


	<h1 style="color: red; text-align: center;">NEW Clarion</h1> <h2 style="color: red; text-align: center;">SAM 1066 Newsletter</h2>	Issue Nc102021
		October 2021

Affiliated to
SAM 1066 Website:



Club No. 2548
www.sam1066.org

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I Pad users: If you are having trouble opening the New Clarion, hold your finger on it to display a menu, then select "open in new tab". You will find the new tab to the right of the SAM1066 tab.

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Editorial

First up a piece of sad news, Ron Marking informs me that John Ralph the winner of the inaugural 'Hilda Baker Trophy', whose article led off last month's issue, passed away on Christmas day. R.I.P. John.

On a lighter note, I was browsing through an old Model Aircraft magazine from 1946 when I came across this advert. We were not the first to adopt 1066 as an identity.

I have at last actually chucked a model up in the air. Went to Barkston for 6th Area and after watching Colin Shepherd trimming, had a couple of trim flights of my own.

For your reading pleasure this issue I offer the following delights.

John Taylor leads off with an article on a model class of the past, Jumbo Rubber. I'm not sure of the specification but pictures of the model meet the description quite well.

One Pylonius topic this issue seems to smack of Ganarata.

Once again I have resorted to digging out another of my vintage Clarion articles, I find reading them quite interesting, I hope you lot do to.

It's me again telling of visits to Cocklebarrow and Barkston, it's all me at the start of this issue but there is content by others to follow.

Ireland's Peter Watt has penned his promised piece on trimming his Goeff Lefever 'Fevair'.

There is a little bug retrieval snippet by Tony Shepherd, concocted from emails.

Peter Hall has weighed in with the F1G goings on at the substitute FF Nationals, his current idea of getting individual contestants to report their own performances is proving to make interesting reading.

I also bullied Nick Peppiatt into writing something of his FF Nationals as I was not there.

I've popped in a couple of bits from a 1946 Model Aircraft, I amuse myself reading through these old magazines found on line in link. (*control/click to open*)

https://rcbookcase.com/categories.php?publisher_id=6

I have downloaded quite a few and at idle times, I skim through them picking up odds and ends. The issue winds up as usual with our archivist Roy Tiller picking out a few things that enlighten us as to times long past.

Finally our secretary Roger Newman with his notes for the month. Now there are a few things going on he has more of note to pass comment on.

We conclude with our three models of the month.



1066

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Engines

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POWER AND DURABILITY**

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Editor

What is it that makes you build a particular model. Is it duration, speed, racing, or just that you like the looks of a certain design? I fancied building my first large scale rubber model after seeing Lionel Haynes fly an SE 5a at Middle Wallop in 1995. The meeting was one of those run by David Baker when you could expect at least 100 cars on the field loaded with all sorts of models. Not an ARTF foam model to be seen, all proper Aeromodellers.

So I went away to look for a suitable plane to model. I decided on the Pilatus Porter PC 6. With that long nose housing the Astazou Turbo Prop I thought that would give me plenty of room to get a good long motor inside.

I scaled up my drawing to give my model a span of 52ins. The box section fuselage was made using very hard 1/8 sq balsa to avoid the starved horse look when covered and doped. The wing had four deep spars two top two bottom in 1/16 Ribs which were medium 1/4 grain. The prop was carved from a 15 ins laminated block based on the popular dimensions used on the Senator but to give a blade chord of 2-7/8th ins. Not at all scientific but it looked right. I fitted a Tomy Timer to tip the tail just in case. This saved more than one fly away. The wheels were turned from a laminated disc of balsa with a centre core of 1mm ply. The model was covered in mylar and then Esaki light. Power came from 8 strands of $\frac{1}{4}$ tan 28ins long. All up weight ready to go was 8 $\frac{3}{4}$ ozs.

The model flew at a very scale like speed and I entered it at MW in 1996. It placed in one of the comps but I was politely reminded by Keith Horry that models had to be of pre 1950 designs. My model was of a design which had flown in 1961 so I retired the model. I still have the model. And have flown it on calm days.

The following year in July 1997 Roy Tiller built a Comet Taylorcraft at 54ins span. He went for a multi strand motor of 24 x 1/8 ins tan rubber. His model weighed in at 13 $\frac{1}{4}$ ozs and recorded a best flight of 2mins 30 secs. He later started to build a Comper Swift with a geared twin skein motor. After the death of David Baker the competition was not held any more and the part built Comper was shelved. A couple of years ago Roy gave me the part built model and I strengthened it up and it now flies beautifully with electric power and Radio guidance.

David Baker had given me a plan of the Viri. This was a Finnish home build design first flown in the late 1930's. The distinctive shape appealed to me. I did wonder how the pilot could see where he was going being seated behind the wing pylon. I felt that this model had to be very light, at 51ins span it was going to be bulky.

I built the fuselage with normal construction and 1/32 sheeting around the nose. The wing trailing edge is hollow and fabricated from 1/32 sheet,



ribs are 1/32 hard $\frac{1}{4}$ grain capped top and bottom. Spars are deep hard 1/16th.

A Tomy timer is fitted and has been the models saviour more than once. The prop is 15" diameter and has a thick section.



My theory was that such a bulky model would need plenty of thrust to fly. The whole model was covered in Mylar and then covered in Esaki light which I had dyed in cold coffee. Power was 12 strands of 1/4 tan x 29ins long. On a good day if you held your nerve you could get 1000 turns on the motor. Ready to fly weight was just 9ozs

If you google
'Aug 2000 at middle wallop'
look for euros 2000.



There are some very interesting pictures.

At about 2mins 25 secs into the film there is a short section showing me winding the VIRI and launching with John Thompson standing by to Time.

(Editor: Sorry about picture quality but they were the best I could get from the computer print screen when pausing the film.)

John Taylor



Extract from Model Aircraft October 1952

High Finance

This year the S.M.A.E., has declared a balance of 4s. 6d. Next year it is hoped to raise this amount to 5s., thus enabling the Society to purchase that informative little publication; "How to Succeed in Business."

The "L" of It

Other pursuits might admit of varying degrees of skill, but apparently in the model world you are either one of two extremes: beginner or expert. Since I have never yet met a modeller who was anything but a self-professed expert, I think I can safely assume, without any fear of contradiction, that I am perhaps the most experienced beginner in the model game today. A status which, I feel, specially qualifies me to give a few words of advice to beginners, which they will not find in any of those learned articles prepared for them by experts.

The usual instruction to beginners is to build a model aircraft, but let me say at once that this is now considered to be quite an unnecessary hardship. Indeed, in most modern clubs it would be regarded as nothing short of sheer ostentation. However, do not get the impression that the average model club will willingly welcome any newcomer who is not prepared to participate in its principal activity, so it is more or less essential that you acquire a motor-cycle. Some clubs are very particular, but generally any sort of machine will suffice, although it is well to remember that your future success as a modeller will depend on the quality and capacity of your machine. For the really ambitious, a change-over to a new and more powerful machine every few months or so is a sure means of achieving success and popularity as a clubman. If you are really a glutton for punishment and determined to build model aircraft, I can only suggest that you join a motor-cycling club.

Sum Hopes!

Despite the confusions, arguments and agonies of mental torture that even the simple arithmetical processes of our present time-keeping system give rise to, certain undaunted types are breezily confident that the contest arena would be the happier for the introduction of a little higher maths.-

One suggested idea, aimed at making everybody happy, except perhaps the bloke with the icepack and blunt pencil, emails juggling with the times in such a way as to give all competitors the same average duration. Yet another relies upon reducing all the times to an unknown quantity by the use of logs. (*Can't I make just one little pun on logs. Editor? Not even the one about twigonometry?*)

It may quite well be that all this mathematical agitation is responsible for the clot system which is so widely practised nowadays. The first step in the working out of contest results by the use of clots is to reduce everything to the n th degree of clottery. The next phase is for the timekeeper, who is usually termed $BF+$, to take his stopwatch reading in the usual clot-wise direction, i.e. 2min, 10secs, is recorded as 210secs. If in the absence of any corrective anti-clot factor the 0 is immediately cancelled (being equal to the intelligence quotient of the score-keeper) and the final result, 21secs, related to an indecipherable variant under Blotscratch's law of human density.

At this point the equation, o.o.s. = 300 or else, is introduced by the competitor, who seeks to resolve the problem by the use of the special symbols, *!%#! *?!> or, alternatively, by the raising of the first two digits to the powers that be.

Veteran Quiz

"What, in your opinion, is the most noticeable difference between pre-war and present day Wakefield Flying?"

"Well, I suppose the chief difference is that Bob Copland now uses a car for retrieving his models."

Pylonius

Extract from old paperback Clarion circa 2004

John Andrews – Engines 2 – etc

The picture left, that I left you with last month, is of course a spoof job on my part. It's not a computer fiddle, just a photo of a few bits and pieces of a broken Frog 249.

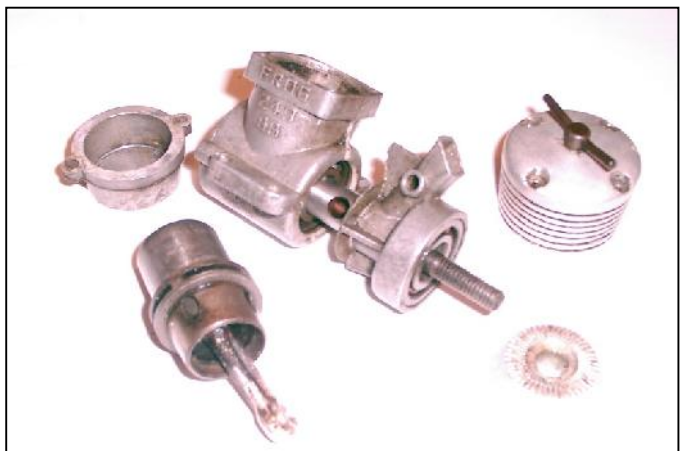
When I was getting all excited with my engine running last month, I took a third Frog 249 and nailed it into the test bench and set about getting it to fire up. There were a few pops and bangs but something was obviously wrong and, when I went to adjust the needle, it moved wholesale together with the venturi, front bearing, and all. Investigation revealed that the front of the crankcase was cracked all around and completely detached.

I guess it was one of the combat engines that had had a bit of a hard life. I couldn't resist putting the bits back together to make up the spoof job, hopefully to make one or two of you vintagents blink a bit.

After the failure with the 3rd Frog 2.49, I fitted and fired up the 4th. Lucky me now has 3 to play with, how about a Ford Tri-motor.

Next up, a week or so later, was my old Frog 500, onto the ply, clamp to the steps and fill the tank. I fitted a modern glowplug, although the old KLG looked OK, I wouldn't trust it. After a short while the 500 burst into life and for a few minutes I was buzzing my knuckles on the prop disc trying to shut down the needle to tune for maximum smoke. I managed to peak it out and it sounded quite healthy, although the old Frog 10x6 nylon prop I had fitted was well out of sync with two distinct prop tip paths. I did a little more knuckle buzzing as I richened it up again and as the motor slowed down the distorted prop really took hold and the motor got into synchronised vibration mode and the whole shebang started shaking about, even the steps started walking before I managed to pinch the fuel tubing to shut it down. I dug out an APC prop and with that in place I fired the Frog up again and it ran as sweet as a nut. It peaked out easily, not as sensitive as I recall from the past.

That was that for engine running, I had run everything my mate Ian had given me and all were a OK with the one exception, 5 out of 6 aint bad.



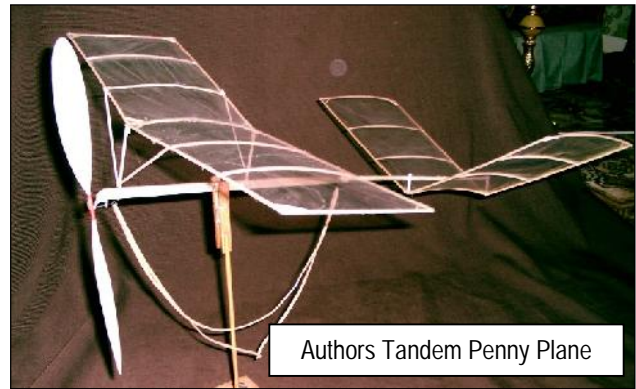
Bits of the broken Frog 249 with Bickerstaffe's Fins



Author's engine collection (perhaps heap would be a bit nearer the mark)

I managed to get a bit more indoor flying at Alumwell and Oundle and having refurbished my Tandem Penny Plane I thought you ought to see a picture of it. I must apologise for what will be a continued proliferation of photographs as I have not yet got over my enthusiasm for the new little digital camera we've acquired.

Still on the subject of indoor, I was thumbing through a copy of Model Aircraft December 1960 when I came across 'scraps' reproduced here as the Clarion centre-fold (not perhaps the centrefold you might have wished for) which I think looks a neat design that would not take long to put together. I have reproduced it marginally larger than the magazine but I don't think that will be of any concern. Looking at 'scraps' in detail I think it would benefit from a dual front bearing and if you really want a performer then build the flying surfaces from 1/32 x 1/16 on edge and cover with mylar. (see plan page 9)



Authors Tandem Penny Plane

The outdoor season got underway with the BMFA first area comp and yours truly, undaunted by numerous failures last season, was there with a box full of rubber models for the Gamage Cup. As usual I was unprepared, my mental calendar had the event a week later and it was the Saturday before the event when I noticed my error. This meant that I got up on the Sunday of the event, grabbed my rubber model box and flight box and set off for Barkston not even sure that I had rubber motors for all the models.

It was a bitter cold windy day and when I settled on the airfield and started to unload, I found that my over-trousers and windcheater were missing from the back of the car, I had myself a chilly day out. The weather being somewhat inclement resulted in a lethargic start to the meeting by most flyers but I set up shop and decided to use my new bitsa 36/4 that I mentioned building a couple of months back.

It was the model I built to use up a spare 36-inch flat bottom wing I found in the garage, the wing was a bit on the rugged side and I thought it would be good for windy weather. I built the model with a single bladed folder, using a prop blade I had in my spares jar (its an old sweet jar handy for props). For some reason, presumably blade weight, it took a large fishing weight to balance the prop assembly. I managed to get one relatively calm afternoons trimming on Warwick Race Course but the whole shebang was vibrating so badly, when I got to 200 turns or so, that I gave it best and back home to make a double bladed prop assembly. I managed to get another days trimming with the new prop and the model looked quite usable.

Digression over, back to the event, I had a couple of test flights using more turns than at Warwick and things were looking good when I noticed a mass exodus taking place. The wind had veered and everyone, including Control, was off down the runway setting up camp in a better location. I bundled my stuff into the wagon and rolled off in pursuit. I set up again and found myself in illustrious company, alongside the Birmingham power flyers. The Birmingham lads were not in the best of spirits in the bitterly cold weather, Stafford Screen was wandering back and forth amongst his large collection of models and boxes, picking up wings and putting them down again, his heart was obviously not in the event at all. Another one of the group was dressed up like an Eskimo, with fur-lined hat and earflaps, big coat and gloves. It was difficult to see but I guess it was Roger Baggot, and he remained motionless, sat on the tailgate of the car. Alongside Stafford, I think, was Pete Harris, he looked a little more ready with an assembled model to hand but he was questioning Stafford as to whether they were going to fly or not or were they off home. Meanwhile amongst all this indecision, Pete Watson, back in harness after a spell of ill health, was firing up a model and getting on with comp. I saw Pete hop on his bike chasing after his first flight, standing up on the pedals as he set off across the grass looking as fit as a fiddle. One up to Pete.

Minor digression over, back to my efforts in the Gamage.

I sat about for quite a while hoping for better conditions, making my observations of the Birmingham lads, then finally I decided to pay up and get on with the job in hand. I collared the chap next to me for timekeeping duties and put 36/4 onto the winding jig. It was now that my un-preparedness kicked in, I had not made a winding tube for the model and as the fuselage was significantly slimmer than 36/3, the one for that was no use. The maximum for the day was 2-30 so instead of the 900 plus turns I normally use, I opted for 800 and hoped for no broken motor.

I set the Tomy and launched the model, it certainly looked the part, shooting up vertically then rolling into a nice prop-hanging climb. I had a slightly finer pitch prop as it was a windy weather job so the motor run was not over long.



Authors 36/4, latest three footer for windy weather

The prop folded at good altitude, then straight into a stalling descent, down in under two minutes. John boy had muffed it again. Investigation revealed a slight bunch in the rear of the fuselage, the model had never seen anywhere near full turns before and the bunch was enough to initiate the stall. I put a bit of packing under the trailing edge of the wing and had another flight. 36/4 did a couple of circles after the prop fold then into the stall again. Not much better, but the model shows promise.

That's it for this time, back next month with the BMFA 2nd Area do.

I went to Barkston on Sunday March 28th, the Midland Area venue for the BMFA Second Area event, taking with me my old flying buddy Ian Lomas. This was the first free-flight meeting Ian had been to for about 40 years. The weather forecast was quite good, but Barkston always seems to disagree with the forecasters whenever I go there. This meeting was no exception, a steady breeze keeping your hands in your pockets and all the clothes you had with you on your back. The event was for Open Glider, F1B and F1J/1/2A power models. Having none of these types, it was an open rubber trimming day for me, but I did take along my Tomboy intending to register a flight for the postal event.

I had a few flights with my new 36/4 I mentioned last month and packed off the stall that ruined my attempts in the Gammage. I also had a few check flights with my old 36/3 and a little upthrust gave me a better cruise climb. Everything was going well, then I put my bigger open job O-2 together, that's when things started to fall apart.

O-2 is one of those models that has always been in the wars, it is no stranger to hanger rash and is covered in tissue of all shades of fade. At the first area do, I had got it out to make my third flight in the Gammage, just by way of a trimming exercise and I was using my lightweight trimming stooge comprising a cheap camera tripod and single restraining chord. The wind blew the stooge over with the model on it and, where had I parked my bike? Right alongside, two piece wing yet again and a few holes here and there.

Back to trimming, I wound quite a few turns onto O-2 as I was not expecting any great changes, even though the repair had been substantial. With hindsight the wash-in on the R/H wing must have been significantly less than originally as, on launch, O-2 did not climb away. It went up from the launch but then flew flat round the corner downwind and pancaked down on the runway, shedding the prop blades as it slithered along with the rubber motor rattling away in the fuselage as the turns spun off. On the plus side it gave me the opportunity to demonstrate the powers of Cyno to Ian as I stuck the bits of the prop blades together again in no time flat. A few cement tissue repairs later and O-2 was launched again with some packing under the T/E of the tailplane. John Boy had blown it again, the model went a little higher and a little further, with a pancake landing on the grass this time. No damage, more packing and a few flights later O-2 was back on song.

It was mid-afternoon when my demonstration to Ian, of my current prowess at rubber model flying concluded. He must have thought 40 years or so doesn't change much.

The wind seemed to have eased a little, so I prepared the Tomboy for a flight to get something on record in the Postal event. After a quick check flight, I fired up the Mills 75 and, with the D/T set at about three minutes, Tomboy was up and away. We both watched through binoculars and after about three and a half minutes or so Tomboy passed behind some bushes on the edge of the field and was clocked off. Job done, on my bike.

I puffed my way across the airfield to the far side and located the bush/tree the model had passed behind, it was on the other side of the main road. Behind was an industrial estate and there was no sign of the model in the small, grassed area immediately over the hedge, so I walked up the road to the entrance and went inside. There was a wide shrub plantation between the road and the first warehouse and I trolled up and down that, but still no Tomboy. I was puzzled, I knew the model had flown in front of the building but apart from the plantation, the ground was plain grass. I moved to the end of the building to go around the back, in case I was mistaken, but when I was level with the side of the building I spotted the Tomboy in a stone filled drainage ditch along the front of the building. The model must have flown into the side of the warehouse and slid down into the ditch. The wing was in two pieces and the tailplane damaged, but not too bad overall.

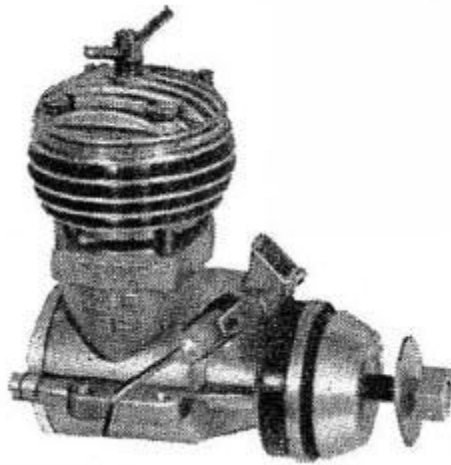


We've just acquired a new computer especially for internet use and one of my first efforts at e-mail was attempting to send my Tomboy time to Nick Farley. The wife got onto the 1066 web site and we set about trying to enter my flight details on the entry form contained therein and we e-mailed Nick. Next day Nick replies, thanks for the e-mail, sorry couldn't open the attachment. I seem to be as bad at computing as I am at flying. I gave up on the form and just e-mailed the flight time and details for record.

Tomboy repairs were soon underway to make ready for Wallop.

John Andrews

Model Aircraft Dec 1960



FROG 2.49 BB

Manufacturers:
International Model
Aircraft Ltd.,
Morden Road,
Merton, Surrey.
Retail Price: £3/19/3
including P.T.

Bore: .581 in.
Stroke: .574 in.
Displacement: 2.494 c.c. (.152 cu. in.).
Bore/Stroke ratio: 1.01.
Bare weight: 5.7 oz.
Max. B.H.P.: .206 at 13,700.
Max. torque: 20.8 oz.-in. at 7,000 r.p.m.
Power rating: .083 B.H.P. per c.c.
Power/Weight ratio: .036 B.H.P. per oz

PROPELLER	R.P.M.
dia. pitch	
11 x 5 (Stant)	6,500
9 x 8 (Stant)	7,750
9 x 4 (Stant)	9,800
8 x 5 (Stant)	11,200
8 x 4 (Stant)	12,600
7 x 6 (Stant)	13,300
7 x 5 (Stant)	14,400
6 x 4 (Stant)	17,000

Fuel: Mercury No. 8.
Fuel: Frog "Powamix".

Cylinder liner: Heat treated fine grain, mild steel ground internally and externally, wet honed bore.

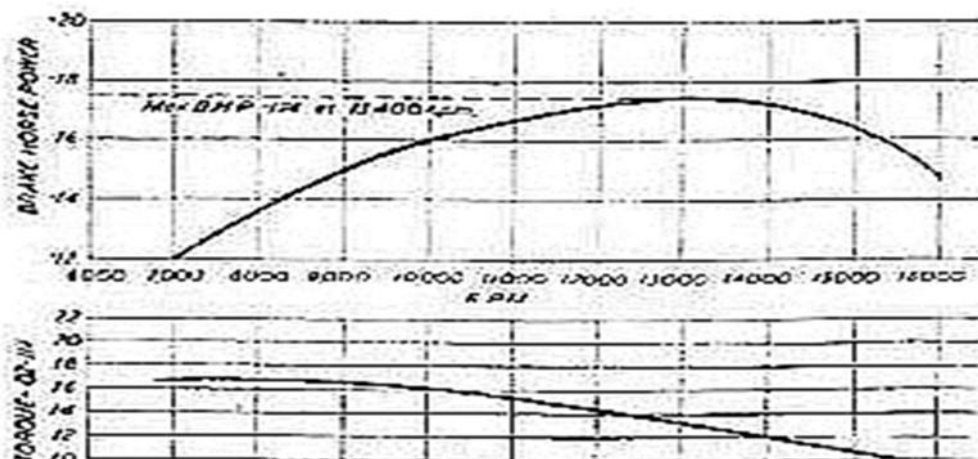
Piston and Contra-piston: Cast iron (ground and lapped).

Gudgeon pin: Silver Steel.

Connecting rod: RR.56 light alloy forging.

Crankcase unit and Cylinder head: LAC 112A light alloy, die cast.

Crankshaft: 3 per cent. nickel steel. (Heat treated and ground.)





Part of the SAM35 stand at a Wembley exhibition



Part of the SAM35 stand at a Wembley exhibition

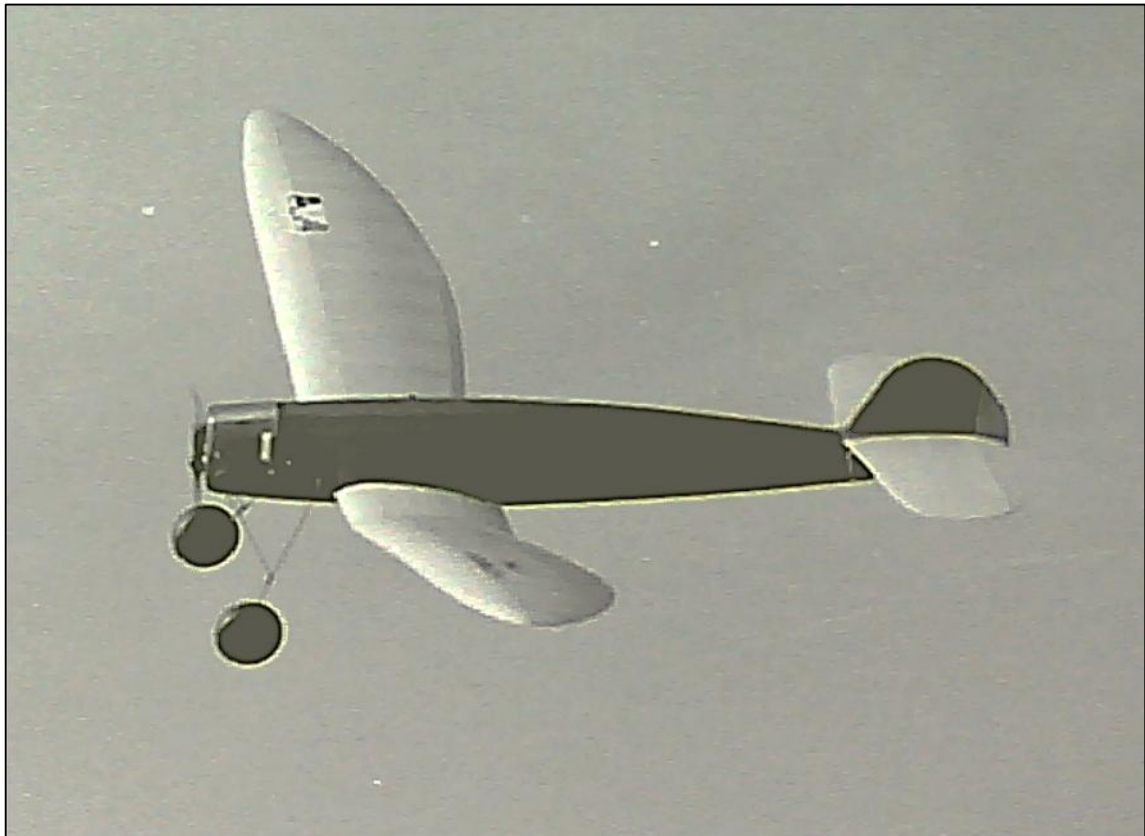


Croydon & District MAC dinner at the Cafe Royal, Croydon on 21.2.51.

L to R Back row: Hills, Hills, Carter, Carter, Miller, Gatland, Gatland, ?, Raitt Holland, Marcus, Dilly, Hall, Cosh, Rushbrooke, Davis, Taylor, Taylor,
 2nd row: ?, ?, ?. Savage, Seiterfield,
 3rd row: Smith, Yeabsley, Tangney, Tangney, Ward, Ward, Ladd, Pitcher, Gilroy, ?, Geesing, Worby, North, Standing, Standing.



Display of cups won by CDMAC members in 1950
 in the window of Ted Setterfield's model shop in South Croydon



Brian Hewitt's (Tonbrige RF) "Pacemaker" (Sadler) Model at West Mailing in the 80's.



Keith Miller's (CDMAC) "Voodoo" Wakefield circa 1951.



A view out over the valley

Incidentally one model got away from its pilot and finished up in the cornfield stubble in the far distance.

Having a free weekend and a good weather forecast Rachel and I paid a visit to Tony Tomlin's Cocklebarrow farm vintage R/C fly-in Sunday 5th September.

Although I've been before a couple of times, we had real difficulties finding the field. Having no post code or anything the best we could manage was to set the satnav to Aldsworth and picked out some arbitrary place to activate a route. To cut a long story short we spent many miles in signpostless country lanes before finally picking up SAM35 signs in Aldsworth. The satnav destination must have been miles away from the village and it was finally a signpost that got us back on track. Rachel gave Tony a bit of a roasting over poor event signage.

The field was absolutely choc-a-block when we got there and we were offered double parking by one caravan owner, otherwise we would have been parked outside in the road. Colin and Pat Shepherd were also there and we all set up in chairs at the flight-line entrance to be as close to the action as possible and near the toilet tent. We were in picnic mode but the temperature in the sunshine was overbearing, particularly for an ex ginger nut like me. We had not brought our fishing umbrellas so no shade.

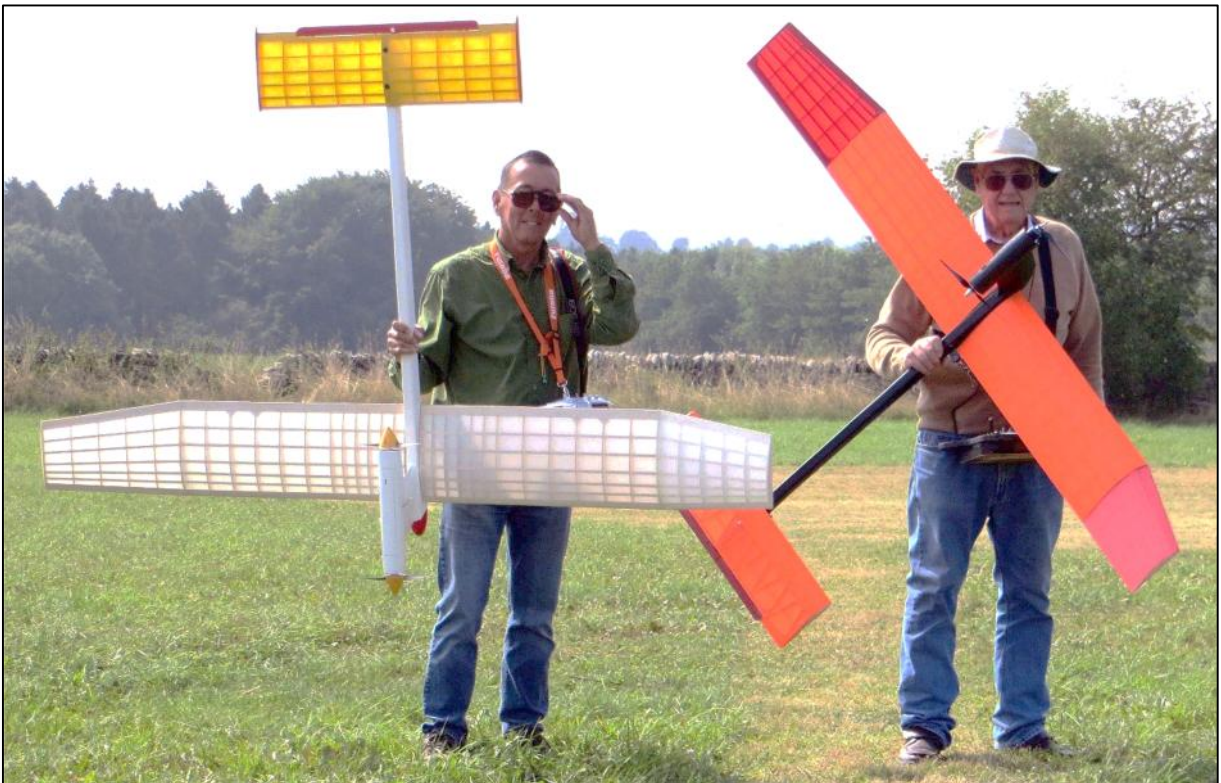
There were innumerable models on show but I doubt that more than a quarter of them were actually flown. Colin had brought his big Tomboy but the heat of the day put him off flying and I suspect a few others as well. I took a few pictures that follow but I'm afraid, not being one of the in crowd, I cannot put names to the flyers.

The heat finally got the better of us and we bailed out early about half two.

All in all it was a superb meeting in glorious weather (if you like that sort of heat) and attendance must have pleased Tony Tomlin who had been on-site since the Friday night.

Well done Tony.





Bill Longley and companion with a couple of twin motored electrics in 'push-me pull-you' mode. They went up quicker than S**t off a Shovel.

Editor

April 1946

NEWS Review

Cover Story

We note with pleasure the gradual return to peace-time pursuits of well-known figures in the aeromodelling world on their release from the services and war-time activities. Our cover picture, which was taken by your Editor at Fairley's Aerodrome, on the occasion of one of the major pre-war competitions, shows a group of model celebrities who have recently returned to the movement. The tense moment depicted in the photograph shows E. Chasteneuf putting the last turns on his Wakefield model, with Eddie Cosh, the late secretary of the S.M.A.E., looking on, watch in hand, whilst the figure on the left is that of the well-known French enthusiast, Father Amlard, of Fiers, Normandy. E. Chasteneuf has just rejoined the model aircraft trade; Eddie Cosh has joined the staff of the Aeromodeller, and Father Amlard, who has survived the German occupation, has just sent the S.M.A.E. an invitation to Fiers to renew the pleasant pre-war associations which existed between the S.M.A.E. and French aeromodellers.

Auto-Ignition Engines

While the term "Compression-Ignition Engine" is a perfectly correct method of referring to the new engines, devoid of ignition equipment, which have been developed on the continent during the war period, it is long and does not come easily to the tongue.

The use of the term "Diesel" in connection with these engines is not strictly correct as they do not use the fuel injection cycle which is the basis of the engines devised by the late Dr. Diesel, although spontaneous or automatic ignition takes place, of course, immediately injection of the fuel is effected.

If one considers the actual sequence of operation of these new engines and their method of producing combustion of the charge one is led to the conclusion that they are in fact Automatic-Ignition Engines and this, it is suggested, exactly describes them and is a better nomenclature than either of those which have been used up to the present. We propose to refer to them by the abbreviation "Auto-Ignition Engine" in the pages of *MODEL AIRCRAFT* in future, as we are of the opinion that, all things considered, it is a better term to use when referring to this type of motor.

The S.M.A.E. Dinner and Prizegiving

The most successful dinner so far held by the S.M.A.E. took place on Saturday, February 16th, at the Lysbeth Hall, Soho Square, on the occasion of their annual prizegiving. Over 200 attended to hear some witty speeches by the speakers, including one from Sir Frederick Handley Page, who was the principal guest.

The dinner is fully reported elsewhere, but we would like to comment on the number of old enthusiasts present, some of whom had not

attended an S.M.A.E. function since the outbreak of war, indicating that supporters of the Society who have been involved in the Services or essential war work are now finding their way back to a normal life in which the S.M.A.E. takes a place.

Another pleasing feature of the dinner was the large number of provincial club members who attended, showing that those outside the London Area are taking a more active interest in the parent body and the movement in general.

The Wakefield Cup

A passage in the speech made by Mr. F. J. Camm at the S.M.A.E. dinner, in his reply on behalf of the Press, recalled that the well-known pioneer of model aircraft, Mr. E. W. Twining, was the first winner of a Wakefield Cup.

While this is quite true, it must be made clear that he was referring to the original Silver-Gilt Cup donated to the old K. & M.A.A. by Sir Charles Wakefield, and not to the present International Wakefield Cup, which was donated to the S.M.A.E. at a much later date by Lord Wakefield, the first winner of which was H. Newall, on behalf of Great Britain.

The original Wakefield cup was withdrawn from competition on the absorption of the K. & M.A.A. by the S.M.A.E., and it has not been competed for since it was won by Leonard Slatter, now Air-Marshal Sir L. H. Slatter, K.B.E., C.B., D.S.C., D.F.C., just before the 1914-1918 war.

We hope this will dispel any confusion which may have been engendered in the minds of those who did not realise that two separate Wakefield Cups have been in existence.

Incidentally, whilst we are indulging in reminiscences, it is interesting to recall that E. W. Twining made a habit of being the first

MODEL AIRCRAFT

April 1946

winner of important trophies and that he was also the first winner of the popular Gamage Cup with the first of the high performance "A" frame models. This win was largely responsible for setting a fashion for this type of machine, which persisted for some years.

"The Model Engineer" Exhibition

The competitions for model aircraft which will be held in connection with the *Model Engineer Exhibition*

have now been announced and are as follow:—

Section "A" (Seniors)

Class 18.—Wakefield Type Models.

Class 19.—Flying Scale Models.

Class 20.—Power Driven Models (excluding Rubber driven).

Class 21.—Sailplanes.

Class 22.—Solid Type Models (to any scale).

Class 23.—Original Flying Exhibits.

Class 24.—Rubber Driven Models (open).

Section "B" (Juniors) (16 years and under)

Class 25.—Wakefield Type Models.

Class 26.—Flying Scale Models.

Class 27.—Power Driven Models (excluding Rubber driven).

Class 28.—Sailplanes.

Class 29.—Solid Type Models (to any scale).

Class 30.—Original Flying Exhibits.

Class 31.—Rubber Driven Models (open).

Attractive prizes will be awarded in each class, and in addition a Championship Prize for the best overall exhibit irrespective of the classes in both the Senior and Junior sections.

Send for your entry forms and start on your models right away. Don't leave things to the last moment.

Houses or Aircraft

Stepping from our models, at one end of the scale, to the projected super air liner

"The Brabazon," at the other end, we feel sure that all model aircraft enthusiasts will view with regret the proposal to abandon its construction as a result of the difficulties which have arisen regarding the building of a runway at Bristol of sufficient length to ensure its take-off without the demolishing of some 30 houses.

It seems shortsighted, even in these days of acute housing shortage, that a project of such national importance as the "Brabazon" should be sacrificed for the sake of a few houses which could be rebuilt elsewhere at much less cost than that already expended on experimental work in connection with this aircraft.

It is to be hoped that the broad view will prevail, and that this country will not be robbed of the good work which has been carried out on this machine already, and of the prestige which would follow its completion.

New S.M.A.E. Officials

As a result of the resignation of the S.M.A.E. officials belonging to the Northern

Heights Club, will everyone please note that the Secretary of the S.M.A.E. is now Mr. L. M. Walker, of 16, Conifers Close, Kingston Road, Teddington, Middx., and the technical Secretary is Mr. G. W. W. Harris, of Lancaster House, 11, Windsor Road, Farnborough, Hants.

Airfields as Flying Grounds

Following an approach made to the Ministry of Civil Aviation by the S.M.A.E., there is a

good prospect of obtaining the use of an Air Ministry aerodrome for the Society's major events this year. A number of possible aerodromes have been offered by the Ministry, and it is possible that some of these might be available for Area Rallies or Club Rallies. A list of the aerodromes concerned is given below, and if any club wishes to obtain the use of one of these will they get into touch with the Secretary of the S.M.A.E. immediately, so that the necessary steps can be taken with the Ministry.

R.A.F. Aerodrome	Location
Bardney ...	10 miles E. Lincoln.
Birch ...	5 miles S.W. Colchester.
Boulmer ...	29 miles N. Newcastle.
Brunton ...	21 miles S.E. Berwick.
Castle Camps ...	14 miles S.E. Cambridge.
Chedworth ...	12 miles E.S.E. Gloucester.
Cosford ...	8 miles W.N.W. Wolverhampton.
Davidstow Moor ...	24 miles N.W. Plymouth.
Eye ...	19 miles N. Ipswich.
Fowlmere ...	8 miles S. Cambridge.
Knettishall ...	24 miles N.N.W. Ipswich.
Raydon ...	6 miles S.W. Ipswich.
Steeple Morden ...	13 miles S.W. Cambridge.
Warboys ...	5½ miles N.N.E. Huntingdon.
Windrush ...	20 miles E.S.E. Gloucester.
Winfield ...	3½ miles W.S.W. Berwick.
Woodhall Spa ...	15 miles E.S.E. Lincoln.
Ipswich	

When applying to the S.M.A.E. for use of any of these airfields a list of the dates on which they will want to be used is essential.

BMFA 6th Area, Barkston

John Andrews



A distant flightline, we set up for trimming in isolation.

Sunday 12th September Rachel and I set off to Barkston Heath for the BMFA 6th Area meeting. The weather forecast and actual weather on the day were the best I can remember: light cloud; 5mph wind dropping to 3mph around 1pm then back up to 5mph.

We arrived early for us, around 9-30, and pulled up alongside a large group of other fliers. We had arranged to meet Colin & Pat Shepherd and by the time we located each other the main group had moved but as Colin only wanted to trim and I am not sure that Rachel and I are fit enough to compete any more, we set up in isolation to keep out of the way of the comp fliers. Looking at the heading picture, we did one heck of a job keeping out of the way.



Our encampment, a hive of activity I do not think.

Colin was responsible for most of our activity, first trimming his new 'Aiglet' A1 glider, then his latest 'Baron Knight' vintage coupe and finally his 'Dixielander' derivative.



Aiglet, A1 glider



Pat gets model up and away

Glider trimming went without incident and the Aiglet was soon up to the top of the line and gliding well if the air was good. Large areas of sink were apparent on some flights.

The vintage coupe trimming followed a similar pattern to the glider with the exception that a lot more fiddling was required to get the glide near to the stall point. There was a reluctance to turn on the glide originally and it was the balancing act between turn and stall that took a while. Incidentally the model was using Martin Dilley's new stock of white Jap Tissue and Colin was singing its praises to me. Apparently, according to Colin, its thinner, lighter and stronger than others that he has been using to date.



The Dixie trimming was another story all together, Colin is sure his Dixies are jinxed and this one proved the point for me.

Test gliding in the calm conditions proceeded OK and things were looking good then Colin moved on to power. First up the battery for his starter went flat and he had to resort to hand starting. Against my own experience the Cox engine was relatively easy to start and ran solidly. Unfortunately, not having done much hand starting of late, Colin soon had sticking plaster all over his thumb on one hand and a large bandage on the forefinger of his other hand.

Undeterred he pressed on and after a bit of timer fiddling he fired up and launched but tripped the DT with his thumb. The 'Dixie' went into the usual looping convolutions and eventually dumped itself in the grass, which was thankfully quite thick, no serious damage ensued.

Finally with the engine at full chat Colin launched again and up went the 'Dixie' like a bat out of hell. Up like a rocket, engine cut, over the top and straight down again, splat!!! It all happened so quickly for Colin to activate the RDT, he wished he had set a longer engine run.

Colin played football with the bits then stowed the debris away in the bubble wrap wing bag, 'Dixie' R.I.P. I suppose two out of three aint too bad.



For my part the day had started badly at home when the lid on my model box dropped open on loading and spilled the contents all over the drive. My 50gm, a mini vintage, a coupe, a vintage coupe, a P30 and a 24". At my age bending down to re-fill the box made the world appear to rotate.

Back to flying, eventually I decided that I should have a flight or two so I assembled O-4 my 50gm and set up the winding jig. 350 turns and away goes O-4, OK but stalling on the glide, Tried again with more tail tilt, no good, flattened out climb turn and tightened glide turn too much. Tried yet again with reduced incidence this time, that seemed OK.

It had been a long day and when I wound for the last flight I felt a little under the weather, so on Rachel's return I packed everything away and gave it best.

John Andrews



maximum width of 4 ft. 6 in. and a maximum height of 5 ft. 2½ in. It is of all-metal construction with stressed skin, the outside surfaces being burnished. The cabin is air-conditioned and is 11 ft. 9 in. long. It is well sound proofed. The cockpit has side by side seating and is fitted with blind flying

PERHAPS one of the best looking post-war aircraft, the De Havilland D.H. 104 "Dove," is already living up to its good looks by sound service.

Ease of maintenance and operational facility, together with passenger comfort has been the keynote of the design. It is interesting to note that the "Dove" can carry more pay-load than was at first estimated. The gross weight has been raised from 8,000 lbs. to 8,500 lbs. She is intended for light, fast feeder-line work with a range of 200-300 miles, carrying a pay-load of between eight and eleven passengers, plus their luggage at an economical cruising speed of 160 m.p.h.

The low-wing layout ensures a light rigid undercarriage and affords a considerable amount of protection in the event of a belly landing. The wing is a single spar structure and of fairly thick section.

The all-metal wings are of Piercy Aerofoil section, the chord at the root being 8.66 ft. and at the tip 2.62 ft. The angle of incidence is 2 deg. (chord to fuselage datum).

The tricycle undercarriage ensures good ground stability in cross-wind take-offs and landings and makes entry and exit for the passenger much more comfortable, being on an even keel. The fuselage has a

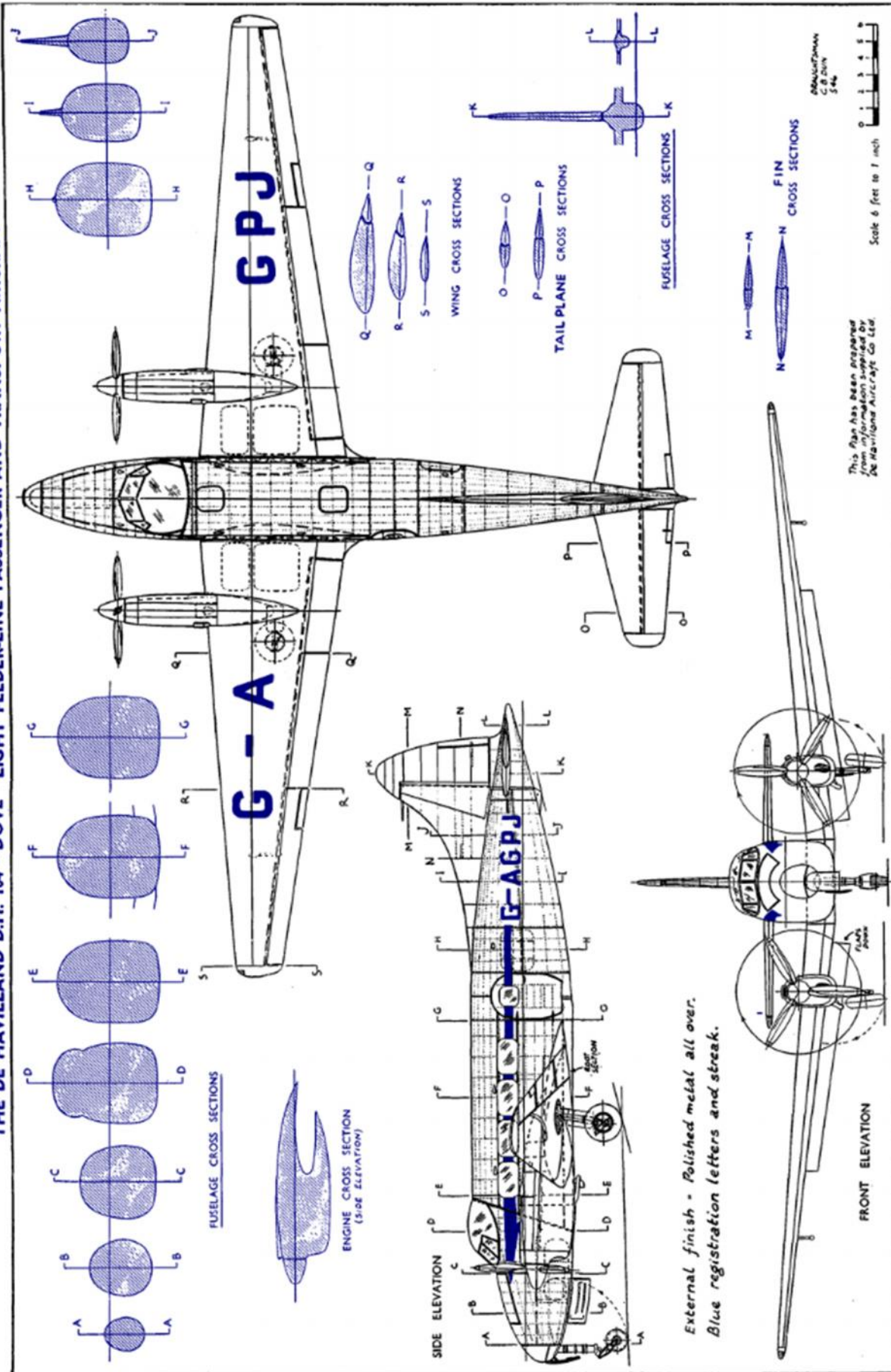
panel and all the latest wireless aids to navigation.

The Gipsy Queen 71 geared, supercharged motors, have direct fuel injection. The airscrews are fully feathering and reversible for braking on ground manoeuvring. The undercarriage, flaps and brakes are actuated on the "Hymatic" system.

Maximum level speed at 5,800 ft. is 222 m.p.h. Rate of climb at sea-level, 750 ft./min. Service ceiling 18,500 ft.



THE DE HAVILLAND D.H. 104 "DOVE" LIGHT FEEDER-LINE PASSENGER AND TRANSPORT AIRCRAFT



Trimming Geoff Lefever's 'FEVAIR'

-

Peter Watt

I'm the only one in my model flying club who flies free flight and am restricted to a grass strip about 300m by 150 m for trimming. The rest of the former WW2 airfield is either concrete runway, barbed wire fence or crops. This means I can only fly when the wind is precisely from the east or west and I am limited to the number of turns I can wind on.

I had hoped to try out some of my partially trimmed models including the Fevair on full turns at Sculthorpe. About 4 weeks before the event I damaged my ankle and flying my P30 and Senator in the competition was all it would stand.

Geoffrey's plan gives detailed setup instructions. I thought I knew better! The trim suggested includes 4 degrees right thrust, substantial right fin offset and a lot of tail tilt. The combination of these elements seemed excessive so I halved the side thrust and tail tilt, launching on about 150 turns the model flew straight ahead, the prop folded and it continued straight on.

Went back home and built in more side thrust and incorporated the full tail tilt. Next outing the model was flying in nice right circles both under power and on the glide. Increased the winds up to 300 and everything seemed safe. So it shows I should have followed Geoffrey's recommendations in the first instance. I used the incidence settings from the plan and even these didn't need altering.

Geoffrey drove up to Sculthorpe on the Sunday and we were able to pose for photos with the model. Hopefully next year I'll be able to get it flying on full turns.



Salisbury Plain September 5th 2021
Fifth Round Southern Coupe League



A lovely day, I counted forty three cars along the eastern side of the 'trimming field'. Twelve entered the coupe event with the usual five flights and a two minute max., but no rounds or line. This was a relaxed Nationals. It was hot, the sun surprisingly fierce after August's dismal blanket and it stirred up plenty of lift and sink.

I asked the coupe competitors to send me a short account (100 words max.) of their day.

From **Antony Winter**, (first place)

The forecast was sunny with light easterlies and I do not think it ever got above 4mph all day. Wonderful weather and short retrieves, what more could you ask for? There was no shortage of lift as the day got going and it was not until flight no. three that I was reminded that what goes up must be coming down somewhere, missed the max by two seconds. Still this offered the benefit of not having to hang around for the fly-off, but still a chance of getting on the podium! Luckily I did, the perfect end to the day.

Roy Vaughn (second place)

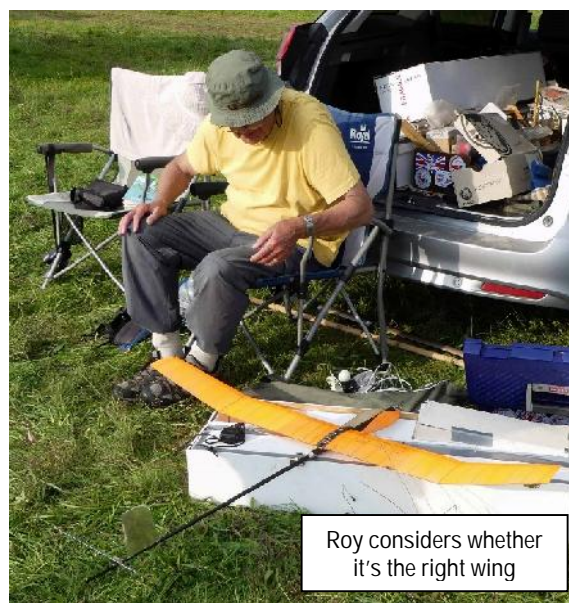
I spent the morning scraping one max and dropping a flight before realising that the model was grossly under-elevated due to being composed of components from different models! Things improved from there on but not sufficient for a win.

Peter Hall for **Ben Hobbs** (third place)

I couldn't contact Ben. We were worried after he was out searching after his third flight for a long time. It seems he was well off line. He was back in time to complete his flights.

Martin Stagg (fourth place)

I was looking forward to this as the weather forecast looked promising and two of my Coupes are trimmed, ready to go. Arrived late. Set up at the end of the line near Alan Brocklehurst and prepared model. Alan was ready to go so timed his first flight, which he launched into terrible air, very un-Alan like - I thought the air seemed ok too but 1.07 said otherwise! Wound up for my first flight, conscious of the need to choose the air carefully. Did I mention that my model was trimmed, ready to go? Well it wasn't. Too tight on the climb and straight on the glide, down in 1.34. Blast! Found that the trim tab had been knocked over. Corrected this and did a nice max that got very high in lift, down in 3.40ish, right over by the trees. Long walk. By now the heat was getting to me. Neither Gill nor I had been feeling well earlier so we decided to have a drink, a nap in the car then to review options. No one was maxing out so in spite of heatstroke, dehydration galloping berri berri or whatever I selfishly struggled on with three



more maxes. I thought I might make third, or even second if all the stars were dropping flights. Imagine my annoyance when I found that I had been pushed down to fourth! A good day apart from previously mentioned malaise and disappointment.

Richard Fryer (fifth place)

On the Sunday the turnout was quite good, I counted over 30 cars. The weather was misty with not great visibility until around 11.00 then became sunny, warm and hazy. With a light variable breeze, at times so light that the thermal streamers were lying partly on the ground. Lift was plentiful but not always strong and nearly everyone dropped flights as the lift was missed or faded. Drift was not great and the models, F1G in my case, were not going that far, though the power models must have been getting towards if not in the downwind woods. All in all one of the most enjoyable days flying conditions I have experienced at this site.

Alan Brocklehurst (sixth place) This is a summary of his detailed report which he asked me to edit.

The first flight was down in 1.07 clearly in sink, but also perhaps the trim was off so he changed models. The next two were maxes, but when about to launch flight four the motor exploded and damaged the fuselage.



Changing back to the first model he maxed the fourth but the glide looked tight and he found that the prop. stop was badly displaced causing a miss-park.. Oil contamination after five years of shaft and bearing lubrication was the cause. He made a super glue repair but also glued the prop. shaft to its bearing. As you do with thin super glue. He changed models for the third time but missed the air on his last flight and was down for 1.51.

Gavin Manion (seventh)

It was a lovely day when I joined with most of the other F1G fliers in "Coupe Corner" at the Ersatz Nats. It was warm and with very little wind, the sort of conditions which can lull a man into a false sense of security. My second flight climbed to a good height and then glided like a brick to a half minute drop which didn't make me feel anything like as secure... Reasoning that I'd probably blown it, I changed to my new "Coupe in a Box" which I had sort of trimmed and was keen to try out for real. This produced two nice maxes and then another big drop to finish off the day and a nowhere position.

Jim Paton (ninth)

I carefully trimmed my models in preparation, only to have several things go wrong on each day. Moreover, flying my open rubber model yesterday at Port Meadow nothing went wrong and I didn't have a flight less than three minutes, no exaggeration. I also lost my binoculars and fried my gps beacon with a lovely Chinese adapter that had red for negative and black for positive. We have a lot to thank them for. (Jim declined to comment on his coupe performance)

Peter Hall came last, he writes:

I attended in a semi-detached sort of way. Two flights would be my limit and I would be leaving early. Flying my standard model (systems and carbon) I maxed but the burst was loopy and the glide stally. I had changed the tailplane to one with a symmetrical section and not re-trimmed. I then did a one minute trimmer and took a couple of photos. then the camera battery expired. Lunch wasn't up to standard either.

Peter Hall for **Chris Redrup**, (no time recorded)

Chris tells me that his ambitious plan was to enter three classes. He dropped an E36 flight so changed to Classic A1. Flying in the midday doldrums he dropped all three flights. Next he decided on a trimmer with his ex Dave Greaves coupe before his first comp. flight. Like all such it was an easy max. It landed in the elephant grass. It was carrying a G.P.S transmitter but this failed and he then lost the receiver - it fell out of his pocket ! He searched to exhaustion in the heat and then less than pleased with his day, went home. Two days later he returned and of course, walked straight to it.

That was the Nats.

Two Southern Coupe League rounds to go now, both on Salisbury Plain
Sunday September 19th. the Crookham Gala
and Saturday October 9th. Coupe Europa

Alan Brocklehurst is on pole, but if Roy Vaughn or Ben Hobbs or Gavin Manion win at both events with maximum points and Alan scores less than five points Nail biting stuff!

Peter Hall

A Bug Search

-

Tony Shepherd

Editor:

During an exchange of emails Tony mention losing a bug when it came off a model and I asked how he managed to find it, he replied:

Bug Finding

As to the retrieval of the retrieval device, the scanner was the saviour.

*Started with it attached to the yagi,
then down to the rubber duck,
then a very small aerial for close-up stuff,
then no aerial at all
and finally the squelch control set to minimum sensitivity.
Got to a circle of about 10' diameter.*

The thing that got it back in the end was the 'dayglo orange tape' in which I've wrapped my bugs, ever since about half a dozen of us were looking for one of Thommo's after he piled in on the rough tarmac of the MW peri track.

His were all clad in shit brown parcel tape which made them almost invisible.

Tony Shepherd

BMFA Substitute Free Flight Nationals

These took place on Salisbury Plain this year. I attended on Sunday 29th August and when OEE made an enquiry as to who had gone, I replied, and he has prevailed on me to write something about the event, although I did not go in reporting mode!



Salisbury Plain Area 8

For those not familiar, the site is accessed by turning south off the B390 Shrewton to Chitterne road on a wide unmade track, which turns back parallel to the main road before turning south. The organisers usually put out BMFA flags to guide the way. Although the tracks to the flying area are somewhat rough they can be safely used by the majority of cars, providing suitable care is taken.

On the Sunday, the wind was from the north east and in the morning control was set up to the south of the field on the plateau overlooking the valley to the airstrip. There was thick vegetation on the side of the valley.

I entered P30 and Mini Vintage. My P30 was built in 2008 from an Ikara Pee-Wee plan, dated 2002, and it is clearly an earlier design, as it has a cruciform rear fuselage of 2mm and 3mm thick sheet. The photo currently on the Ikara website www.ikara.eu shows a rolled conical tube rear fuselage. I fitted mine with a Gizmo Geezer propeller assembly and it has a tube-in-tube viscous timer, as described by Peter Michel in the June 2007 edition of NC, operating a tip-up tail. I had not flown it for some time, and I've nothing spectacular to report in terms of its flying- it is no lightweight at just under 60g ready to fly. The first flight to check the trim looked ok, but, for its first competition flight the model entered some bad air during the glide over the valley and was sucked downwards to record 67s. I fitted a new motor to try to gain more height and the next two flights were better, the last being just two seconds off the two minute maximum. Although several of the flights ended up in the thick vegetation, retrieval was relatively easy with the aid of the tracker. I use a Bodnar device, which is attached to the model with hook and loop fastener to allow easy transfer between models. The signal is detected by a Baofeng UV-5RE FM transceiver. This completed my morning flights.



Ikara Pee-Wee in car mounted winding stooge



Laurie Barr designed Pinocchio Mini Vintage.

After lunch, I was just starting to assemble my Pinocchio for flights in Mini Vintage when around came Mark Benns with the news that control was moving to the south east side of the plateau field, back to where it had been on the Saturday. So, it was a case of packing up to re-locate to the new launch area.

I now use a radio operated D/T system on the Pinocchio, see the September 2016 and March 2019 editions of NC for details. The first flight was looking marginal in terms of a max. As it was gliding in line with brow of and beyond the ridge the D/T operated. This was because the transmitter unit was held on a lanyard at about the height of my midriff and, of course, any obstruction in the line to the model will cut the signal, causing the D/T to function.

Another factor in using the RDT system is timing whilst viewing a model through binoculars. If I remove the binoculars to look at a stopwatch, I often have a problem finding the model again. I have been trying out a wrist mounted GYMBOSS interval timer and stopwatch. Setting the device for 30s intervals at which it vibrates, gives a good idea of the flight time. On its second flight the Pinocchio climbed to a good height and I operated the RDT when it vibrated at the two minute mark, and it fluttered down for a flight of around three minutes. Although it landed in some thick vegetation, I had a good line and found it relatively easily. The third flight was again relatively marginal, but I remembered to raise the RDT transmitter over my head as the model approached being level with the ridge and achieved a flight of two seconds over two minutes. The line I had this time was not so good, as it had landed out of sight and it took a little time to locate the model in the thick vegetation. I don't think I would have found it without the tracker.

Also flying in Mini Vintage was Bob Hauk, who had come over from Oregon in the USA with his British wife, Bel, I think, to enter a Wally Summers designed Gollywock. He had lost it on a trimming flight on the Saturday, but located it on the Sunday morning. He scored two maxes, but, unfortunately, on the third flight a flying surface moved, so the flight was truncated.

They had also brought over a pair of all balsa Little Mikes.



Followers of my CO₂ ramblings may remember that I mentioned Ed Lidgard's Lil' Whisper designed for the Brown Campus A-100 motor (NC February 2020). Well, this was developed from the rubber powered Little Mike design of his wife, Patsy. It was a pleasure to see a demonstration of these beautifully built examples flying in the somewhat windy conditions

The events flown and the results for this weekend can be found in the results section of the BMFA free-flight webpage [Free Flight Technical Committee \(bmfa.org\)](http://bmfa.org)

Indoor Meetings

In a sign that we are learning to live with the coronavirus, several indoor flying meetings are re-starting.

The Tonbridge Gassers and Rubber Fanciers are now back in action
at the Kings School Sports Hall, Rochester, ME1 3QJ,
on the following Saturday evenings from 6.30 to 10pm:-
16th October, 20th November and 18th December.

There are slots for free-flight, lightweight RC and 3D RC.

Flitehook is back running indoor free-flight meetings
at the West Totton Community Centre, SO40 8WU,
on Wednesday afternoons:-
20th October, 24th November and 29th December.

Take care!

Nick Peppiatt

DBHLibrary (Magazines)

-

Roy Tiller

Report No. 128 Our earliest magazines continued.

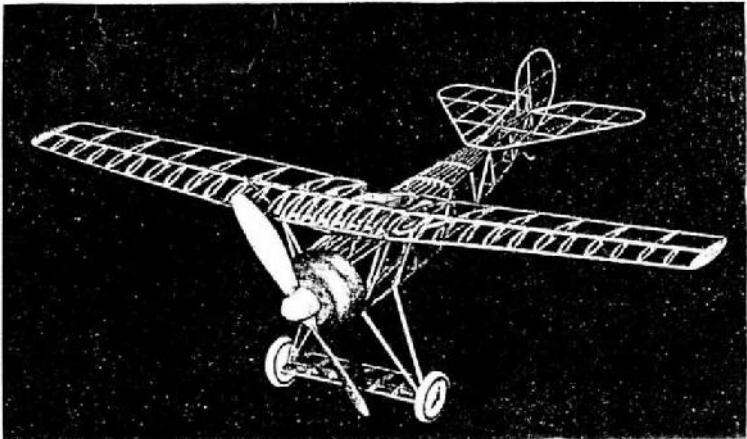
Continuing with a look at the earliest magazines held in the library in date order, we come to a further magazine from America, *Popular Aviation*. This is another magazine which is primarily concerned with full size aircraft but includes a small aeromodelling content. I do not know the launch date of *Popular Aviation* but we have a list of model plans featured which starts with the February 1931 issue which had a plan for a 30" wingspan Fokker Amphibian.

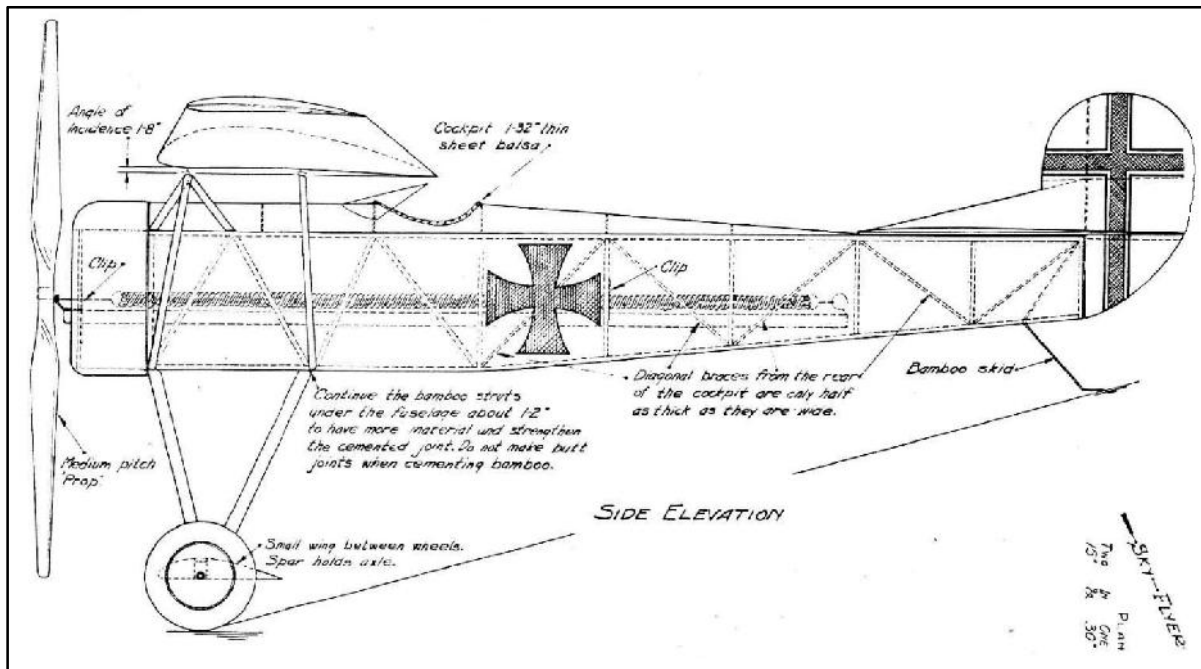
The earliest piece held in the library is in the form of photocopied pages of a plan and instructions for building a Joe Ott designed Fokker D-VIII Monoplane, as partly shown below.

MODEL DEPARTMENT

HOW to Build
the
Fokker Monoplane
by
JOSEPH S. OTT

HERE is a model of a ship that was designed for use in the World War, but which never actually reached the front for war service. Designed for the German Imperial Flying Corps, this Fokker D-VIII was considered one of the best designs presented for use as a flying pursuit plane.



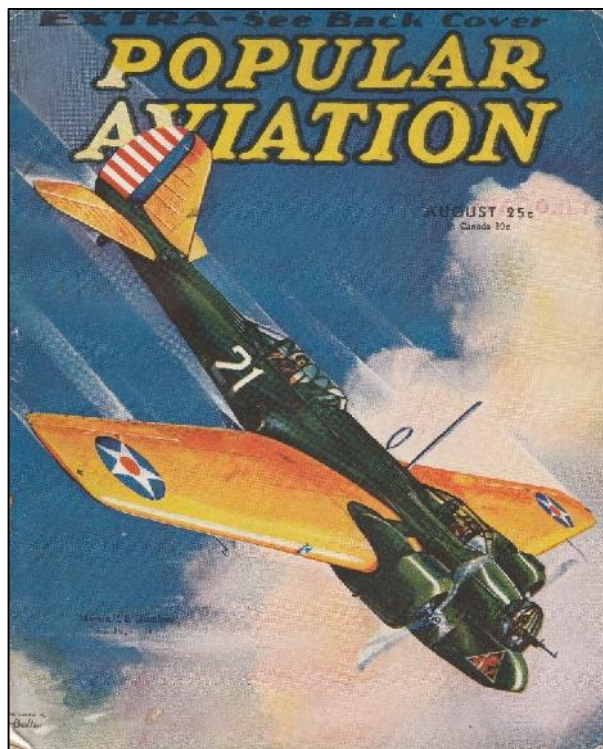
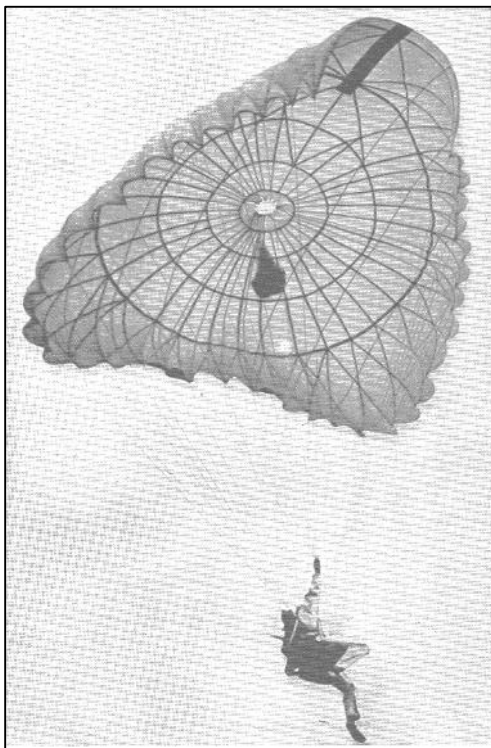


The bottom right hand corner of the part plan reads "Sky Flyer Plan Two in One" and declares that the model can be built in either 15" or 30" wingspan versions whereas the pictures are said to be of a 45" wingspan model. The power for the 30" model is specified as 10 strands of 1/8" rubber driving a 10" diameter propeller of "medium pitch". The rubber motor is mounted on a 14" long motor stick, an early example of winding outside the model? Build costs are advised as \$1.00 for a 15" model increasing to between \$4.00 and \$6.00 for a 45" model.

The U. S. Army Triangle 'Chute

by THOMAS L. GREGORY

This latest parachute, adopted by the U. S. Army Air Corps, is a highly developed and trustworthy life-saver. It is a tribute to its inventor, Major E. L. Hoffman, the outstanding authority on parachutes.



Our earliest complete *Popular Aviation* is the issue of August 1934, cover above, and there follows a few extracts.

What Our Readers Are Building

A department devoted to our readers' activities in airplane, glider and engine construction, showing the latest developments.

Read About 'em Here

Two of These Planes Are Grounded—One Flies

The "Knight-Twister" Flies

by VERNON W. PAYNE

P.A. feels a great interest in the performance of this vest-pocket pursuit ship because it is the outcome of a conference with Mr. Payne in our office and the original drawings were first published by us. Our faith in Mr. Payne and his design has been justified.



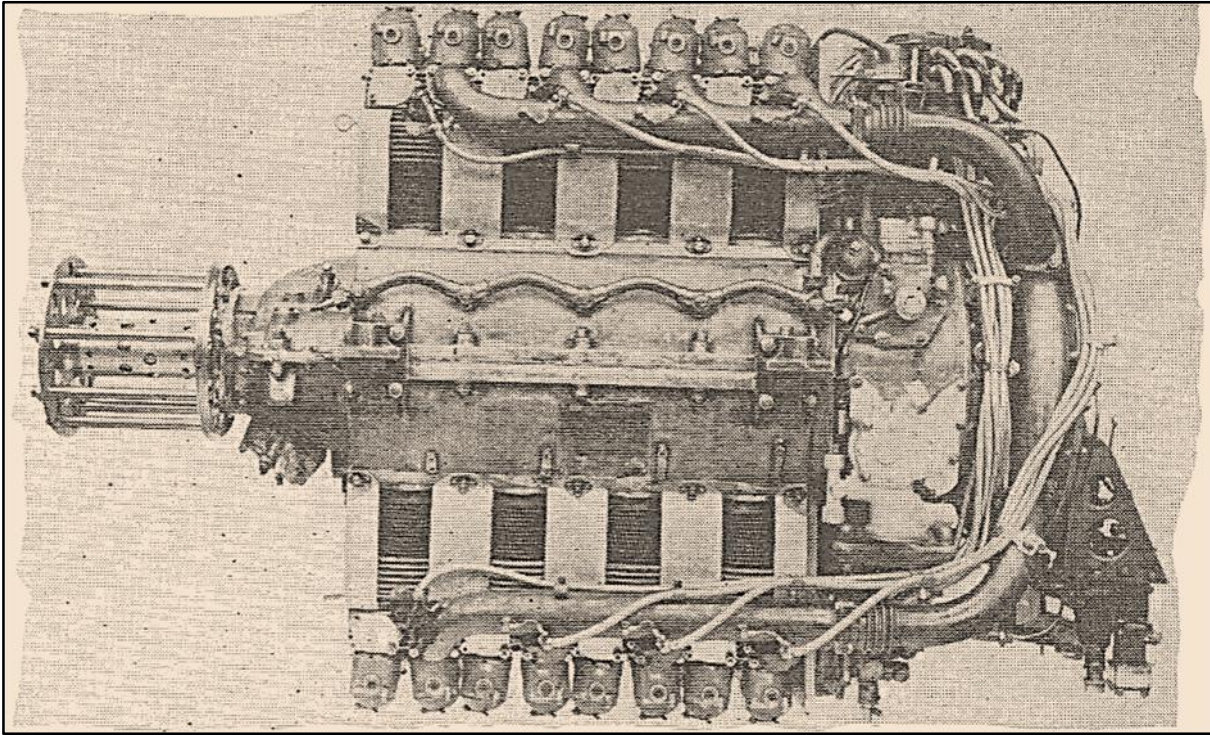
Towing the "Knight Twister" to the field. It is hardly larger than the small car but is infinitely faster



Walter Rupert, builder of this fine little ship, is fortunate to live in Oregon. He and members of the Oregon Lightplane Club are free to fly as they please in Oregon without interference

The Rapier "H" Type Engine

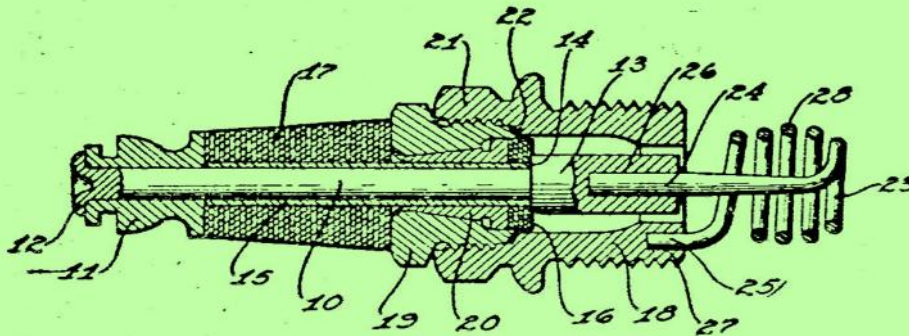
A description of an exceedingly interesting aviation engine recently developed by a famous English automobile and aviation engine manufacturer. It very greatly decreases the presented frontal area of the plane.



Recent Patents in Aviation

A page of interesting aviation patents issued by the United States Patent Office. This information is supplied monthly by Rummler, Rummler and Woodworth, Patent Lawyers and Engineers, 7 S. Dearborn St., Chicago, Ill.

GLOW IGNITION PLUG, No. 1,957,762
Hermann I. A. Dorner, Hanover, assignor by
mesne assignments, to Packard Motor Car Co.,
Detroit, Mich. Issued May 8, 1934. 12 claims.



An ignition plug for low tension battery current in which the igniting means is a coil of incandescent wire. The gasoline vapor is ignited by contacting the incandescent wire and not by spark.

Glow plugs for full size engines? Did that catch on? When were they tried on model engines?

Gas Taxes Threaten Aviation

by KEITH J. FANSHIER

If the present trend in gasoline taxation continues, commercial aviation is threatened with extinction. It will be literally taxed out of existence. All the aviation industry should unite in strangling this tax demon before it develops further.

Tax rates are given for each of the American States in cents per gallon (Exclusive of 1 cent federal tax) and vary from 2c. to 7c. Lucky chaps to have such a low fuel tax even allowing for a U.S. gallon being a measly 0.833 of an Imperial Gallon.

Finally a model aeroplane plan, a 20" wingspan rubber powered Monocoupe D-145 by Paul W. Lindberg. The model is said to be a "crack flyer" but I could find no details of a flying propeller, motor, trimming or expected flight times.

Building the Monocoupe D-145

by

PAUL W. LINDBERG

Model designer and Model Editor of

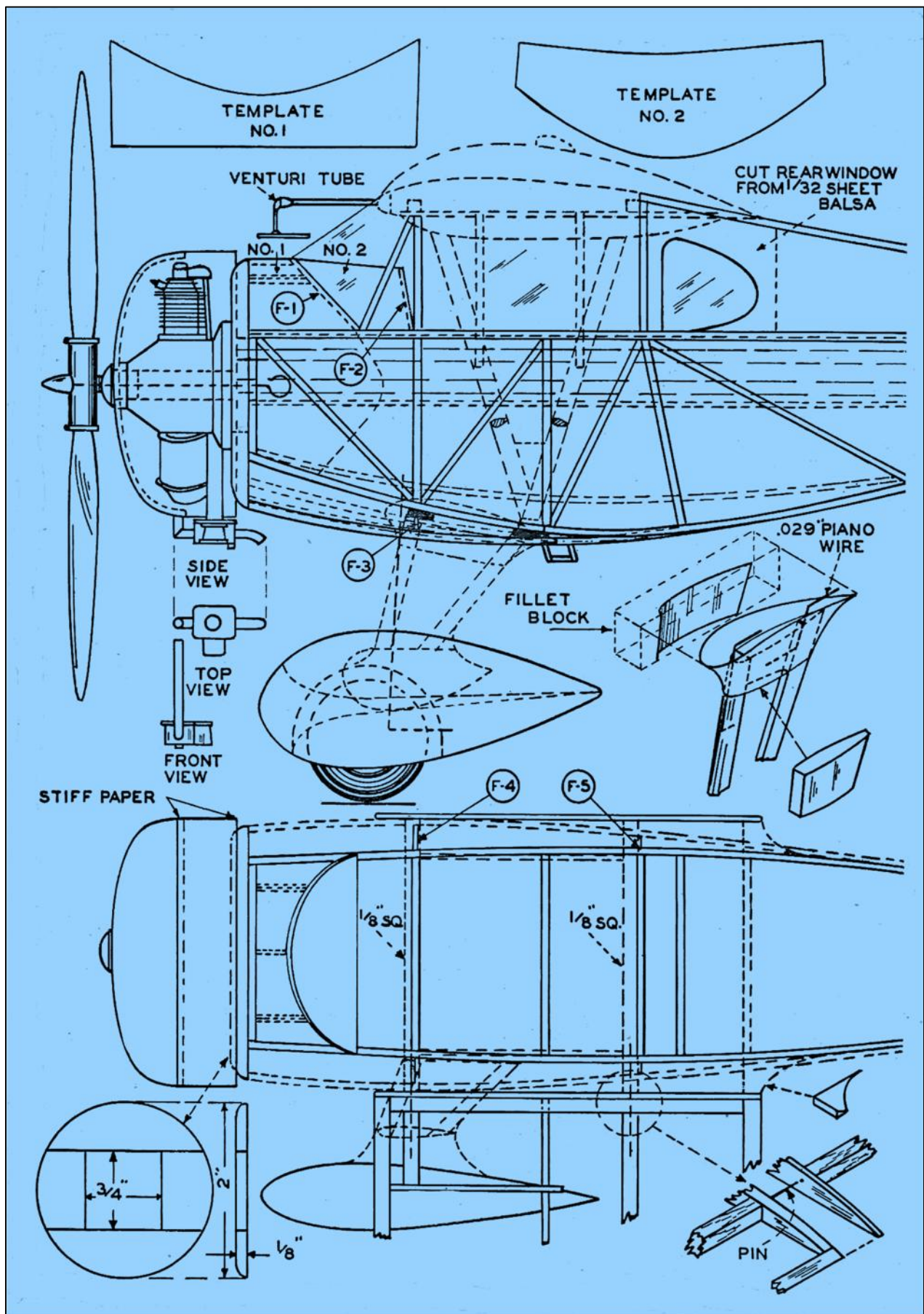
POPULAR AVIATION.

WE have had a great number of letters in the past requesting that we run plans of the Monocoupe. We have gone one better and have gathered the material on the newest Monocoupe Model D-145. This model has very clean lines and is a crack flyer.

During the construction of this model in our laboratory, we devised a method of installing removable wing panels, so that the model may be placed in a small box when traveling to and from your flying field.



This photo does not do justice to the fine appearance and the excellent workmanship displayed on our "lab" model. It is one of the finest we have yet produced.



Secretary's Notes for October 2021

-

Roger Newman

Another quiet month. As noted last month, I never made SP for the Pseudo Nats but I know others did, so hopefully there are reports elsewhere.

Indoor flying at Totton recommenced in Sept with an attendance that was encouraging for the rest of this years planned meetings, with 15 flyers enjoying themselves & Flitehook in attendance. A good time was had by all.

For those who may be interested, the BMFA AGM is planned for 21st Nov followed by the normal dinner & knees up. - *The Annual General Meeting of the Society will be held on Saturday 20th November 2021 at the Mercure Daventry Court Hotel commencing at 1.30pm. It will also be possible to attend the AGM virtually via Zoom. (To participate in the meeting online, you must register by 4pm on Tuesday 16th November using the following link:*

<https://agm.bmfa.uk/online-registration>

Don't forget we have a planned meeting on SP for Saturday 9th October - combined event with Croydon Coupe day. Our Comps will be Combined Vintage/Classic Glider & Mini-Vintage, so dig out those models as it will be the last event of the year as far as we are concerned. In retrospect rather a "thin" year due to the knock on effects of Covid restrictions, who knows what next year will bring?

The BMFA FFTC has recently published a note on the marking of models with identification numbers. To quote: *BMFA General Contest rules:*

2.3.13 Markings

All models other than Scale or Indoor Free Flight must be clearly marked with the owner's membership number on the upper surface of the wing in letters at least 19 mm high.

(Note - The FAI requirement is that the alpha/numeric characters are at least 25 mm high)

As this appears in the general contest rules, perhaps it's not applicable to sport flying? So now we have this plus the CAA requirements to contend with in terms of model identification - what next?

Crookham Gala

Yet another event beset by problems not of its own making - this time the fuel shortage lead to a lower than expected attendance. Nevertheless those who made it enjoyed a really nice day on the plateau area trimming field of Salisbury Plain.

Combined glider saw Dave Etherton flying his Inch Worm to triumph over Peter Tribe flying a more modern Ukraine (I think) design, combined power had two Dixielanders with Brian Silcock coming out on top of John Hook - sadly Brian lost his model on the second flight maxing out but going an awful long way, probably the loss of a good AM 35 hurt more than the loss of the model! In Combined Coupe, Alan Brocklehurst won with the only full house, whilst Richard Fryer flew his vintage Pipo (the only vintage coupe) maxing out on his second flight but again sadly losing the model. E36 saw three full houses, with Richard narrowly beating Trevor Gray & Chris Redrup having a rare off day in the fly-off.

Results:

Combined Glider:	1 st Dave Etherton (Inch Worm) 5.40;	2 nd Peter Tribe (Little Al) 4.21.
Combined Power:	1 st Brian Silcock Dixielander) 5.00;	2 nd John Hook (Dixielander) 3.23
Combined Modern / Vintage Coupe:	1 st Alan Brocklehurst (O/D) 6.00;	2 nd Gavin Manion (O/D) 5.52;
	3 rd Jim Paton (O/D) 5.12;	4 th Richard Fryer (Pipo) 3.27;
	5 th Martin Stagg (O/D) 3.16;	6 th Peter Hall (O/D) 2.00
E36:	1 st Richard Fryer (Eureka) 6.00 + 1.43;	2 nd Trevor Gray (O/D) 6.00 + 1.39; 3 rd Chris Redrup (O/D) 6.00 + 1.12

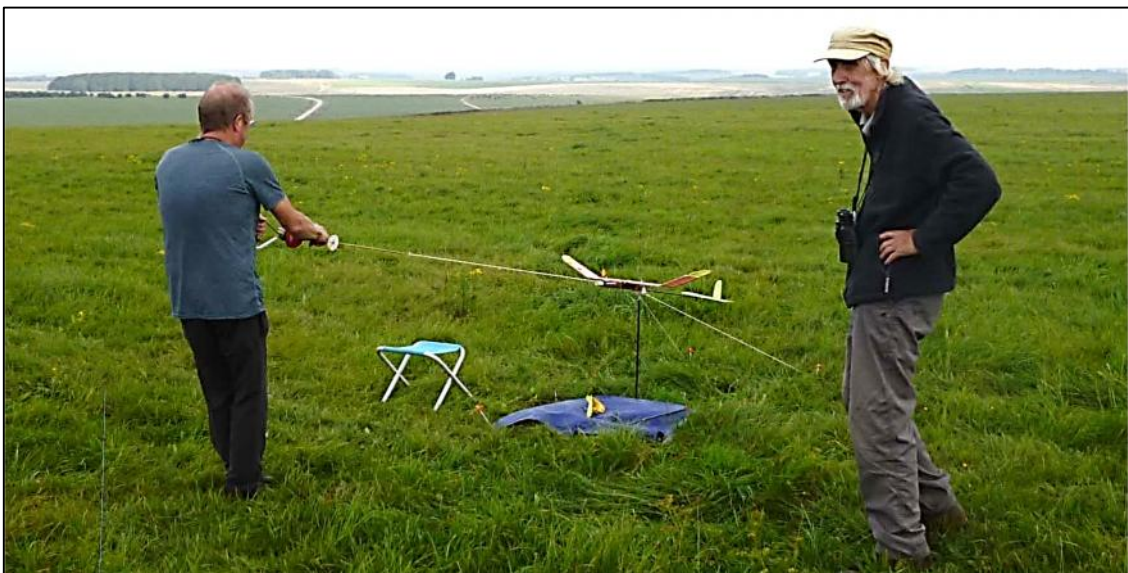
Crookham Picture Parade



Start of Flight Line



Dixielander time



Gavin having a stretch



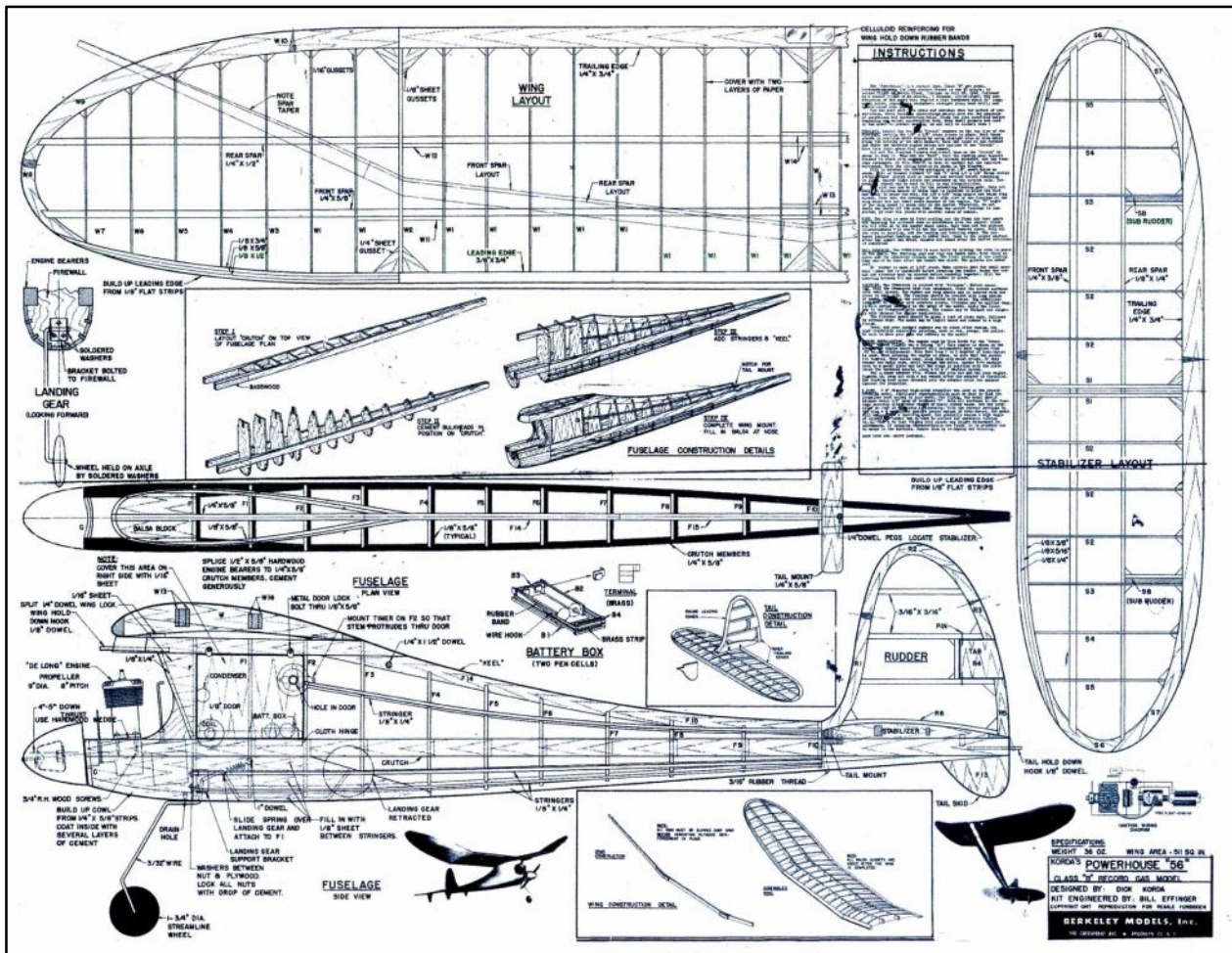
Jim Paton's Coupe gets away



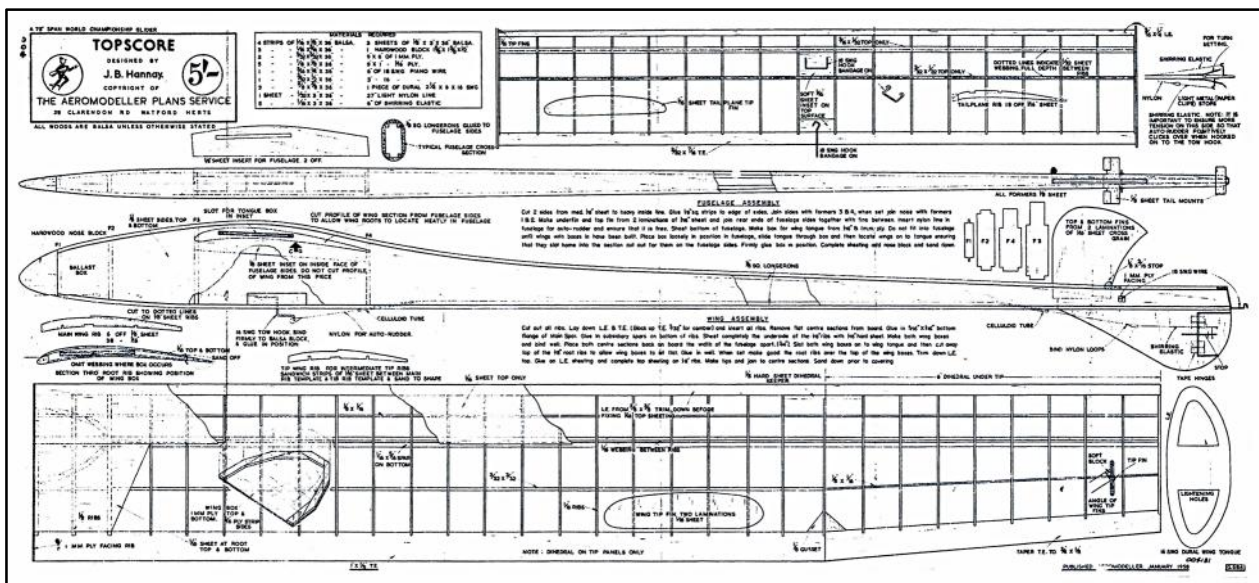
Vintage Coupe (Pipo) gets away

[illegible]

Power: Powerhouse 56 - by Dick Korda (mine had a Fox 19)



Glider: Top Score - by John Hannay from the '50s



Roger Newman

MODELS FOR THE CENTENARY EXHIBITION

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

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

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

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

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

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

Classic A1 Email International Important Update

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

Details from: stuardarmon1a@yahoo.com

Classic A1 Glider Email International 2021

Eligible Models

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

E vents:-

P30. Models conforming to AMA rules . ie. 40g minimum airframe weight, IOg maximum motor weight, no dimension exceeding 30 inches, unchanged commercially available plastic propellor 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

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**

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.

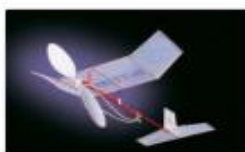
The winner of F1G will be awarded the Aeromodeller Trophy and in Vintage Coupe the Vintage Plate.

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



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/RDT Batteries

I have had another delivery of 75mAh 1s lipo's which other users tell me are the best E30 batteries they have ever had. They are of course also suitable for RDT. If you send me £10 I will put 4 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.

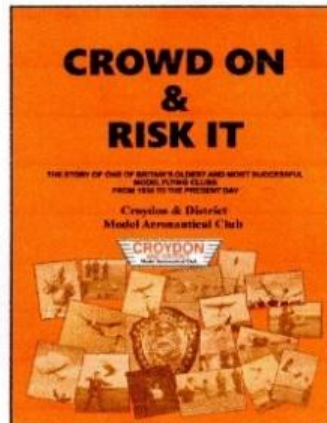
CROWD ON & RISK IT

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.



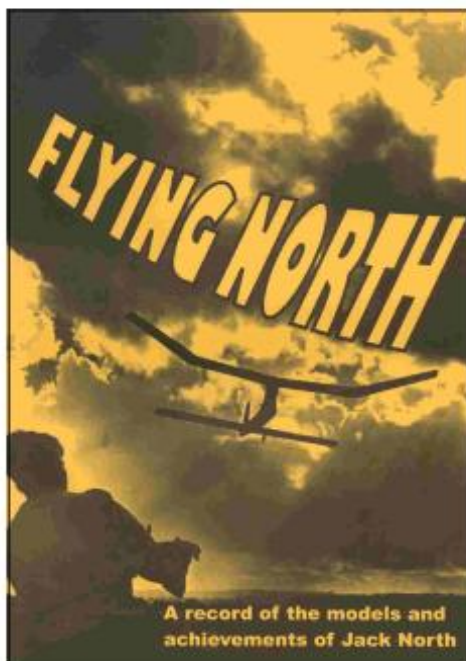
SAM Speaks USA.

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!



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

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).

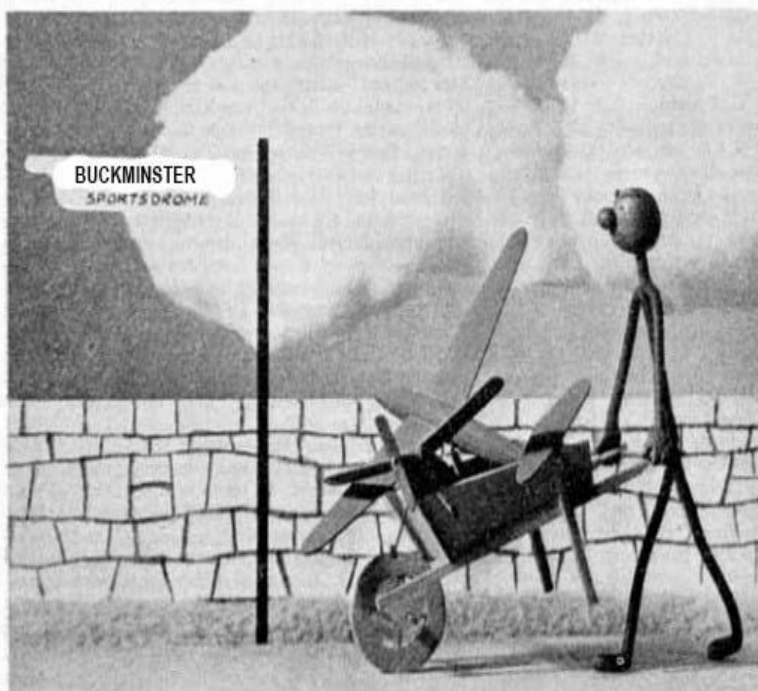
Copies are available from: Martin Dilly,
 20, Links Road,
 West Wickham,
 Kent
 BR4 0QW

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



BEN TWYRE

• By J. H. MAXWELL



A well-designed
and tested
"kite,"

A summer sky,
and a wind that's
light,

To Buckminster
show me the way

—A formula for
a perfect day.

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