NEWClarion

SAM 1066 Newsletter

Society of Antique Modellers Chapter 1066

Issue nc082025

August 2025

Affiliated to **Club No. 2548**

SAM 1066 Website: www.sam1066.org

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

Tel: 01788 562632
Mobile 07929263602
e-mail
johnhandrews33@outlook.com

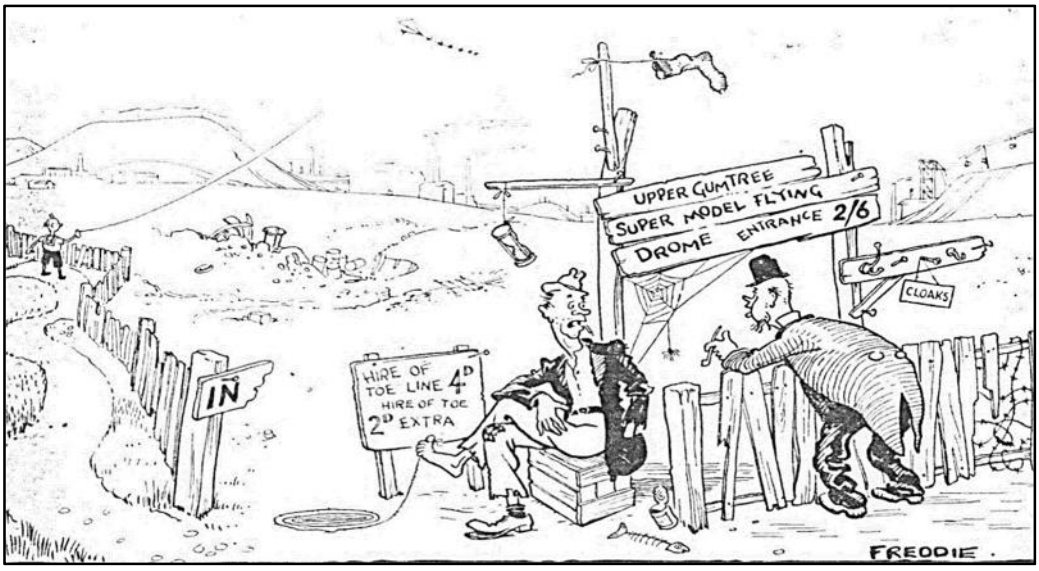
I Pad users: If you are having trouble opening the New Clarion, hold your finger on it to display a menu, then select "open in new tab". You will find the new tab to the right of the sAM1066 tab.

Editorial

Here we are, August already, doesn't time fly by as you get older, even when you're doing nothing like myself.
Got a good response for copy after my appeal. Don't sit back on your laurels tho', start thinking about something for the September issue.

Anyway, what have we got this month:

- First up is Nick Peppiatts report on the 2025 Indoor Scale Nationals, which I misplaced during fight with my internet last month. I've added the results pinched from the BMFA website.
- Pylonius from 1956 takes his usual sideways look at, probable automatic model control, Chinese modelling, modelling weather and an invite to visit a balsa supplier.
- I reproduce from the 2003 Clarion the final episode on my indoor activities at that time.
- Gavin Manion reports on the early stages of the 'Southern Coupe League'.
- Model Aircraft's Here & There from 1950 reports at length on the Stockholm FAI conference, the 1950 British Nationals and the American team selection method.
- I weigh in with a pictorial pictures of the past piece.
- Wikipedia info on the Russian huge Mi-26 Helicopter.
- A piece on model helicopter possibilities from the 1950's Aeromodeller.
- There are three reports on the Crookham gala which had ideal weather conditions and unfettered access to Salisbury area 8.
- Engine test is the Cox Thimbledrome .049 from the 1955 Model Aircraft.
- There follows the usual long article 'Occasional Notes from North Wales' by Roger Newman covering this that and the other, a sprinkling of current modelling, an LMA Show, a visit to his new found Delyn model club and a look to the future in full size aviation.
- The model identification query from June NC is partly solved but the question of the model's name still eludes.
- Gavin Manion introduces a vintage chuck glider event at Buckminster.
- The secretary gives us his 'Notes for August'. He asks for articles on others' hobbies
- We finally wrap up this issue with Roger's Plans for the Month:
  A couple of Chuck gliders, a Co2 powered ABC Robin and a 'Great Lakes Biplane'



BMFA's Buckminster has put a real crimp in my income.

Editor

Indoor Isn't for Everyone No,89 - Nick Peppiatt

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

Further to my report on this event in the previous IIFE column (NC June 2025), the full results are now available on the BMFA Scale website.

For the Free-Flight Scale results please go to:

Scale Indoor Nationals – FF Results, Sunday 27th April 2025 | BMFA Scale Technical Committee

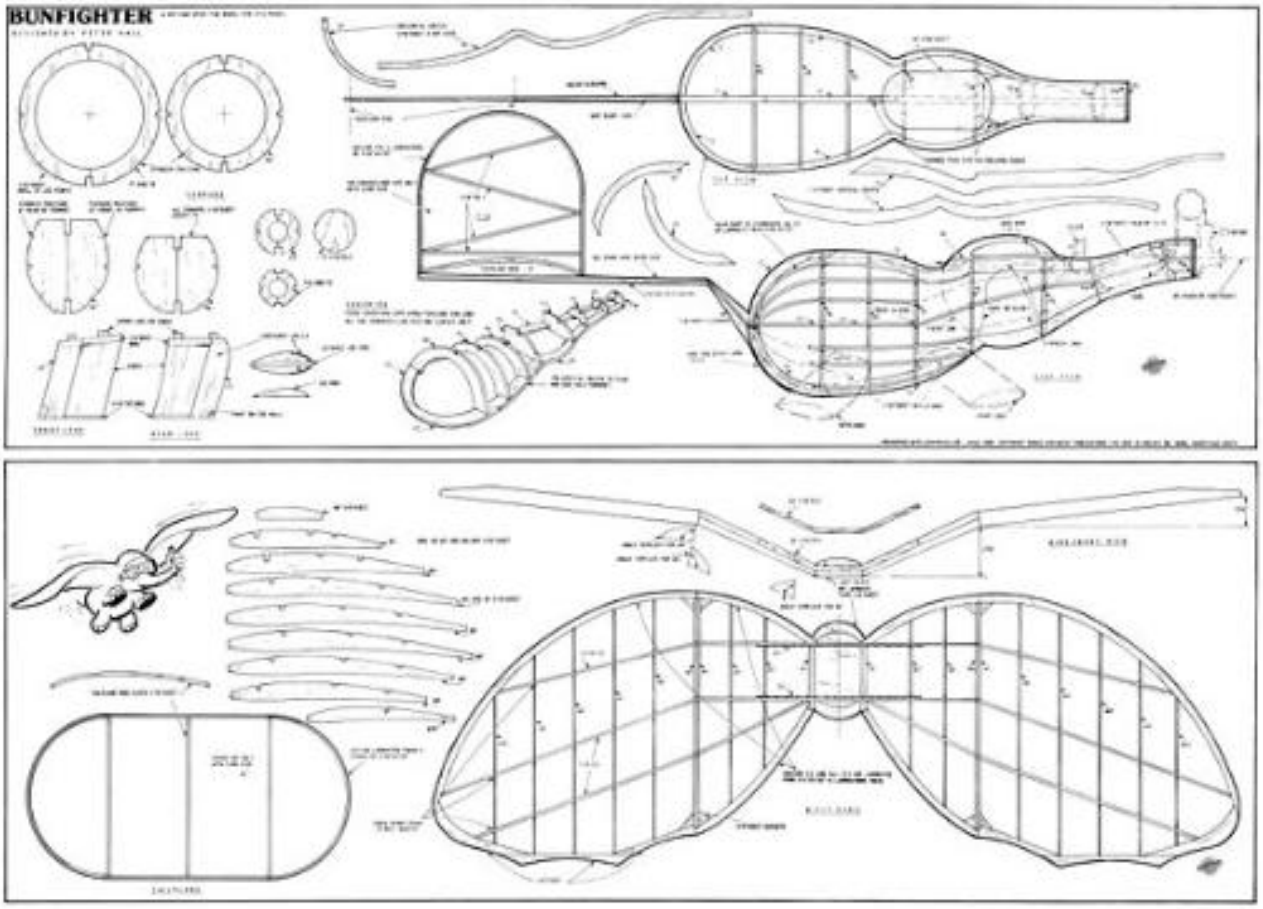
and for the Radio Control Scale results from the previous day please go to:

Scale Indoor Nationals – RC Results, Saturday 26th April 2025 | BMFA Scale Technical Committee

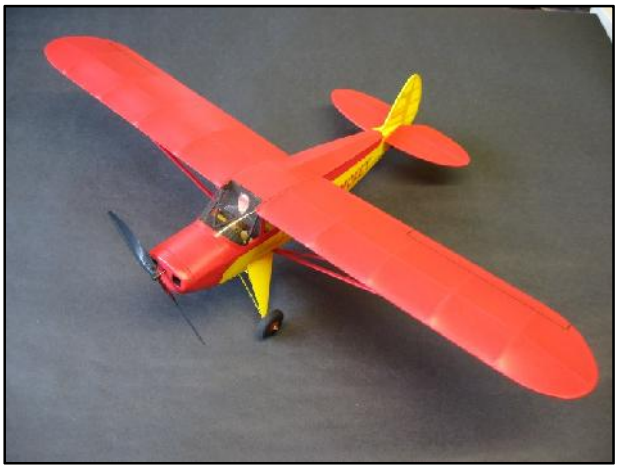
Pete Hall's Peanut Scale Blackburn Monoplane

On the Sunday of this meet, I had the pleasure of sharing a table in the pit's with the father and son team of Mick (or Mike) and Peter Hall. They hailed from Walsall, but are now living in Cornwall. Pete had not been active in the hobby for some 30y, but had recently built and entered a neat 1912 Blackburn monoplane Peanut of his own design. This model clearly needed some sorting out, but showed considerable promise.

Despite his years of inactivity, Pete Hall is clearly an accomplished aeromodeller. It turned out that he had had a design published in the April 1988 edition of the AeroModeller magazine. This was the very unusual Bunfighter for a Telco CO_2 motor, plans of which are now available on Outerzone. His father had also been an active builder and flyer of larger free-flight scale models, and we had a discussion about the Frederick Koolhoven designs for the British Aerial Transport Company.



Pete Hall's Bunfighter of 20" earspan for CO_2 power.



KeilKraft Piper Super Cruiser 18.25" wingspan

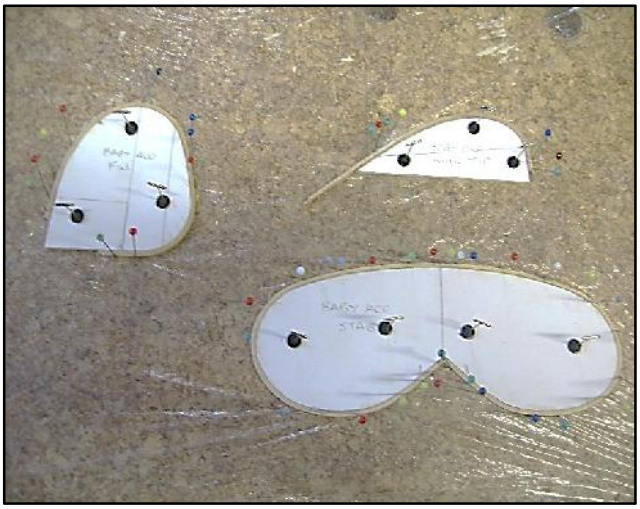
Peck Baby Ace 17" wingspan

Baby Ace

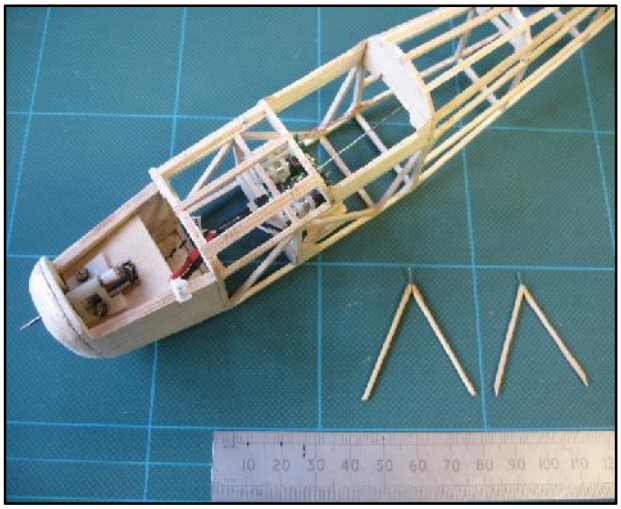
I spent much of my building time last year working on a Baby Ace. This Bob Peck design was built from a Wind-it-up Enterprises kit, which was won at a themed scale event at one of the Trinity Indoor meetings in 2023. The original Peck kit had printwood, but the equally good quality wood in the later Wind-it-up version is laser cut. I converted the model to three channel

Parkzone J-3 6mm coreless motor and gearbox, driving a 100x60mm propeller. Unfortunately, these Parkzone items are no longer readily obtainable but the current RX62H brick is not much larger, and various coreless motors with gearboxes are also available radio control, using a similar radio and power system that I installed in a conversion of Bill Dean's 3/8 KK Piper Super Cruiser.
This is a Parkzone Mini Vapor three channel brick and a Parkzone J-3 6mm coreless motor and gearbox, driving a 100x60mm propeller. Unfortunately, these Parkzone items are no longer readily obtainable but the current RX62H brick is not much larger, and various coreless motors with gearboxes are also available.

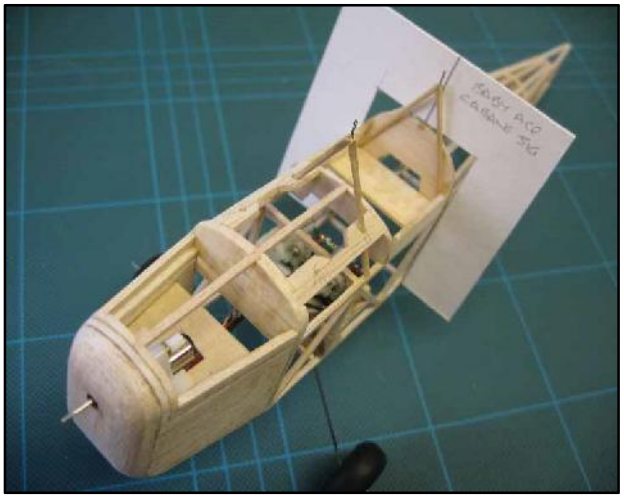
I'm not a fan of sheet segments, even if they are nicely laser cut, so I laminated the curved flying surface outlines from 1/16 x 0.020" basswood strips. The build of the rest of the structure was straightforward, apart from the forward cabane struts. The instructions with the kit have some nice photographs of the general construction sequence, but they give no detail of the critical fuselage to wing attachment. The plan shows the front struts perched on the top of the turtle-deck forward of the cockpit. I provided holes so that they were built into the model. The top of the cabanes were joined by pieces of 0.010" piano wire, which were bent at 180° and glued into holes at the ends of the struts, to provide pegs to be glued into holes in the centre wing rib, when the components are assembled. The main wing struts are, obviously, working on the finished model.



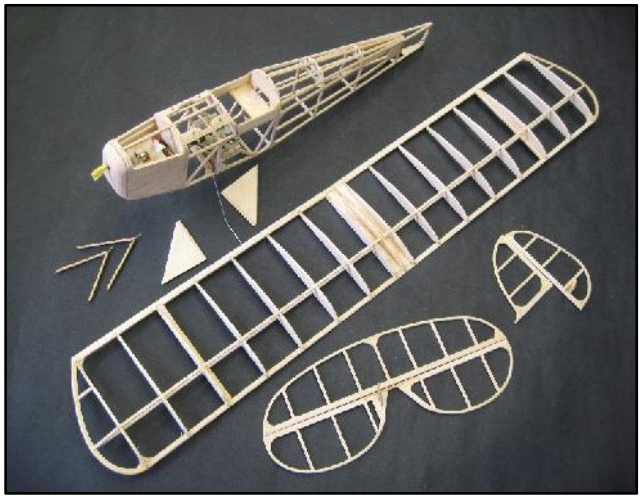
Laminated tail surface outlines and wing tip



Installation of motor/gearbox and RC brick



Checking the alignment of cabane struts



Components prior to covering

The motor and gearbox was mounted to a 0.8mm ply plate with a right sidethrust of three degrees and a similar downthrust using 10 BA nuts and bolts. A detachable hatch was constructed above the motor bay, to access the motor and install the battery. The receiver brick was attached to a 1.5mm balsa plate with double sided servo tape. A simple card gauge was made to check the alignment of the cabane struts, as shown in the photograph above. The elevator and rudder control surfaces were hinged with 3mm wide strips cut from the flexible storage medium of a 3½" floppy disc. These short strips, four for the elevator and three for the rudder, were fitted and glued into slots cut into the spars. Superphatic adhesive works well for this job.
There will be more on the covering and finishing of the model in a future column.

Odiham 2025

Don't forget to make a note in your diary about the Odiham meeting on the 14th September. For the details, please see the notice later in this newsletter. Note that pre-entry is required. This is a rare opportunity to fly on a real airfield!

Indoor Scale Nationals: FF RESULTS

BMFA SCALE
Scale Indoor Nationals 2025

British Model Flying Association
Scale Technical Committee

RCX 1 - Open Scale

Pilot	Model	Static Score	Flight 1	Flight 2	Flight 3	Best Flight Score	Total Score	Position
Mats Johansson	FE2b	1767	1585	1655	1615	1655	3422	1
Antonin Alfrey	Sopwith Triplane	1749.5	1335	1400	1522.5	1522.5	3272	2
George Kandylakis	D.H.9	1806	560	845	1205	1205	3011	3
Andrew White	Burgess Dunne BD1-B	1388.5	1375	1520	1392.5	1520	2908.5	4
Peter Evers	Lockheed Vega	1390	1335	1285	1032.5	1335	2725	5
Danny Fenton	Blackburn 1912 Monoplane	1685.5	235	340	0	340	2025.5	6

Kit Scale

Competitor	Model	Static	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Flight Total	TOTAL	Position
Banham, Graham	Comper Swift (Veron)	570	1,720	920	1,830	1,815	1,830	2,400	1
Haines, Stephen	Taylorcraft (Micro-x)	570	1,545	1,530	1,540	1,470	1,545	2,115	2
Chapman, Chris (2)	D.H. Tiger Moth (Tern)	546	1,220	1,220	1,380	1,455	1,455	2,001	3
Stuart, Mike	Nieuport 27 (Veron)	504	1492.5	1370	1480	1480	1492.5	1996.5	4
Griffiths, Ted	Andreasson BA-4B (Peck)	552	-	1,440	1,230	870	1,440	1,992	5
Fardell, Peter	Stinson Sentinel (Model craft)	540	1,065	1,050	1,430	1,125	1,430	1,970	6
Flack, Gary	Aeronca Champ (Veron)	558	1,410	1,310	1,080	1,325	1,410	1,968	7
Cowley, David	SE5a (VMC)	570	1,350	1,280	1,390	1,310	1,390	1,960	8
Darby, Andrew	Hawker Hurricaine (VMC)	576	990	1,100	1,360	1,170	1,360	1,936	9
Greenock, C	Ryan M.1 (Dumas)	534	1,395	-	730	730	1,395	1,929	10
Blanch, Chris	Ercoupe (kek)	552	1,350	1,120	1,150	1,060	1,350	1,902	11
Hoey, Paul	DH 82a Tiger Moth (Veron)	582	1,275	1,220	1,140	990	1,275	1,857	12
Pallister, Ben	Boeing Stearman (Dumasn)	582	1,260	1,200	1,140	1,170	1,260	1,842	13
Brown, Peter	Pretenpol Aircoupe (Dunow)	552	1,200	1,255	1,260	1,270	1,270	1,822	14
Rackstraw, Daniel	Cessner 172 Skylark (Veron)	510	-	-	590	1,310	1,310	1,820	15
Startup, Pete	Auster J.4 (Aerographics)	579	0	1170	1200	1170	1200	1779	16
Pike, Martin	Cessna 140 (VMC)	396	1,365	990	990	1,065	1,365	1,761	17
de Jong, Henk	DH Puss Moth (West wings)	564	1,155	930	1,110	1,000	1,155	1,719	18
Crompton, David	Cessner Bird Dog (Frog)	552	1,140	1,140	1,110	320	1,140	1,692	19
Horne, Tim	Sopwith Triplane (VMC)	558	1,110	940	-	-	1,110	1,668	20
Cooper, John	Boeing Stearman (Dumas)	570	930	710	490	580	930	1,500	21
Bowerman, John	Fiesler Storch (Guillows)	582	-	-	-	-	-	582	22

Open Classes

Competitor	Aircraft	Static	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Flight	light + Bonu	Total	Position
OPEN RUBBER										
Alfery, Antonin	Roland C.IIa	1,622	1,760	1,800	1,775	1,875	1,875	1,875	3,497	1
Crossley, Richard	Polikarpov I-16	1,700	-	970	870	810	970	970	2,670	2
Banham, Graham	Lublin R-XIIID	1,194	1,475	1,220	1,310	-	1,475	1,475	2,669	3
Cooper, John	Lockheed Vega 5C	1,160	1,500	-	1,470	1,340	1,500	1,500	2,660	4
Stuart, Mike	Blackburn Dart	1,498	-	-	-	1,100	1,100	1,100	2,598	5
Haines, Stephen	Currie Wot	782	-	1,260	1,580	1,460	1,580	1,580	2,362	6
Fardell, Peter	Polikarpov P0.2	938	-	1,120	960	1,360	1,360	1,360	2,298	7
Brown, Peter	Piper J-3 Cub	896	1,250	1,400	1,200	1,155	1,400	1,400	2,296	8
de Jong, Henk	Koolhoven FK43	1,034	880	-	860	840	880	880	1,914	9
Horne, Tim	RWD-10	1,224	-	-	-	-	-	-	1,224	10
OPEN - CO2/ELEC										
Alfery, Antonin	Curtis Condor AT-32c	1,596	1,600	1,740	1,785	1,710	1,785	2,142	3,738	1
Crossley, Richard	Piper tri-pacer	1,734	-	1,450	1,665	1,740	1,740	1,740	3,474	2
Stuart, Mike	Bristol Superfreighter	1,271	1,940	1,685	1,650	-	1,940	2,134	3,405	3
Banham, Graham	A.W.Ensign	1,033	1,560	1,400	1,740	1,585	1,740	1,914	2,947	4
Smart, Peter	B.V.222	1,011	1,435	1,490	1,400	1,535	1,535	1,689	2,700	5
Kandylakis, George	Avro 504N	1,700	-	970	870	810	970	970	2,670	6

NO CAL

Competitor	Model Description	Best Flight (Secs)	2nd Best Flight (Secs)	Total	Position
Blanch, Chris	Cessna 195 Turbo	160	143	303	1
Lucassen, Roel	Mitsubishi Zero	145	142	287	2
Horne, Tim	Chambermaid	113	112	225	3
Richards, Mark	Cassutt 111M racer	113	110	223	4
Brendel, Gert	Grumman F6F Hellcat	105	89	194	5
Haines, Stephen	Fairey Gannet	101	93	194	5
Brinks, Gerard	PBY Catalina	50	44	94	7
Bates, Ian	Comper Swift	38	36	74	8
Crompton, David	Messerschmitt Bf-109E	35	33	68	9

PISTACHIO

Competitor	Model Description	Best Flight	2nd Best Flight	Static Score	Score Total	Overall
Alfery, Antonin	AVIA BH-21R	60	60	39	159	1
Peppiatt, Nick	BAT Baboon	50	48	29	127	2
Crossley, Richard	Focke-Wulf FW 190	43	40	39	122	3
Chapman, Chris (1)	Focke-Wulf FW 190 F-8	37	31	38	106	4
Lucassen, Roel	Rogozarski Brucos	36	35	33	104	5
Flack, Gary	Westland Wyvern	28	26	31	85	6
Stuart, Mike	Folkerts SK-3 Jupiter	10	4	35	49	7
Brinks, Gerard	Bowers Fly Baby	3	-	37	40	8
Prior, David	Racek	-	-	31	31	9

PEANUT

Competitor		Best	2nd Best	Static	Score	Overall
Alfery, Antonin	P-51D Mustang	60	60	44.5	164.5	1
Peppiatt, Nick	Nesmith Cougar	60	60	34.5	154.5	2
Stuart, Mike	Vought OS2U Kingfisher	52	51	47.5	150.5	3
Haines, Stephen	Nesmith Cougar	59	57	32.5	148.5	4
Hoey, Paul	Myers M-1 Special	55	53	38.0	146	5
Chapman, Chris (2)	Piper J3 Cub	60	60	25.5	145.5	6
Startup, Pete	Piper J.3 Cub	56	55	33.5	144.5	7
Cooper, John	Piper Vagabond	47	44	34.0	125	8
Flack, Gary	Focke Wulf FW 190D-9	47	33	44.5	124.5	9
Griffiths, Ted	Andreasson BA-4B	45	39	39.5	123.5	10
Johansson,Mats	Bristol Scout	39	33	49.0	121	11
Valiant, John	Messerschmitt Bf 109K-4	38	38	44.5	120.5	12
Prior, David	Zlin 50M	41	32	42.0	115	13
de Jong, Henk	Farman F400	41	40	33.0	114	14
Blanch, Chris	Arrow Sport V8	43	21	35.0	99	15
Brown, Peter	Cessna Airmaster	33	33	27.5	93.5	16
Greenock, C	Comper Swift	28	28	32.5	88.5	17
Horne, Tim	Parnall Imp	28	17	38.5	83.5	18
Hall, Peter	Blackburn Monoplane	24	23	34.5	81.5	19
Pike, Martin	Piper J.3 Cub	16	12	33.0	61	20
Bowerman, John	Andreasson BA-4B	-	-	37.0	37	21
Richards, Mark	Christen A-1B Husky	-	-	28.0	28	22

BMFA SCALE

Scale Indoor Nationals 2025

British Model Flying Association
Scale Technical Committee

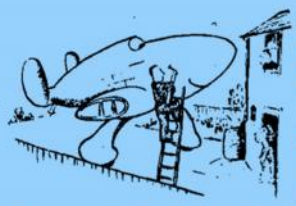
Name	Aircraft	Static	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Flight	Total	Rank
Crossley, Richard	Piper Pawnee	546	1,450	1,670	1,770	1,495	1,770	2,316	1
Hoey, Paul	Myers M-1 Special	510	1,200	1,240	1,470	1,605	1,605	2,115	2
Banham, Graham	Chilton DW.1	495	1,565	1,010	1,565	1,595	1,595	2,090	3
Whitehouse, David	Stinson 125	165	0	1,730	1,890	1,845	1,890	2,055	4
Hunt, Doug	SE5a	420	0	1,540	1,575	0	1,575	1,995	5
de Jong, Henk	Piper J5 Cub Cruiser	435	1,245	1,520	1,385	1,460	1,520	1,955	6
Chapman, Chris (2)	Taylorcraft DC-12D	210	1,450	1,655	0	1,600	1,655	1,865	7
Haines, Stephen	Bucker Jungmeister	465	1,095	1,250	900	1,320	1,320	1,785	8
Greenock, C	BE2c	405	0	850	1,300	1,060	1,300	1,705	9
Startup, Pete	Miles M.5 Sparrowhawk	495	0	1,195	1,030	0	1,195	1,690	10
Bates, Ken	Cessna Bird Dog	360	0	0	1,300	1,110	1,300	1,660	11
Rackstraw, Daniel	Ultimate Biplane	345	0	1,080	1,050	1,090	1,090	1,435	12
Pike, Martin	Auster J-4	375	510	1,030	0	0	1,030	1,405	13
Crompton, Dave	Miles Magister	435	330	0	0	520	520	955	14
Fardell, Peter	Catron & Fisk Sport Triplane	465	0	0	0	0	0	465	15
Patrick, Allen	Auster J-4	405	0	0	0	0	0	405	16

Nick Peppiatt

Topical Twists

by PYLONIUS

Automation



The West Middlesex boys seem to be threatening us with a foretaste of automation, for they report that most members are busily building monsters. Whether these fearsome products will take the form of oversize specimens of crude model life, or a topical sort of robot able to clank through the whole wearisome business of comp. flying whilst their demon creators enjoy a quiet snooze in bed, we are not told, but at least we hope that any new press button era will be more progressive than the last.

The earlier press button age, you may remember, was heralded by the advent of an outsize in super knobs. It had, I believe, eight positions: dive, climb, neutral, left bank, and so on. Crouched in smug immobility by the super knob would be an equally outsize flying machine. Were you able to elbow your way through the besieging crowds you might have heard the august Knob Turner in Chief explaining to a few favoured dignitaries the wonderful simplicity of operation. You merely set the knob to any desired manoeuvre and the eight point escapement did the rest.

What fate overtook these acrobatic masterpieces is known only to a few dustmen, but there are witnesses of unimpeachable character prepared to solemnly testify to having heard a rumour that one such model taxied round a football field in a state of semi-control.

The next phase in the first press button era was the abandonment of the eight point policy in favour of bang-bang rudders and cocoa tin transmitters. The new and flightier model had a take off run of less than a hundred yards—in spiked shoes—and was limited to three manoeuvres, two of which abruptly terminated the day's flying, while the other, that of level, down wind flying, was certain to earn high placing in any contest. There was, however, a deep and steadfast belief among devout radio followers that radio man would one day fly through the loop barrier. After ten years of spiralling endeavour some of the faithful lost heart, but a few resolute believers still look forward to the golden age of the loop, now pinning their hopes on the new multi channel machines appearing on our airfields.

The only trouble with these models is that, for all their large and formidable size, they are unusually coy, performing only when no one is looking, not even their owners—they daren't.

Chink in the Curtain

A peep into the inscrutable mysteries of the East comes a bit shattering to some of our romantic beliefs. Take the Chinese Kite, for example. It is not, sad to say, a delicate, whimsy creation of bamboo and rice paper, covered with fiery dragons and unmentionable hieroglyphics. To the modern Chinaman a "kite" is just another model aircraft, built of nothing more exotic than balsa and tissue. Instead of a dragons breathing fire there is a diesel coughing oil, and in place of the unmentionable hieroglyphics there is an equally mysterious legend like "Snatzee," although a few colourful hieroglyphics might well be audible were the oriental masterpiece occidentally to come to grief—or, in other words, go west (very inscrutable pun).

All this makes you wonder why the modeller is so singularly devoid of any trace of national culture. In nearly all other activities some flavour of nationalism creeps in. At the slightest provocation gentlemen in flowered skirts will execute a traditional pirouette, while others, dressed in full war paint, put in a few hectic laps round a totem pole. Even the sleek Russian jet liner manages to introduce a whiff of good old russki culture, for report has it that the internal decor is on the lines of a Tsarist banqueting hall.

But modellers! Were it not for a clinging odour of diesel fumes you couldn't tell a British cement squeezer from an American balsa butcher, and as for the Japanese, they are so exclusively absorbed in the mass production of four engine, American bomber models, that they no longer use their very own Jap tissue. Perhaps the only touch of native culture they display is the sporting of flowery kimonos, and this only because they make a good substitute for the American free flapping shirt.

Model Weather

The most outstanding feature of any British outdoor meeting is our national standard, the umbrella, dripping wetly down the unprotected necks of those blithe, weather-forecast hopefuls, who, with sunglasses at the ready, stoically await the promised heatwave. When, on rare occasion, the sun puts in a brief, week end appearance, there follow wild scenes of national rejoicing. Cars in their thousands go dashing off to the seaside, at five miles per hour; officials utter solemn warnings of impending drought; and happy families stay up all night with baby's sunburn. The only ones not sharing in the general gaiety are model fliers.

I got this impression after reading through harrowing reports of a decentralised comp. held on one such sun drenched week end. Here was meteorological treachery at its most foul. Howling tempests raged over the face of the land and airfields staggered under the massive pressure of colossal downdraughts. What sort of opinion these weather idealists have of a typical wet and draughty summer day is whispered only behind shuttered windows and locked doors. Woe betide any new club member who comes into the clubroom expressing surprise that he should be the only flier to turn up to fly in the 5 m.p.h. wind on the previous Sunday—his action would be regarded as even more treacherous than the treacherous weather.

Firm Offer

I see that a balsa firm have given an open invite to any visitor from abroad to visit their factory, and see what happens to the raw material before it gets into the hands of the raw beginner. The only qualifications required, apparently, are a good appetite (for both food and balsa) and a flair for telling funny stories in pidgin-English.

This seems a golden opportunity for a beeg look-see by El Pylonius, ostensibly travelling from a South American republic in search of some revolutionary kit designs (you zay eet goes like zee bomb, yes?). My chief point of interest would be to see just how sumptuously the other half live. I say, half although statistics prove that the proportion of people engaged in the cutting up and kitting of balsa is twenty times greater than those who heave it into the skies (See the Pylonius survey: "The Fly and the Fliers"). As for the qualifications, I have been known to take a quick snack between building and flying, although I have doubts whether my breadline digestion will cope with the richness of the caviar and champagne canteen fare. And I think I can tell a funny story, even if such a claim is hotly disputed by 99 per cent. of my readers. (What's 99 per cent. of four?)

The only problem arising is what I would do with a thousand kits. At least 999 would suffer the usual fate of remaining unbuilt, while I'd give the remaining one to my little nephew —never could stand the little blighter, anyway.

ALI DID THE SKETCHES

Pylonius

John Andrews - Goes Indoors - Finale

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

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

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

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

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

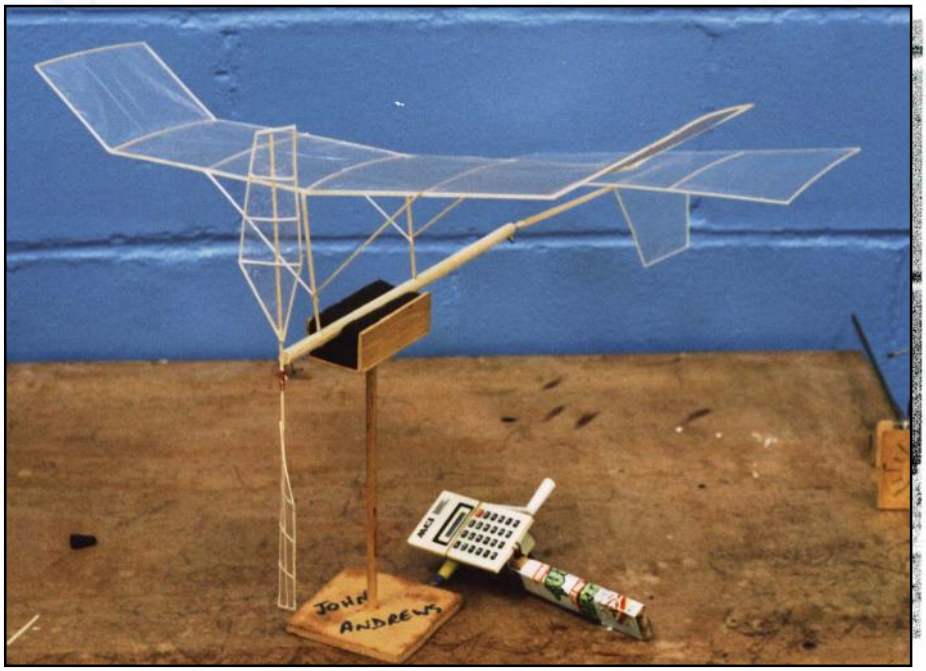
. The structure needs to be a little more robust than a normal flimsy; the tail plane on my prototype gets quite agitated in normal flight and particularly when recovering from a roof bang. If the model hangs up in the roof and then drops away backwards, the convolutions (good word that) of the tail-plane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

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

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

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

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



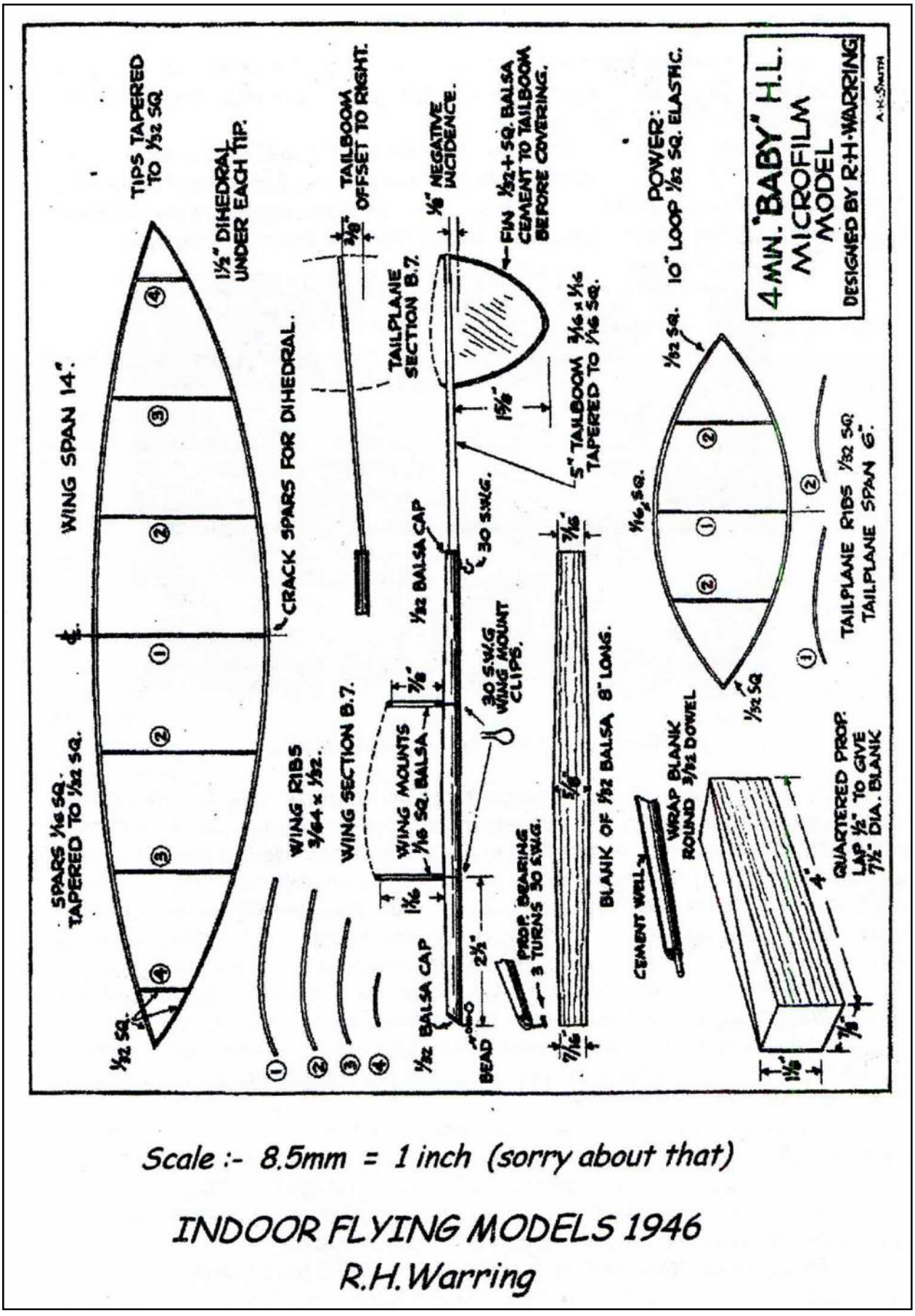
The Wilkinson Value Food Bag Special

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

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

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

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



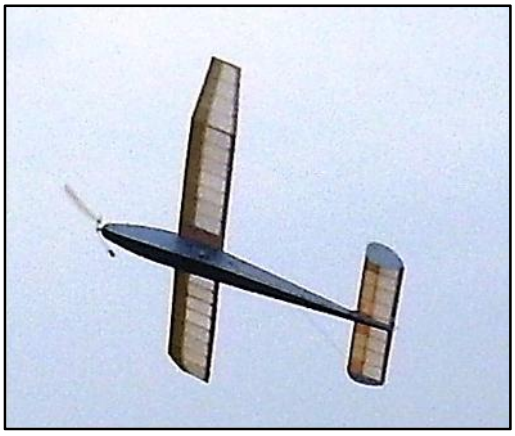
Scale :- 8.5mm = 1 inch (sorry about that)

INDOOR FLYING MODELS 1946

R.H. Warring

Extract from paperback Clarion June 2003. - John Andrews

Southern Coupe League Report - Gavin Manion



The first two rounds of the 2025 SCL have now been flown, both on Salisbury Plain and in very different weather conditions.

On 15th June the Croydon Cagnarata was flown on a bright but very breezy day to a reduced max because of downwind trees.

The cagnarata formula factored down every classes max by the appropriate factor e.g F1G was flown to a 96s max.

Given the conditions a number chose not to fly which, given the SCLs generous scoring system, is tantamount to just leaving points behind on the field.

In contrast the Crookham Gala two weeks later on 29th June was held on a calm day with wind never more than 5mph and six flyers returned scores.

Scores are SCL Points

Croydon Cagnarata	
G Manion.	12
C Redrup	9
R Vaughn	9

Crookham Gala	
G Manion	12
C Redrup	9
R Vaughn	8
A Brocklehurst	7
R Elliott.	6
J Paton.	5

Standings after Round 2

Total Points	
G Manion	24
C Redrup	18
R Vaughn	17
A Brocklehurst	7
R Elliott	6
J Paton	5

The next round is the BMFA Nats at Sculthorpe

then the Oxford Duration on 30th August at Portmeadow.

Gavin Manion

HERE AND THERE

The Editor Comments on Current Topics

THE 1950 F.A.I. CONFERENCE This year's F.A.I. conference was held in Stockholm from May 27th to June 2nd and coincided with the celebration of the Swedish Royal Aero Club's 50th anniversary. Apart from the fact that it was held in a very beautiful city, the celebrations to mark this occasion singled it out from the usual conference and made the event quite outstanding.

The United Kingdom was represented on the Model Commission by the chairman of the S.M.A.E. in the capacity of president of this commission and a number of matters of importance to aeromodellers the world over were discussed and some important decisions made.

The work carried out at Cleveland last year in formulating rules for the conduct of international contests was rounded off and amplified where found necessary as the result of subsequent experience and a comprehensive set of rules for the control of international contests has resulted with a view to unifying the conditions under which such contests are run. All aeromodellers will thus know beforehand the exact conditions to which they will have to comply and much argument and disappointment will be avoided.

The rules include a standard flight pattern schedule for C/L aerobatic contests using the American schedule as a basis.

It was agreed to recognise *only four* international championship meetings, one for each of the following types of model : (1) Rubber, (2) Power, (3) Glider, (4) C/L. It was unanimously agreed that the Wakefield contest should be the championship event for rubber models and Sweden applied for the Nordic Contest, to be held this year near Göthenburg, to be considered as the championship meeting for gliders. This was agreed to. The power and C/L events have still to be allocated.

All other international meetings will be considered as friendly international events without championship status, irrespective of the title given to them by their sponsors. This is expected to relieve the travelling problem, and it is further suggested that a rota of the countries to run the championship events be established, so that none stay in one country, and so that all countries interested may have the opportunity of running them irrespective of whether they win the event or not. A proviso that the winning country should be given the opportunity of running the event, if it was not the previous year's winner, was made.

It was also decided to recommend to the S.M.A.E. that the Wakefield specification should be amended to make it fall into line with the F.A.I. methods of measuration, to standardise the methods of measurement, and avoid some of the ambiguities and difficulties which exist at present.

In brief it is suggested that the *total* area should be specified and not the wing area plus one third tail. That the F.A.I. method of including the wing projection through the fuselage in the area be adopted, and that the fuselage cross section be a function of the total area instead of the overall length, as at present. *It is not suggested however, that the specification should be altered in any way which will effect the main characteristics of the Wakefield type of model* and all but a few borderline models will still fit in with the proposed new formula which is briefly as follows :—

Total area of horizontal surfaces, 17dm² to 19 dm² (263½ to 294½ sq. in.)

Minimum cross section of fuselage, 0.65 dm² (10 sq. in.)

Minimum weight ... ... 230 gr. (8.113 oz.)

Among the new rules introduced for international contests is one permitting the use of two models by each contestant, the parts of which will be controlled by the organisers, but the competitor may use the parts in any combination he desires.

Manufactured propellers and wing ribs may be used.

A false start will be a flight of less than 10 sec. duration for models using power, and 20 sec. in the case of gliders.

The new rules are designed to give aeromodellers more design scope and to avoid undue disappointment through an early breakage during a contest after travelling many miles to attend it.

The officers elected for the next season are :—

President, A. F. Houlberg (United Kingdom). Vice-President, G. Dérantz (Sweden). Secretary, J. Van Hattum (Holland).

1950 NATIONALS

The fourth British National Meeting held at York was no better—or worse—than its predecessors. This was not the fault of the Northern Area officials and their willing helpers, who provided good ground facilities and worked hard to make the meeting a success. The plain fact is that whilst the Nationals continue to be organised on no better lines than the average Area Rally they will never be looked upon as *the* event of the year. What is urgently needed is a change of outlook on the part of those responsible for the organisation. A tent, some ropes and stakes, p.a. equipment and a few contests seem to be considered all that is necessary to make aeromodellers flock from all parts of the country in their hundreds to attend this meeting. This fallacy has now been exploded.

Since the war there has been a great increase in the popularity of contest flying, and the number of entries has increased accordingly. On the other hand the standard of contest organisation has, if anything, deteriorated, and is, in my opinion, not up to that of the best of the pre-war meetings.

Next year the Nationals are due to be held in the Western Area and unless the arrangements are tackled enthusiastically at once, there is no doubt in my mind that it will be a flop—supported only by the Western Area Clubs and a handful of fliers from other parts of the country.

NATIONALS OR CHAMPIONSHIPS ?

Apart from the suggested alteration of the date of the Nationals to the August Holiday period—which seems to me to be a sound idea, the main talking point amongst contestants at this year's event was whether participation in future Nationals should be restricted to holders of Class "A" Merit Certificates or to a percentage of fliers who have qualified by flying in events held earlier in the year. The view seems to be strongly held by Northern fliers in particular, that the "rabbits" should be eliminated from the Nationals contests.

Would this be a wise move? As Dr. Joad would say: "It all depends on what you mean by a National Meeting." If it is intended to be a National *Championships* Meeting—O.K., go ahead and make it an "experts only" event. If on the other hand it is to be the largest, and most popular meeting of the season organised by the S.M.A.E. then it should remain a free-for-all as in other countries.

I cannot help feeling that the restriction of the number of entries would be a defeatist move. It seems to me to be illogical to cope with the problem of large entries by limiting their number instead of completely revising our present out-of-date ideas on contest organisation.

By all means let us have British championships if there is a real demand for them, but we should not delude ourselves into thinking that such an event, limited to a hundred or so entrants, will appeal to the general public any more than the Wakefield "100" does, or that it will benefit the movement *as a whole* to any great extent.

AMERICAN WAKEFIELD TEAM

As reported in these columns in the May issue, the A.M.A. decided to select this year's American Wakefield Team by means of trials held in five areas, viz.: West Coast, Chicago, Cleveland, New York, and Hampton, V.A. The team consists of the contestants who placed top in each Area Trial, except the West Coast where the top two qualified.

These trials have now been held and the following fliers have been selected to represent the United States in Finland: Ed. Naudzius, Highland Park, Michigan; Lo. Salisbury, Huntingdon Park, California; Fudo Takagi, San Diego, California; John Erwing, Staten Island, New York; Austin W. Leftwich, Richmond, Virginia; Ed. Lidgard, South Bend, Indiana.

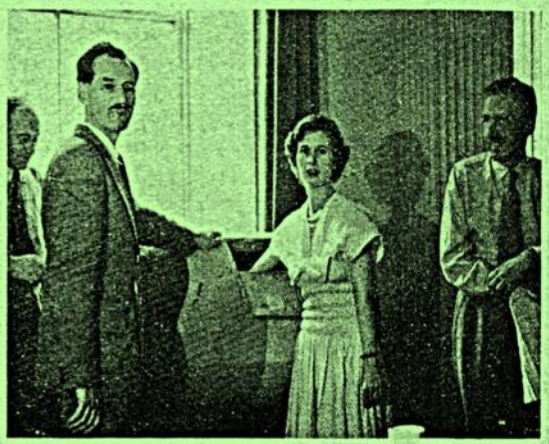
WAKEFIELD TRIALS INCIDENT

One cannot help but feel sorry for P. Royle of Sale who was disqualified after gaining second place in the Wakefield Trials, but he was undoubtedly very foolish to take the risk of modifying a standard Wakefield design in such a way that the S.M.A.E. officials had to decide that it did not conform to the rules.

We all know the chaps who constantly try to wangle round the rules, and if it had been one of these who had tripped up, I for one would not have been very sorry. But Royle is obviously not one of these; he made a genuine, but unfortunate, mistake, and has had to take the consequences.

Without entering into the argument as to whether the present rules defining the wing area of Wakefield models are clear or not, it is obvious that aeromodellers throughout the world know quite well what the rule in question intends to convey, and they have had no trouble in designing their models accordingly.

One important point does, however, arise out of this unfortunate affair, and that is: Was Royle's model processed before each of the Area Elimination Trials, and if so, how was it passed?



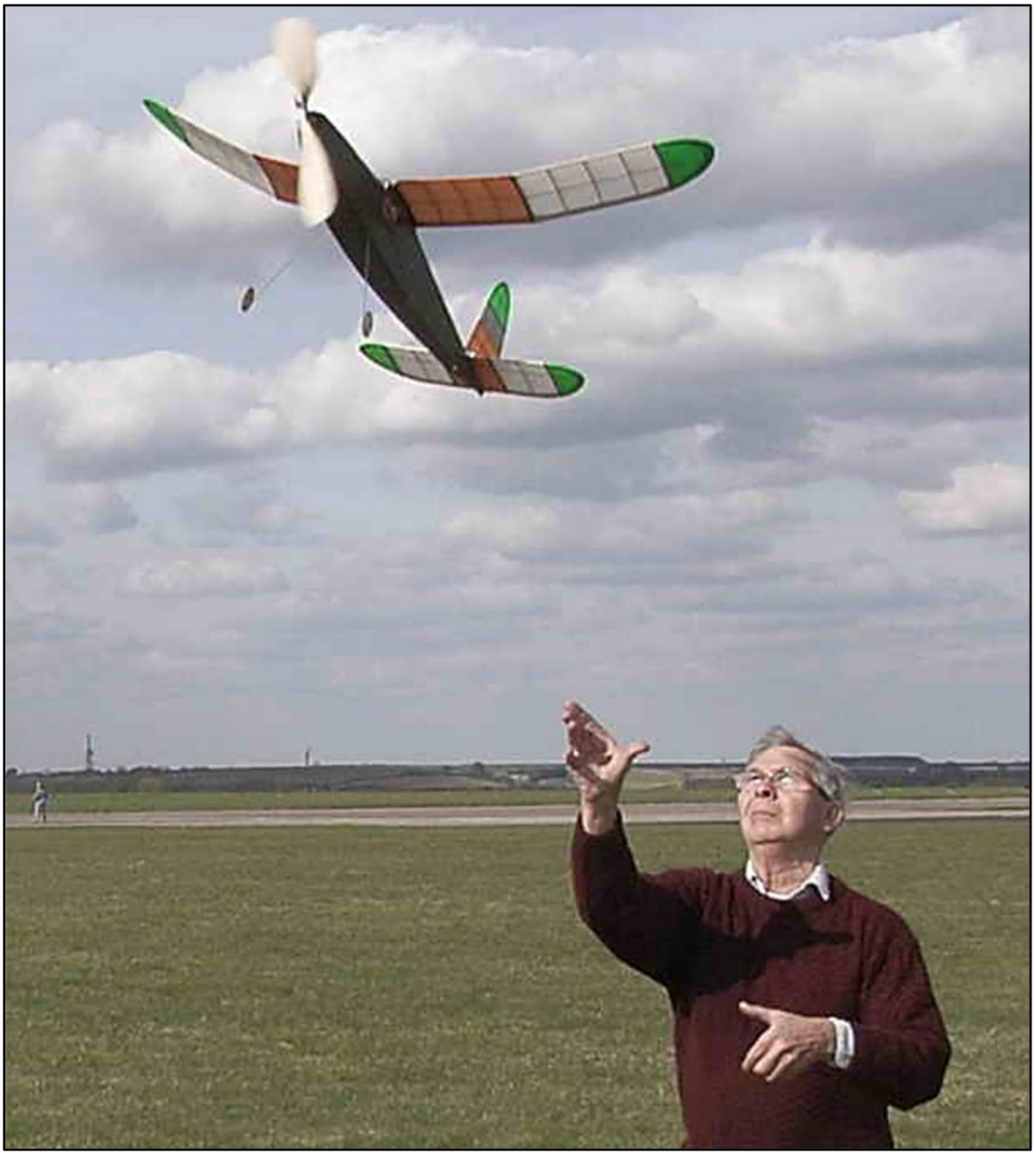
Miss Pat Mayo, S.M.A.E. Secretarial Assistant, drawing the winning tickets in the Wakefield Sweepstake from the drum, Also in the photograph are Val Turner, Henry J. Nicholls and R. F. L. Gosling.

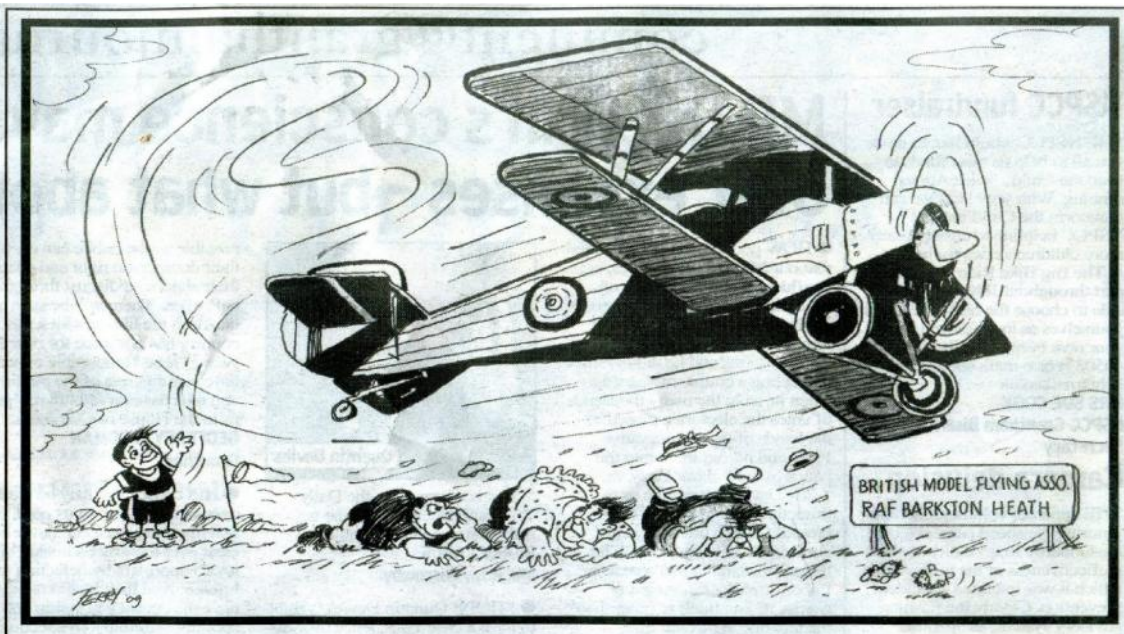
Pictorial Past - John Andrews

A few pictures from files from the past

Timperley's Richard Wykes, Middle Wallop, August 2007

Walsall's Mike Turner and his 'Crusader' at 2009 Nationals





"I keep telling that boy, don't build them so big and don't use extra-strong elastic." Cartoon by Terry Shelbourne

Model event enters another dimension

MODEL aircraft enthusiasts gather at RAF Barkston Heath this weekend for the annual Free Flight and Space Modelling National Championships.

The British Model Flying Association is hosting the event, which is open to spectators.

Free Flight models are the 'original' form of model aircraft, dating back to the early 1900s.

The space models take the championships to another dimension, adding the excitement of high speed vertical launches.

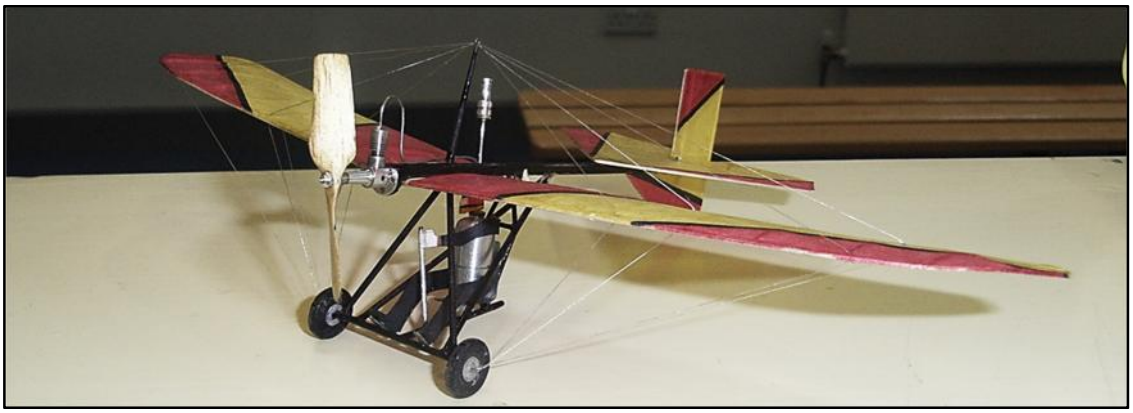
An additional attraction this year is the inclusion of events from the Society of Antique Aeromodellers.

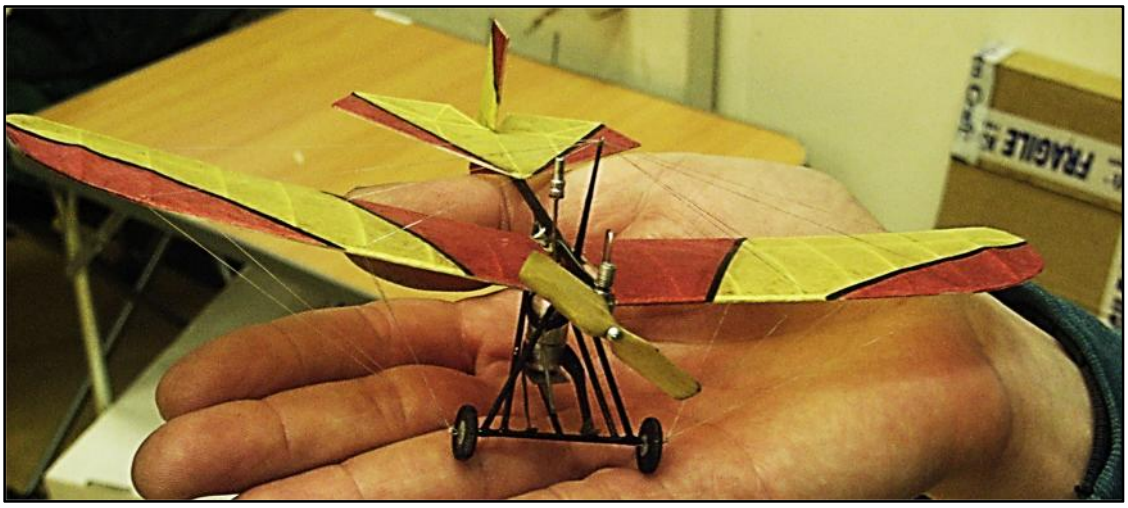
The three day event is the largest of its kind in Europe and takes place on May 23, 24 and 25.

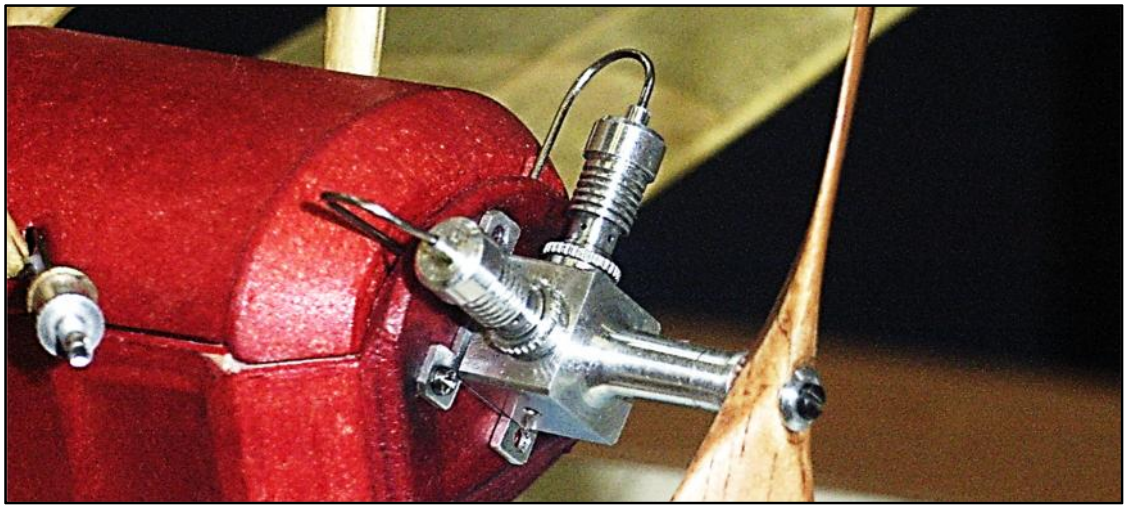
Day visitor entry fees are £5 each or £10 per car, with a reduction if you pay for all three days in one go - £10 each or £20 per car. Camping is also available.

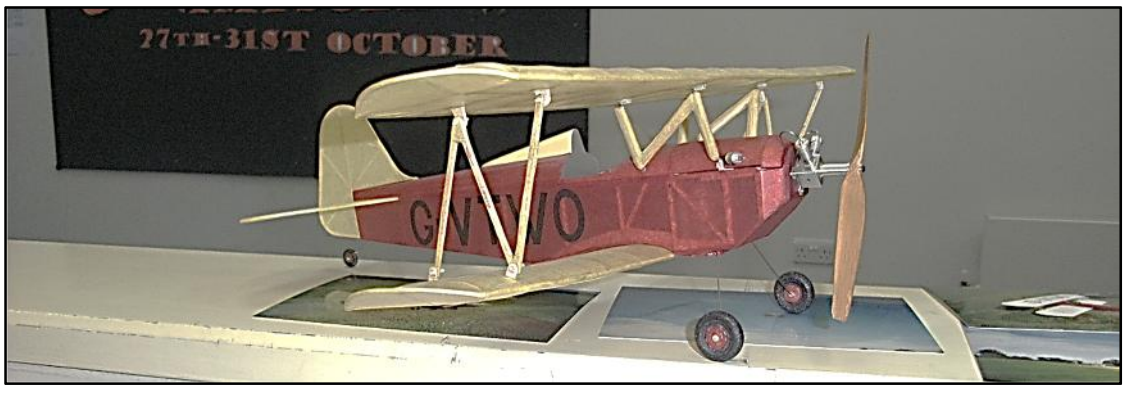
● Information: www.bmfa.org e-mail: admin@bmfa.org or telephone 0116 2440028.

BMFA Nationals, Barkston, August 2009









Gerard Moore's little Co2 wonders at Wallingford Indoor Meeting November 2008
Both excellent flyers.
Motors also made by Gerard

I won the ‘Jaguar Trophy’ two or three times with Colin Shepherds model which he gave to me. Winding was a little different to normal.

John Andrews

Heavy Lifting: Mi-26 Helicopter - Wikipedia

The **Mil Mi-26** remains the gold standard of heavy-lift helicopters and is still regarded as the world's largest and most powerful. Developed by the Mil Moscow Helicopter Plant, this beast can transport up to 20 tons of cargo and perform critical missions in remote and rugged terrains. It remains a reliable workhorse for military logistics, humanitarian operations, and disaster response.

The Mi-26 is often the first choice for missions that involve transporting heavy machinery, including armored vehicles, generators, and even small aircraft. It's eight-blade main rotor and twin-turbine engines deliver a unique blend of raw power and flight stability, enabling it to operate in some of the world's harshest environments, from Siberian tundras to Middle Eastern deserts.

The Mil Mi-26 has a maximum takeoff weight of **56,000 kg (123,000 lb)** and can lift up to **20,000 kg (44,000 lb)** externally, making it the world's most powerful helicopter in terms of lifting capacity.

The Mil Mi-26

(Russian: Миль Ми-26, NATO reporting name: Halo).

A Soviet/Russian heavy transport helicopter. It's product code is *Izdeliye 90*. Operated by both military and civilian operators, it is the largest helicopter to have gone into serial production.

Design and development

Following the incomplete development of the heavier Mil Mi-12 (prototypes known as Mil V-12) in the early 1970s, work began on a new heavy-lift helicopter, designated as the *Izdeliye 90* ("Project 90") and later allocated designation *Mi-26*. The new design was required to have an empty weight less than half it's maximum take-off weight. The helicopter was designed by Marat Tishchenko, protégé of Mikhail Mil, founder of the OKB-329 design bureau.[4]

Cockpit of a Mil Mi-26

The Mi-26 was designed to replace earlier Mi-6 and Mi-12 heavy lift helicopters and act as a heavy-lift helicopter for military and civil use, having twice the cabin space and payload of the Mi-6, then the world's largest and fastest production helicopter. The primary purpose of the Mi-26 was to transport military equipment such as 13-tonne (29,000 lb) amphibious armoured personnel carriers and mobile ballistic missiles to remote locations after delivery by military transport aircraft such as the Antonov An-22 or Ilyushin Il-76.

The first Mi-26 flew on 14 December 1977[I] and the first production aircraft was rolled out on 4 October 1980. Development was completed in 1983 and by 1985, the Mi-26 was in Soviet military and commercial service.

A Russian Air Force Mi-26

General information	
Type	Heavy lift transport helicopter
National origin	Soviet Union/Russia
Manufacturer	Rostvertol
Designer	Mil Moscow Helicopter Plant
Status	In service
Primary users	Russian Aerospace Forces Indian Air Force, Aeroflot Algerian Air Force
Number built	Over 300 as of 2015[1]
History	
Manufactured	1980–present
Introduction date	1983
First flight	14 December 1977

The Mi-26 was the first factory-equipped helicopter with a single, eight-blade main lift rotor. It is capable of flight in the event of power loss by one engine (depending on aircraft mission weight) because of an engine load sharing system. While it's empty weight is only slightly higher than the Mi-6's, the Mi-26 has a payload of up to 20 tonnes (44,000 lb). It is the second largest and heaviest helicopter ever constructed, after the experimental Mil V-12. The tail rotor has about the same diameter and thrust as the four-bladed main rotor fitted to the MD Helicopters MD 500.

The Mi-26's unique main gearbox is relatively light at 3,639 kg (8,023 lb) but can absorb 14,700 kilowatts (19,725 shp), which was accomplished using a non-planetary, split-torque design with quill shafts for torque equalization. The Mil Design Bureau designed the VR-26 transmission it'self, due to Mil's normal gearbox supplier not being able to design such a gearbox. The gearbox housing is stamped aluminum. A split-torque design is also used in the 5,670 kg (12,500 lb) gearbox assembly on the American three-engine Sikorsky CH-53K King Stallion.

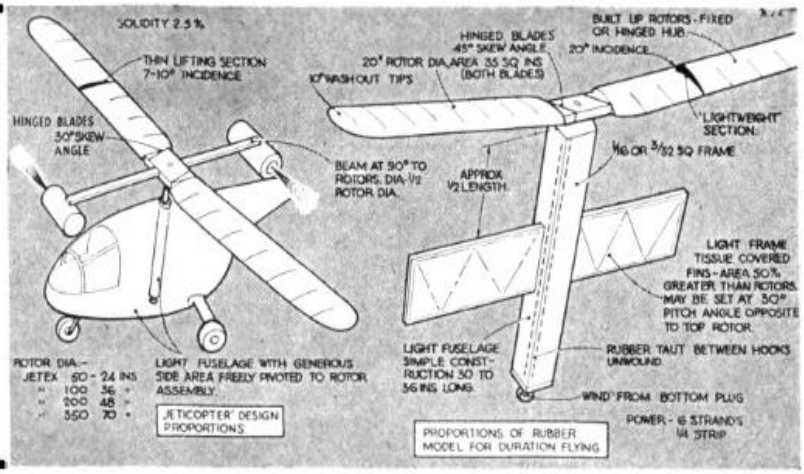
As of 2024, the Mi-26 still holds the Fédération Aéronautique Internationale world record for the greatest mass lifted by a helicopter to 2,000 metres (6,562 ft) – 56,768.8 kilograms (125,000 lb) on a flight in 1982. In July 2010 a proposed Russian-Chinese development of a 33-ton heavy-lift helicopter was announced. In early 2019, Russia's state corporation Rostec inked a landmark agreement on developing a 40-ton next-generation heavy helicopter. Rostvertol, the Russian helicopter manufacturer, was contracted to refurbish and upgrade the entire fleet of Mi-26s serving in the Russian Air Force, estimated to be around 20 helicopters. The upgraded aircraft is comparable to a new variant, the Mi-26T. Contract completion was planned for 2015. The contract also covered the production of 22 new Mi-26T helicopters. Eight new-built helicopters were delivered to operational unit's by January 2012. Under the 2010 contract, 17 new-production helicopters were delivered by 2014. In all, Rostvertol delivered fourteen Mi-26s to domestic and foreign customers in the period 2012-14 and six helicopters in 2015. Deliveries to the Russian Aerospace Forces were continued in 2016, 2017 and 2019. In 2016, Russia started development of **PD-12V** a variant of the Aviadvigatel PD-14 turbofan engine to power the Mi-26.

Wikipedia

It's Designed for YOU!

NUMBER THIRTEEN

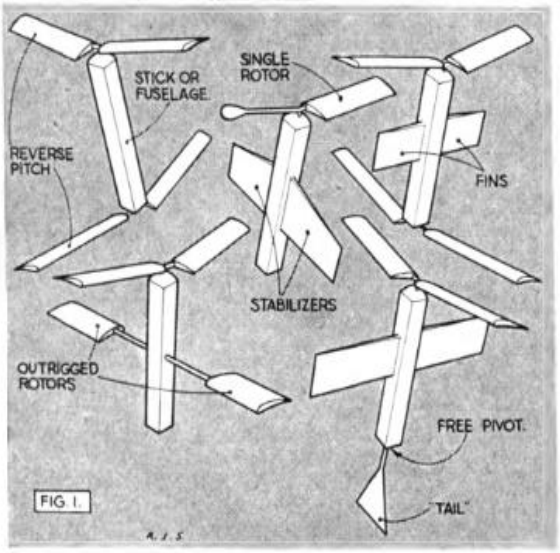
HELICOPTERS



UNTIL comparatively recently, the most successful type of model helicopter, both from the point of view of stability and performance, has been the simple fuselage, twin-propeller (rotor) layout, with its variations —Fig. 1. Design of models of these types has been more or less standardised for a number of years and some very creditable durations have been achieved. An American modeller resident in this country—Jimmy Tangney—holds the present British record for the type with a flight of 2 mins. 43 secs., rising off ground. This was established at Northern Heights Gala at Langley, in June 1950.

This same meeting, however, was significant for another reason. It was the first time that a successful Jetex powered helicopter had appeared, which, although not outstanding from the duration point of view, exhibited every characteristic of *stability*—a feature so difficult to achieve on most previous helicopter models. Subsequently, of course, a range of Jetex powered helicopter models have appeared in kit form—the *Jeticopters*—embodying the same stability features.

First let us examine in more detail what is virtually the "orthodox" rubber model helicopter. The four types shown in Fig. 1 are fairly representative of standard practice and have remained largely unaltered for a number of years. Small models, suitable for indoor work, need only a simple stick for the fuselage, with a thrust bearing bound to each end. Rotors top and bottom connected to the same rubber motor complete the model. As the motor unwinds, the rotors rotate in opposite direction and must therefore have opposite-hand pitch. Simple construction and light weight makes for a very successful model of this type which is usually stable enough in still air (e.g. indoors) as long as there is power left to keep the rotors spinning.



When scaled up slightly for outdoor work, and fitted with a fuselage enclosing the motor, stability troubles begin to appear. A true vertical ascent is often difficult to achieve, the model tending to tip over to one side or the other, and literally screwing its way through the air, or it may turn over and dive in. Some models of this type, in fact, will tip over onto their side and fly quite happily in a horizontal direction.

There are various reasons why these instabilities should arise. One is that a fixed rotor is itself unstable, if displaced. If a rotor mounted on a rigid axis is displaced, a force is set up, tending to aggrevate the displacement. In other words, once a model of this type deviates from a true vertical ascent for any reason, the reaction is to increase this displacement. Then there is also the effect of side areas. Once the model departs from the vertical it assumes a skid or yaw angle and the fuselage has a definite angle of attack. Depending on the resulting centre of pressure of the fuselage, the air forces on the fuselage either tend to make the model unstable or correct any displacement.

To achieve the latter, fixed fins or winglets can be added. These are adjustable for position up and down the fuselage, so that the best position for stability can be found. Unfortunately only an optimum position can be found, not any one position where the arrangement is perfectly stable throughout all flight conditions.

The simple double-rotor layout eliminates one problem —that of torque. Equal torque is applied to each rotor and so the reaction produced by driving the top rotor is absorbed in driving the bottom one. Generally, however, this arrangement does not give a particularly long power run since the turns are spun out at roughly twice the speed with which they would be used up drivng a single rotor of similar lifting power.

One attempt to improve stability has been to suspend what is virtually a tailplane of simple cruciform layout

below the model, as in the last diagram. This does, it appears, produce a more stable arrangement, but is still far from being a solution. In fact no true solution to stability has been found with any of these models, and the problem is made all the more difficult by the fact that duration is almost entirely dependent upon length of power run. Better stability is usually achieved with a fast, vertical climb, which calls for a fair amount of power. Reducing the power for maximum flight duration, the initial take off may be sluggish, and it is here that instability sets in. Even the best of the record breaking models of this type are inconsistent in this respect, particularly in windy conditions.

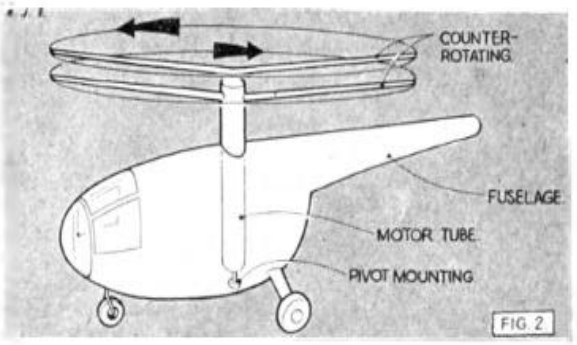
There was also another type of rubber model helicopter produced some years ago—the semi-scale layout of Fig. 2. This was primarily designed as a duration type, for a reason which has now apparently fallen into obscurity. Basically, in fact, it is nothing more than a twin-rotor duration-type assembly mounted in a semi-scale fuselage. The fitting of such a large fuselage could only detract from performance and the type of rotor system has been found only suitable to relatively small models. Hence the successful semi-scale models of this type were also fairly small, with low durations.

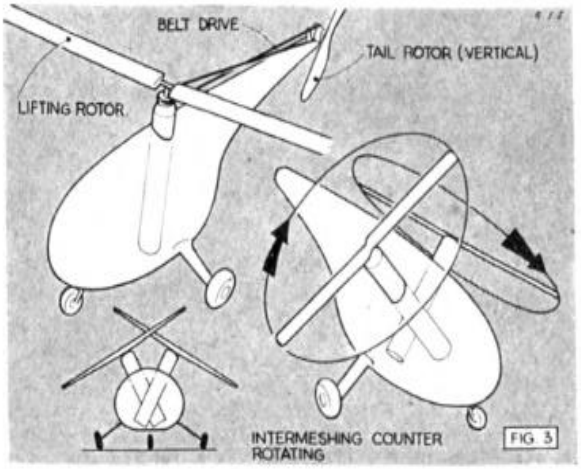
Interest in outdoor helicopters was small in this country until about six years ago. Then some new record figures were claimed with a simple twin-rotor, fuselage model. The S.M.A.E. in considering the record application, passed the matter of helicopter definition over to G. W. W. Harris, who was then Technical Secretary of the Society and his recommendations, circulated in a subsequent News Letter as defining helicopters for record attempts stipulated a semi-scale appearance and also *the fuselage should not rotate more than once in every five seconds of flight.* The semi-scale model of Fig. 2 was the layout adopted to fulfil these conditions and at one time held all the helicopter records at around the 20 second mark. The fuselage, being a simple appendage pivoted to the bottom of the motor tube, did not rotate. The only driving force on it was friction and the large side areas gave it enough weathercock stability to damp out any rotation induced by this friction.

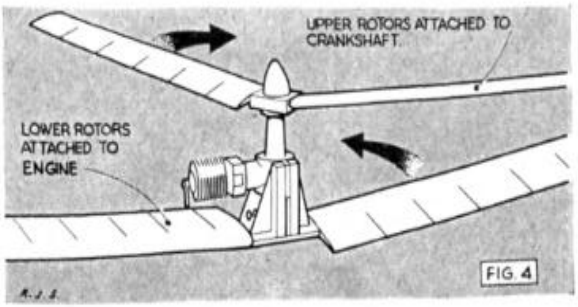
For the next few years, interest in model helicopters again waned. Then, with the establishment of a helicopter cup as an annual event at the Northern Heights Gala, people started building them once more. In the meantime the old specification ruling of the non-rotating fuselage, etc., appears to have been forgotten and claims for new records were accepted with models of unrestricted design, which is still the accepted formula in this category. The semi-scale type of Fig. 2, therefore, has ceased to be of interest for duration work, although the type has not been completely neglected in the meantime.

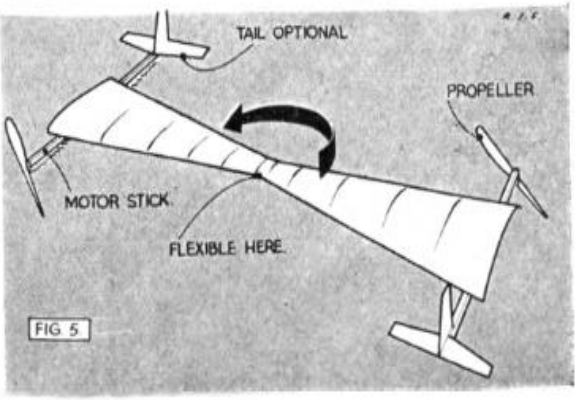
Some modellers who have persisted along this line, more with the idea of producing a semi-scale model rather than a duration machine, have achieved limited success with some of the layouts outlined in Fig. 3. None has proved particularly satisfactory. Performance, in general, has been poor and almost all have suffered from lack of stability. Those relying on a single rotor system with a drive to compensating tail rotor, as in full scale practice, have been singularly unsuccessful.

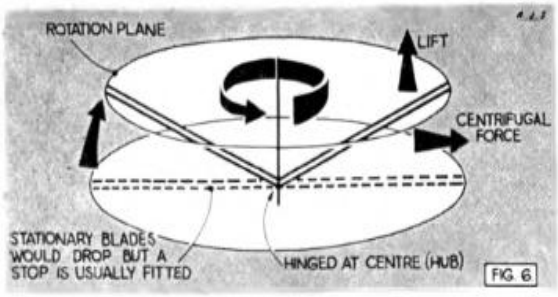
To get around the torque problem some very ingenious attempts have been made to attach the power unit directly to the rotors. One such scheme, for example, visualised a twin-rotor system using a small diesel or glow plug motor, attaching one rotor to the crankshaft and the other to the crankcase of the motor, as in Fig. 4. The fuselage was freely mounted beneath this assembly. Other modellers tried attaching the power to the tips of the rotors, as in Fig. 5. One excellent example of the latter was produced by an American modeller, Frank Ehling, the resulting design approximating to two separate models fixed wing tip to wing tip with a flexible joint. Some good times were accomplished with this

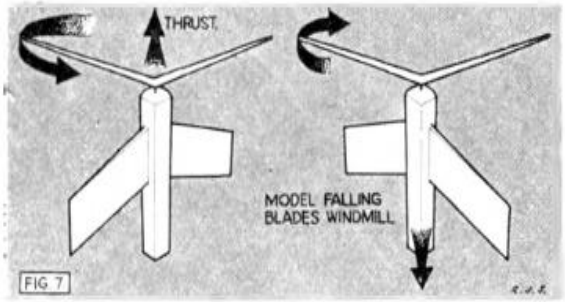


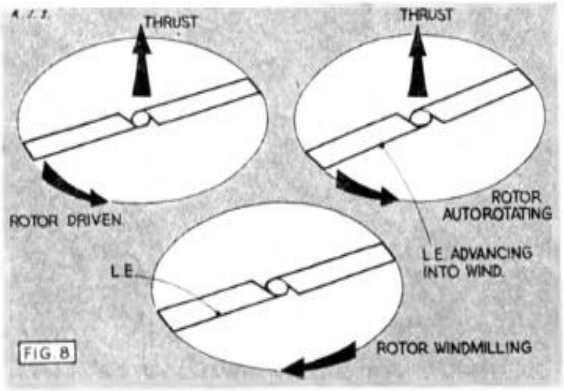


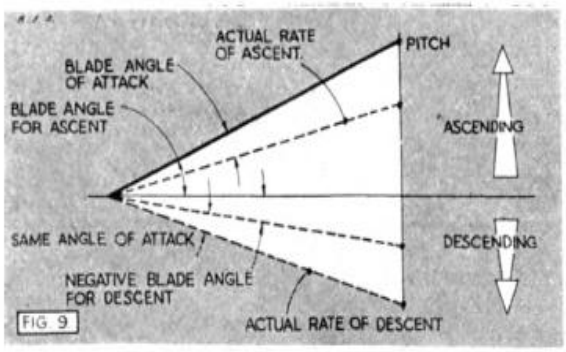


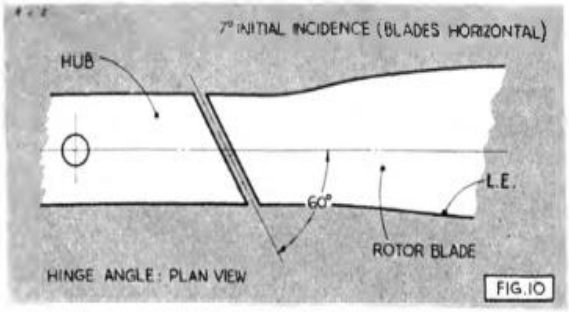












model but few people appear to have had any success in attempting to duplicate the scheme.

Stability in the *Jeticopter* rotor system is achieved by hinging the blades—a solution which has been hinted at for many years but nobody appears to have tried to develop until F. G. Boreham persisted with his series of experimental Jetex powered models, from which was eventually derived the Jeticopter models.

A rotor system free to flap about a hinge point at the hub will assume a definite coning angle produced by the balancing out of the thrust produced by the blades and the centrifugal force produced by rotation—Fig. 6. They will not simply fold up. If now this hinge is skewed so that as the blades flap up (or down) they also change their incidence (pitch angle) the system can be made inherently stable.

This seems to hold true both for the ascent and the descent. It is interesting to examine what happens when the power drive finishes on a model helicopter. In a simple rubber driven model, Fig. 7, the rotor stops rotating and lift is lost completely. The model simply falls out of the sky, but being light, seldom suffers damage on reaching the ground. This descent will probably be made with the model lying on its side, but the airflow still largely upwards relative to the rotors.

The rotors, therefore, once they have unwound cannot continue to rotate in the same direction and wind the motor backwards, until they are stopped. In other words, a normal freewheel on the shaft will not disengage. Nor can the rotors be arranged to give any satisfactory form or lift force to slow the descent, even if a suitable disengaging freewheel were used.

The same is true of any rotor system—Fig. 8. Driven one way the rotor is simply a propeller, generating thrust. When the power is run out, and assuming the rotor is free to continue rotation, it will then either stop and reverse its direction of motion or " Windmill ", when the only upward force or " lift " it can generate is pure drag. If, on the other hand, the rotors continue to freewheel in the same direction as when powered, they will continue to lift. This is called *autorotation*.

It is important to understand the difference between windmilling and autorotation. The one generates pure drag, the other lift. Obviously autorotation is desirable.

If now we consider the actual angle of attack of the rotor blades—Fig. 9—we shall see that to get autorotation it is necessary for the blades to assume a negative *angle of incidence* during the descent. If they were maintained at the same incidence as on the upward power flight, the actual angle of attack would be extremely high on the descent, and consequently the blades would be completely stalled. In other words, they could not autorotate.

On the Jeticopter arrangements, the required incidence change is achieved by hinging the blades at 60 degrees, with an initial setting of 7 degrees incidence (blade horizontal)—Fig. 10. This setting appears to be most satisfactory and could be adapted to most layouts of this type. Also there is no reason at all why the same system of hinged blades should not be adopted for the rubber model layout, to give both greater stability under power and a *controlled* descent with the blades autorotating. Sinking speed would definitely be lower with a rotor of this type, with a consequent improvement in overall duration.

The normal incidence of the blades would have to be

somewhat higher than that adopted for the Jetex models since the rubber model will climb faster, initially, at least. An optimum blade angle (horizontal) of about 20 degrees would appear to be indicated with the skew angle of the blade increased accordingly to give the necessary pitch change to produce a small angle of attack for autorotative descent. This feature is incorporated in the suggested design layout detailed in the heading drawing.

As far as Jetex powered helicopters are concerned, designers could hardly do better than follow the proportions established by the commercial models, for this has proved particularly successful. Respective rotor proportions are summarised in Table I. From these figures it would appear that the weight lifting capacity of the rotors is roughly equal to a disc area of 400 sq. in. per ounce total weight to be lifted. Corresponding rotor solidity is roughly 2·0 to 2·25 per cent. Solidity is the ratio of the actual rotor blade area to the total swept area of the rotor disc—Fig. 11.

Unfortunately, what would have been the simplest and most efficient method of mounting the jet units, on the tips of the rotor blades, has not proved satisfactory in practice. The solution adopted has been to mount the jet units on a separate beam attached at right angles to the rotor hub, as in Fig. 12. This beam needs to be as long as possible, consistent with weight and strength requirements, in order that the jet units have sufficient airspeed themselves. Low forward speed or, strictly speaking, low airspeed means a reduction in thrust and therefore lower efficiency. The Jetex motor would be operating most efficiently at the rotor tips, but as this seems to upset stability, the separate beam mounting is the best compromise. The span of this beam approaches one half of the main rotor diameter. Structurally, the most suitable material for this beam is thin ply.

A typical Jetex powered helicopter model then assumes the proportions summarised in the heading drawing. The fuselage is simply an appendage freely mounted beneath the rotor system. Since no torque is applied to the rotor system via the fuselage—only thrust direct by the jet units—the only force acting on the fuselage is one of friction between the mounting spindle and its bearing. This is sufficient to cause a small, light fuselage to spin quite rapidly. Plenty of keel surface will help prevent this, but a large fuselage is to be avoided since it handicaps performance. About the only excuse for the fuselage in fact, is appearance and as undercarriage base for rise off ground flights.

We feel, however, that whilst models of this type are capable of stable flights of reasonable duration, only the 350 powered version is likely to be capable of competing against a good rubber driven helicopter on account of the shorter power run of the jet units. That is not to say that the Jetex powered model may not be a better proposition in the long run, for with an efficient autorotating rotor, it is not beyond the bounds of possibility that thermal flying may be achieved with the power exhausted. Furthermore there is every possibility that some quite different layouts may be evolved capable both of faster rates of ascent to greater altitudes and lower sinking speeds on the autorotating glide. The single rotor system, sketched in Fig. 13, for example, would appear to have considerable possibilities, using a light, built-up rotor. Working to the same value of disc loading (400 sq. in. per ounce total weight) and increasing the solidity of the blade to 5 per cent might be productive of excellent results. Rotor diameters would be somewhat lower than the corresponding " 50 " and " 100 " sizes in the twin-Jetex models and possible figures would appear to be :—

Single rotors. Solidity 5 per cent.

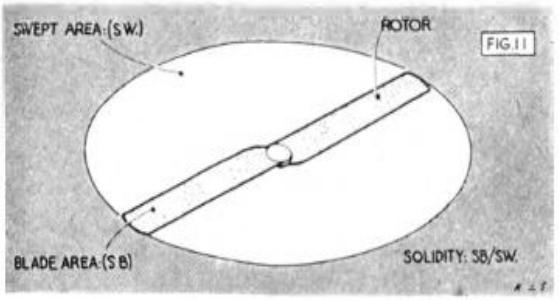
Jetex 50—	rotor blade area approx.	15 sq. in.
Jetex 100—	" " " "	30 sq. in.
Jetex 200—	" " " "	60 sq. in.
Jetex 350—	" " " "	100 sq. in.

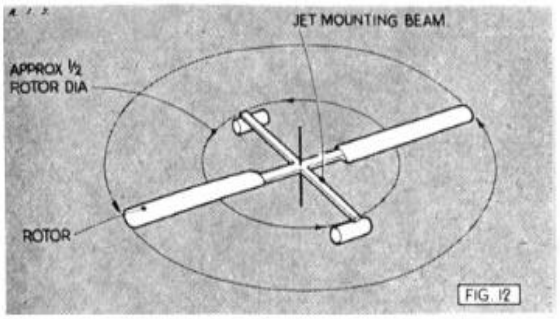
If it comes to the point, it is not strictly necessary that the motors should be Jetex or similar units. Replacing the Jetex unit(s) with small diesels, for example, would undoubtedly prove successful, with the hinged design blade ensuring stability. In fact, far from having become stereotyped it now seems that there are considerable possibilities for further development and, possibly, the evolution of further successful layouts.

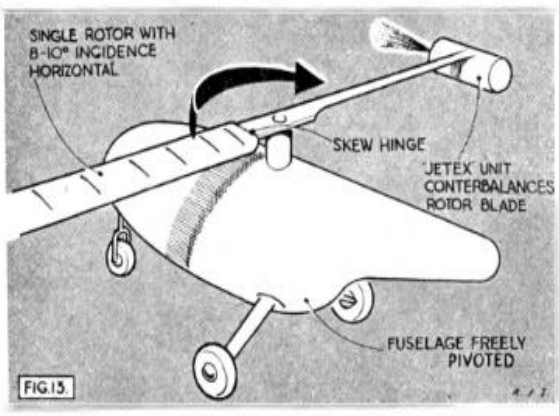
TABLE I.

Jetex	Rotor, Dia. ins.	*Blade Area, sq. ins.	Disc Area, sq. ins.	Solidity, per cent	Disc Loading, oz./100 sq. ins.	Blade Loading, oz./sq. ins.
50	23	18	415	2·3	·24	·0555
100	35	42	862	2·05	·35	·0715
350	70	156	3,848	2·46	·39	·096

* Two blades.







Crookham Gala - Chris Redrup

Crookham Gala - June 2025

This year's Crookham Gala was blessed in a number of ways. First of all, unlike the last two years, the Army didn't deny us access to Area 8 on Salisbury Plain on our chosen weekend. Secondly the weather was as near perfect as it could be, with the lightest of variable winds, meaning we could operate adjacent to the trimming field and retrieves were short and easy. Thirdly and most importantly, the event was very well supported, with some competitors travelling from the Midlands.

This year we were trying out a new format for the event, with only two groups: Combined Maxi and Combined Mini, with the intention of achieving a better competition with more people flying against each other. The choice of model classes to include was based on the perceived preferences of the people who have supported the event in previous years, with reduced motor runs and K factors used to even out the performance differences of the different model classes. Feedback from those who attended has been positive so far and will influence the format next year. Certainly, the K factors will need to be adjusted for future events in light of this experience.

In total 17 attended the event, some of whom flew in both combined groups and entered more than one class in the groups. There were 9 entrants in Combined Maxi, with three of those maxing out, and 20 in Combined Mini, with 9 of those qualifying for the fly off.

Thankfully, enough people volunteered for timekeeper duty! F1G was most popular with 6 entries while E36 and P30 had 4 entries and 4 Dixielanders competed for the George Fuller Trophy.

During the day there had been plenty of lift, some of it very strong (although accompanied by the inevitable sink) but at fly off time that lift proved harder to find, as can be seen from the recorded times. Roy Vaughn's Dixielander climbed to a great height, only to come down nearly as quickly!

Our youngest competitor, 14 year old Joe Pritchard designs and builds his own models and did very well in both P30 and E20.

With such perfect weather it was no surprise that everyone said they had enjoyed themselves and with nearly as many prizes as contestants there was every chance to go home with something.

Results

Combined Maxi:	1st Peter Watson	Dixielander	2.22
	2nd Dave Cox	Vintage Glider	2.00
	3rd Roy Vaughn	Dixielander	1.56
Combined Mini:	1st Trevor Grey	E30	3.33
	2nd Tony Pritchard	E20	3.26 (K factor of 2)
	3rd Joe Pritchard	P30	2.41 (K factor of 1.25)

Trophy Winners

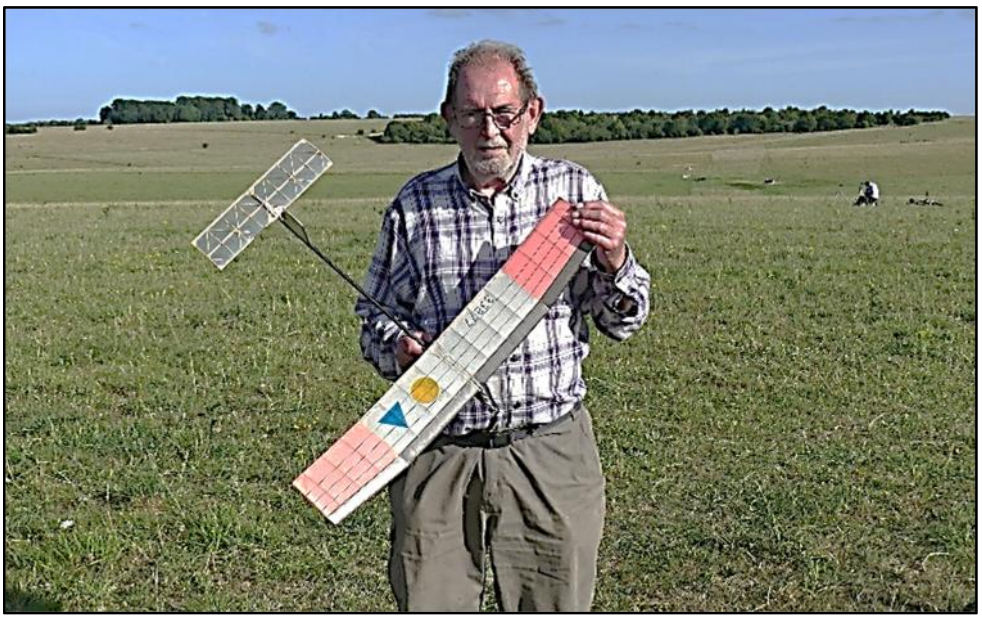
George Fuller Trophy:	Peter Watson
Glider Trophy:	Dave Cox
Coupe Trophy:	Gavin Mannion

Chris Redrup

Crookham Gala Pictorial - Chris Redrup

Chris Redrup launches his P30 into another boomer

Gavin Mannion made the journey and won the Coupe Trophy



Trevor Grey with his winning E30

Luke Pritchard flew his own design P30 to third place in Combined Mini

Chris Redrup

My Crookham Gala - Roy Vaughn

As you will have read elsewhere, the Crookham Gala enjoyed the best weather of the year after weeks of windy comps. My original plan was to fly power in the Maxi group with the intention(!) of winning the George Fuller trophy for the highest placed of his designs. Seeing the forecast I also put the Coupes in the car just in case I could manage a second class.

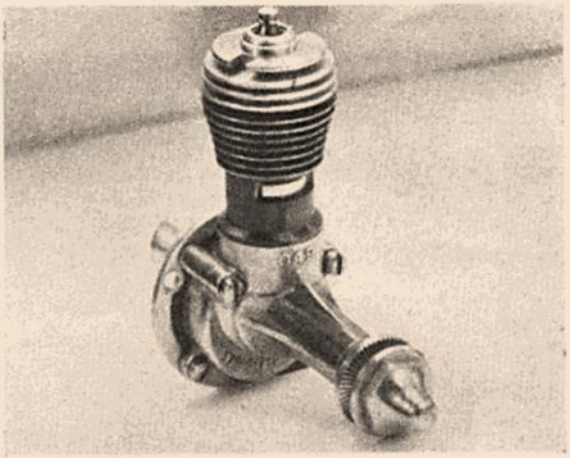
The power flights went OK after a scare on the first due to a stupid assembly error. The morning air was buoyant. I was maxed out by lunchtime. The Coupe flights were equally uneventful although the air had changed, as the sky cleared, to include patches of sink. In anticipation of a long flyoff I chose to fly the Dixielander against Peter Watson's E-Type Dixie and Dave Cox's Classic glider and forgo the Coupe flyoff.

This turned out to be bad thinking. To save our legs the organiser had thoughtfully summoned the worst air of the day, on par with the worst air I have ever flown in, for our 5 minute slot. The climb was not perfect but reasonably high (500+ feet). One minute and forty six seconds later it was back on the deck. The others did little better. Frustratingly the Coupe fly-off had much better air fifteen minutes later.

Although the day ended with a bit of a downer (pun intended), the rest of the day was a pleasure rarely experienced as weather patterns change and wind becomes the norm. The competition format was also good, making sensible use of K-factors where appropriate to help even things up. Clearly the BMFA groupings will need similar treatment to make the new arrangements truly viable. The simple fact that the lists of entrants each contained a goodly number of names was a psychological boost. Well done Chris!

Roy Vaughn

Engine Tests



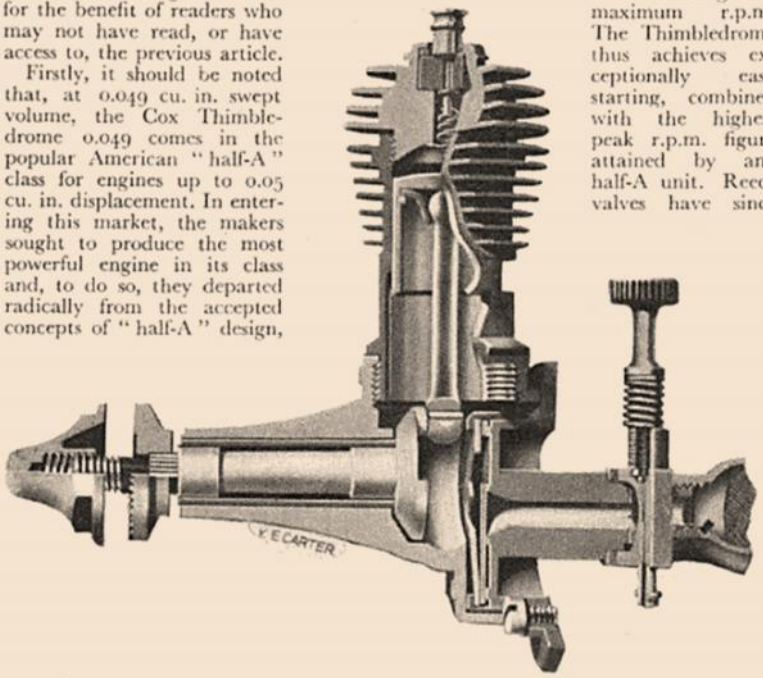
No. 76. The Cox Thimbledrome .049 c.c.

So far, this year, we have dealt, in the Engine Tests series, with seven engines from five different countries: three from Great Britain and one each from Germany, Italy, Norway and Japan. This month we have another overseas product in the shape of the Thimbledrome 0.049 "Thermal-Hopper" engine made by the L. M. Cox Manufacturing Co., Inc., of Santa Ana, California, U.S.A.

The Cox 0.049 was first described some two years ago in "Accent on Power." A technical assessment of the design, including an account of the characteristics of the reed-valve system of induction, was contained in this article (MODEL AIRCRAFT, September, 1953) and we shall not, therefore, give a detailed description here. However, a summary of the notable features of this outstanding miniature i.c. engine follows for the benefit of readers who may not have read, or have access to, the previous article.

Firstly, it should be noted that, at 0.049 cu. in. swept volume, the Cox Thimbledrome 0.049 comes in the popular American "half-A" class for engines up to 0.05 cu. in. displacement. In entering this market, the makers sought to produce the most powerful engine in its class and, to do so, they departed radically from the accepted concepts of "half-A" design, which, hitherto, had inc.. 'ed, almost exclusively, shaft rotary valve induction and annular cylinder porting. The first Thimbledrome 0.049, produced three years ago, was the "Space Bug" model aimed at the C/L field. It was afterwards followed by the "Thermal-Hopper," a F/F version of the same engine, which is the subject of our present test.

The first unconventional feature of the design is, of course, its reed, or flutter-valve, intake system. Used for some years by American outboard motorboat engine manufacturers, the reed-valve consists, essentially, of a simple spring flap over the crankcase induction port, which is thus operated by atmospheric pressure and is, therefore, more readily adaptable to the widely different induction timing ideal requirements between starting and maximum r.p.m. The Thimbledrome thus achieves exceptionally easy starting, combined with the highest peak r.p.m. figure attained by any half-A unit. Reed-valves have since been seen on a few other engines, but the design of the Cox reed-valve housing and carburettor unit remains the neatest and most reliable yet encountered.



The carburettor, although of the needle-valve type, is unconventional, in that three jets, placed at 120 deg. intervals, lead into the choke tube, fuel metering being controlled by a needle-valve which is quite separate from the jets.

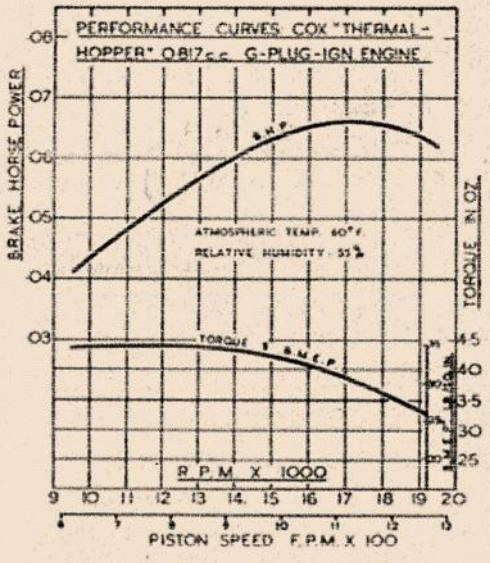
The construction of the engine is of the very highest order. It is the only lapped piston production engine so far produced, in which the pistons and cylinders are finished to such close tolerance that these components are interchangeable and do not require to be selectively matched during assembly. The crankcase is a diecasting of unusual accuracy and finish and contains a bronze bushed main bearing. The crankshaft is beautifully made, with a relieved main bearing centre section to provide two $\frac{3}{16}$ in. × $\frac{3}{16}$ in. dia. journals and has a crescent counterbalance machined in. The lightweight steel piston, which is hardened, ground and honed, employs a ball and socket small end joint.

The Cox cylinder is a one-piece unit with machined-on fins and has a blued finish. The alloy cylinder head screws into the top of the bore and provides a hemispherical combustion chamber shape unspoiled by glowplug interference, since the ignition element is built into the head itself. If and when the element becomes unserviceable, a replacement cylinder head is, of course, required, but this is obtainable from the manufacturers at no greater cost than a normal glowplug.

Specification

Type: Single cylinder, air-cooled, two-stroke cycle, glowplug ignition. Induction via crankcase reed-valve. Dual opposed exhaust ports and twin transfer grooves. Hemispherical combustion chamber. Rotation: clockwise or anticlockwise.

Swept Vol.: .817 c.c. (.049 cu. in.).



Bore: 0.406 in. Stroke: 0.386 in.
Compression Ratio: (standard) 6.5 : 1
Stroke/Bore Ratio: 0.951 : 1.
Weight: 1.35 oz.

General Structural Data

Diecast aluminium alloy crankcase with phosphor-bronze main bearing bush. Heat treated alloy steel cylinder with integral cooling fins, blued for protection against corrosion. Hardened ground and honed steel piston with ball and socket connecting-rod attachment secured with circlip. Aluminium alloy connecting rod. Balanced crankshaft with machined-in counterweight, and with separate front and rear main journal surfaces. Aluminium alloy cylinder head with built-in ignition filament. Machined alloy crankcase backplate in unit with carburettor body and forming base for reed-valve components. Two copper-berrylium reeds retained by special steel backplate and alloy ring housing. Separate needle-valve body metering fuel to three carburettor jets. Needle-valve complete can be rotated through 360 deg. for any convenient installation angle. Carburettor has gauze air filter. Three point radial mounting.

Test Engine Data

Running time prior to test: 20 min. only (see text).

Fuel used: 50 per cent. blending methanol, 25 per cent. castor oil, B.P., 25 per cent. nitro-methane.

Ignition equipment used: Maker's integral glowplug head (1.6 volts used to start).

Performance

One of the features of the Thimbledrome 0.049 is that, due to the exceptional finish of the working surfaces, the engine requires virtually no running-in period. The makers state, in fact, that the motor may be operated at full power following only *one minute* of rich mixture operation. A nominal running-in period of only 20 min. was therefore given before our dynamometer test.

Starting is as easy as one could wish. No priming is necessary and the engine will start from cold by merely choking the intake just as soon as any thickened residual oil is dispersed. Restarting the engine hot is instantaneous; we did not even bother to connect the glowplug for this but merely touched the lead on to the terminal with the left hand while flicking the prop once with the right. This ease of starting is obtained irrespective of load. To check this, a light 5 in. dia. propeller was fitted, allowing r.p.m. to reach some 22,000 and still no difficulty was experienced.

The running qualities of the engine are first class. It is vibration-free and consistent, especially at the highest speeds. The rearward location, easily adjusted to any convenient position of the needle-valve control, is very helpful. The adjustment to find optimum performance is fairly critical but the needle holds its settings firmly at all speeds. Carburation is undoubtedly very efficient on this engine and the only disadvantage of the jet design is the tendency for these to clog easily if any foreign matter is present in the fuel. An obvious precaution here is effective filtering.

Dynamometer tests for the present report on the Thermal-Hopper were carried out without any special regard to matching compression ratio and fuel to atmospheric conditions (factors having considerable influence on Thimbledrome performance) and it is considered that the maximum output recorded of 0.066 b.h.p. at approximately 17,200 r.p.m., while appreciably above the best figures previously recorded for 0.049 cu. in glowplug engines, may, in fact, be pushed up to *circa* 0.08 b.h.p. at 18,000 r.p.m. under favourable conditions. It will be observed that torque, reaching a b.m.e.p. equivalent of 35 lb./sq. in., is up to 30 per cent. higher than previous figures for half-A glowplug engines.

Specific output (as tested): 88 b.h.p./ltr.

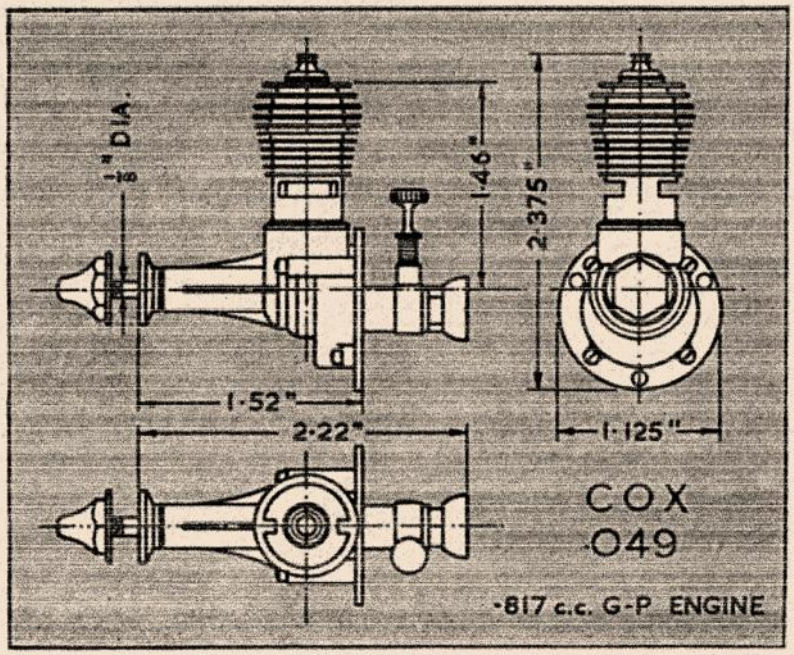
Power/weight ratio (as tested): 0.766 b.h.p./lb.

Engine Materials—2

Case-Hardening. The process of modifying the surface structure of a low carbon content steel by carburising (June issue) and quenching, in order to produce a hard wearing exterior "case." The process is used where the use of brittle, high carbon content steels is impracticable. Thus, crankshafts, which must be of a tough and relatively ductile material, are frequently case-hardened on main journal and crankpin. An engine having ball bearings to support the crankshaft, however, may be hardened on the crankpin only.

Cast-Iron. Cast-iron appears in many different forms in model engine construction, notably for pistons, contra-pistons, main bearings and cylinder-liners, i.e., parts for which a hard wearing surface, rather than high tensile strength, is required. See also Centrifugal Casting, Meehanite.

Centrifugal Casting. Cylinder liners, etc., are sometimes referred to as being of centrifugal cast-iron. Centrifugal casting is the casting of metal under the pressure of centrifugal force generated by high-speed rotation of a special type of mould.



Occasional Notes from North Wales: - Roger Newman

August 2025

Highlight so far this month has been a visit to the Large Model Association Show at RAF Sleap.

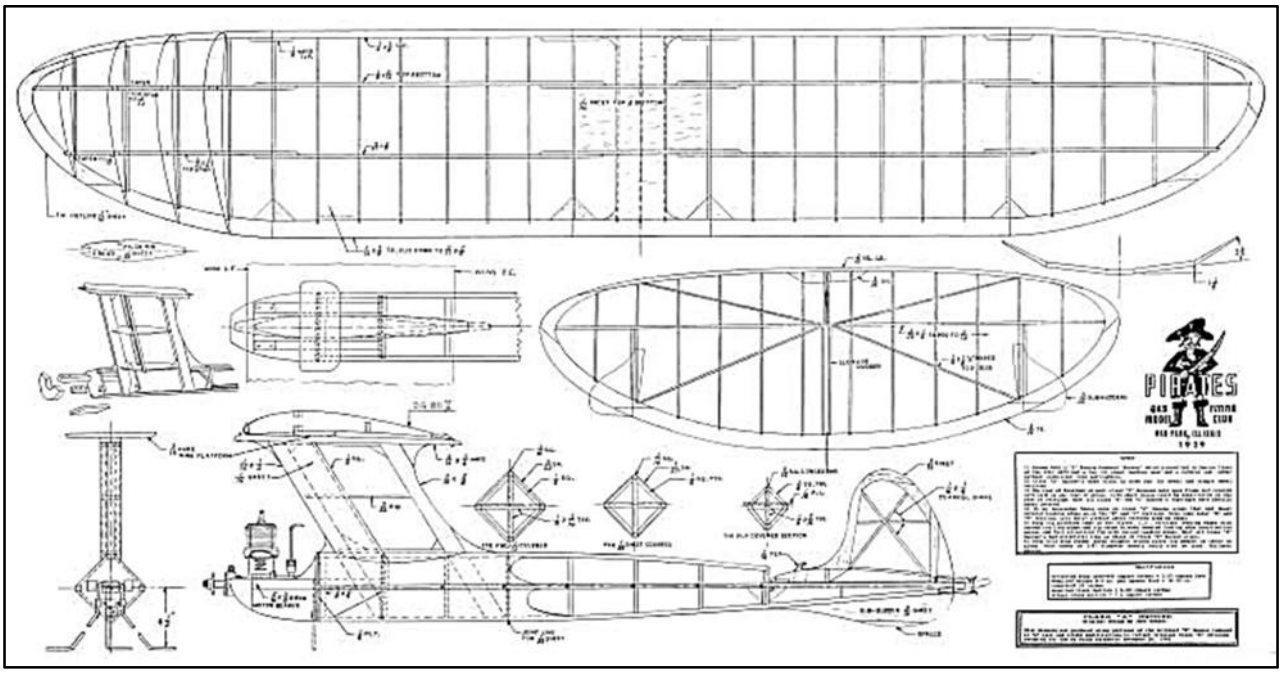
Whilst looking for yet more bit's via web searches, I spotted that SLEC & Balsa Cabin were both attending the LMA Show at RAF Sleap (long ago decommissioned) in early July, the airfield is now used by the Shropshire Aero Club. A quick survey indicated that Sleap was some 16 miles distant, so a visit was planned. The event was a 2 day affair with overnight camping facilities & on-site evening entertainment on the Sat, albeit being relatively close, we planned a one day visit. The previous LMA Show attended was at RAF Cosford many years ago with John Taylor & my brother-in-law, where we enjoyed a really good day out. Cosford now seems to be unavailable for the LMA.

The nearer we got, Natalie the sat nav took us in ever decreasing circles round country lanes, however we eventually arrived – to a windy but dry & fairly sunny airfield. Plenty of parking within easy distance of all the activities. Definitely not free flight weather but big models? Well with a decent tarmac runway & plenty of space, flying was indeed taking place aplenty.

The format followed that of previous LMA Shows: a morning flying session of a variety of models, lunch time break to walk the line followed by a repeat (more or less) flying session except on this visit we had the added bonus of some full size aerobatic displays through the lunch break.

What of the models & flying. Starting with a general comment, as with previous visit's to LMA shows, one cannot fail to be impressed with the quality, the size & the variety of models. Equally the piloting skills have to be greatly admired. LMA models are way out of my domain but do represent an area of modelling that obviously demands a very high degree of skill, time and not in the least – money. The number of modellers who actively participate in this sector of our hobby must be quite limited relative to the general BMFA membership.

On arrival, a beeline was made to the SLEC stand to deliver a shopping list for later collection, followed by similar visit's to the Balsa Cabin & Southern Model Craft for additional supplies as I still am finding that I gave away/sold many useful and valuable modelling aids. It was good to see that all three had an excellent array of items for purchase. Tony (Shepherd) had generously donated me a can of Sport diesel fuel the previous weekend when I was on a family visit south & Gianni had just posted me a couple of NIB Cox engines from Italy – one a TD 049 & the other Texaco 049. These duly arrived safe & sound, so I stocked up on glow fuel from SMC. NB – yet more models to be built one day. They have been selected – Swoose for TD as there are varying size wing span versions, one of which should be large enough to calm down the TD power to sport model performance commensurate with advanced years & a reduced span (56") Lanzo Bomber for the Texaco which could be my first very tentative venture into the world of guided models!



Swoose

What of the models at this LMA Show – they ranged from the traditional WW1 biplanes, WW2 fighters & bombers, through to modern day jets. Standouts for me included a splendid Lockheed Super Constellation (guessing it must have been around 15' span) which flew in tandem with an equally impressive & large DH Rapide & a lovely slow flying Fiesler Storch.

There were a couple of BAC Hawks in traditional Red Arrows colours, which were flown immaculately by a father/son combination.

An F14 Tomcat performed really well, demonstrating it's variable sweep wing capabilities.

A Boeing B-17 flew in harmony with three accompanying Mustangs

Quite a few other jets including a couple of Vampires, a Concorde, variety of other modern jet fighters including a most impressive Lockheed Starfighter. They really look & sound like the real thing in flight.

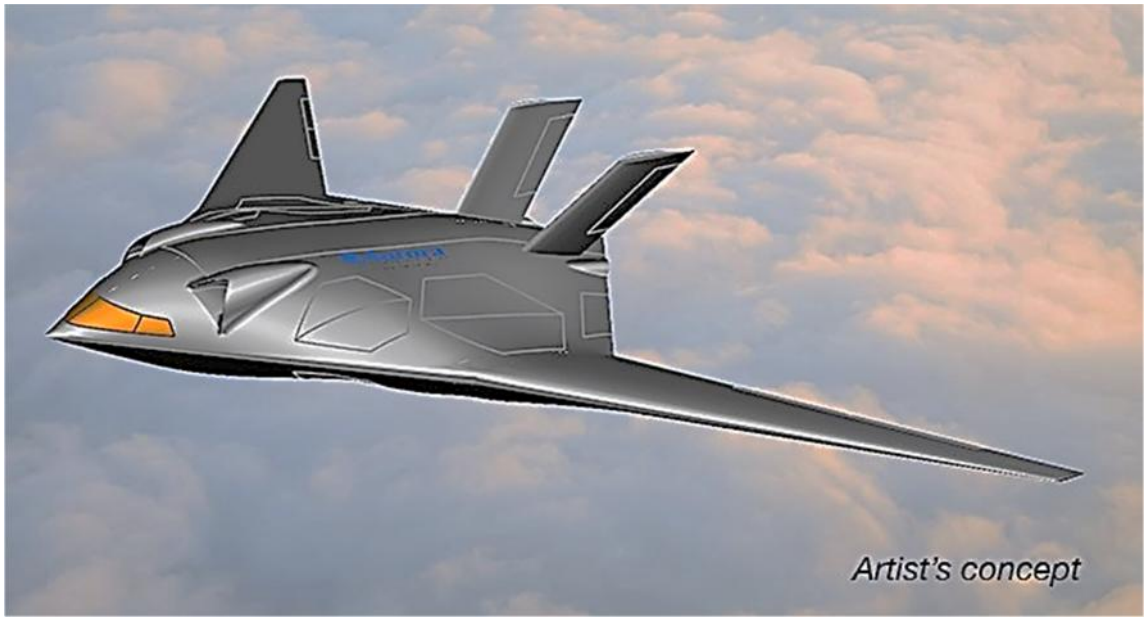
All in all, a very enjoyable day out. There are not very many LMA Shows in the calendar year, next ones are at Elvington (York) on 9/10th Aug & Much Marcle near Ledbury, Glos on 6/7th Sept. The latter has the benefit of being very close to Westons Cider Factory, Outlet Shop & Cafe if one fancies a drop of very nice cider! If you get a chance, do make the effort to go to an LMA show, you should be pleasantly surprised.

For information, the definition of 'large' model aircraft has itself grown over the years from anything over 5kg in 1982 to anything over 25kg today up to 150kg. Models over 25kg have to be certified by the UK CAA. The Over 25kg scheme is run by the LMA in association with the UK CAA to allow model aircraft from 25kg up to 150kg to be flown legally in the UK.

On to full size aviation "real world" stuff, albeit looking into the future a little. For those who are unaware there is a very interesting organisation in the USA known as DARPA – apologies to those who are already in the know. The Defense Advanced Research Projects Agency (DARPA) is an independent research and development agency within the United States Department of Defense (DOD). It was created in response to the launch of Sputnik in 1957. DARPA stands as a USA commitment to never again face a strategic technical surprise. DARPA programs focus on the fundamental research required to establish proof of concept in military & civil fields. Amongst innovations that have transformed civilian society, it lists the Internet as it is known it today, automated voice recognition and language translation, GPS receivers small enough to fit in consumer devices, and early investments in mRNA vaccine technology.

Some 18 months ago DARPA selected four companies to provide conceptual designs for a SPeed and Runway INdependent Technologies (SPRINT), an X-Plane (experimental) demonstration project aimed to explore new concepts for high-speed vertical lift. The SPRINT program aims to design, build, and fly an X-Plane to demonstrate technologies and integrated concepts necessary for a transformational combination of aircraft speed and runway independence. Among the Companies were Bell Textron & Aurora Flight Sciences – the latter Company being a Boeing subsidiary that designs, builds & flies advanced aircraft & enabling technologies.

Here are published concept views of their offerings. Aurora is designing a high lift, low drag fan-in-wing (FIW) demonstrator aircraft that integrates a blended wing body platform, with embedded engines and moderate sweep, with a vertical flight design comprised of embedded lift fans linked to the engines via mechanical drives. The aircraft is intended to deliver game-changing air mobility capability by combining cruise at over 450 KTAS (true airspeed) with vertical take-off and landing (VTOL) in a single platform.



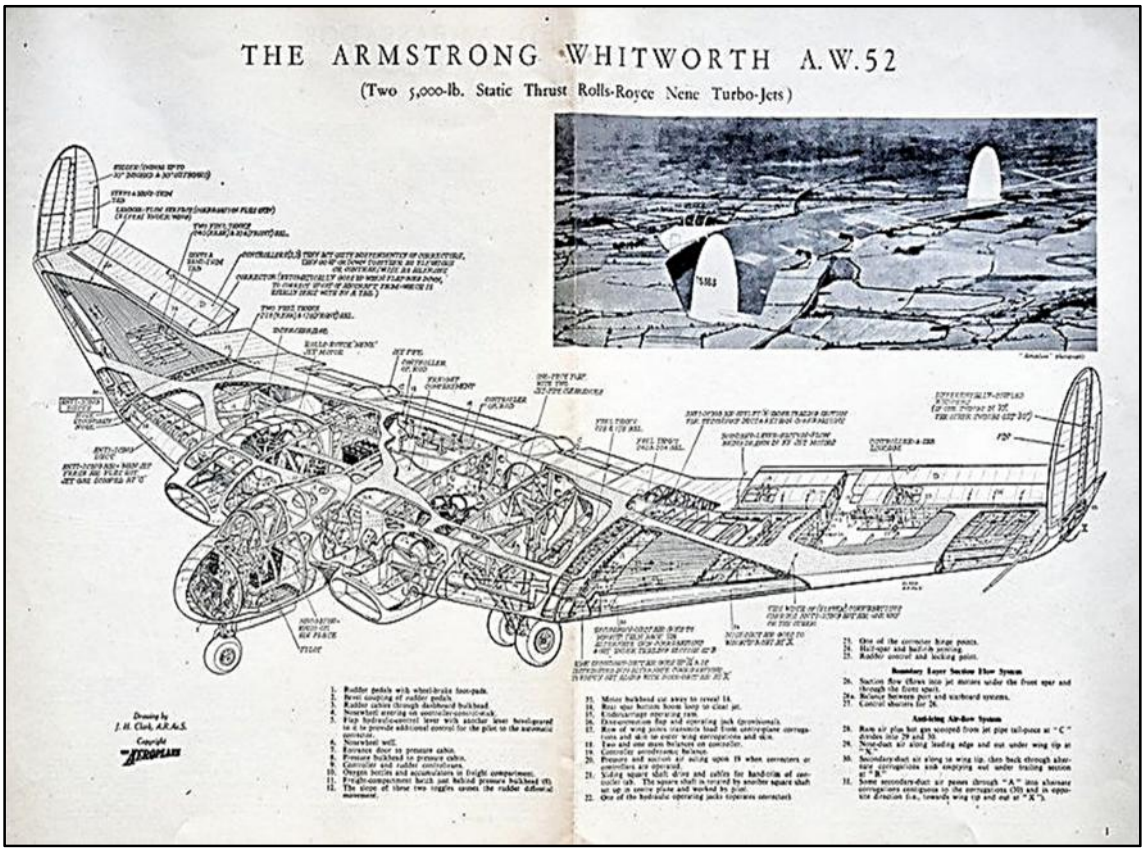
Bell Helicopter is designing & building a flying prototype of a jet-powered VTOL that is targeted to hit speeds of up to 450 knots. The aircraft has tilting wings with engines and large propellers at the tips that allow for vertical take-offs and landings. But once airborne with enough speed for the wings to lift the aircraft, those props can fold into the nacelle and the jet engines take over for much faster flight than any other VTOL aircraft. The project is a joint project with the U.S. Special Operations Command.

Both are very different in their approach & presumed appearance, no doubt including innovative technology that is most likely only in the conceptual stage at present. It would be most interesting to peer forward into the future to see what eventually appears & what performance they deliver.

Back to the past. I chatted to one of the Delyn fliers when I last visited the field, as I recalled he had built & flies an RC version of the Manx Queen that was originally published in the Jan 1948 Model Aircraft as MA39. Looking further on the web, there was a very informative article published in RCM & E in 2024 on how to build & modify the original design for RC – from which the pic below was extracted. I have yet to see the Delyn version in the air but imagine it will an impressive sight. The article may be referenced at:

Manx Queen | Modifying & building a tailless design from 1947 | RCM&E Magazine

The original model was for free flight, hardly surprising for 1947 as RC was definitely in it's infant days. Coincidentally this was a similar time frame for yet another British aeronautical venture into the unknown that failed, in retrospect maybe way ahead of it's time. This was the Armstrong Whitworth AW 52 jet powered flying wing. Following text extracted from the web.



The A.W.52 emerged from wartime research into laminar flow aerofoils which indicated that, in combination with the flying wing configuration, such an aircraft could be dramatically more efficient than traditional designs. It was pursued to gather data and experience with the configuration in support of Armstrong Whitworth's ambitions to develop it's proposed flying wing jet airliner. Construction of the A.W.52 commenced during the late 1940s; a total of three aircraft, the A.W.52G glider and two jet-powered aircraft, were constructed for the research programme.
On 13 November 1947, the A.W.52 performed it's maiden flight on 30 May 1949, during a test flight, the first prototype encountered severe pitch oscillations that motivated it's test pilot (John Lancaster) to eject from the aircraft; the incident was the first occasion of a genuine emergency ejection by a British pilot. The first prototype recovered and descended to the ground relatively undamaged. Shortly thereafter, Armstrong Whitworth decided to terminate all development work, having lost confidence in the configuration's practicality and the envisioned flying wing airliner that the A.W.52 was intended to lead to. Despite the termination, the second prototype remained flying with the Royal Aircraft Establishment until 1954.

It is worth noting that the same time frame encompassed Northrop's development of his flying wing designs that ultimately culminated with the B-2 Spirit stealth bomber. What might have been if Armstrong Whitworth could have pursued the AW 52?

Roger Newman

Model Identified ? - Martin Pike/Alan Brown

Hi Martin.
Just had a look at the June Clarion and low and behold a photo of my little model asking for identification. Yes I built the model but have no idea what it is.
Some time back I helped Keith Harrison to down size in a house move, got a load of good modelling stuff in the process. Later looking for something to power with one of my ED Babies I remembered a tracing that Keith had drawn.
This is the model. I don't know if it's the original size and there was no name on the tracing so now we both need the info.
38" span with an elliptical wing and tail, long moment and planked fuselage.
Hope someone can identify the model as, like yourself I think it is quite pretty.

Durham City. 07714103515. *Allan Brown.*

Vintage Chuck Glider - Gavin Manion

Who needs yet another contest class? Well, this new class will take very few hours building time in fact you might spend more time picking the wood than building it. Plus there's the little bit of research needed and that's best done with a coffee or perhaps a cooling beverage in this summer heat. The rules are simplicity itself.

1) The design must have been published before January 1951 and must have been clearly intended as a chuck (or catapult) glider. No turning up with your Archangel and tossing that about! Built substantially as the plan with the addition of DT/launch tab/rubber hook (see rule 2) as desired. All in the spirit of a low-key fun event; we won't use a micrometer on your wing if you don't use a carbon boom for the fuselage!

2) Your choice of hand launch (Javelin or Tip), or catapult to the normal BMFA rules for CLG

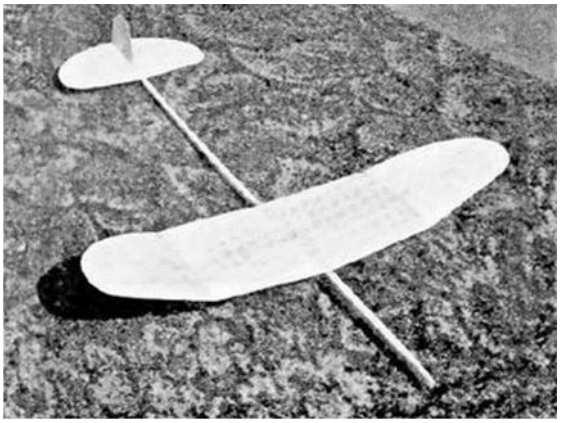
3) "Documentation" means writing on the wing the name, year and origin of the plan using a felt tip pen or otherwise.

Best five from seven flights to count, max determined on the day.

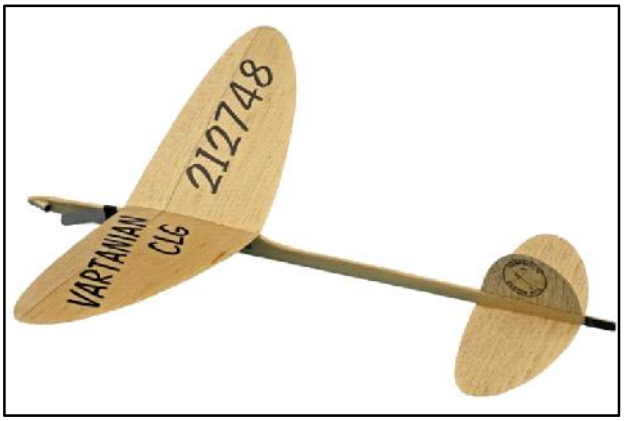
Now the best bit; the inaugural event will be at the Buckminster Gala in November and the prize will be A BOTTLE OF CHAMPAGNE (though probably not Vintage…) and hopefully next year it will feature in the Birmingham Classic.

What's not to like? I'm sure you've got nothing else to do in this heatwave blighted summer. So get searching on Outerzone, dust off your Zaic Yearbooks, there are many more designs out there than you would imagine.

Just to get you started here's a couple of examples but there are loads



Polly Glider



The Vartanian

Polly Glider by Pete Demos , **17" span March 1949. ex MAN and available on Outerzone**

The Vartanian by Leo Vartanian,**12" span Sept 1941 ex MAN. Later full size redraw is available as a CLG here:-** https://amaglider.com/?p=view&a=plans-for-vartanian

If you've any comments or questions about Vintage Chuck Glider please contact me. Please bear in mind that it's new and never flown before in the UK so there may not be definitive answers. It will definitely be flown at Buckminster and if there's interest and support we'll carry on next year modifying rules or not as experience shows.

Gavin Manion gavin.manion84@gmail.com

Gavin Manion

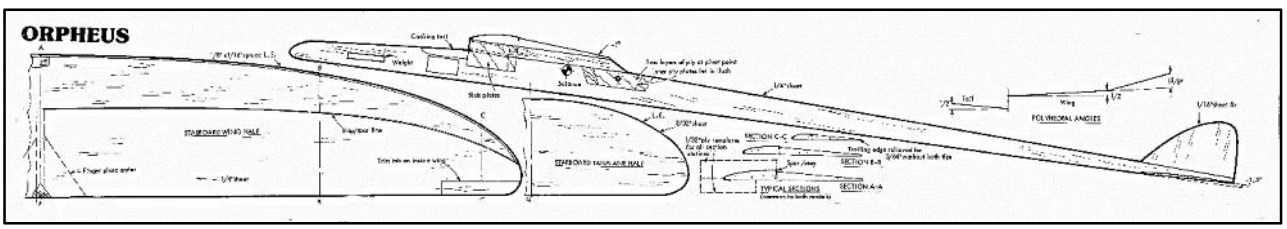
Secretary's Notes for August 2025 - Ray Elliott

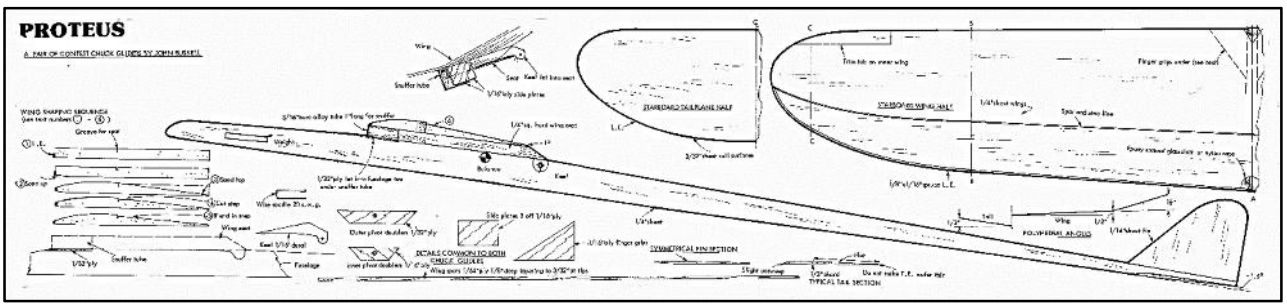
A few years ago, Roger Newman, my predecessor as Secretary, started a theme on "other hobbies". For this issue I have picked up on this theme and am writing about jam making.
We've had an allotment for 20 years or so and have grown a range of fruit and veg in that time. One advantage of growing fruit is that you don't have to start again each year; all that is generally required is some pruning and apply some mulching. Currently we have apples, gooseberries, blackcurrants and, notably, plums.
The plum tree has been exceedingly generous this year, its branches weighed down by clusters of fruit, each one promising a future jar of delicious jam. There's something deeply satisfying about gathering your own harvest: the quiet ritual of picking, the scent of sun-warmed fruit, and the subtle anticipation of culinary transformation.
Jam making itself is an alchemy of patience and attentiveness. I find the process meditative—the gentle simmering, the boiling, the periodic testing of the set, and that heady perfume as sugar melds with fruit. My favourite recipe is a simple one: equal weights of fruit and sugar, with a splash of lemon juice to help the set and brighten the flavour. The moment when the bubbling mixture thickens, clinging to the spoon and glowing with possibility, is always quietly thrilling.
Of course, success doesn't come without the occasional mishap—sometimes a batch refuses to set, or the jam emerges a touch too tart. But even these are useful lessons, and, spread over a slice of toast, still taste of summer's effort and reward. I suspect many of us have our own jam stories—tales of gooseberry-scratched hands or the long wait for a pan to reach the elusive wrinkle stage.
If anyone would like to share their own preserving adventures or favourite recipes, I'd be delighted to hear from you.
Back to the aeromodelling, the Croydon Coupe Europa / SAM1066 Comp will be held on either the 4^{4h} or 5th of October on Salisbury Plain. See notice in this issue.
Here's hop[ng we are blessed with great weather and get a good turnout.

Ray Elliott

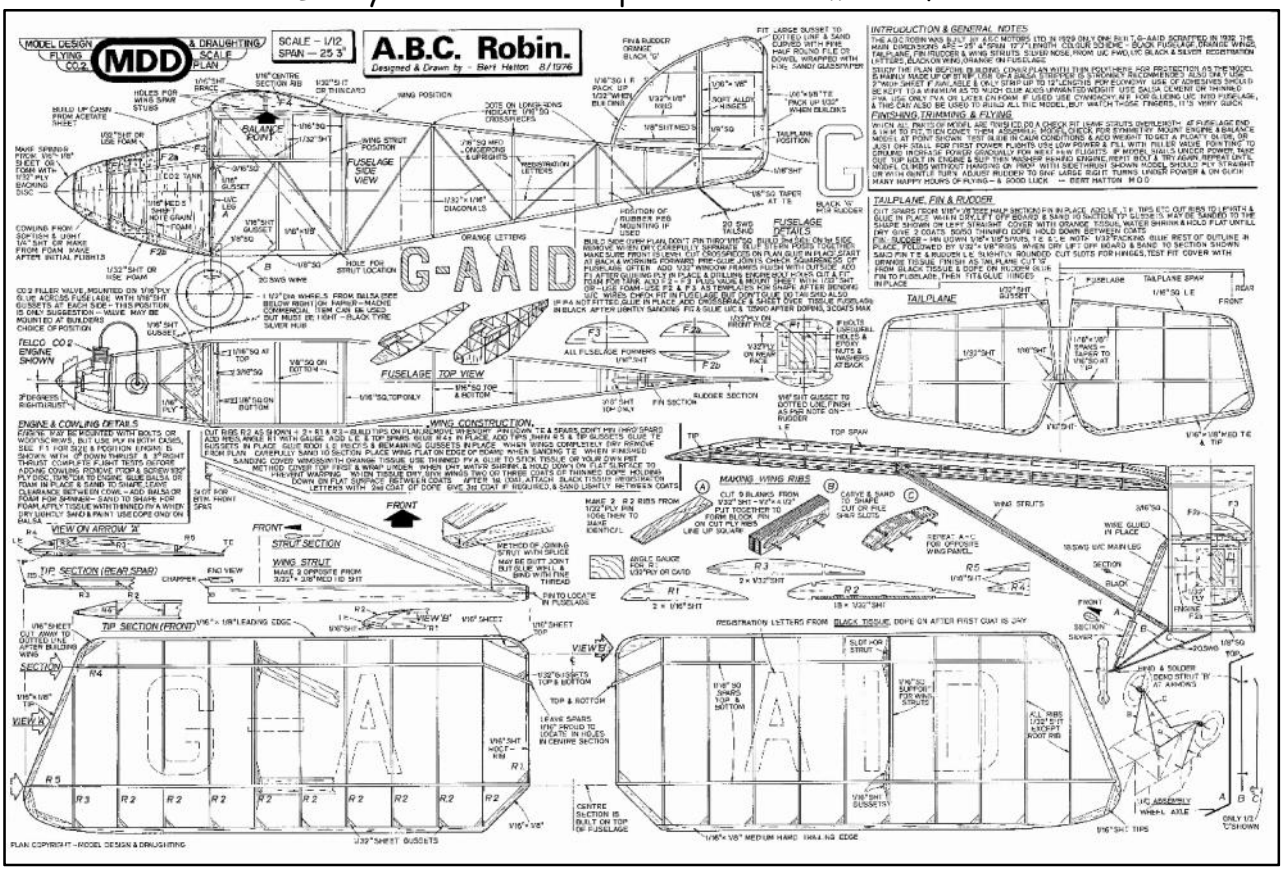
Plans for the Month - Roger Newman

Glider: Pair of competitive chuckies – Orpheus & Proteus

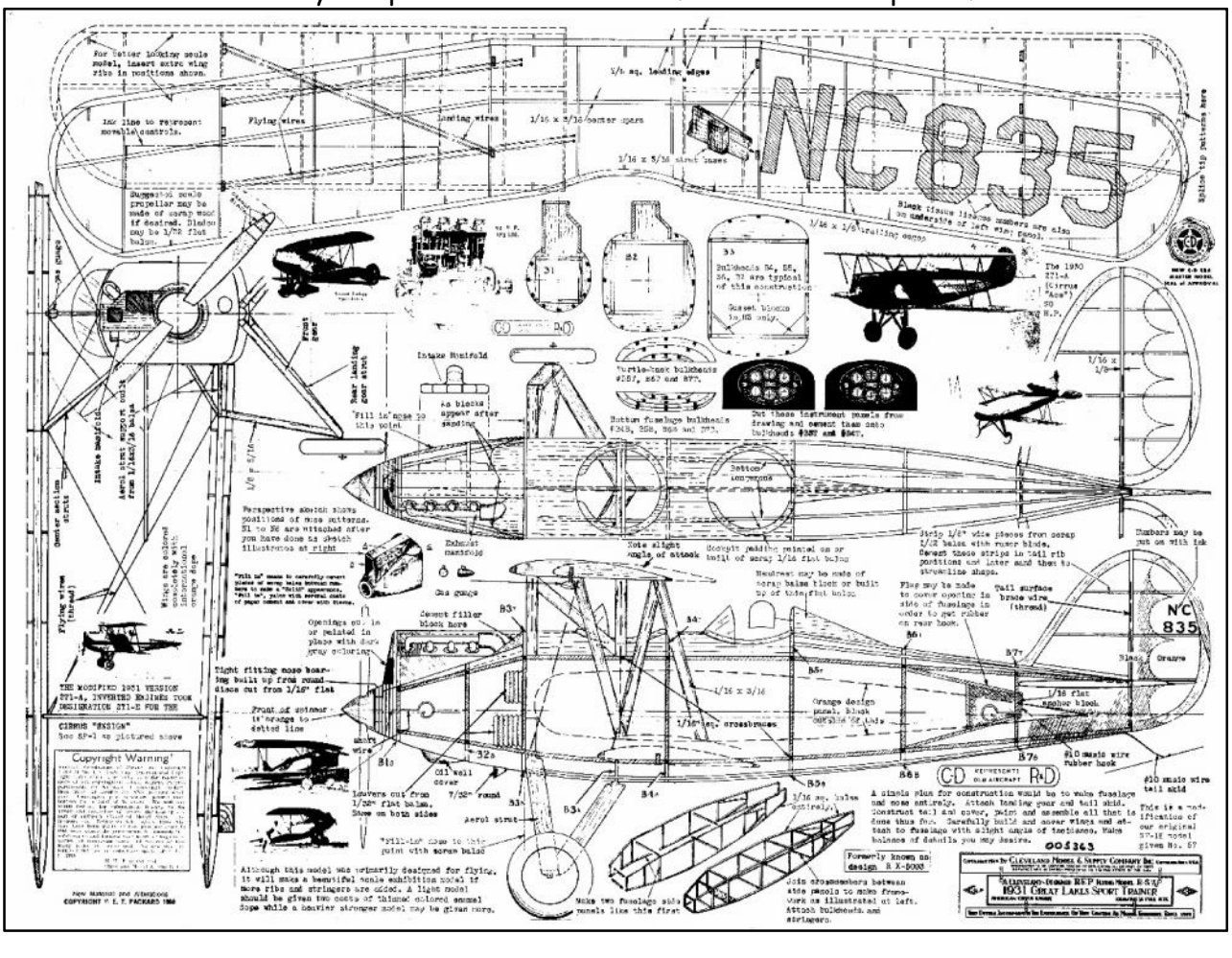




Power: Lovely little Telco CO2 powered scale model of ABC Robin



Rubber: Nicely complicated scale model of Great Lakes Biplane from USA



Southern Coupe League 2025

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

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

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

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

Croydon Coupe Europa & SAM1066

4th or 5th October:

Salisbury Plain Area 8. Start 10.00

Croydon Classes:
F1G (in rounds) & Vintage Coupe

SAM1066 Classes:
Vintage / Classic Glider (combined) to SAM1066 rules,
Vintage / Classic Power (combined) to SAM1066 rules,
Mini Vintage to BMFA rules,

Actual date will be decided before the contest
on the Thursday 2nd Oct. dependant on weather forecast.

Southern Area BMFA Free-Flight Gala

Sunday 14th September 2025

RAF Station Odiham, Hants.

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

Sports Flyers Welcome

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

Peter Carter
74 Buckland Avenue
Basingstoke
Hants, RG22 6JA

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

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

Entrance Fee £15 payable at the gate.

Arrive at Station main gate - 0800-0945 hrs

SAM 1066 'Cagnarata' Contest

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

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

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

Options for Flying on Salisbury Plain, Area 8

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

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

Permits for Salisbury Plain & North Luffenham

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

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

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

SENATOR

75th. Anniversary

Cleemac & Peterbro'

Invite you to a SENATOR Fly-in

& easy Comp day

Buckminster BMFA HQ

Monday August 18th

10am till 4-30pm

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

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

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

Just bring your model along and fly it.

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

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

Birmingham Classic

20th or 21st September 2025

Luffenham

Revised format

This will be, I think, the fourth B'ham Classic that we've held and over time there have been some tweeks to the classes we've flown, so no surprise that there will be few more for this year's event.

The first change is necessitated by the inclusion of the Classic into this year's Southern Coupe League. We will now fly "F1G" which is open to all coupes with prizes for 1st, 2nd and 3rd with at least one prize reserved for the highest placed pre1970 Coupe. For an example if all the top places are taken by "modern" F1Gs then the 3rd prize (not place) will be awarded to the top placed pre1970 coupe.

Then we have a couple of changes which we hope will make for a more open competition or encourage more participation.
Mini Vintage will have a 15 second engine run for power models.
Classic A1 (50m line) will be open to any straight tow A1 glider (no minimum weight). Prizes for 1st, 2nd and 3rd with at least one prize reserved for the highest placed Classic A1. For an illustration of how this may work out see the example for F1G above.

The remaining events which are Classic Glider (50m line) and combined E36 + 1/2A (both 8 second run) will be run as in previous years. As ever competitors will be allowed to enter two different models separately in each event if they wish, top placed only to count.
All events 3 flights not in rounds, max 2 minutes or as determined by conditions on the day.

Stu and I hope that this will maintain the character of this event which has so far been popular with competitors. If this all proves a step too far then we are very open to consider new proposals for 2026.

Stu Darmon
Gavin Manion gavin.manion84@gmail.com

Messrs Barnes and Foster (hopefully) enjoying themselves last year

SUPERLIGHT CARBON E-20 AND HLG BOOMS

New stock just in.

First come, first served.

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

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

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

A CENTURY OF BRITISH FREE FLIGHT

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

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

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

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

Chasetown Indoors

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

Flying 1pm till 4pm
Saturdays

Additional dates for 2025

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

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

E30/RDT/BMK/E20 Batteries

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

DILLY JAP IS BACK –AGAIN

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

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

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

INDEPENDENT REVIEW OF DILLY JAPANESE TISSUE

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

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

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

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

FREE FLIGHT SUPPLIES

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

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

ORDERS and PAYMENT

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

AVAILABLE

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

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

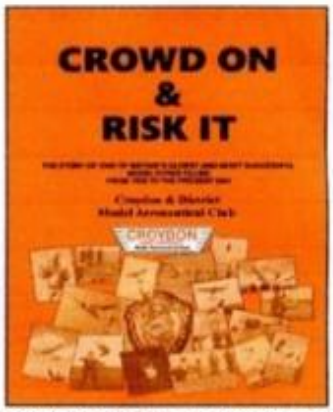
FREE FLIGHT FORUM REPORT 2021

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

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

Copies are available from: Martin Dilly, 20, Links Road, **WestWickham,** Kent BR4 OQW
Or by phone: +44(0)2087775533 Or e-mail: martindiHy20@gmait.com

CROWD ON & RISK IT

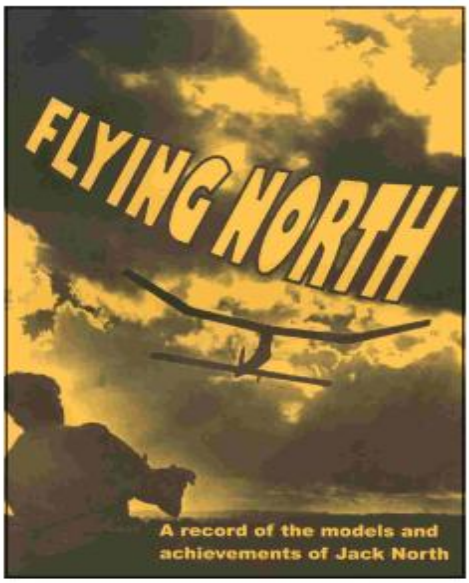


This is the story of one of Britain's oldest and most successful model flying clubs, Croydon & District MAC, from 1936 onwards. The club contributed much to aviation, both model and full-size, and the late Keith Miller compiled its history till around 1960. Now, this up-dated 73 page version of the club's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

Just £10 by PayPal or cheque

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

THIRD RE-PRINT JUST ARRIVED



FLYING NORTH
A goldmine for vintage and nostalgia model flyers -

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

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

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

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

READERS' FEEDBACK

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

"I hope it becomes a classic."

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

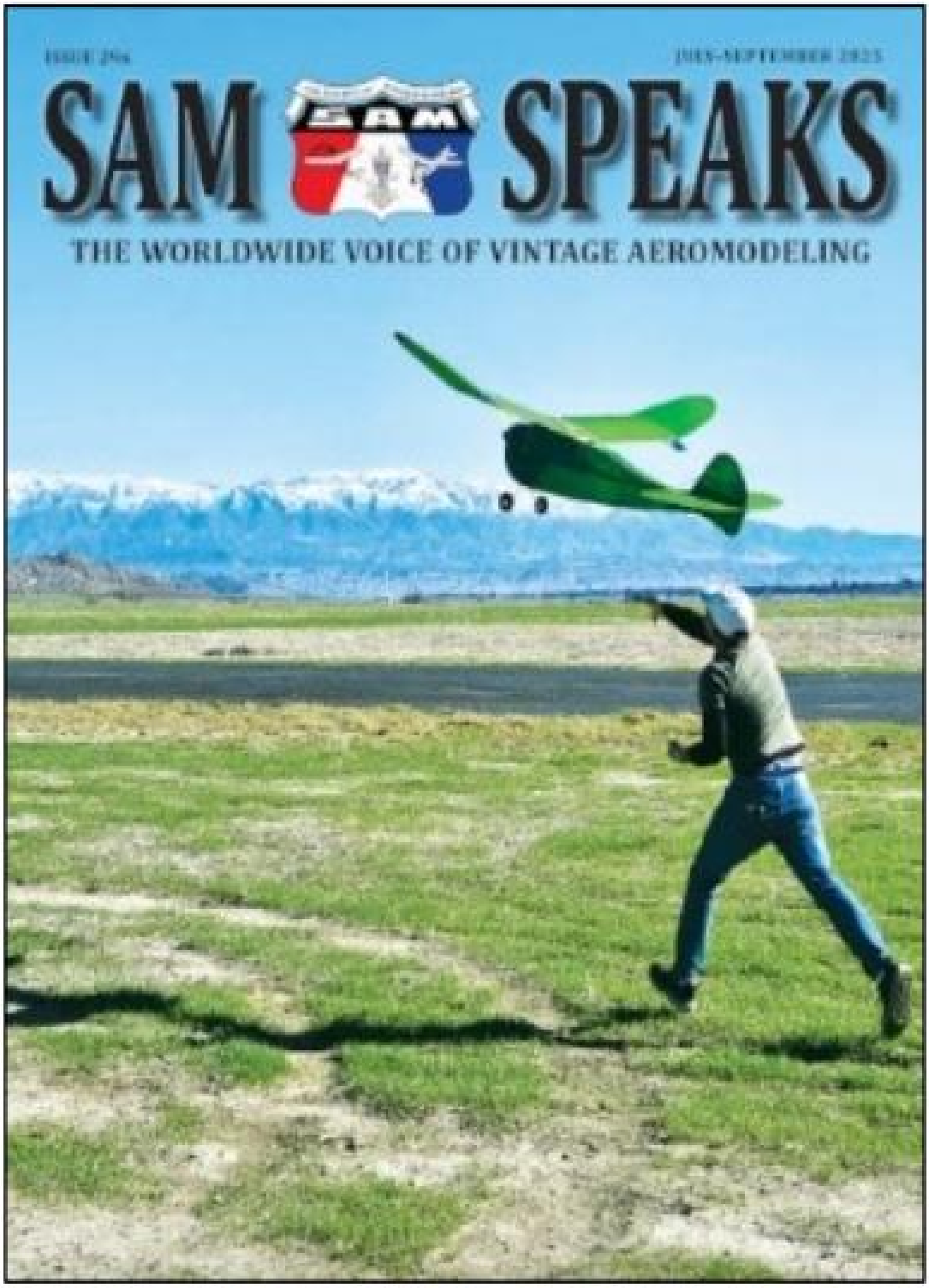
"... am immensely impressed. A splendid effort"

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

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

"The best aeromodelling book since the Zaic Yearbooks"

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



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

Provisional Events Calendar 2025

With competitions for Vintage and/or Classic models
All competitions are provisional. **Check websites before attending**

February 22nd	Saturday	Coupe De Brum, Luffenham
or February 23rd	Sunday	
March 9th	Sunday	BMFA 1st Area
March 23rd	Sunday	BMFA 2nd Area
April 6th	Sunday	BMFA 3rd Area
April 18th	Friday	Northern Gala, Luffenham
or April 19th	Saturday	
May 4th	Sunday	BMFA 4th Area
May 24th	Saturday	London Gala, Salisbury Plain
or May 25th	Sunday	
June 1st	Sunday	BMFA 5th Area
June 14th	Saturday	Croydon, & 1066, Salisbury Plain
or June 15th	Sunday	
June 28th	Saturday	Crookham Gala, Salisbury Plain
or June 29th	Sunday	
July 6th	Sunday	BMFA 6th Area
July 26th	Saturday	Southern Gala, Salisbury Plain
or July 27th	Sunday	
August 9th	Saturday	East Anglian Gala,Sculthorpe
or August 10th	Sunday	
August 23rd	Saturday	**FF Nationals,**Sculthorpe
August 24th	Sunday	**FF Nationals,**Sculthorpe
August 25th	Monday	**FF Nationals,**Sculthorpe
September 7th	Sunday	BMFA 7th Area
September 13th	Saturday	Stonehenge
& September 14th	Sunday	& Equinox cups, Sculthorpe
September 14th	Sunday	Southern Area BMFA Gala, Odiham
September 20th	Saturday	Birmingham Classic, Luffenham
or September 21st	Sunday	
October 4th	Saturday	Croydon & 1066, Salisbury Plain
or October 5th	Sunday	
October 12th	Sunday	BMFA 8th Area
October 25th	Saturday	Midland Gala, Luffenham
or October 26th	Sunday	
November 1st	Saturday	Birmingham Coupe, Luffenham
or November 2nd	Sunday	
November 15th/16th	Sat or Sun	BMFA Mini Gala, Buckminster
or November 22nd/23rd	Sat or Sun	

Please check before travelling to any of these events.
Access to MOD property can be withdrawn at very short notice!
For up-to-date details of SAM 1066 events at Salisbury Plain check the Website
www.SAM1066.org
For up-to-date details of all BMFA Free Flight events check the websites
www.freeflightuk.org or www.BMFA.org
For up-to-date details of SAM 35 events refer to SAM SPEAKS or check website
www.SAM35.org

Useful Websites

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

control/left click to go to sites

Are You Getting Yours? - Membership secretary

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

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

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

Your editor

John Andrews