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Editorial

Another month has passed and things aeronautically are slowly getting underway, although not yet back to business as usual by any stretch of the imagination.

The two day meeting at Sculthorpe was well attended. The Southern Coupe League has now got 4 rounds under its belt. Our Cagnarata meeting at the new venue of RAF Colerne was reasonably well attended and the handicap formula seems to be functioning OK although our secretary Roger feels a few minor tweaks might be advisable. The Nationals have been rescheduled and the Open half should have been held immediately prior to the issue of this New Clarion with the FAI half to follow at the start of this month. It will be interesting to see the effect that the event venue, Salisbury Plain, has on entries. First timers on the plain will see that the venue is not as bad as it's sometimes painted.

I will not be there so I would appreciate a few event reports from some of you participants and a picture or two.

That's enough waffle for now, here's what I've stuck together for this issue:

First up is the article by John Ralph, the winner of the inaugural 'Hilda Baker Memorial Trophy' dug out from the paperback Clarion of 2000, a blow by blow account of how he triumphed over a field of 119 other contestants.

The usual Pylonius piece is featured, the last item of his selection is where he floats the idea of an aeromodelling utopia should the British public find itself with an aeromodelling Prime minister.

I give a small report on the East Anglian Gala at Sculthorpe and Michael Marshal follows up with the complete detailed results.

John Taylor's 'Models Galore' features the last batch of pictures that I have in hand, but I feel there are more to come. Next issue is his article on Jumbo Rubber.

I've dug up another regular article from a 1946 magazine to give a flavour of aeromodelling of the era. I follow up with a vintage piece of my own from the old Paper Back Clarion circa 2004.

Martin Dilly requests information on magazine articles of the past in preparation for the centenary book which is hoped to be produced next year. Would our more senior members please see what you can recall and let Martin or myself know, even vague memories can be useful when coupled with others.

New Zealand's Bernard Scott has sent us a piece on his solo effort in the C H Grant MIMLOCT mass launch of Cloud Tramps and tops it off with a piece of verse.

I saw a TV program on the development and service of the German Me 109, I did not realise that it was always comparable to our Spitfire, each aircraft having the edge on the other through the development stages. I dived into the internet for a bit of info.

There are meeting reports by: Nick Peppiatt on scale at Old Warden; Southern Coupe league events and league tables by Peter Hall & Roy Vaughn; SAM1066 Cagnarata Day at RAF Colerne. Its hoped the Cagnarata Day could be a regular fixture.

I wind up the issue with the regular contributions by Roy Tiller and secretary Roger Newman and finally the three plans for the month. These plans are not always particularly clear as our originals can be quite old and faded. PDF files for reproduction are available from secretary.

Editor

Extract from Paperback Clarion circa 2000

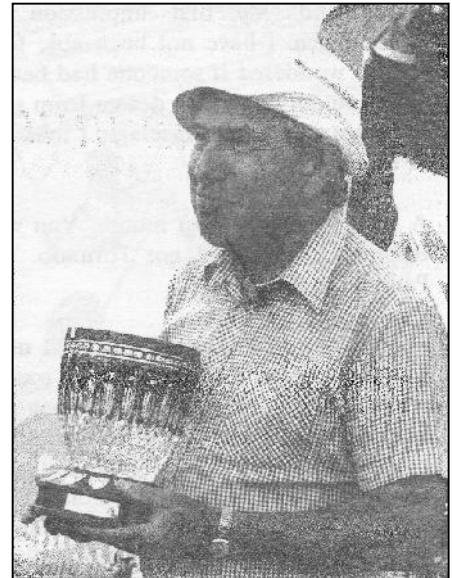
A Time to Remember

There was little doubt that this year's SAM1066 MW meeting was going to be The Year Of The Tomboy. Flying in a special memorial contest for Hilda Baker was a lovely idea which caught the mood of vintage flyers everywhere. So too had the thoughtfully conceived format of the contest; for a single model of a simple sport layout designed in 1950 by our very own Vic Smeed - many were already around or could be built relatively quickly. Second and maybe the key to what did emerge as 'the' competition of the millennium meeting was the total freedom to fly as many times as you liked using any form of power running as long as you could manage. But with one important constraint on things - the model must land in the airfield for the time to count Brilliant! One day all contests will hopefully follow similar rules. For now I am very pleased that this unique contest is leading the way as David Baker with Hilda at his side has already done with the vintage movement in the UK. I have never enjoyed flying in a free flight contest so much. I hope others who joined in felt the same and that more will have a go in the future.

To encourage that perhaps the story of my particular Tomboy flights may help. Soon after the contest was announced copies of the Tomboy plan were circulating around the CVA members and several models were under way by the start of the new year. My choice of power unit was electric which will surprise no-one who knows my current interests. The motor is a POT 03 which comes complete with a nice folding 9Vi x 6 prop direct from Flitehook. The unit weighs 60gm and is driven by a pack of 5 SOOmAH cells which also weigh 60gm and are positioned to give the correct CG when the model is near completion. So all you traditional engine enthusiasts will note that you have a significant power-to-weight advantage over my model but the motor can run for several minutes on a full charge and is very easy to prepare and fly - and it never gets oily! To carry the extra weight I chose the 44" version although I do think the 36" model is the more elegant. Building was very straightforward and I only made minor mods - the most important of these was the tip-up tail DT. Make no mistake, the Tomboy can catch thermals with the best and will, given half a chance, try to escape! •Motor run and DT time are your main control when judging the flying distance so both are important.

I finished my model in February choosing the colour scheme shown in Rupert Moore's Aeromodeller cover painting. I've always liked red and yellow even if the original did have white wings. The AUW was 9Vioz which I was quite good considering the relatively heavy power system. As usual at Lands End I had to be patient waiting over a month for a suitable trimming day. A little packing under the back of the tail (I was too lazy to move the batteries!!) and a slight reduction of the right side thrust I had set were all that was needed to get the model flying well. It was flown again in early August but as before on limited motor runs. The trim had not changed so I was ready to try my luck in the contest.

As those who attended the first day (Friday) of this year's 4 day event will know it was a good day for kite flying but not model aeroplanes! So no flights with my Tomboy that day, although I saw one brave soul having a go. However, Saturday, although starting a bit damp, was fairly calm so with no other events entered I decided to enjoy myself flying the Tomboy. The contest control for the latter was separate from the rest in a splendid gazebo, housing, as well as the essential entry forms etc., the beautiful trophy - a blue cut Waterford crystal vase. All was under the friendly direction of Carol and Nick Farley with Carol patiently taking details of our models etc. A nice touch was that everyone who flew would receive an illuminated certificate to say so. I made sure I got one of those in pretty short order after my first check flight, then it was back: to the enjoyable task of progressively improving my times if possible. The first attempt nearly ended in a prematurely lost model when, after a mere 21A minutes or so, the Tomboy disappeared COS into the low morning cloud! All I could do was lower the bins to pick up a ground marker which turned out to be the museum; (I had launched in the SE corner of the field near the Fire Training Area.) A quick run round in the car and a chat to the gate attendant revealed that a model had indeed recently passed over the museum. I didn't have far to look. Having crossed the bridge that spans the A338 I found the model just a few yards into the sports field near the foot of the bridge. We all need luck to add to our plans and this was my first bit of the day. As I re-entered the airfield I met Vic Smeed and his wife Margaret and related my recent good fortune plus my feelings that this was a great new contest. They both seemed pleased at my enthusiasm with Vic laughingly observing that my recent flight was disqualified for the obvious reason! So it was back to base and a 20 minute charge up ready for the next attempt. However I thought it provident to allow the cloud to lift and of course to set a shorter DT - I was not even sure if the model had DT'd or just overflown. A chat with a couple of rubber flyers revealed that some of their models were reaching the road in under 3 minutes at that stage.



Conditions had improved a lot as midday approached so I set the model off again launching from a similar spot to the previous flight. No problems with visibility this time and a flight of 4m 10s was recorded with plenty of room in the field beyond the landing point. However the model was on track for the control tower so caution was called for. The next flight was even better at 4m 48s with the landing even closer to the tower. Each time the Tomboy was flown it behaved impeccably, climbing slowly in wide left circles to around 3-400ft and then progressively changing to a wide right turn as the battery became exhausted. Because the cells in the pack were ex-telephone ones they were a bit lazy and were not well matched. This results in the main motor run being about 2 ½ min followed by a further 2min or so of run down, so you can see that a DT is so important!

By around 3pm the wind started to shift occasionally to the west and an attempt to better 4.48 resulted in a field over fly for only 4.08 but had another bit of luck when I spotted the model on the edge of a mature rape crop a couple of hundred yards out I may not have found it if it had been in the middle of the field! Clearly a move of launch point was needed if a better time was to be achieved that day.

With about half an hour remaining we joined a few others near the camp site windsock and I quickly launched the previously charged Tomboy. It was clearly heading for trouble from the start as it edged towards the hangars and I was fearful of where it might land. Eventually it DT'd and yes, it disappeared behind (or onto?) the hangars. No sign of the model when I walked over and I was worried that it may have flown out over the electrified area into the army camp. I was quickly joined by a friendly army lad who offered to ferry me around outside the. Security area beyond the electric fence. That was another bit of luck because I did not know about this area and would you believe it, that is where the model had landed. I was very grateful for the help from this soldier who incidentally showed a real interest in the model and how it worked etc. I was even offered a lift back to the launch point which I happily accepted! At this point I almost called it a day but improving conditions (calmer and warmer!) tempted me to have one more flight I had to charge the model a bit faster than normal and it was all set to go again after 10 minutes.

I am not good at picking air and there was not much time to wait but Gordon Beales agreed with me that conditions appeared good, so with a 5min DT set the model was launched. It proceeded to follow its usual pattern but this time was clearly in very good air. The first wide circle brought it back overhead and well up. A few more circles and the model was way up and moving slowly downwind. Gordon, who was still watching now remarked that I was "living dangerously"! However, it was out of my hands now and both Eileen and myself were concentrating hard keeping the model in the bins. Thoughts of a lost model now started to creep in rather than a winning time as the "Tomboy despite its bright red and yellow colour was becoming a bit difficult to see each time it turned away. When would the blasted DT kick in? It seemed an age before it did and thankfully the descent was very positive but the model was high so where would the landing be, in or out? At last the ground appeared in the bins revealing the model falling towards the edge of the wood at the NE end of the field. I held my breath * .as it appeared to reach the tree tops until finally I could see it was going to be in front of them. Eileen agreed, Whoopee!! In the Field!! The watch showed 5m 55s. What a great flight to end the day. With Gordon's remark that "That will take some beating" making me even happier we set off back to control to log the time with Carol. She was as delighted as we were that such a good time was on record so early in the weekend. A quick run around to retrieve the model which was indeed (thankfully) just in the airfield and it was off back to the campsite for a celebration drink. OK, I might still be beaten but I had thoroughly enjoyed myself that day and what else should our hobby be about. I did fly the Tomboy next day but only in Art Bradley's Electric Precision contest (It managed third place as it turns out.) as the wind picked up early on and I judged that I could not better the time and stay in the airfield. I struggled with my Jaguar but spent time with my old chums from the Glevum Club flying 18" all sheet Leprechauns from a short bungee - great fun.

Monday was a bit better but I was busy with my new Earl Stahl "Rearwin" and doing the rounds. If you don't take time out to look at the rest of the field you miss a lot; there are some lovely models to be seen. The field was of course full of Tomboys and I saw some very good flights being made.

So, had my time been beaten? Rumours started circulating that it had! Oh Dear, was it true? Nick Farley was sympathetic as he answered my query but was reluctant to give details. I felt a bit gloomy for a while but "What the Hell!" I'd had a lot of fun and should not lose sight of just why we were having the contest. Good luck to the winner whoever it was. They had competed against 118 other fliers (Yes it was that many!) and deserved their win.

So, onto the group picture for all (or most) of the Tomboys followed by the mass launch - I used my Tomboy, what else - and then the prize giving. David was on form with his usual asides about "later" and "I've got a new Laura Ashley dress" etc. but things did (not surprisingly) get a bit emotional when Nick took over for the Hilda Baker Trophy presentations. Nick was splendid, first making a touching tribute to Hilda and David and his family and then taking us seamlessly into the competition results. I had my camera ready to photograph the 'Baron' (the rumour was that it was a German) as Nick related how my time had stood "... from late on Saturday, through Sunday, until late on Monday until eventually..." - I now waited to hear the winning time - "...it had never been beaten!" The rotten lot, they had all conspired to fool me right up until the prize giving! I stumbled forward through the gathered throng overjoyed that I had indeed been lucky enough to win the first ever splendid contest in memory of a lovely lady. David's daughter Julie presented me with the beautiful vase which, fearful of dropping I quickly placed back on the table! A plaque and a signed (by Vic) copy of the Rupert Moore picture were also gratefully received. I was in a bit of a blur but I hope my remarks about the contest made sense.

In my book it will always be top of my contest memories and I hope to compete in future contests as long as I can. Don't miss out, come and join the fun - next time it could be you!

John Ralph



Extracts from Model Aircraft September and October 1952

Getting the Bird

I just can't understand why the modern modeller has become so sensitive to outside criticism. What has happened to the old nonchalance; the fierce spirit of independence which, in the past, has had him thrown off some of the best airfields in the country? In fact, so conventional has he now become that he has even allowed himself to be influenced by a few old busybodies who complain that his shabby, oil-stained appearance is a disgrace to the English countryside. However, us few diehards who still cling to the traditional scruff order if for no other reason, than one of wardrobe limitations -- have had the last laugh, or so it would appear from the recent "Harrowing" experience of a certain North London Club, whose models were subjected to repeated attacks by sorties of belligerent crows,

We can only hope that this one club at least has learned its lesson, and realised that the good old fashioned tradition of wandering around the airfield scarecrow fashion has its practical advantages.

Coming Unstuck

There has been some recent criticism of the dubious r.o.g. techniques, of the modern Wakefield practitioner. The mystery is how any model can make an unassisted ascent from terra firma without any visible means of support. Nevertheless, the sleight of hand experts who accomplish this amazing feat always seem to manage to hoodwink the judges, although in the event of a disqualification they obviously wouldn't have a leg to stand on.

Tight Spots

Once again, we hear that the model checking system at the Trials was abandoned ere it began. However, we are slyly informed that spot checking was carried on throughout the day's flying. This at least was something, although it might have been more desirable to have checked models rather than spots.

The spots referred to, of course, were those which persisted before the eyes of certain officials who were suffering the after-effects of the customary pre-contest beano.

Though the spots were in the order of the first magnitude during the earlier stages of the contests, subsequent checks revealed that they had been eliminated after the third round of aspirin.

The March of Time

The dream of the ancient alchemists to transform lead into gold finds a sort of modern realisation in the national P.A.A. load event where the prize stakes took the form of magnificent gold watches.

Such munificence is surely a far cry from those not-so-distant days when this typical snatch of conversation might have been overheard :

Comp. Winner: "What a frost! Same rotten old glider kit."

Official: "Well, what d'you expect for 1s. 6d.? A gold watch?"

Speaking of the P.A.A. load event, there appears to have been a noticeable predominance of "crowbars," Obviously just the thing to use for a good prize.

The Premier Hobby

Upon reading that somebody or other had said that any-one who could please aeromodellers at all should be Prime Minister, it struck me what jolly fun it would be to have an aeromodeller in that high office. Just think of some of the happy consequences: All aerodromes and large open spaces requisitioned for exclusive model use, Obstructive land owners denounced as enemies of the state. Removal of purchase tax on model supplies, which will *then* be government subsidised. Capital penalty for anyone referring to model aircraft as toys.

Pylonius

East Anglian Gala July 31st/August 1st.

We booked a long weekend at our usual accommodation in Fakenham and with us were Peter Watt our friend from Ireland together with Phil Ball and Dave Ryalls. Dave is one of the Morley club and a new face to us but we took him under our wing and he dined with us in the local eateries in the evenings. He fitted in quite well and the breakfast table conversation on various aspects of aeromodelling between us all was what might be expected.



Rachel with Dave Ryalls

Unfortunately Rachel was still suffering with her headaches and queasiness so it turned out to be another flightless meeting for me.

Peter however was really on song and won the P30 event on the Saturday and was the only one to max out which saved some of his energy not having to Fly-Off.

He actually lost his model on his last flight but fortunately Phil Ball found it when recovering on the Sunday.

This was one up to Peter.



Peter Watt & his winning P30

On the Sunday the weather was still good and the turnout was as good as Michael Marshal had seen and he was delighted. Sweeties for all.



Peter & Senator

We had a visit from Geoff Lefever, who is a personal friend of Peter and had come to see Peter's version of his 'Fevair' wakefield. As is the norm Peter had made a terrific job of the model and has promised an article on the trimming.

Continuing his winning form from Saturday, Peter maxed out in mini-vintage with his 'Senators'.

I used the plural as he had to resort to his reserve model for his final flight having lost the wheel off his first model after the second flight.

He decided to avoid the fly-off as he was knackered from his lengthy 3rd flight recovery.

All in all a first class meeting despite my inactivity.

John Andrews

Saturday 31st. July

Combined Rubber						
Competitor	Club	1	2	3	Total	Fly Off
Phil Ball	Gran	2.30	2.30	2.30	7.30	12.05
Peter Woodhouse	Morley	2.30	2.30	2.30	7.30	2.44
David Norwood	Delyn	2.30	2.14	2.30	7.14	
Neil Cliffe	Biggles	2.30	2.12	2.30	7.12	
Derek May	Delyn	2.30	2.18		4.48	
Colin Foster	Morley	2.30	1.28		3.58	

Vintage Rubber/Power						
Competitor	Club	1	2	3	Total	Fly Off
Phil Ball	Gran	2.30	2.30	2.30	7.30	
Rodney Mosley	Morley	2.30	2.27	1.07	6.04	
Colin Foster	Morley	2.07	2.11	1.31	5.49	
Peter Woodhouse	Morley	1.41	2.30	0.29	4.40	
Spencer Willis	Croy	1.46	2.30		4.16	
John Watson	CVA	1.47	1.58		3.45	

Classic Glider						
Competitor	Club	1	2	3	Total	Fly Off
Colin Foster	Morley	2.30	2.04	2.30	7.04	
C Parry	Biggles	2.30	2.30		5.00	
Roger Heap	Biggles	1.01	2.30	0.50	4.21	
S Barnes	Morley	2.13	2.07		4.20	
David Norwood	Delyn	0.57	1.08	0.58	3.03	

E36						
Competitor	Club	1	2	3	Total	Fly Off
Peter Watson	MFFC	2.00	2.00	2.00	6.00	2.22
Stephen Philpot	Birm	2.00	2.00	2.00	6.00	1.38
David Ginns	MHMAC	2.00	2.00	1.54	5.54	
Gerry Williamson	Peterbor'	1.51	2.00	2.00	5.51	
Gordon Warburton	Morley	2.00	1.25	1.11	4.36	
Geoff Parthington	Timp	1.43			1.43	

P30						
Competitor	Club	1	2	3	Total	Fly Off
Peter Watt	Mid Ards	2.00	2.00	2.00	6.00	
S Fielding	Morley	1.32	2.00	2.00	5.32	
Derek May	Delyn	1.06	1.31	1.48	4.25	
Paul Hoey	IVC	2.00	1.35	0.07	3.42	
David Norwood	Delyn	1.03	1.22	1.02	3.27	
David Taylor	Gran	2.00			2.00	
R Mosley	Morley	2.00			2.00	

HLG/CLG									
Competitor	Club	1	2	3	4	5	6	7	Total
Roger Heap	Biggles	0.30	0.20	0.36	0.22	0.24	0.17	0.14	2.43

Sunday 1st. August

Combined Power						
Competitor	Club	1	2	3	Total	Fly Off
Alan Jack	Mid	2.30	2.30	2.30	7.30	7.41
Jeff Sizer	Gran	2.30	2.30	2.30	7.30	3.58
S Barnes	Morley	2.30	2.30	2.30	7.30	
Ken Faux	Vikings	1.50	2.27	2.30	6.47	

Combined Electric						
Competitor	Club	1	2	3	Total	Fly Off
Peter Watson	MFFC	2.30	2.30	2.30	7.30	1.00
David Ginns	MHMAC	2.30	2.30	2.30	7.30	
Gordon Warburton	Morley	1.30	2.30	1.23	5.23	
Gerry Williamson	Peterboro	1.27	1.53	1.43	5.03	

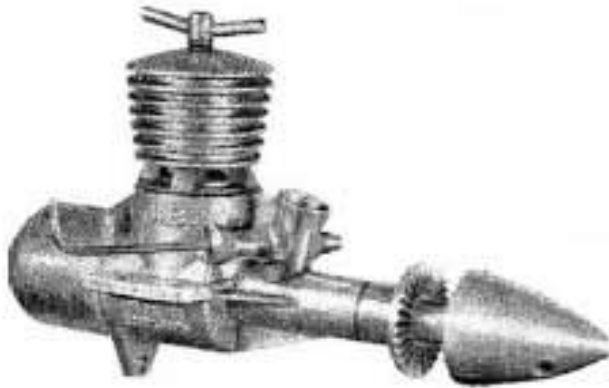
Combined Glider						
Competitor	Club	1	2	3	Total	Fly Off
John Carter	Gran	2.30	2.30	2.30	7.30	
Roger Heap	Biggles	2.30	2.19	2.30	7.19	
Colin Foster	Morley	2.30	1.58	2.30	6.58	
David Oldfield	Vikings	2.30	2.27	1.41	6.38	
John Cooper	Biggles	1.40	2.30	2.27	6.37	
Chris Parry	Biggles	1.30	2.18	2.30	6.18	
Steve Bowles	Vikings	1.09			1.09	

Mini Vintage						
Competitor	Club	1	2	3	Total	Fly Off
Colin Foster	Morley	2.00	2.00	2.00	6.00	7.05
Peter Woodhouse	Morley	2.00	2.00	2.00	6.00	6.49
Neil Allen	E. Grinstead	2.00	2.00	2.00	6.00	5.06
Phil Ball	Gran	2.00	2.00	2.00	6.00	1.55
David Taylor	Gran	2.00	2.00	2.00	6.00	
Peter Watt	Mid Aylds	2.00	2.00	2.00	6.00	
John Watson	Peterboro	2.00	1.54	2.00	5.54	
Bert Whitehead	Peterboro	1.11	1.21	1.42	4.14	
Derek May	Delyn	2.00	1.04	0.57	4.01	
Andy Green	Peterboro	0.30	0.34	0.44	1.48	

Classic Rubber/Power						
Competitor	Club	1	2	3	Total	Fly Off
Peter Watson	MFFC	2.30	2.30	2.30	7.30	7.01
Ken Faux	Vikings	2.30	2.30	2.30	7.30	3.50
Phil Ball	Gran	2.30	2.30	2.30	7.30	3.29
Steve Barnes	Morley	2.30	2.30	2.30	7.30	0.50
Andrew Moorhouse	Vikings	2.30	2.13	2.25	7.08	
Derek May	Delyn	1.26	2.07	2.28	6.01	
Jeff Sizer	Gran	2.27			2.27	

CO2						
Competitor	Club	1	2	3	Total	Fly Off
Gordon Warburton	Morley	2.00	2.00	2.00	6.00	3.05
Stephen Phillpott	B'ham	2.00	2.00	2.00	6.00	2.11
Stephen Fielding	Morley	2.00	2.00	2.00	6.00	1.38

Michael Marshal



J.B. ATOM 1.5 c.c.

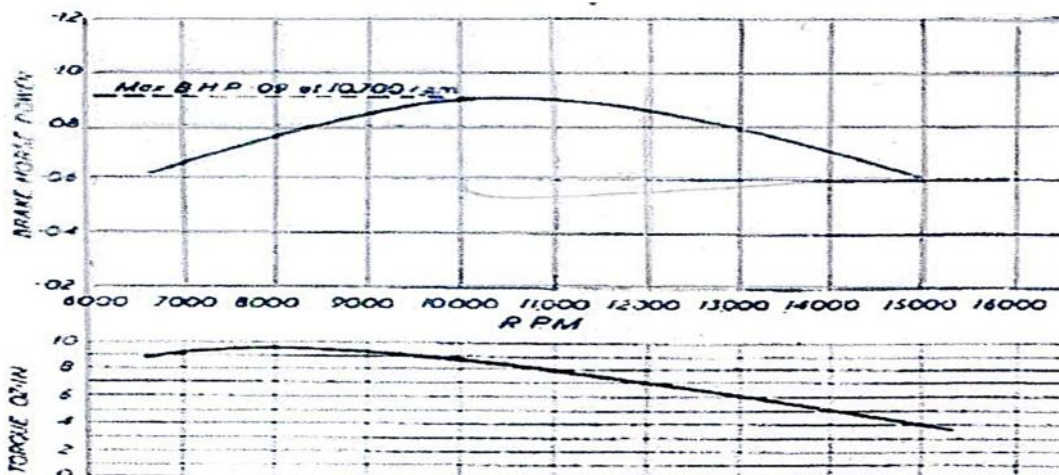
Manufacturers:
J. E. Ballard and
Co. Ltd.,
12A Fell Road,
Croydon.

Retail price 58/- (including P.T.).
Displacement: 1.472 c.c. (.09 cu. in.).
Bore: .5365 in.
Stroke: .397 in.
Bore/Stroke ratio: 1.35.
Bare weight: 3½ oz. (including 1 oz. tank).
Max. B.H.P.: .09 at 10,700 r.p.m.
Max. torque: 9.7 oz.-in. at 8,000 r.p.m.
Power/weight ratio: .029 B.H.P. per oz.
Power rating: .06 B.H.P. per c.c.

Cylinder: Hardened
steel.
Piston: Hardened
cast iron.
Contra-piston:
Hardened steel.
Connecting rod:
Hardened steel.
Crankshaft:
Hardened steel.
Crankcase casting:
Light alloy.
Spraybar assembly:
Brass, 4 B.A.
Cylinder jacket:
Dural.

PROPELLER	R.P.M.
dia. pitch	
8 x 8 (Stant)	5,200
8 x 8 T R (Stant)	7,100
8 x 5 Frog nylon	8,600
8 x 4 (Stant)	9,000
7 x 4 (Stant)	9,500
6 x 4 (Stant)	12,200
6 x 5 (Stant)	11,400
6 x 4 Frog nylon	14,000
9 x 4 (Stant)	6,800

Fuel: J-B "Atomic".



Both of these models were built by Roger Newman. They were about to be scrapped after years of service but I offered to give them a new lease of life.

The model with the Orange wings is a Frankenstein. Roger built this model about 20 years ago. It was powered by an ED Bee. When I got it the fuselage was well marinated in diesel fuel and the nylon covered wings were not much better. At one time it spent 7 months lost after a fly away from Beaulieu. It was found about 5 miles away. I used fairy liquid and cleaned off a lot of the gunge. Most of the fuel proofer flaked off so after some modifying to incorporate an elevator and rudder, a respray with some cheap aerosol spray had it looking tidy. The new brushless motor gives 80 watts of power with an 8"x 6" prop. This is more than enough to give a satisfactory performance. Span is 50" and weight ready to fly is 26 ozs.

The other model, also built by Roger is the Airborne 54. This is a design by Chester Lanzo. The model was about 12 years old and was originally powered by a bored out Mills .75 which had a gold cylinder head. I decided for convenience to go for just rudder and engine speed. The brushless motor turns an 8"x4" prop and gives 52 watts. Weight ready to fly is 14 oz. Flying with rudder only was a different experience requiring juggling throttle to land back on the runway.



Comper Swift

The full size Comper Swift was designed by Nick Comper and the first one flew in 1930. 45 were built and powered by various engines.

The Pobjoy radial was popular but several were powered by the De Havilland Gypsy Major Mk3. This engine was a 4cylinder in-line inverted engine which gave the plane a more streamlined nose.

The plane was a popular light racer and won several races. Max recorded speed was 185 mph. Roger Newman was able to produce from his collection an original sales catalogue which enabled me to produce an authentic Comper company logo. The price advertised ex-works ready to fly was £750.

My model carries the registration allocated to Richard Shuttleworth.

While racing in 1933 the plane crashed near Northampton. The pilot survived but the plane was wrecked.

This model was started by Roy Tiller and was to be 4ft span and rubber powered, I believe with a twin skein motor. He was keen to enter it in the Jumbo Rubber Scale event which David Baker always ran at Middle Wallop. Unfortunately after David died the competition was never run again.

After languishing in Roy's workshop for nearly 10 years Roy gave it to me to electrify.

The structure as built was too lightweight for electric power so some extra sheeting was added and a little strengthening to cope with the extra weight of electric motor and battery.

The whole model was covered in polyspan and after doping given a fine spray coat in white.

The weight ready to fly with radio is 25 oz.

The motor drives an 8x6 prop and uses a 2cell 2200 MaH Lipo. Power produced is 70 watts which is enough to give a good rate of climb and a nice steady level flight on reduced power.



Pixie.

This model is scaled up to 42" span from the Keil Kraft rubber model. The covering is Airspan which resists fading in sunshine. This model was built in 2002. Power is from a brushless motor giving 45 watts on a 8"x 3.5" prop. The model weighs 15 oz ready to fly. I would think the performance is roughly the same as what could be expected if powered by an Allbon Dart.



Racer

I was looking to build a model that reminded me of the old class A and class B team racers when the model had to look like a racing plane. This American Free Flight model at 49 in span looked the part to me. The original was powered by an Ohlsson 19. My model is covered in some old heavyweight modelspan and is powered by a brushless electric motor driving a 9x4 prop. The radio gives me throttle control with rudder and elevator.

Ready to fly weight came out at 21ozs. The motor develops 95 watts which gives a fair turn of speed in level flight. If you look in Sticks and Tissue issue 115 June 2016 page 34 there are more pictures.



Young's Small Model

I built this pretty small model in 1951. It was designed by a Mr Young in 1944 and won the flight cup. The model had to be no more than 144sq ins in area and powered by 1oz of rubber driving a single blade folding prop.

I built this model in 1991 and it was covered in Esaki lightweight tissue. It was a reliable flyer. In 1998 I recovered it but it never flew as well anymore. In 2018 I stripped it down and fitted an electric motor and r/c. The motor weighed just 1oz and produced about the power of an Allbon Dart driving a 6x4 which produced a very good rate of climb.. Covering is Airspan which never fades like Esaki. Still a regular flyer today.



Southerner

This is the standard Keil Kraft design. My model is covered in Oracover. This is a Polyester material available in two weights. It is superior to other plastic coverings that I have used in that does not sag or wrinkle in hot sunlight. It is available from: J Perkins Model Supplies. The model weighs 34 ozs ready to go. The brushless motor driving a 9" x 6" prop produces 55 watts which gives a steady climb.



Westland Widgeon

This model was converted from its original rubber power to electric power. The motor is a tiny brushless Pole and Stator unit from Robotbirds. Driving a GWS 7"x3.5" plastic prop it delivers 30 Watts. At 36" span and only 10 ozs all up weight, it has a perfectly adequate performance. The fuselage is covered in red Airspan and the wings in Lightweight modelspan then doped and then a light spray of silver.



Odds and Ends

Just a couple of pretty rubber models from Veron that I built about 10 years ago.

Veronite No 2 . 30" span by Jack Leadbetter in 1939

Fledgeling 24" span by Phil Smith.

I will not start on the gliders I have yet



John Taylor

March 1946

NEWS & Review

Cover Story

One of the most pleasant aspects of post-war aeromodelling is the revival of Rallies and the past season has seen a number of successful events of this type organised by clubs throughout the country. These events provide the opportunity for pleasant intercourse with other model aircraft enthusiasts who would otherwise be known to one only by name, and they also offer the opportunity for the exchange of ideas and the observation of the field technique of other flyers.

Their popularity is well deserved and we look forward to seeing many more organised during the 1946 season.

Our cover picture this month is of a typical Rally scene and shows Mr. D. Whittaker launching his F.A.I. glider at the Second Northern Area Rally, held on Baildon Moor.

The photograph was taken by Mr. E. D. Evans of Blackpool.

Rocket Propulsion Units

We learn from Mr. Howard Boys that a few rocket propulsion units will soon be available for about ten experimenters. These units will be made by Brocks, and it is their desire that the units shall be sold through model aeroplane clubs so that the small supplies will be used to the best advantage.

Will club secretaries please send Mr. Howard Boys, 89, Catsby Road, Rugby, particulars of any members who have seriously carried out experiments with rocket models, giving rough dimensions, weight and type of model used. These first few rocket units may be a bit expensive, and the persons using them should be prepared to send Mr. Boys a report on the results of their experiments so that possible improvements can be made.

Jet Plus Propeller

Recent information shows that the "Meteor" has appeared in a new form with two propellers in addition to the jet units. These propellers are driven from the turbo-jet unit by reduction gearing and from the information so far released it would seem that the combination results in an appreciable gain in fuel efficiency.

This is what might logically be expected as it is well known by now that propulsion by jet alone does not compare favourably with propulsion by propeller until speeds of over 350 m.p.h. and relatively high altitudes are reached.

A combination of jet and propeller propulsion should provide economical operation over a much wider speed and altitude range with a consequent improvement in fuel efficiency. The primary difficulty is the provision of suitable reduction gearing between the high-revving

shaft of the turbo unit (in the neighbourhood of 16,000) and the relatively low rotational speed of the propeller shaft.

While this undoubtedly presents the designers with a tough mechanical problem, it is no more insurmountable than the other problems which have faced the pioneers of jet-propulsion, and there would appear to be no reason why it should not be solved fairly quickly.

The addition of propellers will undoubtedly affect the maximum top speed, but for commercial purposes where absolute maximum is not essential, this is a price well worth paying.

Provincial Shows

Several very successful exhibitions have been held in the provinces recently in which model aircraft clubs have joined forces with their local "power boat" and "model railway" clubs in staging a combined display.

Such shows can do nothing but help to develop the membership of the clubs participating and bring their members into contact with other interested persons which they would not otherwise meet. Publicity of this nature has too often been overlooked by the clubs in the past, and it is hoped that they will now avail themselves of every opportunity which presents itself of organising exhibitions in their localities and let everyone interested examine their work.

Two such exhibitions, which are reported in our pages, were held recently at Whitefield, Manchester and at Bristol. Both exhibitions were highly successful, and in the case of the Bristol show long queues were formed by the public awaiting admission, in spite of the fact that visitors were kept on the move all the time. It is estimated that at least 50,000 people visited the show during the two weeks for which it was open.

Extract from old Paperback Clarion circa 2004

John Andrews – Engines 1 – etc.

I've just come back indoors with the heady smell of diesel fuel fresh in my nostrils, you can't beat it. I'm hoping my activities in the garage will help me to overcome the inertia in my winter building programme.

My winter building programme has been virtually non-existent. Well, that's not strictly true, I did have a programme but acting upon it has been significantly less than dynamic.

It was my hope to expand my power model stable, all I've got is my STOMPER No.2 and the TOMBOY, that's more akin to a hitching rail rather than a stable. I had been looking for a vintage pylon job and managed to acquire the plans for the JIMP. To my eyes the JIMP has a real vintage look to it but I did not have an engine with a similar vintage look. All I had at the time was a couple of Frog 249BB's which I did not think suited the design, so I put the JIMP on the back-burner and looked for something else.

I'd seen Andy Crisp flying a MALLARD and, until then, it hadn't registered that it was vintage. I decided that the MALLARD would be much more suitable for one of my 249BB's and decided to look for a plan. Being a regular visitor to David Baker's Hanger Meetings at his home, I did not have to look very far. My enquiry about the plan for the MALLARD met with more than a little success. David disappeared into his backroom, emerged some minutes later and casually dropped a dusty grey kit box onto the table. Not only the Mallard plan, but the complete kit. The wood was all grey and dusty like the box but there were all the marked out sheet parts, what a find. David offered to get the plan reproduced and I took the rest of the kit home and scanned all the sheet parts onto my computer. I now have all the details on file, ready to print out and start work.

The intention was for this epistle to be about engines, but you know I digress. Selecting an engine for the MALLARD is not as easy as I might have lead you to believe, I now have four Frog 249BB's to chose from. "How come?" you might ask. I'll tell you.

Historically I have one of my own from the control-line combat days. I have another, with smaller cooling fins, that was John Bickerstaffe's team race engine. The other two arrived as follows.

Late last year I made contact with my number one flying buddy from the fifties Ian Lomas and, after a couple of meetings, he came round one Saturday and we went indoors to Alumwell then back to my place in the evening for a curry supper and to renew his acquaintance with Bickerstaffe. Ian brought with him a bumper gift parcel.

First item was my old Frog 500, I have wondered on and off where it went too, now its back home. In the old days we all bought engines, but it was more of a pool that we all dipped into as required. It was much the same when we went to combat meetings, we all started off with our own models but if one of us got through the early rounds we rarely had more than the remnants of one model left for the finals.

Next out of the bag, two Frog 249BB's. Ian thought one was mine, but I still had mine, so whom the extra one belongs to is anyone's guess.

There followed a nice example of a Frog 149 that would be much more fitting for my STOMPER than the PAW 1.5 that's in it at the moment.



Contents of Ian Lomas's Gift Bag for the author

Finally, the pick of the crop emerged, an ED Competition Special. The Comp was without the tank and was fitted with a homemade venturi and a spraybar containing a long straight tapered needle that must have come from a Frog 500. Not standard but it works, more of that later.

Going through the engines with good old WD40, to loosen them up, provided me with the kick-start for the winter building programme. I mentally took the JIMP off the back-burner, as the ED Comp would be the ideal power plant.

First things first, I screwed the Comp to a piece of plywood and repaired to the back yard for testing.

I normally clamp the test engine ply mount in my workmate but I haven't bothered to test run any engines for some time. The workmate was now holding up one end of a scrap door in the garage on which my model boxes reside, so needs must and I clamped the test piece to the side of a pair of stepladders with a large g-cramp as in the photo. That's me all over, crude but serviceable. The engine had arrived from Ian together with an old 9x6 Frog white nylon prop, a real vintage set-up all ready to go.



ED Competition Special awaiting test run

I filled the old stunt tank that was screwed to the test bed, opened the needle on the ED three turns and started flicking. I squitted some fuel at the exhaust opening and carried on flicking but no joy. The engine felt quite good so I then started winding up the compression and about one turn latter Pop!. A couple of flicks more and away she went. I closed down the needle and backed off the compression and the ED was running as sweet as a nut.

My memories of the ED Comps of the fifties, is of sergeants stripes on the back of the flicking finger but there was no sign of this one biting me at all. I backed the compression right off and the engine ticked over beautifully with the characteristic bark of the open exhaust diesel. The engine stopped and I idly turned the prop and away she went again. I could not believe this, so I pinched the fuel line to stop it again, and one half hearted flick and away she went again. I repeated the exercise two or three times more and the restarts were faultless. Just you wait until I get it in the JIMP, that'll cure it. One final quirk happened before I called it a day. The ED was running as slow as I could get it when it went pop but carried on running. Looking at the exhaust I noted it was blowing the other way. The engine had reversed itself and being a side port, was merrily carrying on backwards. Imagine the JIMP on a low power test flight about 30 feet up and pop, the engine reverses, food for thought.

A few days later I got the urge to smell diesel fuel again so I put one of the Frog 249BB's on the ply and out came the stepladders and the G-cramp.

Using the same 9x6 prop, I opened the needle three turns, filled the tank, primed the exhaust and two flicks it was running. As I peaked it out it occurred to me that this motor had not been run for well over 40 years. Flushed with success I mounted another Frog on the test bed and although it took a few more flicks, I soon had No.2 going, MALLARD Hoh!



Right: a prototype Frog 249BB perhaps? (info next time)

John Andrews

Queries for Clarion readers.

In the course of researching for the forthcoming 'Century of British Free Flight' book (out next year to coincide with the SMAE/BMFA centenary), I spotted an ad. in a 1948 Aeromodeller for the Juggernaut pulse jet, produced by Jagers, it also mentioned 10 c.c. spark and glo engines, also by Jagers. Does anyone know if these ever saw the light of day?

I wonder if any of the, er, more senior, Clarion readers can shed any light on these three Aeromodeller ads from 1947, which I noticed while researching for the forthcoming BMFA book on a century of British free flight, out next year. OK, enough of the plug.

[illegible]

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The first ad from the June issue gives the address of Paramount Model Aviation as 308, Holloway Road. Then in the September issue we see the first ad. for H.J. Nicholls at the same address, but by December he is even being quoted in the TekniFlo props ad, so must have built up a reputation pretty fast. Is anything known of Paramount? Was it a shop or just a kit manufacturing outfit?

Was that their only kit?

Was HJN involved with it?

(Answers on a postcard....)

Does anyone recall a series of Frog flying scale models, probably around 1950, that included a Barracuda with some sort of moulded paper fuselage, possibly resin-bonded? I vaguely recall building one, but don't recall flying it; maybe it didn't. Were there others in the series? Any more info? I haven't found any ads. in contemporary magazines.

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

Hamilton, New Zealand

New Clarion readers will be familiar with the annual Memorial International Mass Launch of Cloud Tramp models that celebrates the work of C.H.Grant. I have been flying this event for about the last eighteen years, at first with the Auckland MAC and over the past ten years further south in Hamilton. No amount of cajolling of local club members ever gets any takers so I went it alone again this year. Although the MIMLOCT guidelines now allow flying at any time on the appointed day, the original idea of simultaneous flying around the world appeals, so I flew at 4am, hoping that I had got the time conversion correct. The evening before the flight morning was wet and windy and it looked like it would be a truly grim affair. But, between 3am and 6am the skies cleared, stars came out, and the wind did not blow - a little window of opportunity had opened to fly at the early hour.

To reduce model weight, the LED beacons on my Cloud Tramp had been replaced with lighter ones and the sound beacon had been removed. Not good decisions as the LEDs were now barely adequate to follow the model so I needed to keep right under it while it was flying. For this reason, turns were limited to 400 to keep flights lower and shorter than usual. The CT performed very well, judged by the steady circling patch of light against the black sky. The novelty of night flying and the calm conditions encouraged more than the usual couple of flights and I stopped only when fingers became too numb to wind safely.

Activating the flash on my cellphone in the dark is beyond my technical capabilities. The unlit results were murky blurs on a black background so a photograph taken later in the workroom is attached. The spiral of wire under the fuselage is the chain of small LEDs. Rubber exponents will have spotted the FAI black rubber - freshly made up from ancient stock. Finally, and to my great distress, at the park scraps of doggerel came to mind as brain cells cooled to optimum operating temperature and these are attached for (hopefully) your entertainment.

THE THINGS WE DO FOR C.H.G.

MIMLOCT moment comes to pass
As frost is crisp upon the grass
For timing here in our En-Zed
Is when the sane are warm in bed.

Yes, I know they've changed the rules
But there are some, perhaps just fools
Who like to play the harder part
And choose to suffer for their art.

Spurn the early morning start?
That's what sets MIMLOCT apart !
Sadly, up in Auckland town
They all prefer their eiderdown.

On appointed winter's morn
Cold and bleak, but ne'er forlorn
I cross the empty local park
To meld into the icy dark

A bright headlight upon the hat
Helps with winding, and all that
Then, by following beacon flashes
Off on blind retrieval dashes.

What do neighbours make of this
Surely something is amiss ?
The Police at 4am are slow
There's time to fly, retrieve and go.

So will it be, again next year
Facing another morning drear
To honour the glorious C.H.G.
(However dubious that may be).



Bernard Scott

Earl Stahl event, Old Warden Sunday 25th July 2021

I had a clash of interests on this day, and as I had a couple of Earl Stahl trophies to return, I could not make the SAM1066 event at RAF Colerne. Roger Newman has already reported on this meeting in the previous issue of NC. As is now usual, the Earl Stahl competition was organised by SAM35, with John Ashmole as CD, as part of the Modelair Scale Models weekend. Considerable site developments have taken place recently at Old Warden. The main grass runway, 02/20, has been lengthened to nearly 900m, which allowed a considerably larger free-flight area, particularly with the wind direction prevailing on the day (from NNE), and with the radio control flying now taking place on the other side of the old College road. There is a new entry road, which is reached by turning left at the first roundabout when travelling west from the A1, rather than going straight on as previously (who missed the sign and ended up at the old entrance gate (locked) by the hangars?). On arrival visitors were given a coloured card to hang on the rear view mirror, stating radio control, control-line or free flight, so that the stewards could guide them to the relevant parking area.

On arrival at the free flight car parking, I soon found John Ashmole and we had a discussion about what to do if the Earl Stahl entries were minimal, and, if necessary, where to store these fine trophies. However, as it turned out, our fears were unfounded, there being four Low Wing and three High Wing contenders, which was most encouraging considering the weather forecast for the day. The conditions turned out to be considerably better than expected, the threatened rain holding off and the strength of the breeze being sufficiently moderate to allow free flight activity throughout the day. As a reminder, there are three Earl Stahl trophies, as shown below.



The SAM1066 Earl Stahl High Wing and Low Wing decanters



The original Old Warden Low Wing trophy, which is now presented to the Concours d'Elegance winner.

John sensibly set the maximum time for the scale competitions at 50secs, so it was off to get prepared and get some flights in.

Earl Stahl High Wings

There were two new high wing models this year; Bill Dennis's Stinson O-49, or L-1 Vigilant, which he has described in his *Scale Matters* column in the August 2021 edition of *AeroModeller* and Mike Stuart's Howard GH-1, which was the military version of the DGA 15. DGA, of course, stands for 'Damned Good Airplane' and so it proved, Mike winning the High Wing category, providing another new name on the trophy. The model confounded my theories by flying left-left. Mike takes a perfectly pragmatic view - 'that's the way it wants to go!' The 2019 High Wing winner, Tony Johnson, made entries in both classes, but, for some reason, did not submit any flight times.

Earl Stahl High Wings



Team Dennis preparing Bill's Stinson O-49



Mike Stuart's Howard GH-1

Earl Stahl Low Wings



Chris Blanch with his Fairchild PT-19



Ken Bates with his Curtiss P-40

Chris Blanch was flying a very neat Fairchild PT-19. I did not have the chance to check the flight pattern of Chris's model, but Earl Stahl, in his construction article, describes it as climbing in left circles and descending in easy right spirals.

This is how I try to fly my Magister, another model of a two seat trainer.

Andrew Boddington, esteemed editor of AeroModeller, was co-opted to judge the Earl Stahl Concours d'Elegance and awarded this to the Fairchild. This is the second time that Chris's name will appear on this trophy as he had previously won one of the Old Warden Low Wing events in the 1990s with a Mig 3.

Ken Bates entered a recently refurbished Curtiss P-40, but, as it was previously un-flown, declined to attempt to fly it in the conditions.

My Magister was on good trim, considering it had not been flown since the previous event in 2019. The grass at Old Warden was long enough to provide good cushioning on arrival, but was very damp. However, the Magister resisted the effects of the moisture well. The fuselage was covered with blue Esaki tissue on 5µm Mylar and the wings with silver Esaki, which does not appear to be affected by ambient temperature water.

I have read reports of modellers having problems shrinking this tissue, but I found that it shrinks well in the steam from a boiling kettle.

This model is powered by four strands of 1/8" plus two strands 3/16" Supersport rubber, the reason being that six strands 1/8" were not quite powerful enough.



Nick Peppiatt's Earl Stahl Magister
with the Low-Wing trophy



Ken Bates' fine Curtiss P-40

As usual, many thanks are due to John Ashmole for organising and running this low key competition. For those inspired to build an entry, a comprehensive set of Earl Stahl's plans is available on the Plan Page:

www.theplanpage.com .

Many, of course are also available on Outerzone: www.outerzone.co.uk

Other Old Warden events

Several other free flight competitions were also held. SAM 35 and John Ashmole were also running the Masfield Trophy, which was won this year by Brian Lever with a KK Piper Family Cruiser, alongside the Earl Stahl.

The BMFA scale committee were judging for the Howard Credgington trophy for scale models (flying only) and the Modelair Ebenezer event was also taking place.

Nick Peppiatt



The **Messerschmitt Bf 109** is a German [World War II](#) fighter aircraft that was, along with the [Focke-Wulf Fw 190](#), the backbone of the [Luftwaffe](#)'s fighter force.^[3] The Bf 109 first saw operational service in 1937 during the [Spanish Civil War](#) and was still in service at the dawn of the [jet age](#) at the end of World War II in 1945.^[3] It was one of the most advanced fighters when it first appeared, with an all-metal [monocoque](#) construction, a closed canopy, and retractable landing gear. It was powered by a liquid-cooled, inverted-V12 [aero engine](#).^[4] It was called the **Me 109** by Allied aircrew and some German aces, even though this was not the official German designation.^[3]

It was designed by [Willy Messerschmitt](#) and [Robert Lusser](#) who worked at Bayerische Flugzeugwerke during the early to mid-1930s.^[4] It was conceived as an [interceptor](#), although later models were developed to fulfill multiple tasks, serving as [bomber escort](#), [fighter-bomber](#), [day-](#), [night-](#), [all-weather fighter](#), [ground-attack aircraft](#), and [reconnaissance aircraft](#). It was supplied to several states during World War II and served with several countries for many years after the war. The Bf 109 is the most produced fighter aircraft in history, with a total of 33,984 airframes produced from 1936 to April 1945.^{[2][3]} Some of the Bf 109 production took place in [Nazi concentration camps](#) through [slave labor](#).

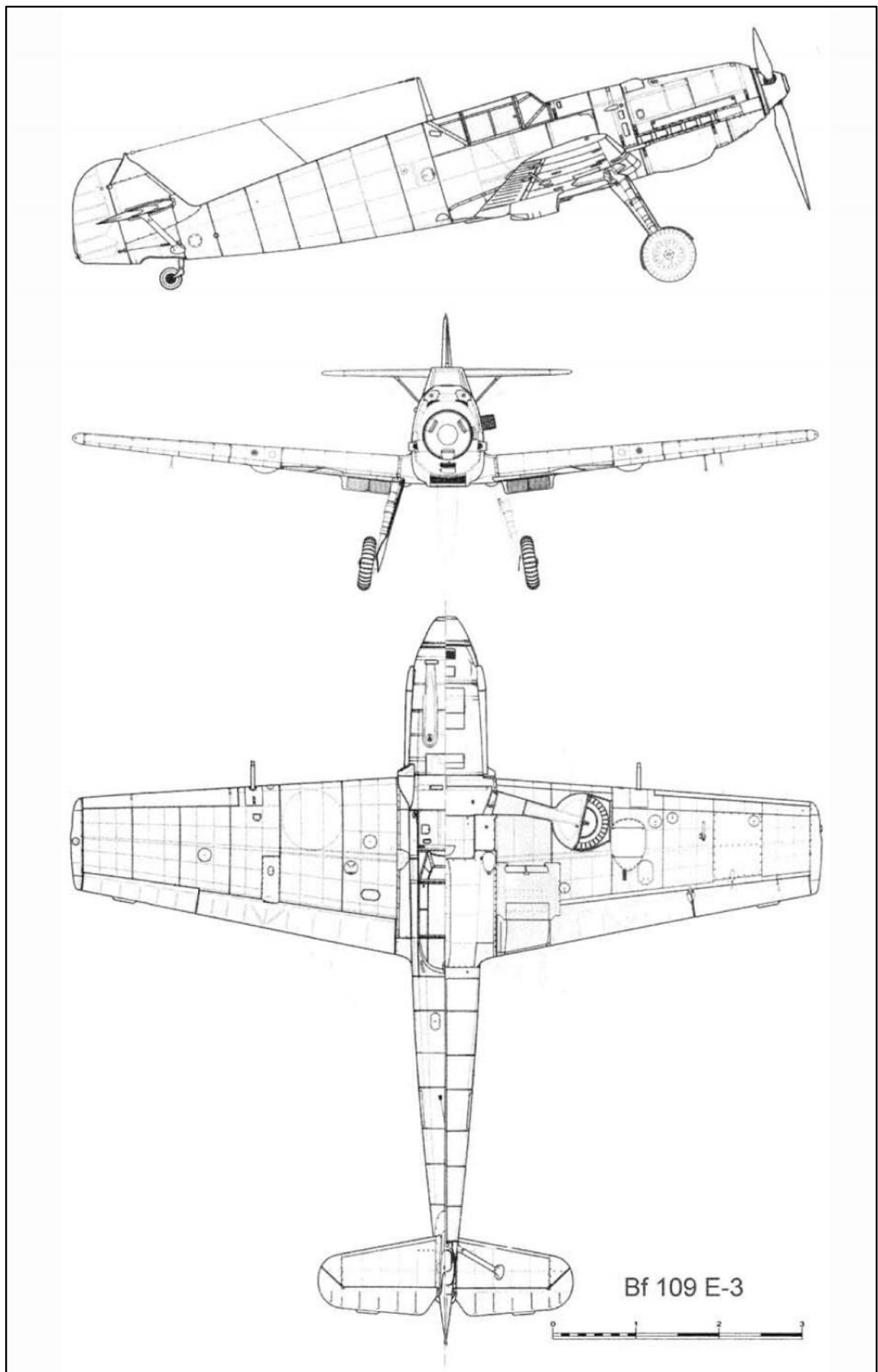
The Bf 109 was flown by the three top-scoring fighter aces of all time, who claimed 928 victories among them while flying with [Jagdgeschwader 52](#), mainly on the [Eastern Front](#). The highest-scoring, [Erich Hartmann](#), was credited with 352 victories. The aircraft was also flown by [Hans-Joachim Marseille](#), the highest-scoring ace in the [North African Campaign](#) who shot down 158 enemy aircraft (in about a third of the time). It was also flown by many aces from other countries fighting with Germany, notably the Finn [Ilmari Juuttilainen](#), the highest-scoring non-German ace. Pilots from Italy, Romania, Croatia, Bulgaria, and Hungary also flew the Bf 109. Through constant development, the Bf 109 remained competitive with the latest Allied fighter aircraft until the end of the war.^[6]

Bf 109



Me 109 Bf MLADG in flight

Role	Fighter
Manufacturer	Bayerische Flugzeugwerke (BFW) Messerschmitt AG
Designer	Willy Messerschmitt , Robert Lusser
First flight	29 May 1935 ^[1]
Introduction	February 1937
Retired	9 May 1945, Luftwaffe 27 December 1965, Spanish Air Force
Primary users	Luftwaffe Hungarian Air Force Aeronautica Nazionale Repubblicana Royal Romanian Air Force
Number built	33,984 ^[2] +603 Avia S-199 +239 HA-1112
Variants	Avia S-99/S-199 Hispano Aviación HA-1112



Third Round Southern Coupe League
Sam 1066 Cagnarata Day R.A.F. Colerne 25th July 2021

Neither Roy Vaughn nor I were able to get to the Cagnarata day but Alan Brocklehurst has sent this brief report on the coupe results. Sixteen entered the event, four flying coupe. Chris Redrup won the event, Alan, the coupe section.

The weather turned out better than I expected, with slightly less wind than forecast and the cloud base lifted sufficiently to keep the rain at bay after a wet journey. Nice to see it fairly well attended. It was tricky to reliably pick the good air, but there were some good patches of strong lift in the afternoon and I lost one of my CLG's upwards after watching it for 3:30. Lucky that I didn't contact anything quite so strong with my Coupe which I flew first! There were some good patches of lift around, but also some turbulence which didn't help. Ben Hobb's model has a nice glide, but his launch and trim was inconsistent. Martin Stagg only made one Coupe flight and then focused on Mini-Vintage and came 3rd in the comp. Jim Paton flew Vintage Coupe and was also in the fly-off (Mini-Vint vs E36) with Chris Redrup who won.

It was good to fly on the mown grass of an airfield again! Due to the light wind, most models stayed within the field.

Alan Brocklehurst

And so Alan strengthens his hold on first place in the League and we look forward to the Southern Gala on Salisbury Plain, August 15th.

Fourth Round Southern Cup League
Southern Gala Salisbury Plain August 15th. 2021

Maybe it was Covid Liberation, maybe limbering up for the Nationals, for the Gala was very well attended given the weather forecast.

Fourteen to twenty five m.p.h. from the south west, the wind whisked models away into the distance before you could say launch.

Of course twenty years ago this would be regarded as a pleasant average day, but for wheelchair-ready fliers this was challenging. We were on the airfield ridge, the grass downwind though prettily flower strewn was ten feet high (approx.) Lack of practice made preparation slow and error prone. The prospect of five, maybe six long retrievals probably deterred some, for only four flew coupe.

Ben Hobbs' model was blown down in 48 seconds.

Peter Hall's spiralled in on the glide with a prop. mis-park for 1.19.

Roy Vaughn picked the wrong lull and was down in 1.25.

Alan Brocklehurst meanwhile had a max. and a 1.50 and was ready for more, so they conceded. To continue up to five rounds and a fly-off was out of the question so Alan held first place and is almost guaranteed to take the league cup.

The last two event results once again see our scoring system favouring low participation.

Next year the Southern Coupe League Operating Group (SLOG) will consider a new algorithm. Other factors such as enhancements for age, infirmity and gender will not be considered.

The next round is again on Salisbury Plain at the Nationals, September 5th.

Peter Hall

Southern Coupe League Results

-

Roy Vaughn

Southern Gala - SCL Rd.4					
	Entrant	Club	Maxes	Score	Time
1	A.Brocklehurst	B&W	1	13	3.50
2	R.Vaughn	Crookham	0	9	1.25
3	P.Hall	Crookham	0	8	1.19
4	B.Hobbs	Oxford	0	7	0.48

Southern Coupe League Standings after Round 4										
	Entrant	Club	London Gala	Fifth Area	Cagnarata	Southern Gala	Nationals	Crookham Gala	Coupe Europa	Total
1	A. Brocklehurst	B&W	17	12	13	13				55
2	G. Manion	Birmingham	10	16						26
3	B. Hobbs	Oxford	5	2	8	7				22
4	R. Vaughn	Crookham	12			9				21
5	J. Paton	Crookham	8		10					18
6	R. Fryer	Oxford	11							11
=	B. Whitehead	Grantham		11						11
=	K. Taylor	Crawley		11						11
9	R. Marking	CVA	9							9
=	S. Willis	Croydon		9						9
11	A. Winter	CVA	8							8
=	P. Hall	Crookham				8				8
13	M. Stagg	B&W	1		6					7
=	R. Willes	Epsom		7						7
15	D. Thomson	Croydon		5						5
16	D. Taylor	Grantham		4						4
17	M. Marshall	Impington		3						3
18	P. Ball	Grantham	2							2
19	W. Hodgkinson	Grantham		1						1
20	R. Elliott	Croydon								0
=	C. McKenzie	CVA								0
=	D. May	Timperley								0
=	R. Taylor	Crawley								0
=	M. McHugh	Peterborough								0

Roy Vaughn

SAM 1066 Cagnarata Day RAF Colerne July 25th.

Overall not a bad day with everyone who attended enjoying themselves. Even the weather behaved after the dire forecasts of preceding days. Attendance wasn't brilliant but acceptable under present circumstances.

In terms of the actual comp, there were 18 entries of which there were 5 multiples.

Results					
Name	Class	Model	K-Factor	Total time secs Factored	Fly-off secs
Chris Redrup	E36	O/D	1	360	99
Jim Paton	MV	Buckeridge	1	360	83
Martin Stagg	MV	Dyna-Mite	1	349	
Martin Ambrose	MV	Hepcat	1	348	
Chris Redrup	P30	O/D	4/3	342	
Alan Brocklehurst	F1G	O/D	1	334	
Jim Paton	VC	Etienvre	1	322	
Martin Ambrose	MV	Elite Skyrocket	1	309	
John Thatcher	MV	?	1	308	
Ben Hobbs	F1G	O/D	1	302	
Jim Paton	U25	Achilles	3/2	238	
Dave Hanks	HiSt	Veron Cirosonic	3/2	226	
Alan Brocklehurst	CLG	O/D	2	218	
Dave Hanks	MV	Senator*	1	128	
Martin Stagg	F1G	O/D	1	109	
Dave Cox	CL GL	Caprice	1	91	
Dave Hanks	MV	Le Timide	1	86	

* Lost in compound on 2nd flight.

John Hook & Martin Stagg entered MV & CLG but recorded no scores.

My feeling is that we should maybe only tinker a little with some of the class factors to try & equalise scores but do not a lot else, the basic format seems right.

For example, I suggest:

- (i) splitting the CLG/HLG into "modern" & "classic/vintage", increasing the "modern" CLG/HLG to a factor of 2.5 & the "classic / vintage to a factor 3;
- (ii) reducing the E36 factor to 0.8;
- (iii) having four flights.

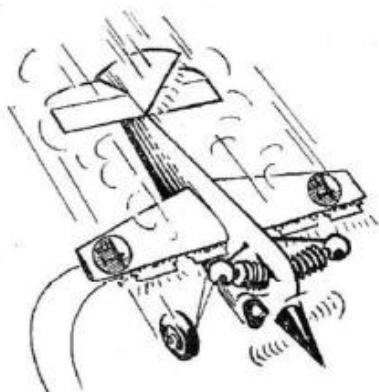
Be interested to get your views.

There was 1 entry in Tomboy comp - Tony Shepherd!

Thanks: to Ray for valued help on the desk.
to Dave Hanks (South Bristol Sec) for his excellent assistance in the arrangements.

I have asked if we can have a repeat next year. Dave is bringing up the subject at their next Committee meeting.

Roger Newman



The Saga of Sandy McGuire

9

He flew her around then inverted,
And did one or two outside loops ;
Then dived her down vertically,
And up in a series of swoops.

10

The crowd were all cheering quite madly—
They never had seen such displays
As Sandy McGuire was then giving ;
For this was his finest of days.

11

Then suddenly came disaster,
As the sun got into his eyes.
Or perhaps it was too much Scotch whisky—
(The latter, I fear or surmise).

12

The control lines they knotted and crinkled,
As the model began to turn in.
The motor screamed loud in its death song,
Soul destroying and horrible din.

13

A second passed so very slowly—
The crowd was so still and so hushed.
The model screamed onwards towards him :
His feeble frame buckled and crushed.

14

As his life's blood soaked into the turf
These last parting words he did say :
"My funeral won't cost you a farthing,
I'm insured with the old N.G.A."

15

Thus quietly he died in the sunlight :
His life's shortened course was now run.
By insuring himself and his model,
He knew that his duty he'd done.

16

So take heed you control line fanatics,
And please do not think that I lie ;
See that you're all insured for disaster,
And here's to the next one to die.

1

His corpse they wrapped up in tissue,
His hearse was the treasurer's jeep.
A large model box was his coffin,
When they buried him full six foot deep.

2

His "Super Stunt Tripe" was beside him,
At his feet lay a new coil of wire ;
And in his right fist a control grip,
As they buried poor Sandy McGuire.

3

And this is the tale of his passing—
For he died the enthusiasts' way ;
He died in a centralised contest
In England one wet summer's day.

4

On the well worn patch by the tarmac,
Where the grass grows sparse and thin,
Sandy McGuire, in control line attire
Dreamed of the cup he would win.

5

His model was all metal covered,
The engine a 10 c.c. twin ;
The wings were short, shiny and stubby,
And sharp as a razor the fin.

6

He set her down on the greensward
And brimful he filled up the tank.
The engine it started its roaring
At his first experienced yank.

7

Holding hard the control grip,
His assistant he told to let go.
He braced himself for the struggle,
For her flying had never been slow.

8

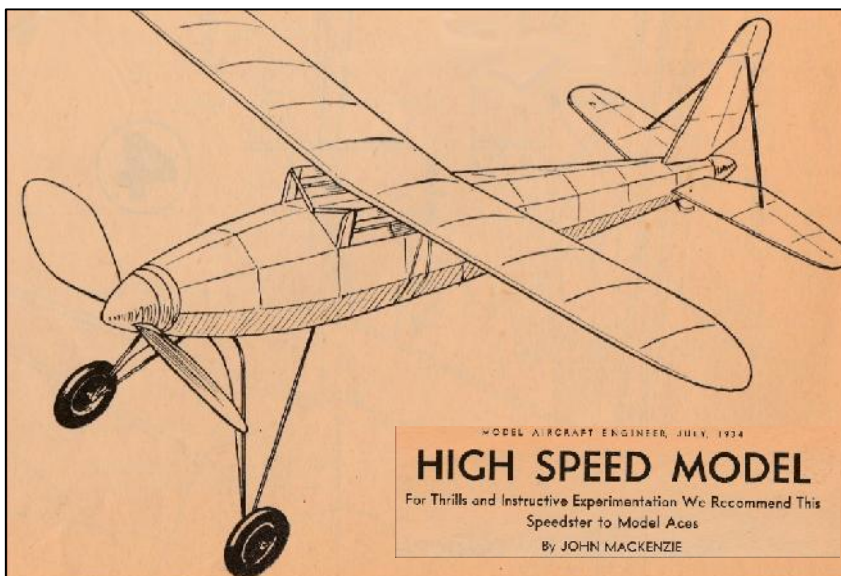
He gave her a couple of circuits,
Then immediately started to stunt.
He rolled her off from a half loop,
And then slipped her into a bunt.



Report No. 127 Our earliest magazines continued.



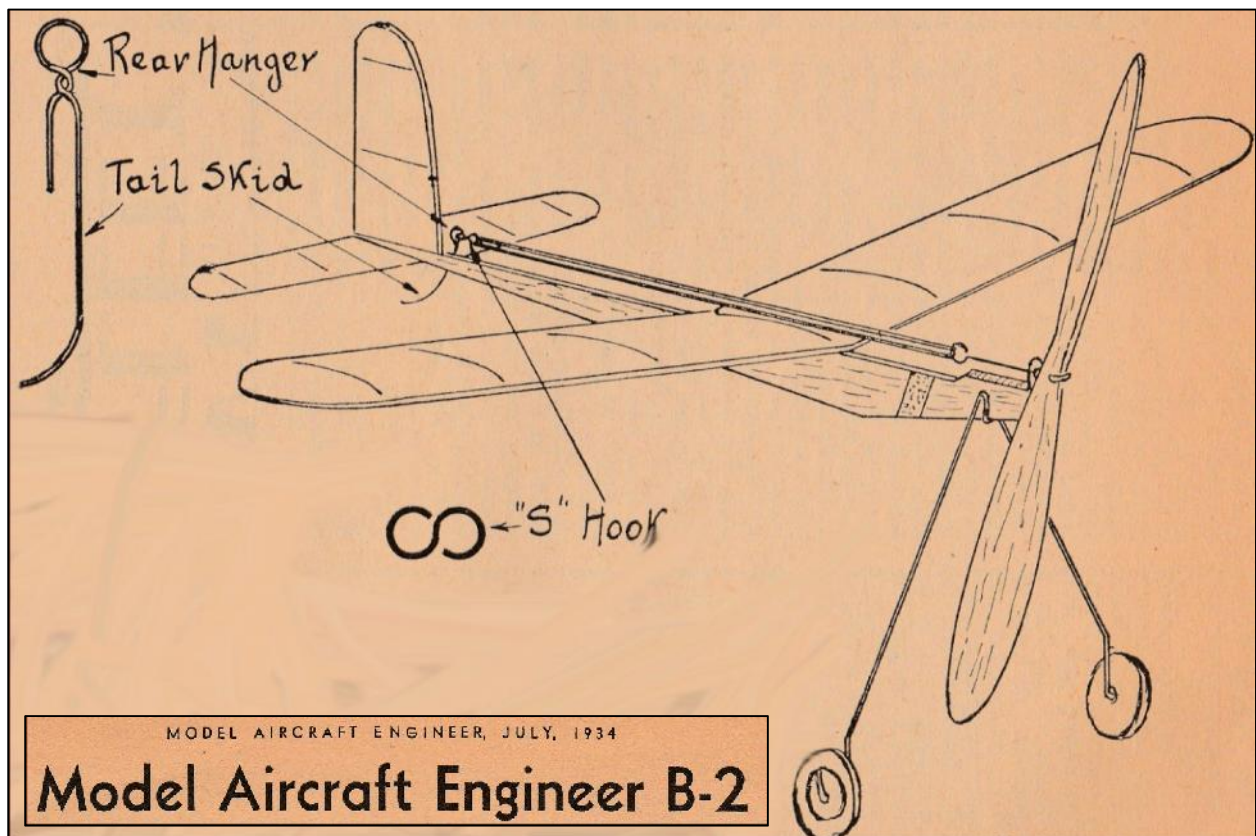
Continuing with a look at the earliest magazines held in the library in date order, we come to another magazine from America, the *Model Aircraft Engineer*, of which we have just two issues, Vol 1 No 4 July 1934 and Vol 1 No 5 August 1934. It would seem likely that the first issue was in April 1934 and I have a note that the last issue was in December 1934. Our two issues are without covers, very brown and crumbling at the edges to the extent that every time that they are removed from their plastic protective bag a shower of tiny brown particles is released. We also have a photocopy of the August issue which explains the "non brown" excerpts below. The front cover of the July issue is from a web download. Below you will see a sample of the contents, I have not included the plans which are all full size due to their being spread over numerous pages.

***Solved at Last!***

Flying Scale Model
of
Twin Motored
Lockheed Electra
with

Rubber Motors for
Both Props Entirely
Enclosed in Wing!

The first gearless, angular drive power transmission ever developed for twin motored flying scale models. This solution for 100% efficient duplex rubber band motor power on twin motored scale models opens a heretofore untouched field in model building. Watch for the August issue containing this greatest development since the rubber band motor.



MODEL AIRCRAFT ENGINEER, AUGUST, 1934

7

Opening a New Era in Model Science!

An Enclosed Power, Flying Scale Lockheed Electra

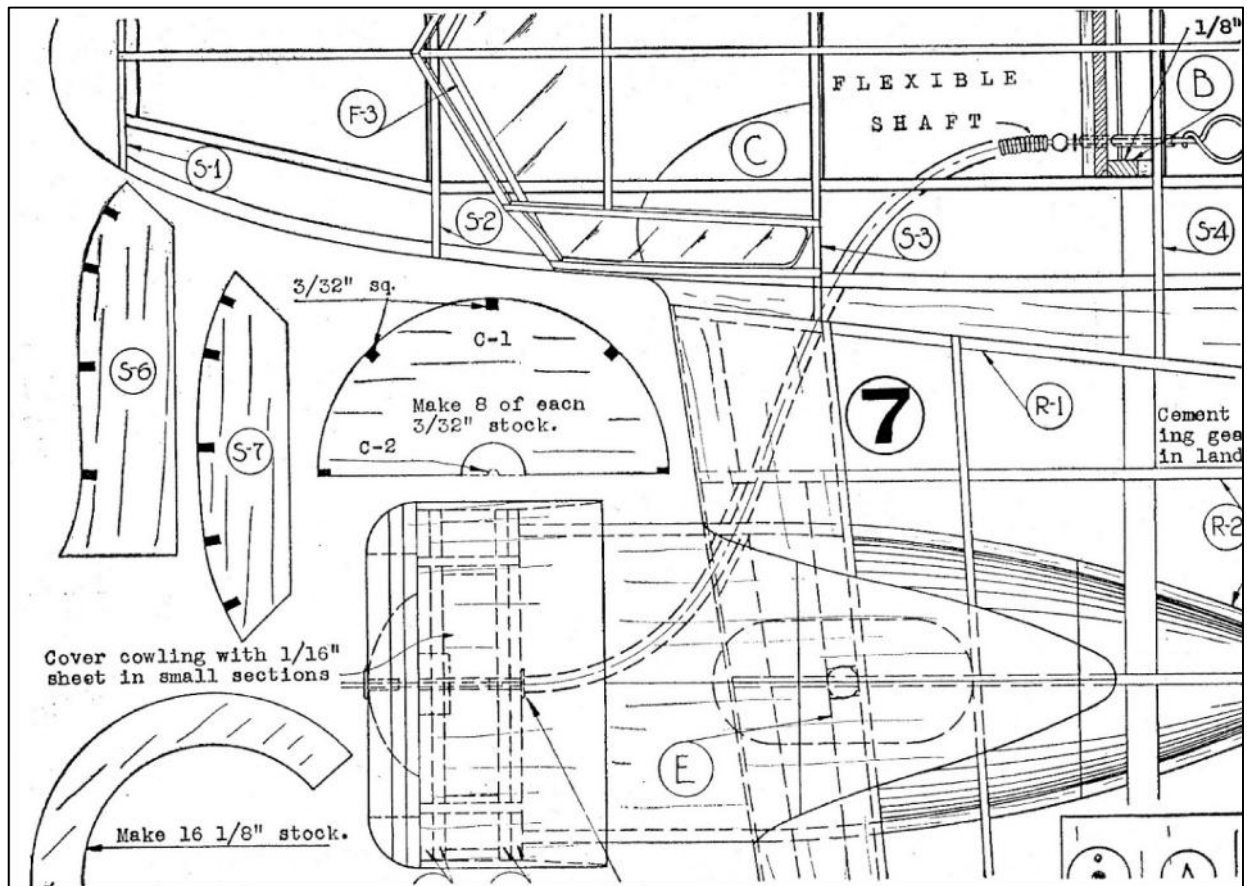
Embodying the first successful solution of the power transmission problem for twin engined scale models, this $\frac{3}{4}$ " to the foot reproduction of the World's fastest transport is the trail blazer to a whole new field of Model Building

By VIRGILIO STURIALE



Note the combination of rigidity and light-weight in this model's internal structure.





Head and Tail Winds on Model Topics

We Got Some Kicks Too—

Thank you for putting my swap ad in your magazine. I actually received letters from Maine to California.

John N. Jacoby.

He's No Mother's Helper

If you ever publish plans for a tea cart or an umbrella stand or some other useless thing around the house, then you better skip town.

Fred Schlumpp.

Our First Oversea's Letter

Over here in Germany there isn't much doing in the model airplane line, but I hope your magazine will help giving some fellow an idea of the sport.

Good Suggestion?

I think it would eliminate much puzzled thinking if you would show a photograph of the model planes before covering as well as a picture of them after covering.

Allan E. Bayless.

Take a Bow, Boys!

If as you claim, your readers really do direct the editorial policy of M. A. E. all I can say is they sure know their stuff.

Charles M. Brant.

You Read Our Minds!

If your new Twin Motor Flying Scale job is as good as you promise in your announcement I think you have the right idea for a model magazine—to make news besides reporting it.

Edward Driscoll.



Finally, Model Aircraft Engineer claimed to be the Official Organ of I.A.A.P.E. and here is the application form for Membership. What did those initials stand for?

Send me your best guess or if you really must your most non p.c. guess.

WANTED

Some while ago I was seeking copies of Arm Soar, an HLG group newsletter. An email arrived from an aeromodeller who had left some boxes of magazines at an Old Warden meeting for people to "Help Yourself" and he thought that these might include copies of Arm Soar.

I contacted the organiser of ModelAir at Old Warden and received a reply from Sheila Sheppard advising that there are two boxes of magazines remaining at Old Warden in the Control Tower and that they are on the shelf to the right, on the wall facing you as you enter the Tower. I must admit that this is a bit of a long shot but if we have a reader with access to Old Warden could they please have a look for any copies of Arm Soar. The newsletter comprised about a dozen pages in monochrome printed on A4 size paper. Goodnews or badnews, let me know the result, so that I can call an end to the search.

DISPOSALS

The library has the following items for disposal. Please email your offer for the whole collection or just one title or the year(s) required. All offers considered, these must go, space needed! Buyer arranges collection or pays delivery costs. All monies raised go to the Library Fund.

SAM 35 Speaks Complete years in binders 1982-2009

Aeromodeller complete years 1942-1953

Model Aircraft complete years 1957-1962 less 1958 May- July

Condition of all above generally good, but I have not checked and cannot guarantee every page.

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

APPLICATION FOR MEMBERSHIP IN THE "I.A.A.P.E." (Write plainly in ink)

Name..... Age.....
Address
How many good negatives of Aircraft have you?.....
Furnish a complete List of the types of Aircraft these represent, including views, etc.
For how long have you been interested and active in this hobby of collecting and photographing Aircraft?.....
Are you a Member of any Club similar to the "I.A.A.P.E."?.....
If so, what Club?.....
Have you ever applied for Membership in the "I.A.A.P.E." before?.....
Do you do your own Photo-finishing?.....
If not, do you have your work done by a Comm'l finisher, or an amateur?.....
What size Camera do you use?.....
Give Make, Model and information on Lens
If you have been in Contact with any Member of the "I.A.A.P.E." give his name

Roy Tiller

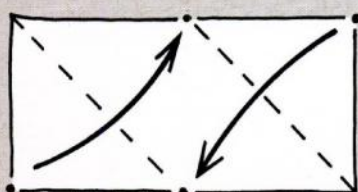
HELICE

DIDIER BOURSIN

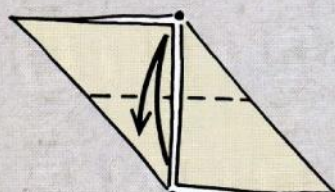
This design is one of many simple yet elegant folds by the editor of *Le Pli*, the magazine of the French Origami Society. Helice means "helix" or "spiral", both of which describe the beautiful spinning action of this design. The humble sycamore seed has provided inspiration for many

spinning designs, yet few can match up to the aerodynamic perfection of nature. We can but try our best!

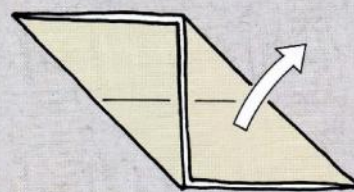
This design works best from smaller paper. Start with a 2:1 rectangle (half a square), coloured side downwards.



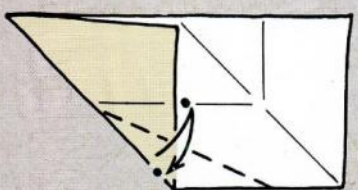
1 Fold both short edges to opposite long edges.



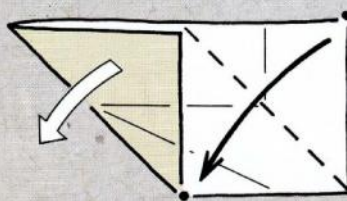
2 Crease in half from top to bottom.



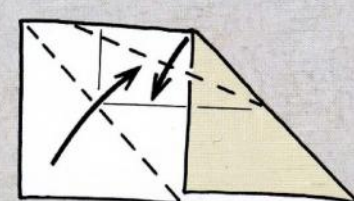
3 Open out the right-hand triangle.



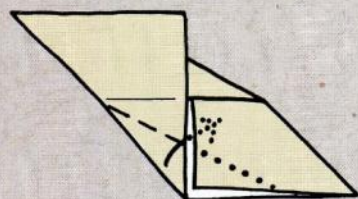
4 Fold the lower half of the folded edge to the horizontal crease and return.



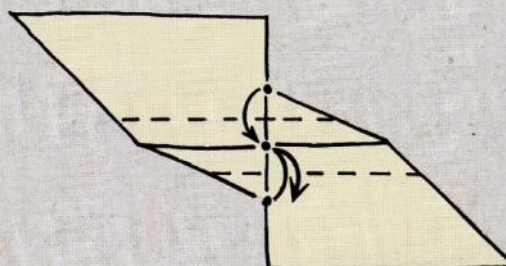
5 Fold the right-hand edge back in, then open out the left-hand triangle.



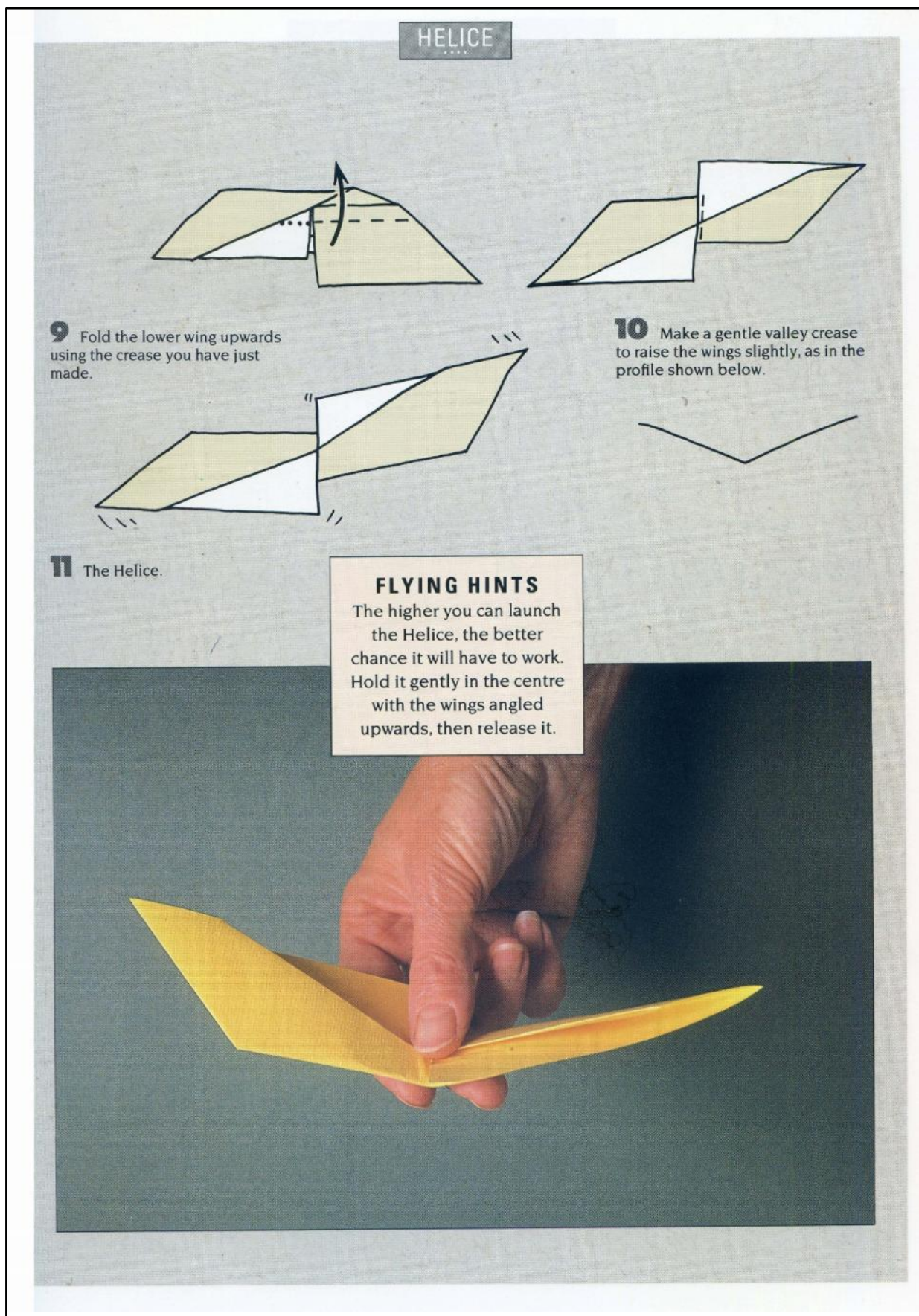
6 Fold the upper right corner in to the horizontal centre crease (as in step 4), then fold the left-hand edge back in again.



7 Put the fold made in step 4 back in, tucking it underneath the right-hand layer.



8 Pre-crease the lower valley fold, then crease the upper one.



From the book 'Paper Airplanes' by Nick Robinson

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Again another pretty quiet month (for me at least), other non related aeromodelling events taking precedence. However, I did venture to Salisbury Plain for the Southern Gala. This turned out to be a disaster - as I got stuck on one of the access tracks, got a puncture & shredded a front tyre. When eventually I got to the flying area, the wind was blowing considerably stronger than originally forecast, so I didn't bother getting any models out of the car & came home early.

Martin (Stagg) looked to be doing a sterling job as CD, however the day raised yet again more questions in my mind about modern free flight. There were nine competitions, most of which looked to have maybe 3 or 4 entries or less, the best supported I saw had about 6. Granted most comps were FAI oriented but is it really a competition when so few enter & so few fly these disciplines. It's like aeromodelling is paralleling Formula 1 in many ways - the greater impact of technology, the more money spent, the higher the probability of placing - but for why? To me the enjoyment & fun long associated with building & flying one's own model has virtually disappeared, which is rather sad. What is the answer, with flying fields becoming rarer than hens teeth & an aging population of modellers? Those who fly in such events as the Southern Gala are keen, good modellers & flyers but surely they represent the last of the competitive free flight community & I suspect for not too much longer. The BMFA appear not to be the slightest bit interested in free flight judging by the minimal support for the Beaulieu Model Flying Club in its endeavours to retain access to Beaulieu - after all there are probably less than 300 out of a total of 28000 plus who fly regularly, so we don't actually represent a source of revenue that is likely to grow! We just cause problems! Sport flyers are few & far between nowadays, exacerbated again by the lack of flying sites so what is left - maybe a bit of indoor free flight during the winter months for the lucky few, then that's it - lights out. However, I'm not giving up just yet - having dug an ED Comp Special out of the engine box & inspected some of my ancient models, it's time to replace my Simplex 60 which has been around for longer than I can remember. It has a Chinese Yin -Yan or Silver Swallow(?) 2.5cc up front purchased in Poland on the black market in the 1970s. The model - up until Covid restrictions was aired at Beaulieu at least twice a year & was consistently reliable, with easy engine starting & a really good glide. However time has taken it's toll & the back end of the fuselage has a broken longeron n- easy to repair but the model is decidedly tatty, so a new one beckons through the winter months. But where to fly it???

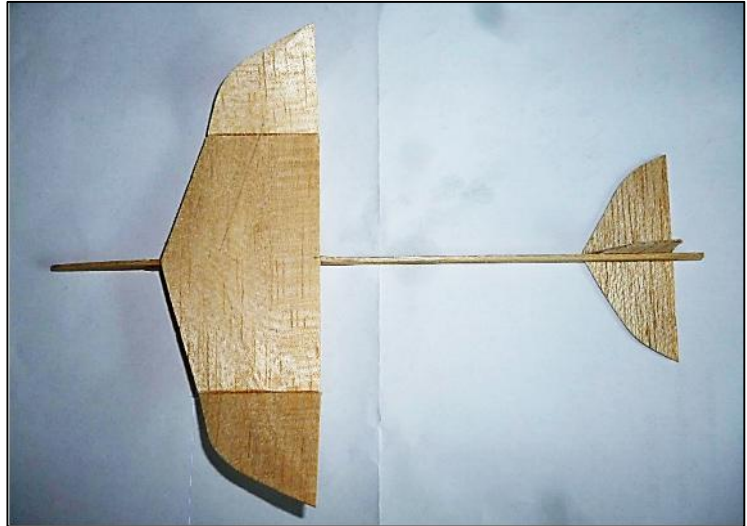


Very aged Simplex 60 before scrapping

I won't attend the pseudo Nats on Salisbury Plain these coming weekends, being somewhat put off by my traumas going to the Southern Gala, in any case family matters have now taken priority & I find myself otherwise engaged. Conversely the Cagnarata Day at Colerne was enjoyable, both in the fun, the attendees & the field. I do hope we will be permitted to return next year.

Small contribution from Italy.

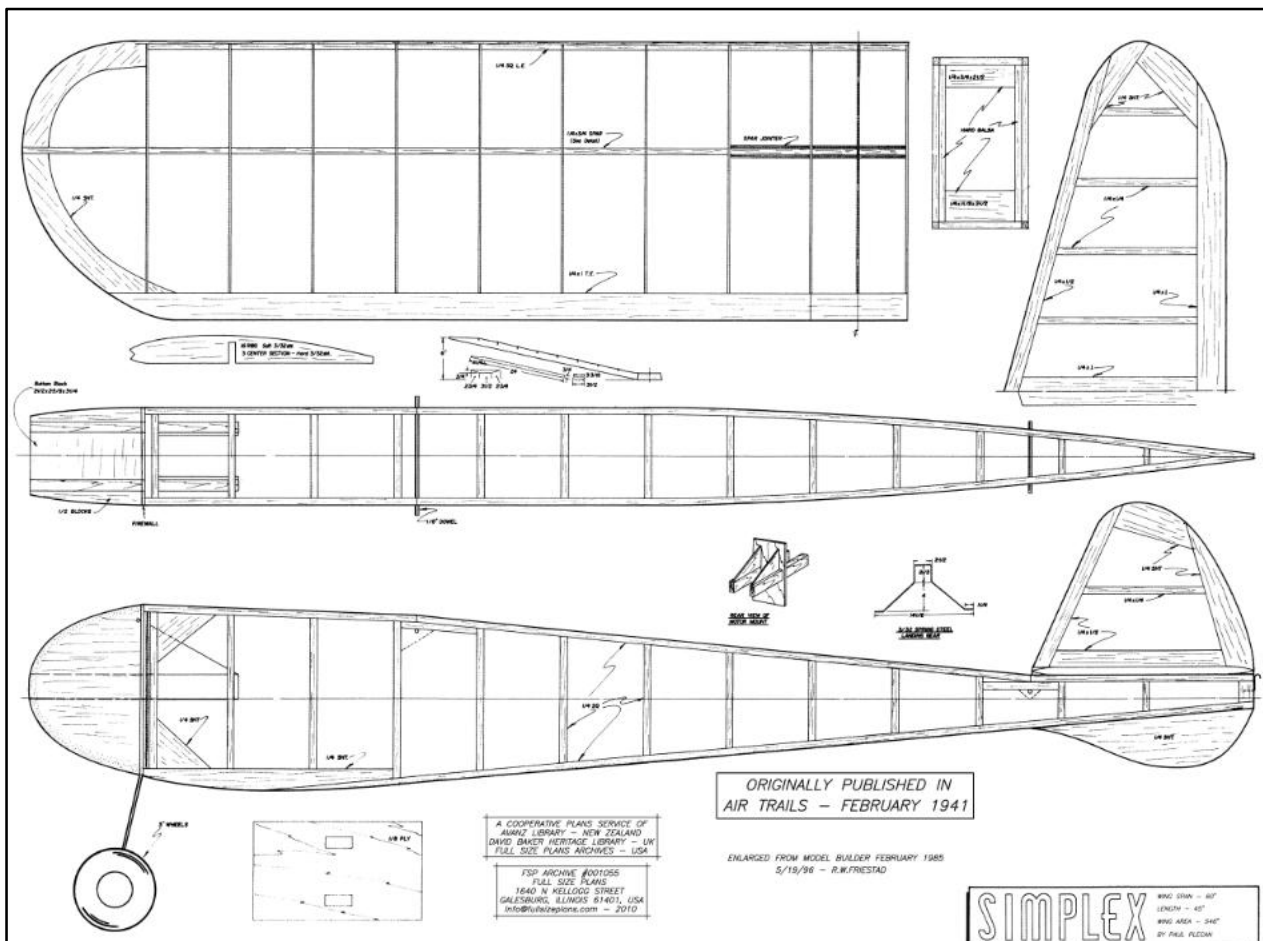
Gianni sent me the plan of the smallest CLG I've seen so far - 6" span. Thus I have made one & it's ready to go in my local recreation ground when a really calm evening comes along. The rec is within the FRZ of HMS Daedalus, now Solent Airport but hardly represents a threat to aviation particularly as evening flying doesn't happen - no runway lighting & a control tower that does not provide cover after 6.00pm, which is when I'll be down the rec!



Don't forget the Crookhan Gala on Area 8 - planned for either the 18th Sept or 19th Sept - the actual date I guess will be based on the weather forecast & circulated on the web, although I see it is now advertised as the 19th?

Plans for the month

Power: has to be Simplex 60



MODELS FOR THE CENTENARY EXHIBITION

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

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

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

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

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

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

Classic A1 Email International Important Update

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

Details from: stuardarmon1a@yahoo.com

Classic A1 Glider Email International 2021

Eligible Models

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

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

The Contest

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

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

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

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

All flights must be timed by a person other than the entrant. Procedure for starts, timing, attempts etc. is per F1H except that a flight aborted by RDT does not qualify for a second attempt, even if less than 20 seconds (in line with BMFA classic rules)

Entry

Entry is free of charge. Once the flights are completed, entry is submitted no later than 07 July 2021 by email to classica1postal@gmail.com by sending the following information:

The name & contact email* of the entrant

The name(s) of the timekeeper(s)

The score, in seconds, in the form of an addition, e.g.
30+ 60+ 90+ 120+ 124= 424

The name of the model and where it was published

The country and location where the flights were made

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

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

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

INTERNATIONAL POSTAL COMPETITION

July 1st 2021 to February 28th 2022

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

Events:-

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

Senator. Replicas of the KeilKraft 'Senator'

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

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

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

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

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

Thank you for your participation and support. Good flying !

Jim Moseley j.j.moselev@look.ca
50 Exeter Road, Apt. 1153, Ajax, Ontario, L1S2K1, Canada

Revised

Southern Coupe League 2021

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

*--Weather dependent

THE CROOKHAM GALA

Sunday 19th September

on Salisbury Plain area 8

EVENTS

Modern And Vintage Coupe combined
(3 flights only.

Prize for best vintage score)

Combined Glider

(Prize for best Classic A1)

Combined Power

(George Fuller trophy for best Dixielander)

Mini Vintage

E36

PRIZES FOR ALL CLASSES

Comps Start: 10.00am Finish 5.00pm

Contact. Chris Redrup

Tel: 01483 487273/07544533509

email chrisredrup@yahoo.com

Coupe Europa

Saturday 9th October 2021

Salisbury Plain, Area 8.
F1G (in rounds), Vintage Coupe.
Start 10am.
Contact Ray Elliott
tel 07513 649734,
email ray.elliott8@btinternet. com.

Dreaming Spires 2021

Free Flight Rally

CANCELLED

Andrew Crisp's Rally at Port Meadow Oxford
is another old favourite to bite the dust this year.
Andrew has been unable to obtain a date from the local council

Peterborough Flying Aces Nationals 2021

SUNDAY 12th September

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

Competitions 10.00 to 16.15

A NEW EVENT FOR 2021 !

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

A rubber duration event for these great old KK designs:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Bumper Raffle:-

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

Proof of Insurance required for all flyers.

PLEASE NOTE ! NO GROUND PENETRATING STOOGES PERMITTED

Revel in the special atmosphere created at this unique event.

Toilets, Café, and Park Visitors Centre.

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

See also Peterborough MFC Website at www.peterboroughmfc.org

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

Cocklebarrow Vintage R/C

5th September 2021

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



[follow SAM 35 signs].

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

BMFA insurance essential.

Contact: Tony Tomlin

Tel: 02086413505, Mobile: 07767394578

Email: pjt2.alt2@btinternet.com

La Seventh(ième) Grande Coupe de Birmingham

A qualifying event for the "Euro Challenge F1G" 2021/2022 (provisional)

With the approval of the FFTC and Midland Free Flight Club this event will
take place at its traditional home MOD North Luffenham

Sunday NOVEMBER 7th 2021 at starting at 10:00

F1G for the Aeromodeller Trophy: Two flights between 10:00 & 12:00
then three rounds to published timetable.

Pre 1970 Coupe Three flights (no rounds) start 10:00.

Within this event models which meet our pre 1958 cut-off date
will fly as Vintage Coupe.

Both events finish at 15.00 followed fly-offs as required (Not DT!)

Maxes will be determined by conditions on the day.

Prizes for 1,2 & 3 in F1G, Pre 1970 Coupe and Vintage Coupe.

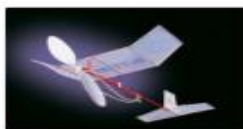
The winner of F1G will be awarded the Aeromodeller Trophy
and in Vintage Coupe the Vintage Plate.

Entry Fee £10 covers both events (includes £5 field fee for ALL competitors)

For further information contact:

Gavin Manion at gavin.manion84@gmail.com tel 01543 422509

Or Stuart Darmon at stuardarmonf1a@yahoo.com tel 01858 882057



**Flitehook
Indoor Free Flight**
West Totton Community
Centre
SO40 8WU



2021 Dates & Times

**Wednesdays: 22nd Sept; 20th Oct;
24th Nov, 29th Dec**

12.00 noon – 4.00 pm

BMFA Membership mandatory

£8 per session

Easy access; Café; Toilets; Parking

Flitehook Sales Table

Spectators & Juniors are free of charge

Any queries – email rogerknewman@yahoo.com or phone 02392 550809



Supported by Southern Area BMFA

AREA 8. SALISBURY PLAIN. 2021.

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

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

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

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

You are reminded that the BMFA pay for an annual licence to use the site via the FFTC.

Driving on Salisbury Plain.

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

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

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

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

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

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

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

Peter Watson. FFTC Area 8 liaison.

For Sale

By courtesy & generosity of Dave Etherton & SAM 1066 Library:
All proceeds to Bournemouth MAS club funds



Kits: Free Flight & Control Line

1.	Keil Kraft Ranger: Control Line team racer (Later kit with sheet wing)	looks complete	£20 ono
2.	Mini-Manx: Spencer Willis tailless kit - rubber:	looks complete	sold £20
3.	Convertible: Old time rubber, Peck-Polymer kit	looks complete	£20 ono
4.	MM Skyranger: all balsa 19" span for CO2	looks complete	£15 ono
5.	IGRA Be-Be-D-7 Jodel - rubber 24" span	looks complete	£15 ono
6.	R/N Models: Playboy Senior for CO2 or Cox Pee Wee	looks complete	£20 ono
7.	Buckeridge Lightweight: Spencer Willis kit - rubber	looks complete	£20 ono
8.	Hyper Cub: 29.5" span for rubber	looks complete	£15 ono
9.	Bazooka: laser cut parts & plan - no strip wood - Belair	short kit	£20 ono
10.	Keil Kraft Gypsy - ex John Fox - note on box says "believed complete apart from prop blank, plus few parts already cut but in box	Complete?	£20 ono

Propulsion Units

1.	Modela CO2 & accessories	looks new in box	£25 ono
2.	Arden Propulsion Unit	looks new in box	£30 ono
3.	PAW 2.49 diesel - 249-DS-4	looks new in box	£35 ono
4.	Quickstart Products Spitfire diesel:	looks new in box but has spare cylinder liner included ?	£20 ono
5.	K-Mills 1.3 diesel:	looks new in box but box bit tatty	£25 ono
6.	PAW 0.8 diesel:	looks new in box	sold £25
7.	AE 1.0 cc diesel:	looks new in box	£30 ono
8.	Doonside Mills:	looks new in box but note inside reveals work done on it	£25 ono

Note 1: there is no guarantee that the kits are complete but they all have the correct plan & what looks to be sufficient wood / parts unless otherwise stated.

Note 2: Engines have not been run or bench tested.

Note 3: package & post at cost. Offers by email to rogerknewman@yahoo.com

E30 Batteries

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

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

CARBON BOOMS For Hand Launched Gliders

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

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

Contact Martin Dilly to order

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

Free Flight Supplies

Michael Woodhouse

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

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

Stay safe and look after yourselves.

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

If you get June the reply will leave you stunned!

ASUKA WASHI JAPANESE TISSUE

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

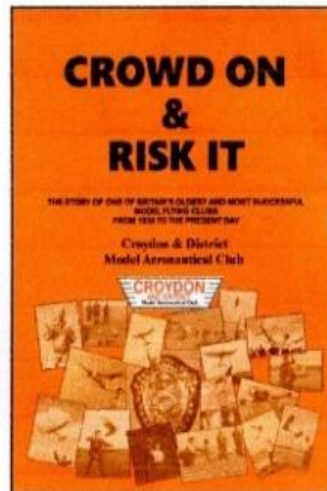
I now have a supply of ASUKA WASHI. The current range of colours is limited to red, yellow, blue, orange and white. The sheet sizes are the same as ESAKI at 450mm (18") x 600mm (24") the weight is 14 grams per sq. metre whereas ESAKI was 13 GSM. The range of colours will increase as production moves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

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

CROWD ON & RISK IT

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

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



Just £8 by PayPal or cheque.

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

SAM Speaks USA.

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

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



Glen Poole with his 1600 sq. in Helman PLAYBOY
Photo by Mike McIntyre

DILLY JAP IS BACK

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

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

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

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

INDEPENDENT REVIEW OF DILLY JAPANESE TISSUE

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

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

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

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

FREE FLIGHT FORUM REPORT 2021

Indoor Duration - A Challenge to Conventional Design - Tony Hebb
 Coupe in a Box - Gavin Manion
 Building Other People's Mistakes - Stuart Darmon
 The Models of Ray Monks - Simon Dixon
 Simulated 3D Flight Dynamics - An Approach to Gain Insight for
 Trimming and Aircraft Development - Peter Martin
 Building During Lock-down - Phil Ball
 Tame Your F1B and Related Thoughts - Mike Woodhouse
 What Next for a Lady Flyer - Sue Johnson
 F3 RES - RC for the Aging Free Flighter - Andy Sephton
 From Wichita to Robin III - Mike Fantham
 Further Thoughts on Carbon-Skinned Wings for F1A - Stuart Darmon
 Geo Fencing and Electronic Stability - John Emmett

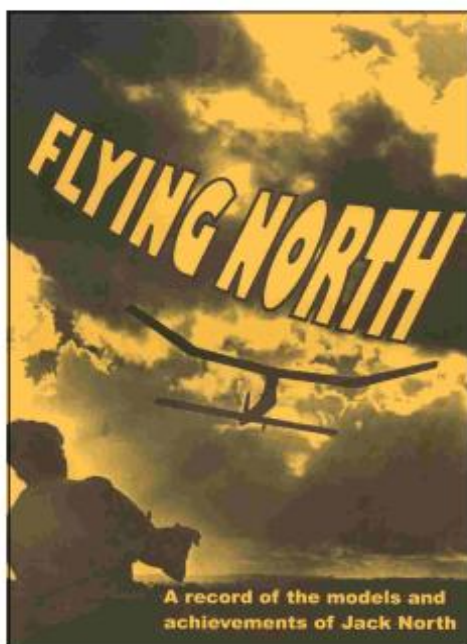
The UK price is £13 including postage; to the rest of Europe it's £16 and everywhere else it's £20. Forum Report sales help to defray the heavy expenses of those who represent Great Britain at World and European Free Flight Championships. Cheques should be payable to 'BMFA FF Team Support Fund' in pounds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

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

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



THIRD RE-PRINT JUST ARRIVED



FLYING NORTH

A goldmine for vintage and nostalgia model flyers -

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

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

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

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

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

Free Flight Nationals 2021 substitute contests

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

Free Flight Scale - Sculthorpe

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

Bowden Trophy - Sculthorpe

PMFC will run the Bowden at the East Anglian Gala.

SAM35 - Sculthorpe

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

Entry and Fees

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

Facilities

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

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

Saturday

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

Sunday

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

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

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

Saturday

F1A
F1B
F1C
F1Q

Sunday

F1H
F1G
F1J
E36

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

Provisional Events Calendar 2021

With competitions for Vintage and/or Classic models

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

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

Please check before travelling to any of these events.

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

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

www.SAM1066.org

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

www.freeflightuk.org or www.BMFA.org

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

www.SAM35.org

Useful Websites

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

Are You Getting Yours? - Membership Secretary

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

P.S.

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

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

Your editor
John Andrews