Foster	2.00	2.00	2.00	6.00	
2	Phil Ball	2.00	2.00	1.56	5.56	
3	David Norwood	2.00	2.00	1.48	5.48	
4	John Watson	1.24	2.00	2.00	5.24	
5	Trish Dennis	2.00	1.33	2.00	5.33	
6	Chris Redrup	2.00	2.00	0.56	4.56	
7	Dave Taylor	2.00	2.00		4.00	
8	John Wheeler	0.58	1.28		2.26	
9	Tony Rushby	2.00			2.00	
10	Sue Johnson	1.08			1.80	

BMFA 1/2A Power

	Name	1	2	3	Total	Fly off
1	Pete Watson	2.00	2.00	2.00	6.00	2.16
2	Simon Dixon	2.00	2.00	2.00	6.00	0.56
3	Bob Garner	2.00	1.43	2.00	5.43	
4	Colin Foster	2.00	2.00		4.00	
5	David Ginns	1.04			1.04	

CO2

	Name	1	2	3	Total	Fly off
1	Ian Davitt	2.00	2.00	2.00	6.00	2.26
2	Stephen Philpott	2.00	2.00	2.00	6.00	1.00
3	Luke Goymour	2.00	2.00	1.17	5.17	
4	Dusan Viricny	0.39	0.57	0.34	2.10	

E36

	Name	1	2	3	Total	Fly off	Points
1	Chris Redrup	2.00	2.00	2.00	6.00		9
2	David Ginns	2.00	1.58	2.00	5.58		6
3	Pete Watson	1.38	2.00	2.00	5.38		4
4	Chris Edge	1.20	2.00	2.00	5.20		3
5	Gerard Williamson	2.00	1.18	2.00	5.18		2
6	Ray Elliott	1.32	2.00	0.52	4.24		1
7	Gordon Warburton	2.00	2.00		4.00		
8	Wayne Butler	2.00			2.00		
9	Jeff Partington	0.27	0.47		1.14		

E30

	Name	1	2	3	Total	Fly off	Points
1	Trevor Grey	2.00	2.00	2.00	6.00	7.25	3
2	Peter Gibbons	2.00	2.00	2.00	6.00	2.12	2
3	Luke Goymour	2.00	2.00	2.00	6.00	1.21	1

P30

	Name	1	2	3	Total	Fly off	Points
1	Brian Lavis	2.00	1.45	2.00	5.45		9
2	Stephen Fielding	1.54	2.00	1.37	5.31		6
3	Simon Richardson	1.29	2.00	2.00	5.29		4
4	Tony Winter	2.00	1.12	2.00	5.12		3
5	David Norwoods	0.36	2.00	2.00	4.36		2
6	Tony Rushby	1.45	1.43		3.28		1
7	Chris Redrup	1.58	1.24		3.22		
8	Derek May	2.00			2.00		
9	Mick Page	1.22			1.22		

F1G

	Name	1	2	3	4	5	Total	Fly off	Points
1	Spencer Willis	1.55	1.57	2.00	2.00	2.00	9.52		9
2	Andrew Moorhouse	2.00	1.46	2.00	2.00	2.00	9.46		6
3	Ian Davitt	2.00	1.50	1.31	2.00	1.45	8.56		4
4	Dusan Jricimy	2.00	2.00	1.30	1.21	2.00	8.41		3
5	Bill Dennis	2.00	1.42	2.00	0.40	0.52	7.12		2
6	Michael Marshall	1.45	0.58	1.25	2.00		6.08		1
7	Don Thompson	2.00	0.58	1.10	0.41		4.48		
8	Gavin Marson	0.58	1.47	2.00			4.45		
9	Tony Winter	2.00	1.58				3.58		

F1H

	Name	1	2	3	4	5	Total	Fly off	Points
1	Garry Madelin	2.00	2.00	2.00	2.00	2.00	10.00		9
2	John Cooper	2.00	0.20	2.00	2.00	1.42	9.02		6
3	Mike Chapman	0.52	1.47	2.00	2.00	2.00	8.39		4
4	Chris Parry	1.16	2.00	2.00	1.09	2.00	8.25		3
5	Mike Edwards	1.00	2.00	2.00	1.27	0.47	8.03		2
6	Roger Heap	2.00	0.08	1.36	2.00	2.00	7.44		1
7	Tom Fairlie	2.00	0.55	0.34			3.29		

F1J

	Name	1	2	3	4	5	Total	Fly off	Points
1	Alan Jack	2.00	2.00	1.12	2.00	2.00	9.12		1

Free Flight Nationals
Open Classes
Area 8 Salisbury Plain 4th June 2022

Combined glider		Name	1	2	3	Total	Fly off	Points
	1	Chris Parry	2.00	2.00	2.00	6.00	2.44	9
	2	Richard Jack	2.00	2.00	2.00	6.00	1.42	6
	3	Dave Cox	1.26	2.00	2.00	5.26		4
	4	John Carter	1.27	1.38	2.00	5.05		3
	5	John Cooper	2.00	1.39	1.09	4.48		2
	6	Derek May	0.43	0.53	2.00	3.36		1

Combined rubber		Name	1	2	3	Total	Fly off	Points
	1	Ron Marking	2.00	2.00	2.00	6.00		3
	2	Andrew Moorhouse	2.00	2.00	1.35	5.36		2
	3	Michal Marshall	0.07	1.01	0.59	2.07		1

Combined power		Name	1	2	3	Total	Fly off	Points
	1	Simon Dixon	2.00	2.00	2.00	6.00	7.53	3
	2	Alan Jack	2.00	2.00	2.00	6.00	6.57	2
	3	Bob Garner	1.46	1.38		3.24		1

Combined electric		Name	1	2	3	Total	Fly off	Points
	1	Peter Watson	2.00	2.00	2.00	6.00		3
	2	David Ginns	2.00	1.30	2.00	5.30		2
	3	Chris Redrup	1.38	2.00	1.19	5.19		1

Classic rubber/power		Name	1	2	3	Total	Fly off
	1	Phil Ball	2.00	2.00	2.00	6.00	
	2	Peter Martin	2.00	2.00		4.00	

Women's Cup		Name	1	2	3	Total	Fly off
	1	Sue Johnson	0.40	0.47		1.27	

Tailless		Name	1	2	3	Total	Fly off
	1	Spencer Willis	2.00	1.59		3.59	
	2	David Powis	1.09	2.00		3.09	

Report No. 138 Our earliest magazines, continued.

Last month's sketches and a picture from the article, "My Experiments with Rotor Flight Models" by Otto Klant brought a request for more information and any proof of successful flights in light of the fact that the models shown in the sketch and picture have no stabiliser. Google Translate struggled with it a bit, quite understandably as we are dealing with text using a German Gothic font, a style and usage of language of more than 80 years ago and all that compounded by the particular meaning of words in an aeromodelling context. Repeated translations often gave different results, sometimes hovering over a single word gave a string of possible translations. (As an example of the problem think about that last phrase "a string of possible translations.") I present here a precis of the translation as best I can but, as you will see later, one paragraph defeated the best efforts of Google Translate and myself.

My attempts with rotor flight models, from Modellflug magazine 1936.
From Otto Klant, Leipzig

About 10 years ago we got the exciting news that the German ship, Flettner, had succeeded in replacing the sails of the ship with rotating cylinders and using them to move the ship forwards. At the time, it must have been the same for many lecturers, as I was, the reports were received somewhat incredulously. However, the later reports and published images provided evidence of the constructions that had been made.
In 1933 I heard about the flying rotor for the first time, which is why, as a model builder, I tried to understand the nature of the rotor. I first occupied myself with Flettner's experiments, who for the first time tested the technical application of the so-called "Magnus effect".
The Flettner rotor ship has two cylinders (rotors) driven by motors, which are arranged one behind the other at a distance and rotate around their vertical axis. The direction of rotation depends on the prevailing wind. If the wind blows from the left, and the rotors turn to the right, propulsion occurs (Fig. 1). The same is the case when the wind comes from the right and the rotors turn to the left.

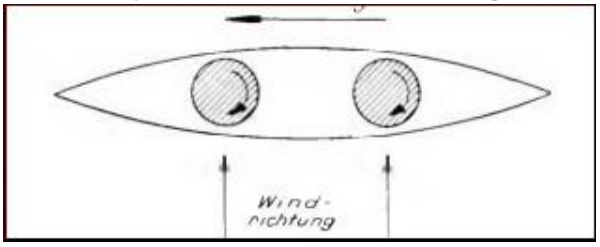
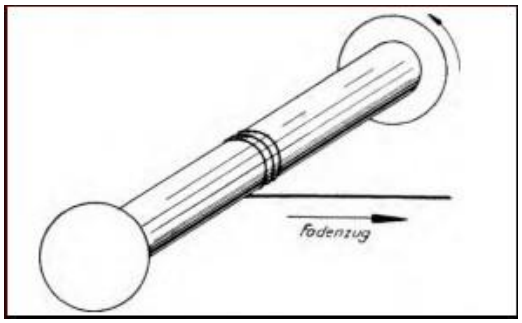
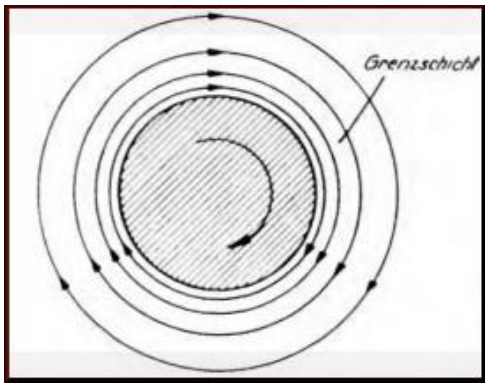


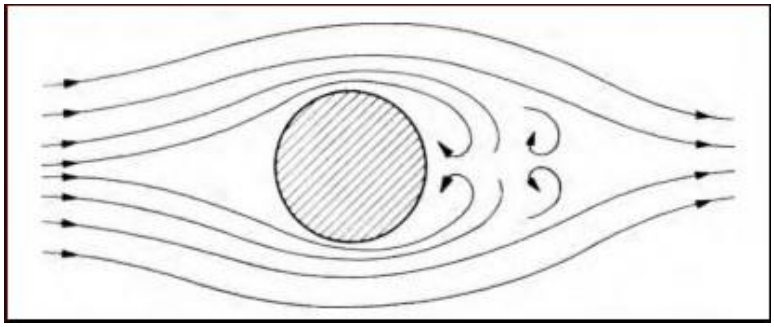
Fig. 1. Mode of operation of the Flettner rotor ship.

Due to the publication of Prof. Dr. K. Schutt's "Physics of Flying", we model builders in the Leipzig model building department were encouraged to try the Flettner rotor. In a friendly cooperation we built several rotors with different diameters from drawing cards. Fig. 2 shows such a model. On the sides there were protruding discs to reduce edge resistance. A cord was wound around the cylinder with several turns. The end of the same was pulled off rapidly to the right, as a result of which the cylinder was moved to the right and at the same time into an anti-clockwise rotation. The rotor rose immediately, but soon after that it dropped to the ground due to the decrease in its own speed and rotational speed. When rolling in the opposite direction, the cylinder, which had been pulled off a table top, immediately fell to the ground. We learned from the experiments that air forces attacked the rotor by the rotation and by the forward movement, through which it was guided out of its original horizontal direction and rose or fell. How was the action of the air forces to be explained?

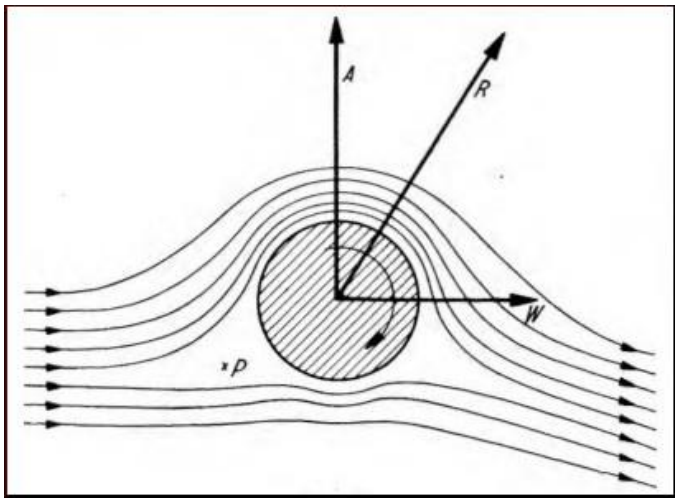




Let's imagine a rotating cylinder that doesn't seem to be moving. The outer surface of the cylinder pulls the adjoining air particles and these in turn the next and so on. It is evident that the speed of moving air decreases with increasing distance from the cylinder surface until it is zero (Fig. 3). The rotating thin layer of air is called the "boundary layer"".



If the rotor is blown at with an equal flow of air or, what is the same thing, is moved through the air, the air flow divides in the middle at the stagnation point joining together behind the rotor, forming vortices (Fig. 4).



If we now combine the turning of the cylinder with the horizontal movement, the flow is as shown in Fig. 5. On top of the rotor, the blowing and the rescued airflow in the same direction to the right. The speed over the rotor as a result is larger and the streamlines are brought together, causing negative pressure. On the underside however the speed would be slower and the streamlines widen and the result is overpressure. Both negative and positive pressure cause the upward directed buoyancy. However, the blowing air also generates a harmful resistance, which act as a drag against the direction of movement. The aerodynamic force resulting from the forces of lift and drag is directed diagonally backwards & upwards and is the reason that the rotor flies. We made comparisons by testing different rotors. We made the observation that the lift capacity of the rotor was the better, the larger the diameter, the higher the speed of rotation and the faster we moved the rotor. The lift was further influenced by the rotors span to diameter ratio. They were small when the aspect ratio was low. In the case of a wing we attributed this to the tip drag. The end plates were therefore not without influence on the various results. These should be fitted so that there is no positive and negative pressure around the end of the rotor.

The most diverse diameters of the discs were tested. The best results we had were with discs twice the diameter of the rotor. We also attempted to obtain a buoyancy which was to be reduced towards the end of the rotor by attaching a cone to the end of the rotor while attaching the end discs. However no performance improvement was achieved through these attempts. From all the tests, the best form was found to be the rotor, which was mostly light weight, had an aspect ratio of 16 and with end discs.

The experiments described inspired me to build a flying rotor model aircraft with a drive. With this model I relied on all the experiences we had made with the experiments described in an understandable way.

The dimensions of the model are as follows

Length of the model	400mm
Rotor width	350mm
Rotor diameter	110 mm
End plates	200mm
Rotor speed	600 rpm
Peripheral speed	3.50 m/sec
Airscrew diameter	260mm
Airscrew pitch	150 mm
Rotational speed	800 rpm

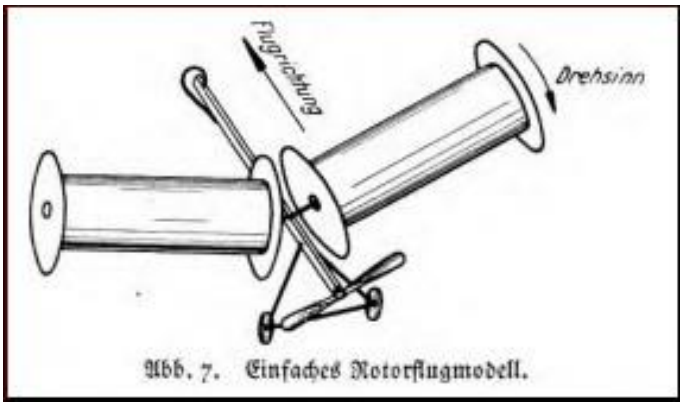


Abb. 7. Einfaches Rotorflugmodell.

Even with the experiments with the cardboard cylinders, the low speed at which they moved through the air as long as they were rotating was noticeable. It was at most 0.5 to 1.0 m/s. For my model, this resulted in a relatively low flying speed requirement. At the launch, with propeller speed of 800 rpm, the speed achieved was about 1.30m/s.

To achieve lateral stability the rotors were in a V-shape on both sides of the motor rod. A nickel plated bicycle spoke served as an axle, which was designed as a rubber hook at the end. The rotors ran on small ball bearings. The casing of the rotors which had to withstand both the compressive and torsional stresses of the mounted rubber motors, consisted of medium thick drawing cardboard. Two loops per rotor served as the drive, using rubber strip 2mm X 2mm cross section. Fortunately, vibrations of the rotors during the run were very low. On the outer end plate I installed the removable driver for winding the rubber motor. An elevator is unnecessary because the rotating cylinders have a fixed pressure point. I assumed that the centre of lift, as seen in the plan of the model, would be about 1/3 of rotor diameter from the leading edge. This assumption was later confirmed in flight as correct. The centre of lift and the centre of gravity must coincide with each other.

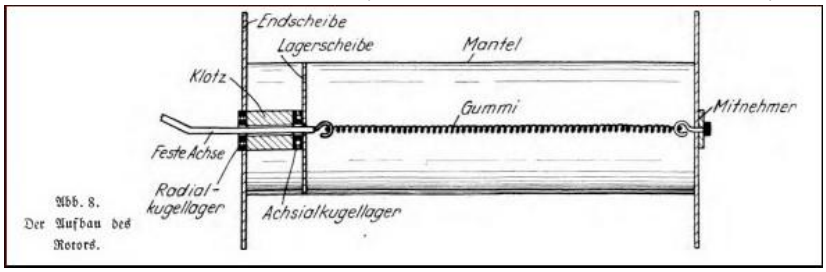


Abb. 8. Der Aufbau des Rotors.

The procedure for take-off was as follows:-

Two men wound the rotors in the correct direction of rotation, while a third man operated the propeller. First, let both rotors start up for 1 to 2s. only then did we release the propeller which then started the model.

(*The next paragraph is perhaps the most important in the whole article and frustratingly was the one with the least satisfactory translation. In the boxes below is shown, on the left, the original German text in Gothic font, on the right, German text from the google translate scan and finally the translation to English. If you can advise on the translation please get in touch.)*

Die ersten Flugversuche galten der Besti

The first flight tests were aimed at determining the center of pressure and the position of the center of gravity. It showed up in connection with beer with very peculiar flight situations. When the model was top-heavy, the longitudinal axis of the model pointed at an angle of about 30° to the ground. However, the model was able to fly. Underhandedness was less favorable and led to a fall. So it happened that the model overturned in the air.

zum Absturz führend war Hinterlastigkeit. So kam es vor, daß das Modell sich in der Luft überschlug.

Hinterlastigkeit. vor, daß das Modell sich in der Luft überschlu

It was clear to me from the start that I could not expect any greater performance from the model. I just wanted to see if it was airworthy at all. In my opinion this statement is correct. The model achieved flights of 10 to 12s duration several times.

During the first third of the flight duration, the model flew in level flight then approached the earth with a constantly increasing rate of decent. In all flight tests, the ratio of the wind speed to the air speed of the model was confirmed. The circumferential speed was four times greater than the models own speed or the inflowing air. If the speed is 600rpm, the peripheral speed is about 3.50m/s. The flight speed of my model might have been 1 m/s, but only at the beginning of the flight. The model climbed when the airspeed was increased.

Before I started a new, correspondingly better built test model, we made a very instructive experiment with the old rotor flight model that had been used which confirmed the correctness of the original assumption. We launched the model with the rotors shown, but with the propeller idling, as a kite. The kite line was a length of about 28m. At the start and afterwards the model was towed at a speed of about 2 to 3 m/s. The model immediately climbed to height of about 10m and stayed there, flying completely laterally stable up to the end of the test.

I used the experienced gained with this model on the second model (figure 9) The rotors were, in contrast to the first model, with an inside framework to absorb the stresses of the rubber motor drive. Tractor and pusher airscrews were fitted.
However the model weighed 200g and was almost the same size as the first which weighed only 140g. The increased weight manifested itself in that the model was not at all airworthy.

The generated buoyancy could not offset the increased weight. The two airscrews did not help either. I believe that rotor flight models have a very light weight limit. It may also be that the airscrew arrangement has an unfavourable effect on the generation of lift. One could assume that the air flow generated by the airscrews would increase the lift but the turbulence of the air seems to cancel this out.
I gave up my experiments at the time because of the question of materials. I am still of the opinion that a model built of lighter (balsa) materials could fly successfully.

Well, that is the information chaps, a rubber powered Magnus effect model of about 28" wingspan fitted with a 10" diameter propeller and weighing 140 grams is stated to have achieved flights of 10 seconds, which is enough to demonstrate sustained flight. Can we (I mean you of course) beat that? Here is my suggestion. Start with an A Frame, the twin pusher props will avoid both torque problems and turbulent air flow over the rotors, retain the foreword stabiliser and replace the wing with rotors. Job done, let me know how you get on.

Next month it will be 1936 magazines from Italy etc.

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

Roy Tiller

Secretary's Notes for August 2022 - Roger Newman

Well Colerne has come & gone. Cruelly ruined by pretty strong winds & hence a sparse attendance. However about a dozen optimistic souls turned out. Still it was nice to see some old faces & friends & to have time to have some good chats.

Total inactivity but at least the wind direction was favourable!

What happened? As starters, in view of the forecast wind speed & poor conditions the max was reduced to 90 secs & the number of flights increased to (an optimistic) four. There were 6 entries in the Cagnarata Comp, Dave Hanks of South Bristol excelled himself by entering three times & placing 1st, 2nd & 3rd with an E20 model, a Hi-Start glider & a Mini-vintage Senator. Ben Hobbs damaged his coupe – again due to gusty wind tumbling the model after landing & breaking the wing but re-entered with a CLG & succeeded to get a couple of flights. Our Hon Treasurer entered an under 25" Vintage Rubber model (the name of which I forget) but sadly damaged the prop on its first flight giving rise to an early retirement. Generally it was a tale of woe & rotten weather. Still everyone seemed to enjoy themselves.

Sparse attendance

Nick & I took the decision to abandon entry fees as we have a reasonably healthy kitty & more as a gesture of goodwill to those who made the effort to turn out. Finished by 3.00 pm as the wind was gusting strongly – to forecast sadly! Never mind, there might be another chance next year. As previously, we are indebted to our friends at the South Bristol Club in allowing us to use their field.

BMFA Auction et al

The advertised kits from Lindsey are selling slowly, so we have decided to put the remainder (some 30 are left) into the BMFA Auction that has been advertised in the most recent BMFA News. It takes place at the end of October & I shall take the kits to Buckminster when I visit in August. With a bit of good fortune, we may get a few more pennies for club funds. In that context, Nick has managed to breathe life into several of the CO2 motors that we found amongst Lindsey's bits & so they too will be entered in the auction. The auction fee charges are very reasonable, the kits are taking valuable space in my somewhat limited accommodation thus the possibility of moving them on to new homes has great appeal. On a similar subject, I had a welcome visitor (David Bintcliffe) last Weds who very kindly took 6 of Robin Kimber's gliders. He is going to convert them to RC rudder assist, so they too will hopefully see a new burst of flying life.

David has a very elderly friend in France – Louis Fabre, who he tells me was a 4 times French Class A Team Race Champion. Louis used (probably along with other engines) an ETA 15 in his winning racers. He is trying to restore one of these motors but needs a crankcase, probably from an ETA Mk 1 or Mk 2 version. If anyone has such a thing going spare, please consider donating it to Louis so he can complete his restoration. David can be contacted on:

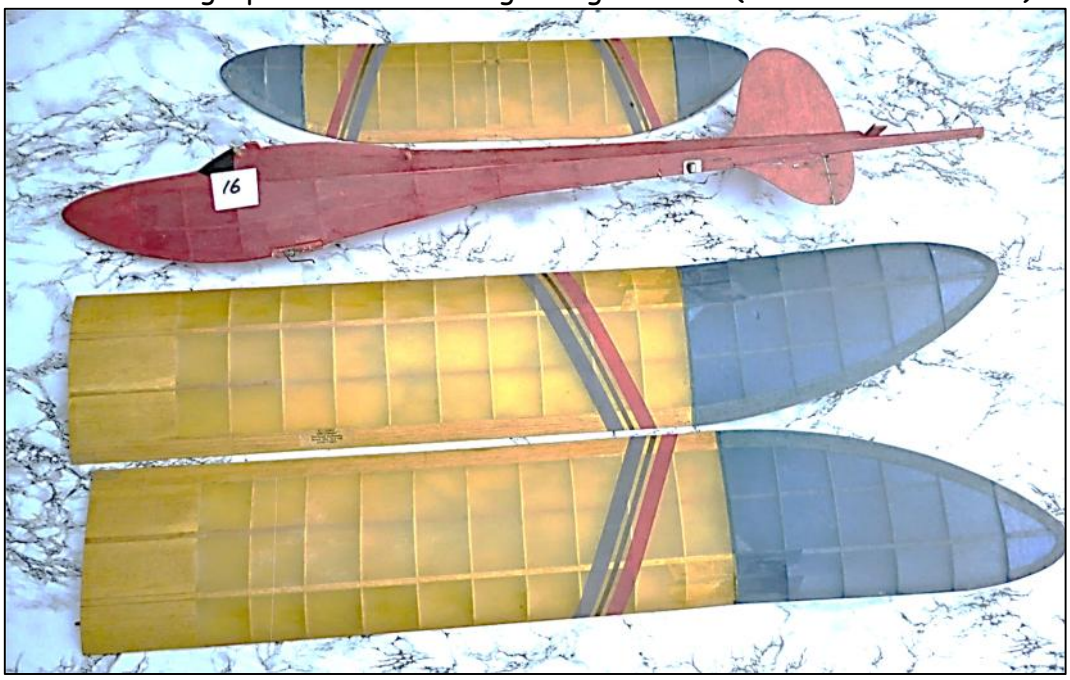
07718464066 or 01202 737339. Alternatively by email at bintcliffefamily@yahoo.co.uk

Forthcoming events (subject to weather!!!!)

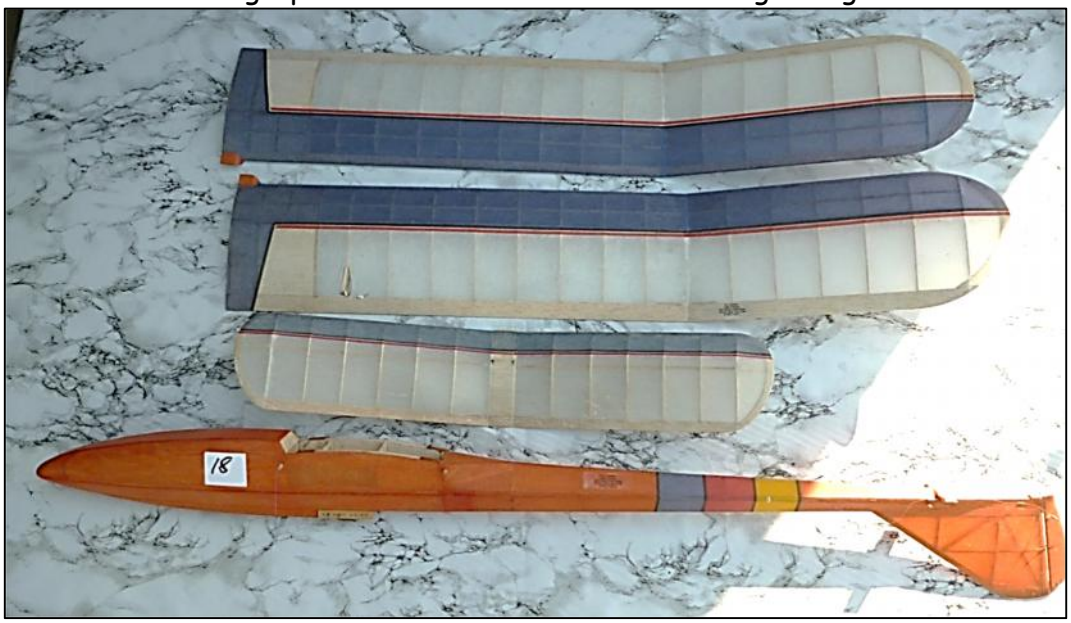
Next up we have the Crookham Gala on 18th September – who knows we may get a veritable feast of Dixielanders. This will be followed by the annual Croydon Coupe Day on 9th October, at which it is planned to have a couple of SAM 1066 comps – namely Combined Vintage / Classic glider & Mini-Vintage, just to counterbalance the rubber classes of the Croydon event. Both events are – inevitably – on Area 8 of Salisbury Plain. This latter event is sandwiched between the last two area events of the season, so it promises to be a fairly hectic time. Isn't it a paradox that we seem to be having ever more events scheduled & far less active modellers flying in them? Maybe it's the last dying spasms of our hobby or am I getting really old & unduly pessimistic! Or maybe that there are too many competitions & insufficient active competitors to enter them, but that sport fliers are still around in local fields & flying "under the radar"? Be interesting to see if anyone cares to comment or has any views on the subject?

The last batch of gliders from Robin Kimber:

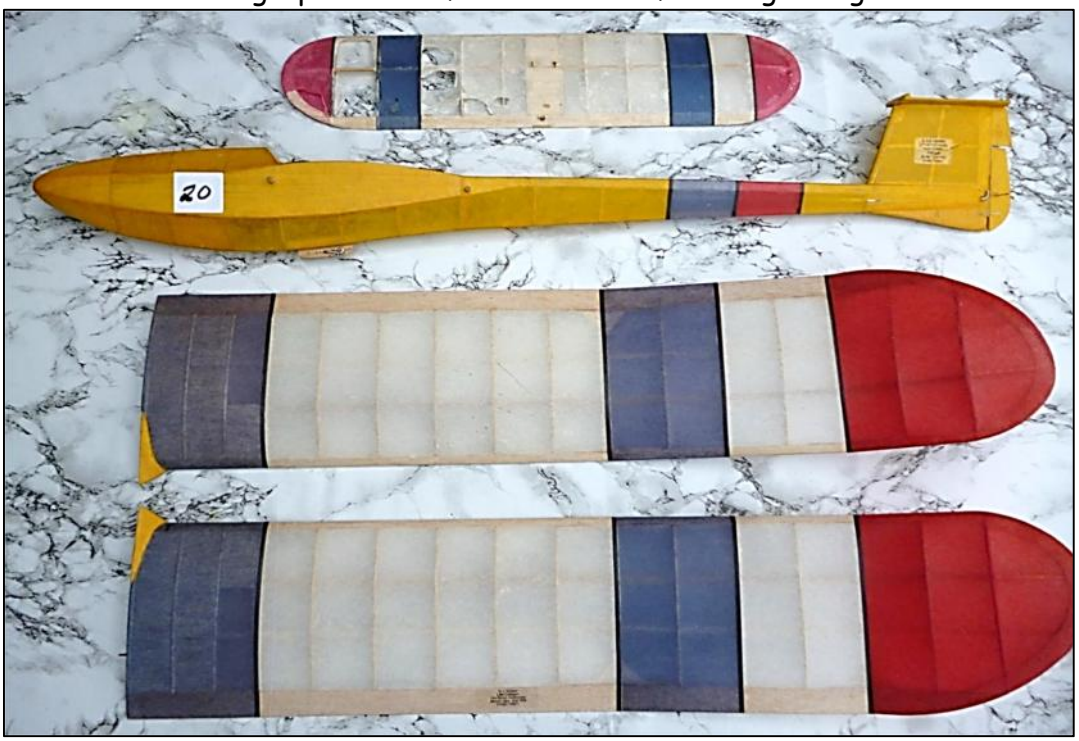
No 16: Wing Span 178 cm; Fuselage Length 93 cm (identified as AH24?)



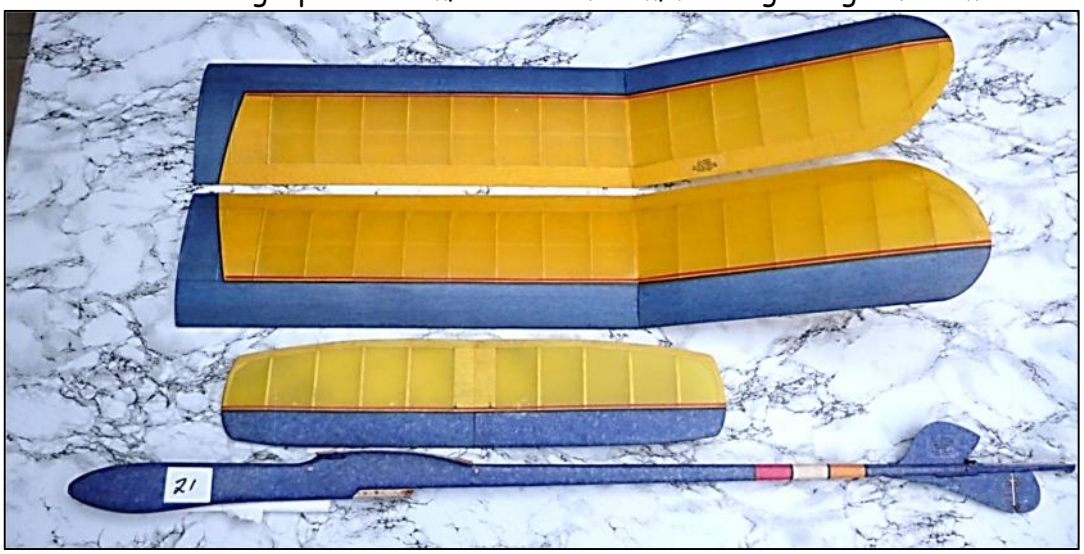
No 18: Wing Span 176 cm; Chord 16.5 cm; Fuselage Length 112 cm



No 20: Wing Span 148 cm; Chord 15.5 cm; Fuselage Length 90 cm



No 21: Wing Span 176 cm; Chord 16.5 cm; Fuselage length 90 cm

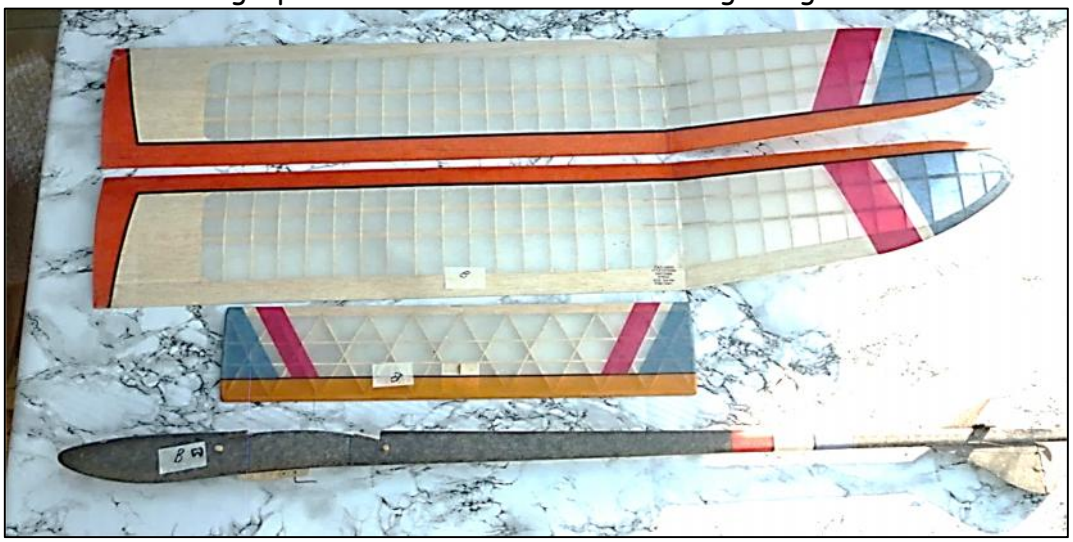


No 22: Wing Span 236 cm; Chord 13.5cm; Fuselage Length 145 cm

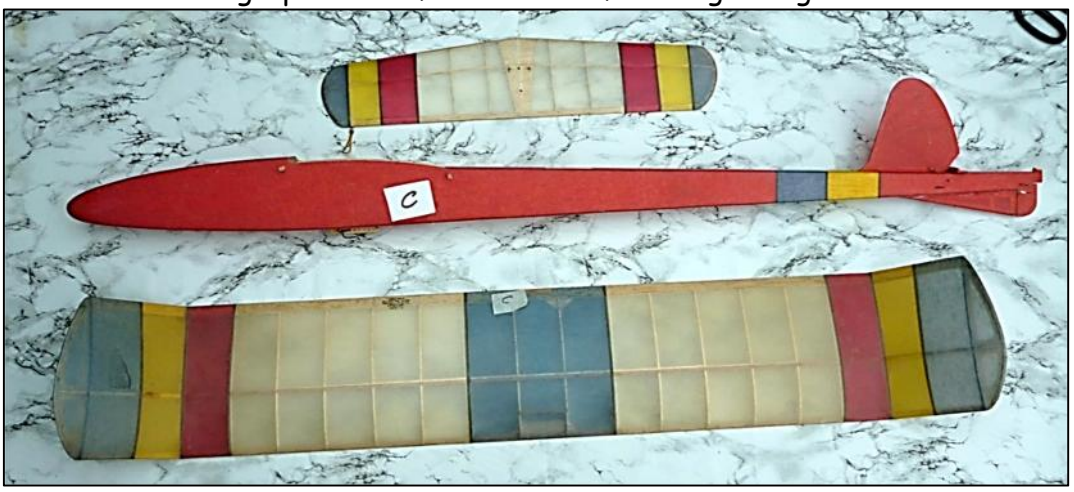
No 23: Wing Span 160 cm; Chord 18 cm; Fuselage Length 92 cm

"A": Wing Span 193 cm; Chord 16 cm; Fuselage Length 125 cm

"B": Wing Span 200 cm; Chord 15 cm; Fuselage length 106 cm



"C": Wing Span 93 cm; Chord 16 cm; Fuselage Length 107 cm



The following have now been given away/promised: 1, 3, 4, 7. 8. 10, 13, 14, 15, 18, 22, "A", "B";

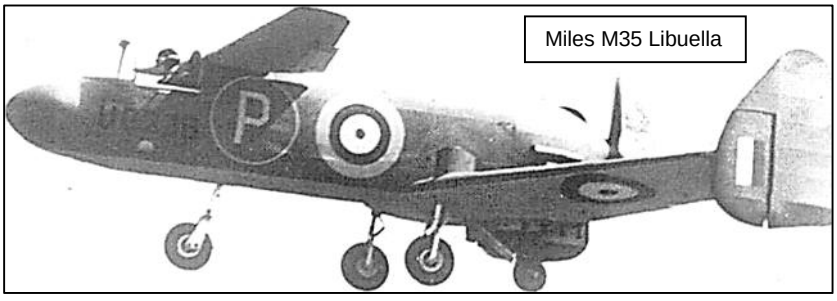
leaving these still to be found a home: 2, 5, 11, 16, 17, 20, 21, 23 & "C".

These will be taken to Buckminster on 8th August, where anyone who wants one can pick it up from there. Note that the two piece wings require wing joiners.
Very few have been positively identified.

Canards

Amongst a huge variety of literature in Lindsey's possession were a couple of photos of the Miles M35 canard. It prompted a few thoughts which deserve further investigation. Suffice to say at present, the Miles M.35 Libellula was a tandem wing research aircraft built by Miles Aircraft as a precursor to a proposed naval carrier fighter. It was named after the Libellula, a genus of dragonflies. The name jogged a memory chord & a quick search indicated that Doug McHard had designed & built a model – published in the Feb 1955 edition of the Aeromodeller. I wonder if anyone ever built one? Anyway, more research is required on the subject matter.

Quite a few years ago I did build a canard HLG – adapted for CLG. The design came from an American magazine, the name of which doesn't come to mind but it was published around 1947. It's noticeable feature is stability – I can



leave it for months before flying again & the flight pattern never changes, duration is typically around 45 secs for a reasonable flight which is fine for my local park. I still have it & fly it to the delight of grandchildren.

There are several canards in our plan collection, so perhaps for next month I'll do some digging.

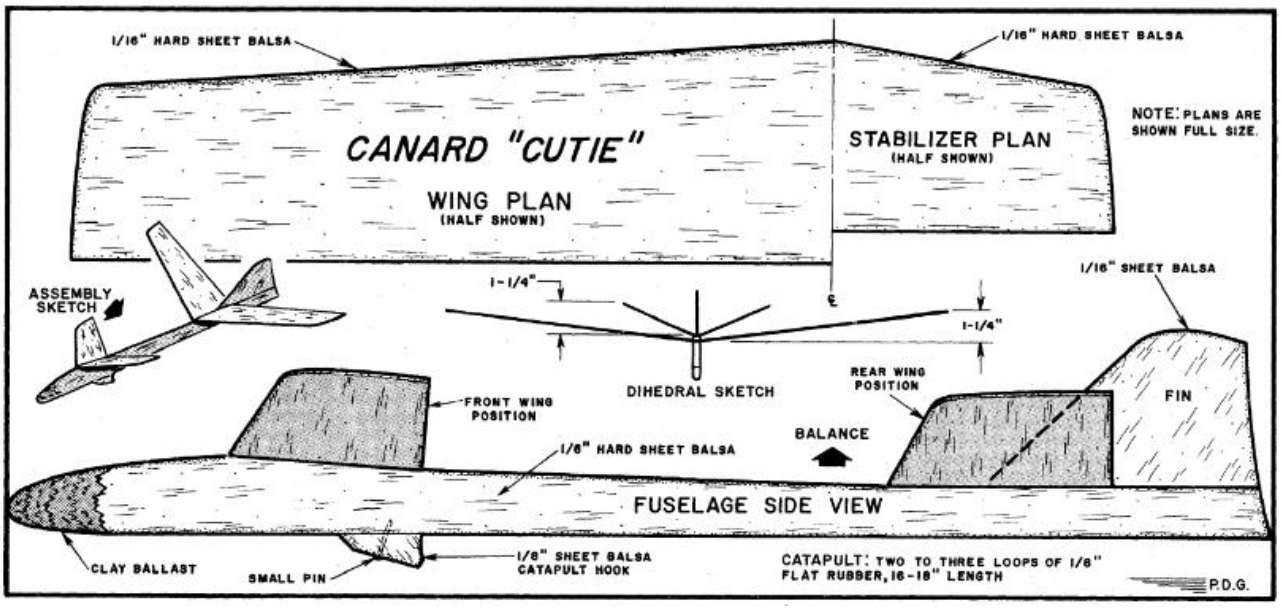
Canard Cutie

Roger Newman

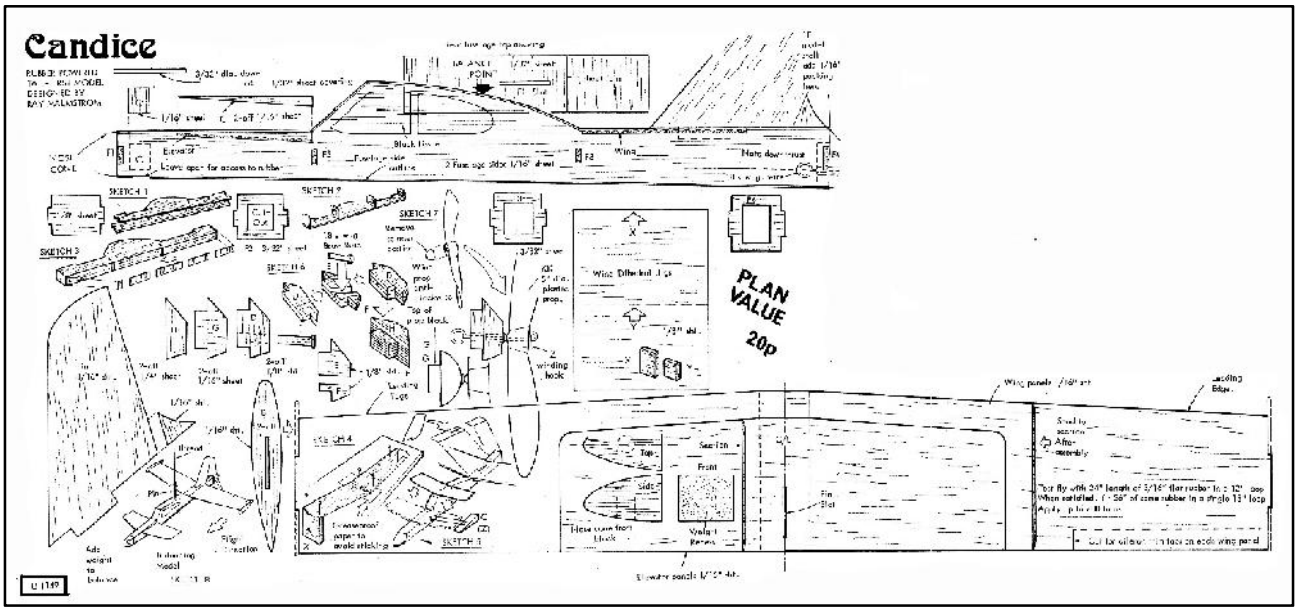
Plans for month: - Roger Newman

has to be a canard theme

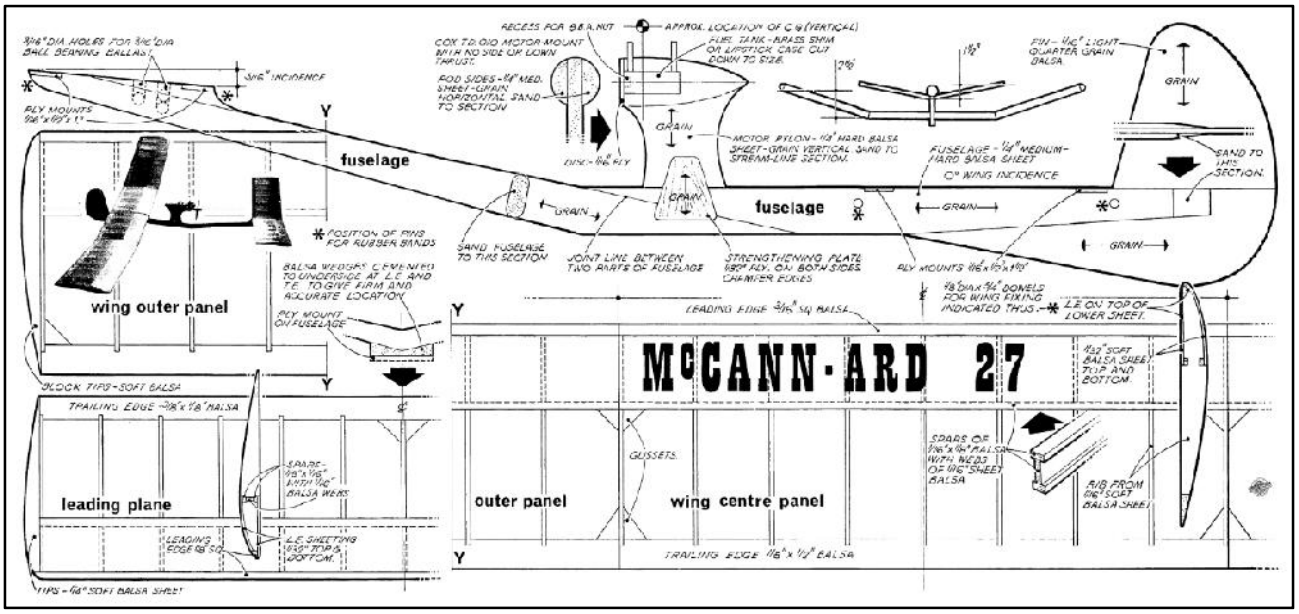
Glider: Canard Cutie – I scaled mine up to 19" span



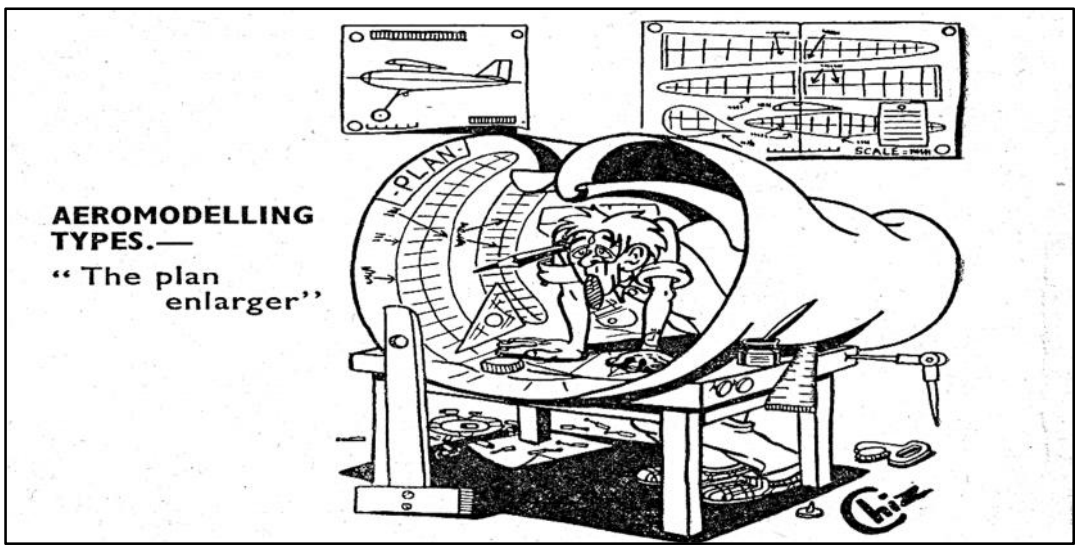
Rubber: Candice by Ray Malmstrom in Aeromodeller April 1972



Power: McCann-ard 27 published in March 9163 Aeromodeller



Roger Newman



L'AQUILONE SAM 2001

TOMBOY RALLY INTERNATIONAL POSTAL CONTEST

01/07/2022 – 30/06/2023

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

Model

- The **30" or 44"** wing span (as per plan Aeromodeller) and **48"** (as per Boddington plan or 30 " scaledup) models are admitted;
- - Models may be fitted with floats as per plan (scaled-up for 48" version);
- - no minimum weight;
- - reinforcement or lightening of the structure with respect of the basic outline of the original
- model are admitted;
- - materials to be used are those found on the plan;
- - plastic covering in place of tissue, silk or other is admitted.
- - More than one person can use same model;
- - Same model can flight in L.G. or float version;
- - Lone fliers can self launch and time

Engine/motors

I.c. engines and electric motors are admitted within the following limits:

30"-44" WINGSPAN

I.C. Engines:

- Any engine with 1 cc. maximum displacement;
- Fuel tank : 3 cc.
- R/C carburettor is admitted.

Electric Motors:

- Any electric motor is admitted with direct drive
- The engine cannot be stopped and started again: the motor must run continually withoutinterruptions till the end of the battery charge or competitor's decision;
- no folding prop is admitted; if a folding prop is used the blades must be held open with a rubber band;
- freely assembled admitted batteries:
- -450 Mah 2 cell LiPo
- separated batteries pack for Rx alimentation is allowed

48" WINGSPAN

I.C. Engines:

- **Any engine with 2, 5 cc. maximum displacement;**
- **Fuel tank : 6 cc.**
- R/C carburettor is admitted.

Electric Motors:

- Any electric motor is admitted with direct drive - The engine cannot be stopped and started again: the mot must run continually
Without interruptions till the end of the battery charge or competitor's decision;
- no folding prop is admitted; if a folding prop is used the blades must be held open with arubber band;
- freely assembled admitted batteries:
- -500 Mah 3 cell LiPo
- separated batteries pack for Rx alimentation is allowed

Flights and results

- Each competitor may fly as many flights as wished during the admitted period but only the best flight will be considered for the final result.
- Hand launches are admitted.
- The flight time start when the model is released or takes off. The flight time ends when the model lands or hits a fixed obstacle. In case the model flies out of sight the timekeeper will time for 10 seconds after losing sight of the model . Timing will continue if model is seen again or stopped after 10" deducting this time from the total time of the flight..

Awards :

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

Results

Results, address, photos and technical specification about model must be forwarded to the Organization within the 15th July 2023 to Curzio Santoni (cusanton@tin.it) or to Gianfranco Lusso (gfl@orange.fr). Many pleasant flights and happy landings to ALL !!!

SPECIAL PRIZE VIC SMEED

SAM 2001 have scheduled an extra Diploma that will be awarded to the best flight in Tomboy floatplane version (30",44" or 48") taking off from water. The Editor will send to the winner a Diploma signed By SAM 2001 President and a bottle of special Italian Wine to drink to Vic Smeed!

Good ROW and flight

SPECIAL PRIZE DAVID BAKER

The 2012 was the 5° edition of SAM 2001 Tomboy Rally and we have scheduled a special prize for the three best
flights obtained with 30" Tomboy F/F. Only engines diesel max 0.75 c.c. shall be used. The other rules are the same for 30" or 44" wingspan type. It is possible to use a R/C Tomboy, however, being this a free-flight contest, the time must be stopped when transmitter is used, since the aircraft model should fly freely from any control
from the ground.

Good thermals

Salisbury Plain Permits

Salisbury Plain Area 8 will be available for General Sport Flying and Trimming every weekend (Saturday and Sunday) plus Bank Holiday Mondays, in 2022, from January to December.

During this period flying on area 8 is subject to clearance being granted by Army Air Operations on the preceding Friday. When the clearance is given, a clearance number and the times available will be notified to users via their email addresses.

Users must be in possession of a current permit. To apply for a permit you must complete the application form to be found on the 'Free Flight Technical Committee' website. The cost is £20. Retain the conditions of issue and code of conduct for future reference.

It is important that you read and understand the conditions of issue and code of conduct before submitting your licence application.

Please note that the use of Salisbury Plain Area 8 for Model Flying is delegated by the MOD DIO (SPTA) to the BMFA via the management of the FFTC.

No other use is permitted.

Flying on Area 8.

Flyers are reminded that it is Military (and therefore BMFA FFTC) requirement, that when civilians are accessing areas away from public rights of way that an adequate number of Red Card holders must be present. A Red Card holder is deemed to be responsible for up to 6 non-Red Card Holders.

It is also imperative that a Red Card holder phones 24 Hrs. Ops. before any flying takes place, and at the conclusion of flying. 24 hrs. Ops. need to know that there are civilians on a restricted Area, and that air movements are likely to take place. Remember that we have authorised, controlled access, and these requirements are for the safety of all concerned. Failure to observe these simple requirements could have consequences.

Anyone wishing to obtain a Red Card, can obtain one by attending a briefing at Westdown Camp.

I can arrange this.

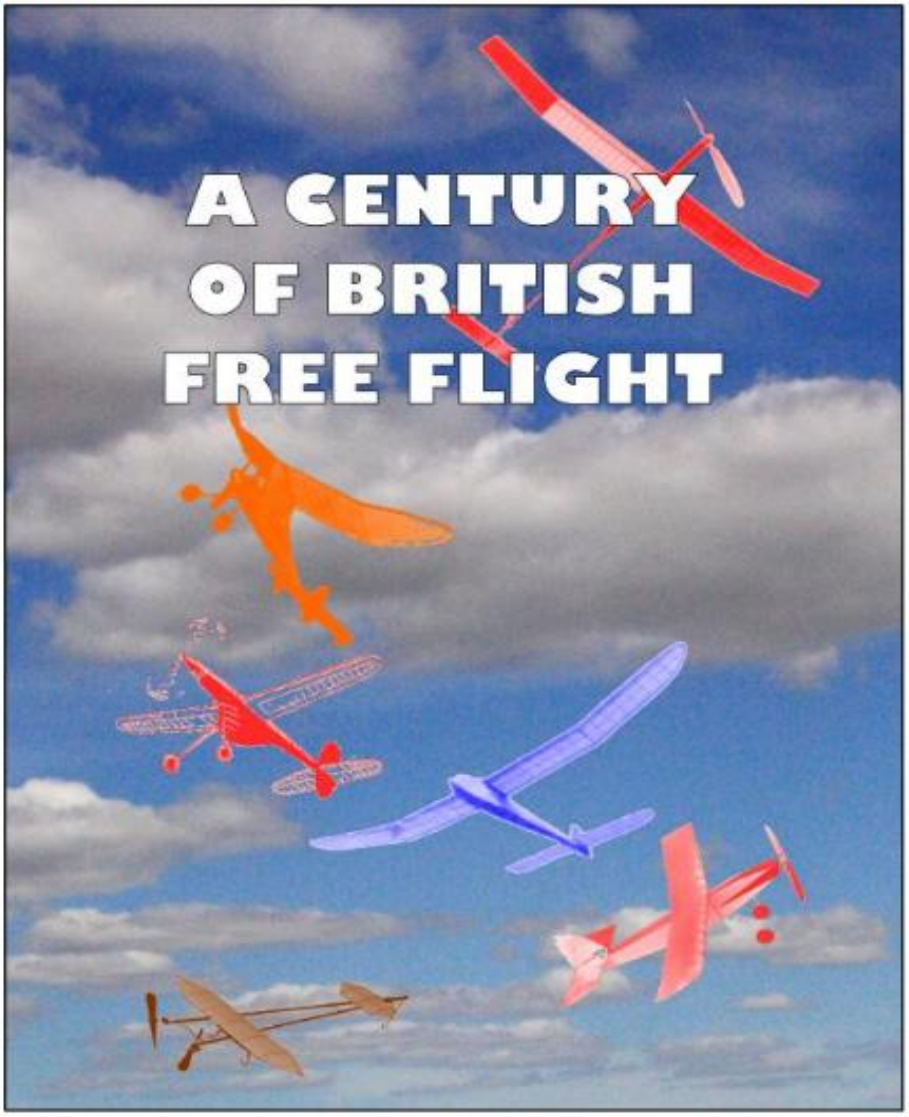
Peter Watson. e mail. peterwatson47@hotmail.com

A CENTURY OF BRITISH FREE FLIGHT

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

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

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



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

Cocklebarrow Vintage R/C

Southern Area BMFA Free Flight Gala

R.A.F. Odiham

Saturday August 6th 2022.
0900–1800hrs,

The licence application is now being prepared,
having been given the OK by the RAF.
Date set for Sat August 6th with reserve date of Aug 13th.

General Sport flying and competitions

Competitions

E36, Mini Vintage, coupe d'Hiver, Vintage classic glider combi,
Vintage wake 4/8oz, Vintage classic HLG/CLG.

Models to be CAA registered (if qpplicable).
C.D. Chris Redrup.

For security reasons, all attendees are required to pre-register, therefore those wishing to attend must send the following details to Peter Carter by post including entrance fee with cheques payable to Southern Area BMFA.

Name
Address
Contact details(phone/e-mail)
BMFA no
Vehicle. Reg no, Make, model and colour.

Entry fee payment of **£12** for flyers.

Arrive RAF Odiham main gate from 0800hrs onward
and by 0945hrs latest and have a photo i/d

Peter Carter:-
74 Buckland Avenue ,
Basingstoke, Hants, RG226JA
Tel 01256 352922. E-Mail. P.carter34@btinternet.com

Peterborough Flying Aces Nationals

Saturday 3rd September 2022

at

Ferry Meadows, Nene Park, Peterborough PE2 5UU.

Competitions 10.00 to 16.15

Scale Modellers Please 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 C02 motor/tank permitted. See note re verification. Up to 36" Span. Judged for flight profile and realism. See note re verification

TSP L-1 Rocketplane Duration (New for 2022!) Models can be of any type of construction, propelled by a single reaction motor of the TSP L-1 type. These motors will be supplied on the day. No others will be allowed and motors may not be modified in any way. All motors shall be mounted in a tube or clip securely attached to the model. Note the motors have a diameter of about 10.2mm. Best Three from five flights to count to a Max set on the day (see www.peterboroughmfc.org for full rules and details)

Jetex / 1 Shot Rocket Motor/ EDF Authentic Scale: Judged for flight profile and realism. See note with regard to scale model verification

Jetex/1 Shot Rocket Motor /EDF Profile Scale: Judged for flight profile and realism. See note with regard to scale model verification

P-20: 20" span and length. Max 8" plastic prop, 6 gram motors (may be external), 3 flights to a Max.

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 wingspan 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. Any model permitted. 9 flights to a Max set on day, all flight times recorded, best 6 to count.

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, not flat 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 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 3/09/22)

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: Luke Goymour on 07752 236645 or revgoymour@googlemail.com

See also Peterborough MFC Website at www.peterboroughmfc.org

Where applicable, Maxes for each class will be set on the day

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

THE CROOKHAM GALA 2022

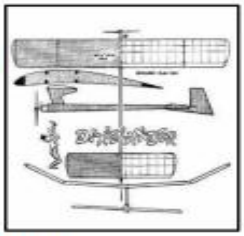
will be held on Sunday 18th September
on Salisbury Plain Area 8

EVENTS

Modern And Vintage Coupe combined
(3 flights only. Prize for best vintage score)

Combined Glider: Mini Vintage: E36
(Prize for best Classic A1)

COMBINED POWER
(Including George Fuller Trophy for best placed Dixielander) 1st, 2nd & 3rd cash prizes for best Dixielanders plus prize for best placed other George Fuller design.



CASH AND WINE PRIZES FOR ALL CLASSES

Comps Start: 10.00am Finish 5.00pm

Contact: Chris Redrup: Tel; 01483 487273
Mob; 07544533509, email chrisredrup@yahoo.com

Supported by Southern Area BMFA

Croydon Coupe Europa

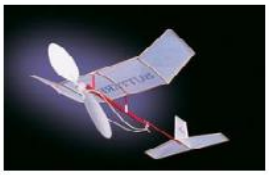
9th October

Salisbury Plain Area 8

Start 10.00 am
F1G (in rounds), & Vintage Coupe
Contact Ray Elliott tel 07513 649734
Email ray.elliott8@btinternet.com
There will also be events organised by SAM1066

Southern Coupe League Calendar 2022

Date	Event	Venue
7th Nov 2021	Coupe de Brum	N Luffenham
27th Mar	Second Area	Area Venues
8th May	London Gala	Salisbury Plain
26th May	Dreaming Spires	Port Meadow
29th May	Nationals	N Luffenham
10th July	Fifth Area	Area Venues
24th July	SAM1066 Cagnarata	RAF Colerne
6th Aug	Southern Area Meeting	RAF Odiham
21st Aug	Southern Gala	Salisbury Plain
18th Sept	Crookham Gala	Salisbury Plain
9th Oct	Coupe Europa	Salisbury Plain



Flitehook
Indoor Free Flight

West Totton Community Centre
SO40 8WU

2022 Autumn/Winter Dates

Weds: 21st Sept; 19th Oct;
16th Nov; 21st Dec;
12.00 noon – 4.00 pm
BMFA Membership mandatory
£8 per session
Easy access; Café; Toilets; Parking
Flitehook Sales Table

Spectators & Juniors are free of charge
Any queries – email rogerknewman@yahoo.com or phone 02392 550809

Supported by Southern Area BMFA

Waltham Chase Aeromodellers

Indoor Free Flight Meetings

At
Wickham Community Centre
Mill Lane, Wickham
Hants, PO17 5AL

Thursday Evenings 7-0pm til 9-30pm, £5

2022 Dates:

Jan 20th - Feb 3rd - Feb 17th - Mar 3rd
Mar 17th - Mar 31st - Apl 14th - Apl 28th
May 19th - Jun 9th - Jun 23rd - Jul 7th
Sep 22nd - Oct 6th - Oct 20th - Nov 3rd
Nov 17th - Dec 1st - Dec 15th

Due to current restrictions, for the immediate future the organisers will need attendees to pre-book their slot at each meeting with the maximum number of attendees being set at **14**. If the number of pre-bookings is significantly less than **14** then the organisers may have to reduce the meeting duration to avoid running at a significant financial loss. Hopefully, in the not too distant future, the coronavirus situation will calm down and we will enjoy greater numbers of attendees such that pre-booking and event duration adjustment will not be necessary. For the time being it is also a requirement that you wear a face mask.

To book a slot at a meeting (and for any further information) contact the meeting organiser, Alan Wallington, via email at alan@ajwallington.co.uk or by phone on 01489 895157. This should be with Alan by the morning of the Wednesday before the meeting you wish to attend. You will receive confirmation of your slot on the Wednesday evening.

And finally all flyers must be current members of the BMFA. Please bring your 2022 certificate with you to your first meeting or alternatively email it to Alan with your first pre-booking request.

E30/RDT/BMK/E20 Batteries

The 75mAh lipo's which I sell for E30 now come with Micro JST plugs which make them suitable for BMK timers etc. Since they do not have the current limiter, they work well with the Band Burner and can also be used as lightweight E20 batteries. Just send me £10 and I will put 4 in a Jiffy bag. I still have some without connectors which are now 5 for £10. Ron Marking, Pros Kairon, Pennance Road, Lanner, Redruth TR16 5TF. Alternatively, use PayPal but e-mail me your address. ron.marking@btinternet.com

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

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

ORDERS and PAYMENT

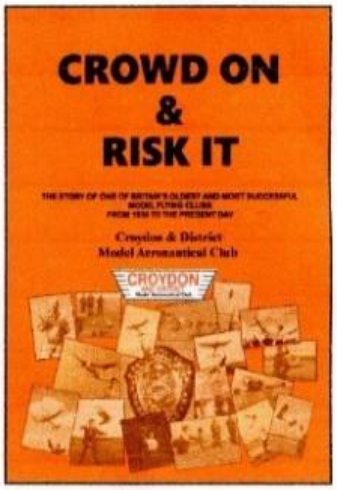
Place your order by telephone, by e-mail, CASH, DIRECT TO FREE FLIGHT SUPPLIES BANK ACCOUNT, CREDIT/DEBIT CARD, MORE!
WESTERN UNION, PAYPAL

AVAILABLE

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

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

CROWD ON & RISK IT



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

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

Just £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: martindillv20@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 Flighter - 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

FREE FLIGHT FORUM REPORTS OVERSTOCK SALE

There's an excess stock over the years of the following Free Flight Forum Reports – 1997, 1998 and 2016. There's an enormous amount of information there on a wide range of free flight topics as the following contents list shows.

1997- Slow Open Power - One Man's View by Dave Clarkson; Vintage Lightweights by Andrew Longhurst; Testing Balsa Quality by Bernard Hunt/ John Taylor; Return of an Old Tosser by Chris Edge/ Mike Fantham; Some Rambling Thoughts on Free-Flight Aeromodelling Design Trends by Andrew Crisp; Electronic Timers - An Overview by Chris Edge/Martin Gregorie; Selecting Slippery Stuff by John Barker.

1998 - Computer-Aided F1A Fuselage Layout by Mike Fantham; Fast Track to F1C Flying by John Cuthbert; Micro-Meteorology and Thermals by Mark Gibbs; The Latest Thinking in F1B Trimming by Peter King; F1A Tailplane Structures by Mike Fantham; Is the Weather Better on a Sunday or a Monday? by Phil Ball; A Practical Introduction to Electric Free-Flight by John Godden; Avionics and the Future of Free-Flight by Mike Fantham; GPS - A Global Position Paper by Julian McCormick; Builder of the Model - Where Next? by Mike Fantham

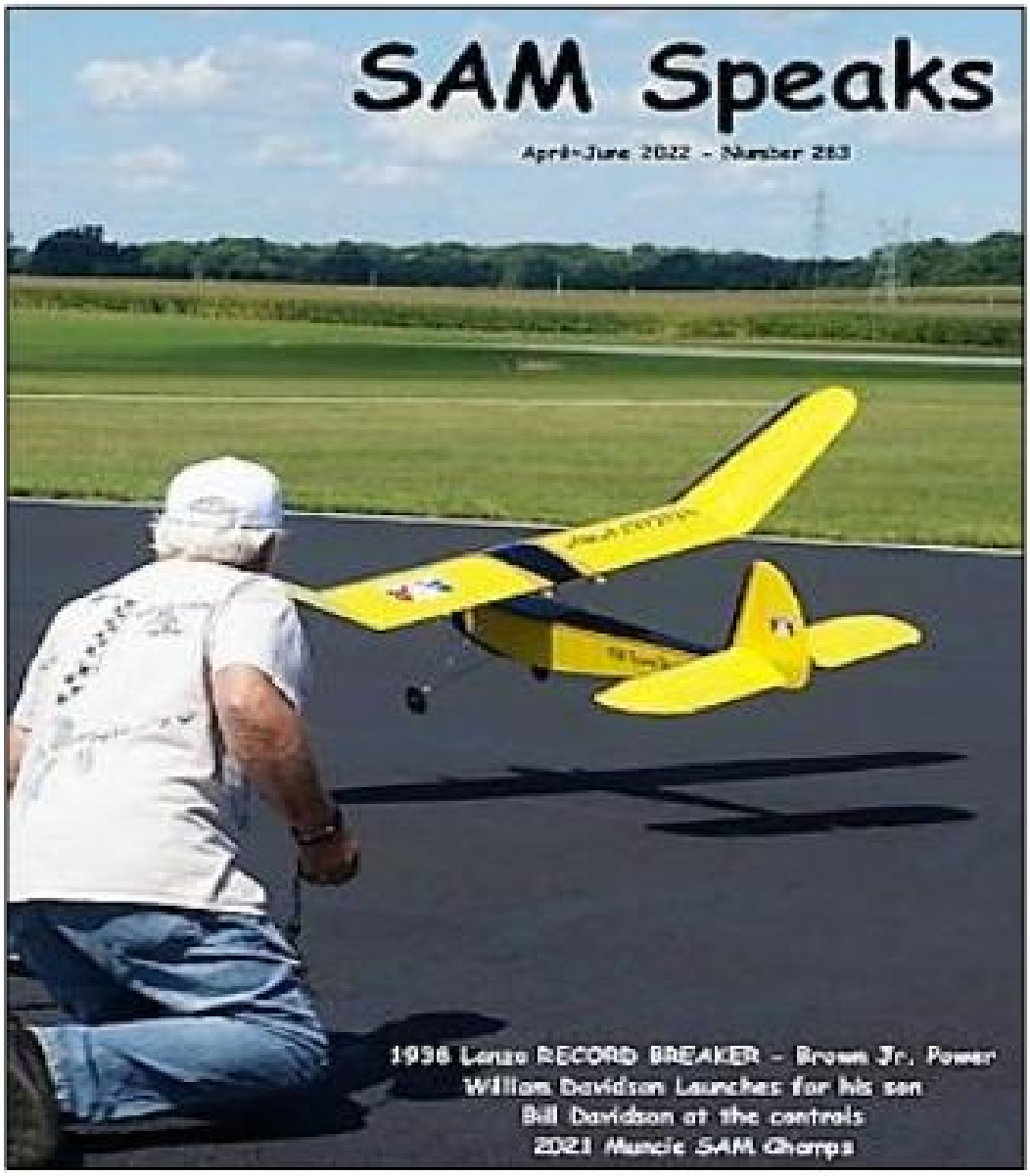
2016 - Indoor Scale Free Flight Gliders by Andy Sephton; Juniors in Free Flight by Mark Gibbs; Carbon Fibre for Aeromodellers by Mick Lester; The Making and Testing of F1B Rubber Motors by Peter Brown; Computations at Low Reynolds Number and a New Aerofoil for F1G (Coupe d'Hiver) Models by Alan Brocklehurst; Carbon Fibre Covered Prop Blades from Simple Tooling by Phil Ball; Weather Forecasts - How Good Are They and How to Interpret Them by Mark Gibbs; Capitalising on Low Drag Aerofoils and All That by Alan Brocklehurst; Basic Propeller Theory by Andy Sephton; Methanol to Lithium by Peter Watson; Some Interesting & Successful Models from 2015 by Phil Ball; Dave Greaves 1942-2016 - An Appreciation

To clear the excess we're offering all three Reports together at a special discount price of £15.00, a saving of £21 on the single copy prices. To Europe the cost is £18 and anywhere else it's £21. Cheques should be payable to 'BMFA F/F Team Support Fund' in pounds sterling, drawn on a bank with a UK branch; you may also order by credit card, which is a lot easier (and cheaper). Copies are available from :

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

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!



Provisional Events Calendar 2022

With competitions for Vintage and/or Classic models

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

February 27th	Sunday	BMFA 1st Area Competitions
March 27th	Sunday	BMFA 2nd Area Competitions
April 3rd	Sunday	Le Petit Classique de Brum, N Luffenham
April 15th	Good Friday	Northern Gala, Barkston
April 18th	Easter Monday	Croydon Wakefield Day + **SAM1066,** Salisbury Plain
May 1st	Sunday	BMFA 3rd Area Competition
May 7th	Saturday	London Gala, Salisbury Plain
May 8th	Sunday	London Gala, Salisbury Plain
May 29th	Sunday	**FF Nationals, Mini,** N Luffenham
June 4th	Saturday	**FF Nationals,** Salisbury Plain
June 5th	Sunday	**FF Nationals,** Salisbury Plain
June19th	Sunday	BMFA 4th Area Competitions
July 10th	Sunday	BMFA 5th Area Competitions
July 24th	Sunday	SAM1066 Club (BMFA) Centenary event. RAF Colerne
July 30th	Saturday	East Anglian Gala, Sculthorpe
July 31st	Sunday	East Anglian Gala, Sculthorpe
August 6th	Saturday	Southern Area BMFA Gala, RAF Odiham
August 21st	Sunday	Southern Gala, Salisbury Plain
September 3rd	Saturday	Peterborough Flying Aces, Ferry Meadows
September 3rd	Saturday	Stonehenge Cup, Salisbury Plain
September 4th	Sunday	Equinox Cup, Salisbury Plain
September 11th	Sunday	BMFA 6th Area Competitions
September 16th	Friday	Indoor FF Nationals, Daventry Leisure Ctr.
September 17th	Saturday	Indoor FF Nationals, Daventry Leisure Ctr.
September 18th	Sunday	Indoor FF Nationals, Daventry Leisure Ctr.
September 18th	Sunday	Crookham Gala, Salisbury Plain
October 2nd	Sunday	BMFA 7th Area Competitions
October 9th	Sunday	Croydon Coupe Europa + **SAM1066** Salisbury Plain.
October 16th	Sunday	BMFA 8th Area Competitions
October 29th	Saturday	Midland Gala, Venue T.B.C.
November 6th or November 13th	Sunday	Buckminster Gala

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
South Bristol MAC	-	www.southbristolmac.co.uk

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