

	<h1 style="color: red;">NEW Clarion</h1> <h2 style="color: red;">SAM 1066 Newsletter</h2>	Issue nc102022
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Editorial

The outdoor flying season soldiers on, but it will soon be over. Rachel and I hope to be spectating at the Indoor Nationals, held in the Midlands this year at the Daventry Leisure Centre from Sept 16th to Sept 18th. The venue is only 10 miles from our home so commuting will be a doddle. I am not competing this year as I do not have any decent models and my increasingly duff mobility makes flying too much like hard work. I hope we can get a few pictures and I can report on the event next month.

This issue will be another large one as I've decided to use a lot of full width pictures, they will be better to see and the increased file size makes no odds as we are on line and the number of pages is not an issue.

What have we got this issue?

First we kick-off with another of Peter Hall's Couprofiles, this time Chris Chapman. These articles provide a real insight into the competitors origins and thought processes. Peter is to be commended for persuading fliers to put it all into words.

Roger Newman continues his report on the BMFA Exhibition and follows it up with a report on the BMFA Buckminster site development. A good selection of pictures which prompted me to reproduce at full page width. I must agree with Roger that the Buckminster site has far exceeded my expectations and in a relatively short time scale.

I've popped in a little bit on the Coventry Gliding Centre which is not far away from my domicile and may prove of some interest. Full size gliders by the way.

Gordon Warburton has penned a small piece on recovery by bugs at Sculthorpe and informs that his falling off his electric bike has been reclassified.

The reports from Peter Hall and Roy Vaughn follow with many individual flyer's inputs and once again Peter is to be commended for nailing it all together. Roy, as keeper of the Southern Coupe League Standings, seems to get it all correct as there does not seem to be any dissent on the results.

Resulting from my visit to the Coventry Gliding Centre and seeing the Chipmunk aero-tow tug, I have dug up some of the origins of the Chipmunk from details on Wikipedia.

Martin Pike reports on his foray into scale modelling at the FF Scale Nationals held at North Luffenham. It was a learning experience for him but he did come away with a third place in one event.

I've popped in the usual bits of history from old periodicals, Aeromodeller Annual, Aeromodeller and Model Aircraft. I hope you find it interesting to read how things were way back in our hobbies early days.

I wind up the issue with our three regulars, Nick Peppiatt with more on CO2motors, Roy Tiller with bits from the archives and, secretary Roger's monthly notes followed by the usual three plans.

-) **Glider:** Albatross from Ted Evans in 1938
-) **Rubber:** Garaflow Arch Angel from 1940
-) **Power:** Quite early sport model, Model Aircraft plan by W A Pollard - Small Talk

Bad news for indoor in the Midlands: Colin Shepherd, after over 20 years promoting indoor meetings, has had to call it a day as falling attendances and rising costs have rendered the meetings too expensive to continue.

Editor



1. Chris, you have great experience and success over the whole range of free flight classes and you have been a champion of self-built models using traditional materials. Can you comment on this history and this approach?
2. Tell us about your approach to coupe flying.
3. How do you pick the air ?
- 4.. What developments in coupe design do you anticipate ?

1. I have been building and flying model aircraft since my schooldays. In my late teens a small group of us drifted towards competitive free flight, particularly Open Rubber. Losing models was inevitable so there needed to be a production line of replacements.

A collective design trend emerged to build light but durable models using conventional materials. Trimming needed to be a quick and easy process. Gadgets, general complications and more advanced materials were just not our style. The familiar construction of 'egg box' or geodetic wing and warren girder fuselages prevailed as did the right power turn and left glide trim.

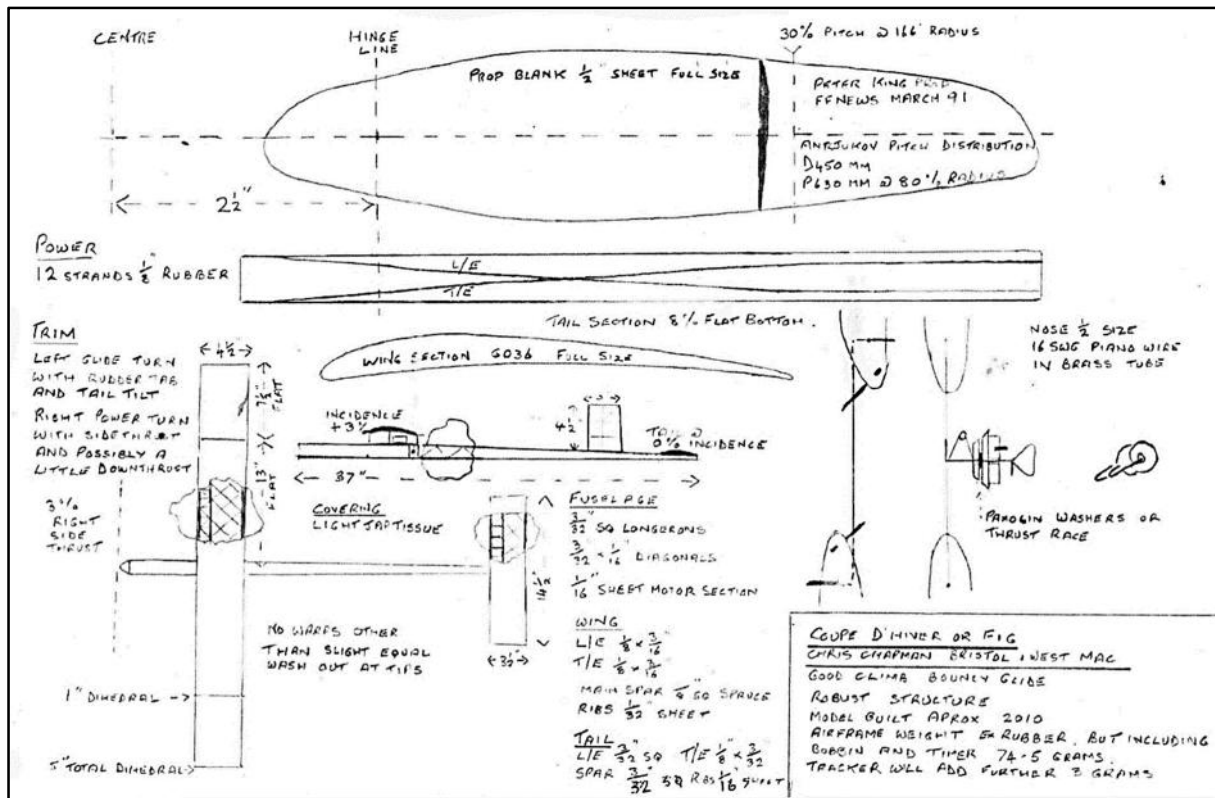
There followed joining the Bristol and West Model Aircraft Club which pulled together a remarkable collection of talented and enthusiastic free flight competitors. People concentrated on their favourite classes but had the support to have a go at everything else given the drive every year to win the Plugge Cup. The resurgence of vintage flying at Middle Wallop and the opportunity to go to Poitou in France just added to the fun. This was a golden age and we knew it.

2. During this time I stayed with the basic design approach and applied my ideas to Coupe and F1B. I tried to have several well-trimmed models in the box which I could fly with some confidence in all weathers. I would then have a go at as many competitions as possible. It was never the intention to have the highest performing and most sophisticated aircraft. I had sufficient success every now and again and my enthusiasm never faltered.

3. Picking the air in which to fly has never been a strong point for me. Some days I get it right but on other days I lose patience.

4. The future of free flight is not clear at present but we must cling on to optimism. Over the years I have seen some remarkable Coupes and some wonderful flying. A glance back through the magazines shows these glory years. As far as I am concerned, I shall continue with my approach. Coupe will continue to allow all sorts of designs. I have several models trimmed and a couple in the course of final adjustments. There is a new one featuring a higher aspect ratio wing and I have a large and very light 'open Rubber wing which is tempting me to try a large Coupe.

I enclose a drawing of a typical model which shows some important detail. All my models vary slightly and I try to get close to the minimum weight.



Chris' latest higher A.R. Coupe

TOPICAL TWISTS

by pylonius

MODEL AIRCRAFT

SEPTEMBER 1953

Topical Twists

Calming Down

(An Air Ministry official has stated that the Northern part of the country is less windy and generally more amenable to model flying than the South.)

For years we've heard the plaintive wail
Of that eternal Northern gale,
Sweeping strongly from a line
Humber-Mersey to the Tyne.
And, of this gale that never ends,
Have often asked our Northern friends
How, if it never does relax,
They keep on scoring treble max. ?

But truly now their fate is Met,
For, while the North may well be wet,
Its winds less blow than gently nod
In lazy zephyrs, light to mod.
Which only loudly moan and rage
On the club reporting page.

But not for us to feel composed
At this Northern myth exposed,
For, in falling for such windy wheezes,
We're just as balmy as their breezes.

It is hoped that the series of "Guess the Rules" contests, which have proved such a popular feature this season, will be even more successful next year. In many cases the events were spoiled because the top officials did not know the rules themselves. By next year it is expected that they will have at least a glimmering—unless another F.A.I. meeting is held meantime.

A Lot of Fuzz About Nothing

Seemingly, those happy, uninhibited days when one could freely embellish the front end of the model with an alfresco arrangement of monumental ironmongery are over. Such brazen exhibitionism is now frowned upon; no longer must the metallic moppets flaunt themselves openly in all their naked glory, but lie prudishly concealed in the shrouding depths of the fuzz—prop and all.

The effect of all this cleaning up is to produce, quite rightly, a type of model that works like a vacuum cleaner, sounds like a vacuum cleaner, and flies like a vacuum cleaner. Yet, it must be said in all fairness, that some of the more successful ducted fan models do manage to become airborne, though it would appear that, as such models are invariably launched by a muscular looking gentleman wearing only his trousers, the duration of flight depends largely upon the strength of the flier's arm. And we might add, as a point of interest, that the peculiar waddling nature of the flight pattern has now become known as Duct's disease.

With so many of these propless puffpipes now being built a word or two on flying procedure will not come amiss. The first thing to bear in mind, is that at least three helpers are needed for initial tests: one to start the engine, one to launch the model, and the third to wield the broom (airfield authorities are getting so touchy about litter these days).

In testing for glide it is advisable to preserve the model

from possible damage by substituting half-a-brick; this will give a fair approximation of the model's sinking speed.

When a satisfactory glide has been obtained the model can be flown under power. For this calm weather is recommended. Early morning is the most suitable time, as the weather usually calms down by late evening, when with luck the engine should start to fire.

The choice of an adequate flying field is a very important consideration, for in this respect the ducted fan model reveals a true parallel to its full size jet counterpart: both require at least a two mile take off stretch. In the case of the model the only slight departure from realism is the use of a running hand launch.

Once the ducted fan model is trimmed there is no need to disrupt its smooth lines with any ugly D/T attachments. The reason being that this type of model is equipped with a built in downdraught.

Keeping One's Place

I have been asked by a prospective member of the notorious Size 8 Club to give advice on a question of privilege. He enquires whether placing in a national contest and a published photograph in a model mag., entitles him to assume the full V.I.P. outfit when attending future model meetings.

This is rather a tricky point. The club at present is full, not only of its own importance but members also. Contest areas are already at double V.I.P. strength, and future applicants must contest themselves with the lesser privileges of an associate membership. They will still be allowed the special honour of gentlemanly attire in place of the usual clubman scruff order, and the customary large camera can be worn at the ready on all occasions. But, unfortunately, the use of dark glasses and crested blazers must remain, for the present, restricted to founder members only.

Honours List

If you are seeking a few hours light reading we can thoroughly recommend the long and enthralling list of events to be held at the All Britain Rally. We do not know exactly which literary category this sensational saga comes under, but, if this tightly packed programme is to rely upon the faint hope of good weather, then it must undoubtedly be classified as Science Fiction. If, on the other hand, the rains keep off and the Sunday wind speed maintains its virent supersonic knottage well into September, it will vie with "Gone With the Wind."

It was hoped to publish a full, unabridged version in this journal, but, unfortunately, difficulty has been experienced in securing the serialisation rights.

An interesting sidelight on this All Everything Rally is that its chief organiser has been elected to the local council. A rather meagre recognition of such great organising genius, if you ask me. A cabinet post is the least he deserves.

We are asked, on behalf of Mr. Bill Dean, to express regret that, whilst certain details of the Supermarine 508 are now available, the Avril Warwick is still very much on the secret list.

Pylonius

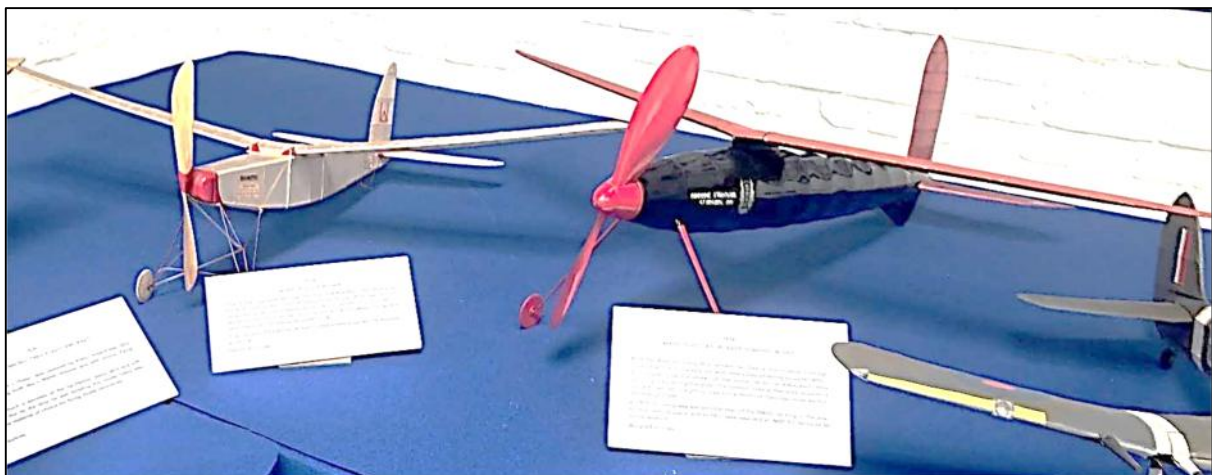
The models on display - that took my fancy?

Well, quite a lot for different reasons but up until the builder of the model rule was rescinded, all demonstrating the competence of aeromodellers' in both building & flying a huge variety of models.



Above starting at the beginning of the time line on the display benches & for now ignoring the models suspended above, we come to a couple of historic originals: Pavley's compressed air duration model from 1920 & Bowden's Blue Dragon SI model from 1934, which held the British power duration record for a time. Both are in the same picture above. Note the adverts for Gamages & A E Jones model shop.

Below next in sequence was Justin Allman's Wakefield Cup Winner of 1934 at Warwick Racecourse - another original model, next to Alex Houlberg's streamliner of 1939.



Next page we are into wartime & we see a delightful rubber powered scale model by C Rupert Moore - he of exquisite Aeromodeller front cover paintings, powered by his unique "diaphragm" arrangement - the intricacies of which I have failed to ever understand, accompanied by - apparently - the first diesel powered model to fly in this country & built by CA Rippon - a Micron fixed head compression motor was the power source.



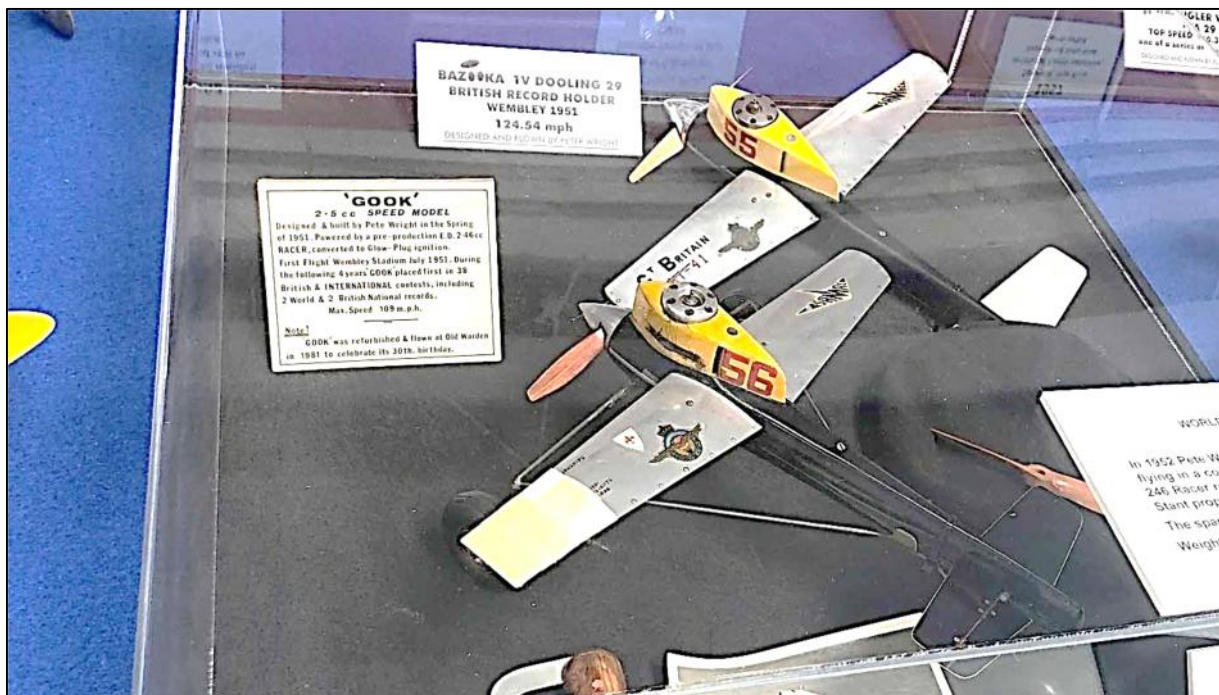
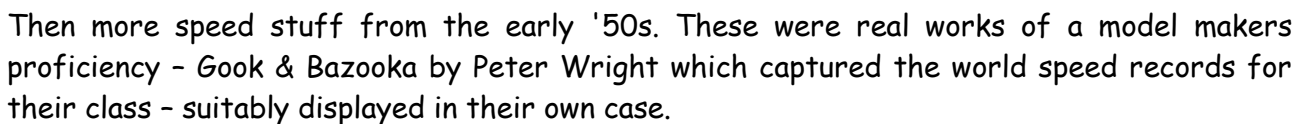
Below, keeping in the wartime era this free flight semi-scale model was designed by Phil Smith (of later Veron fame) but not kitted until 1948 when it was released as the Stentorian with a Stentor diesel designed by Ted Allen of later AMCO products. Ignore the BMFA Centenary Dart obtruding!



Interposed at intervals were other displays & display cabinets.

In one of the displays was a suitcase of wooden propellers that originated from the Bournemouth Club many years ago & donated to the BMFA by that club. Having arranged the conveyance of said suitcase some time back to Buckminster, it was really nice to see it again.





Yet more speed stuff: a pretty team racer; a speed model by Ron Irvine of later engine fame.



Bridging the late '40s & early '50s were a very nice Keil Kraft Slicker , a Kandoo, a very early stunter by Peter Cock (it's a scruffy replica by your editor), & an elegant Bill Morley stunt model.



Below follows Fred Boxalls 1958 Open Rubber Nationals winner at Waterbeach & lurking in the background the potent Night Train by George French from 1963.

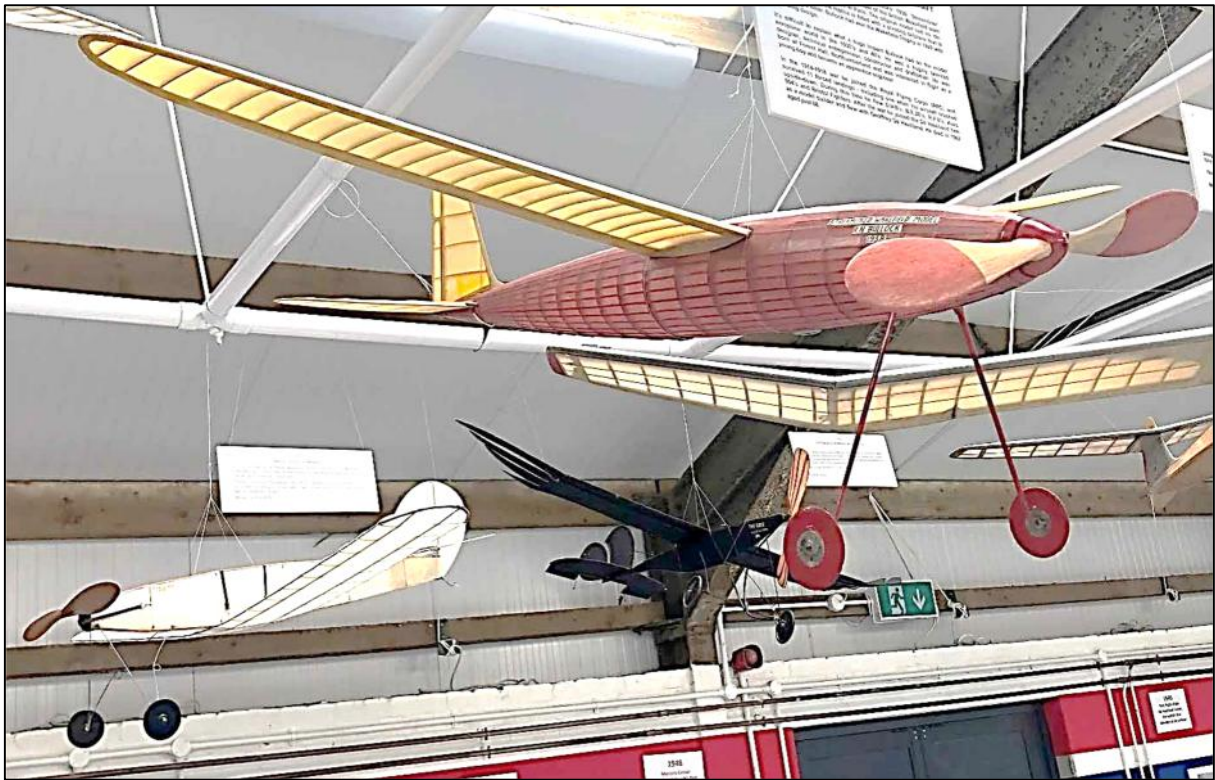


Thereafter the tables moved to much more modern radio control, all looking very nice but - in which I have zero interest, so no pictures. What of those suspended in the air - far too many to comment on but quite a few managed to jog memories of the past.

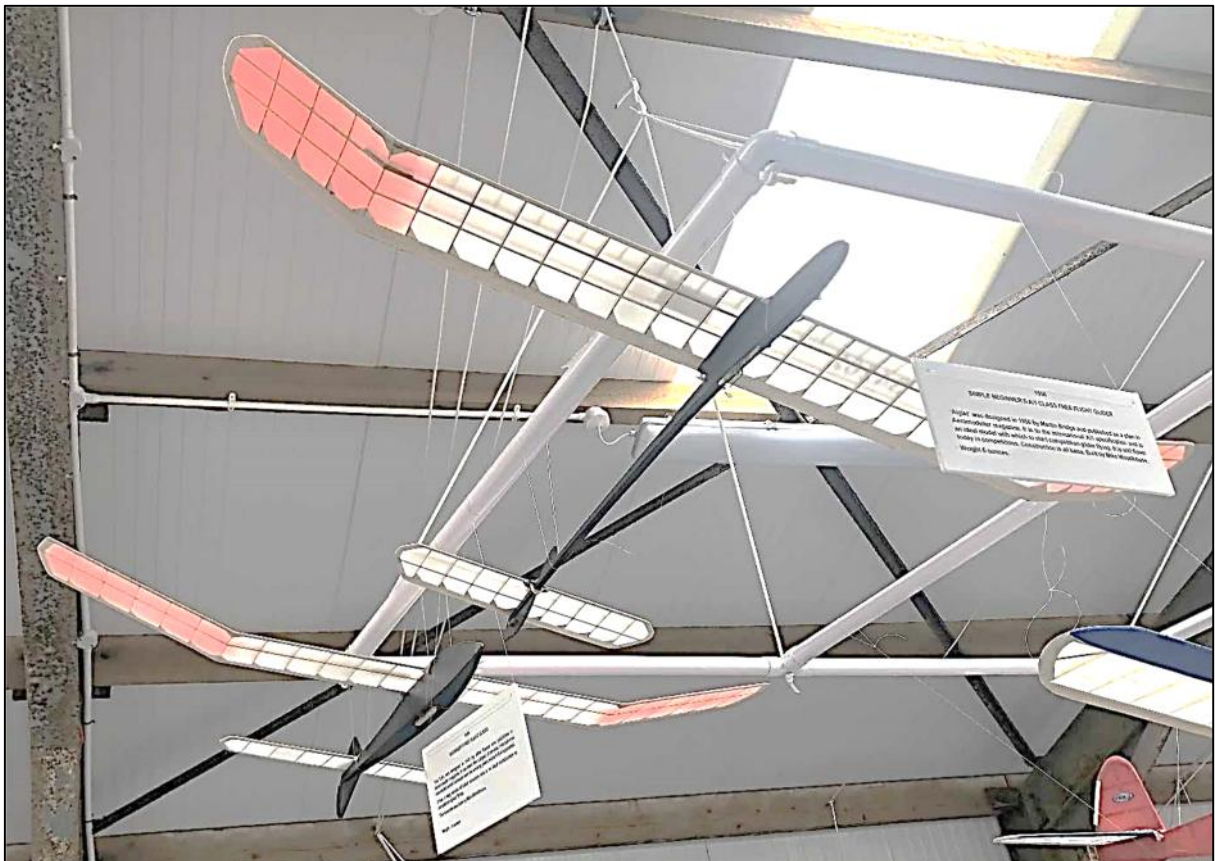
As readers may recall from Part 1 of these notes, models were suspended above the display tables, cleverly arranged on frames that I'm guessing were built up from plastic water-pipe & were very effective as can be seen below - the prominent model is a replica of Bert Judge's winning Wakefield from 1936.



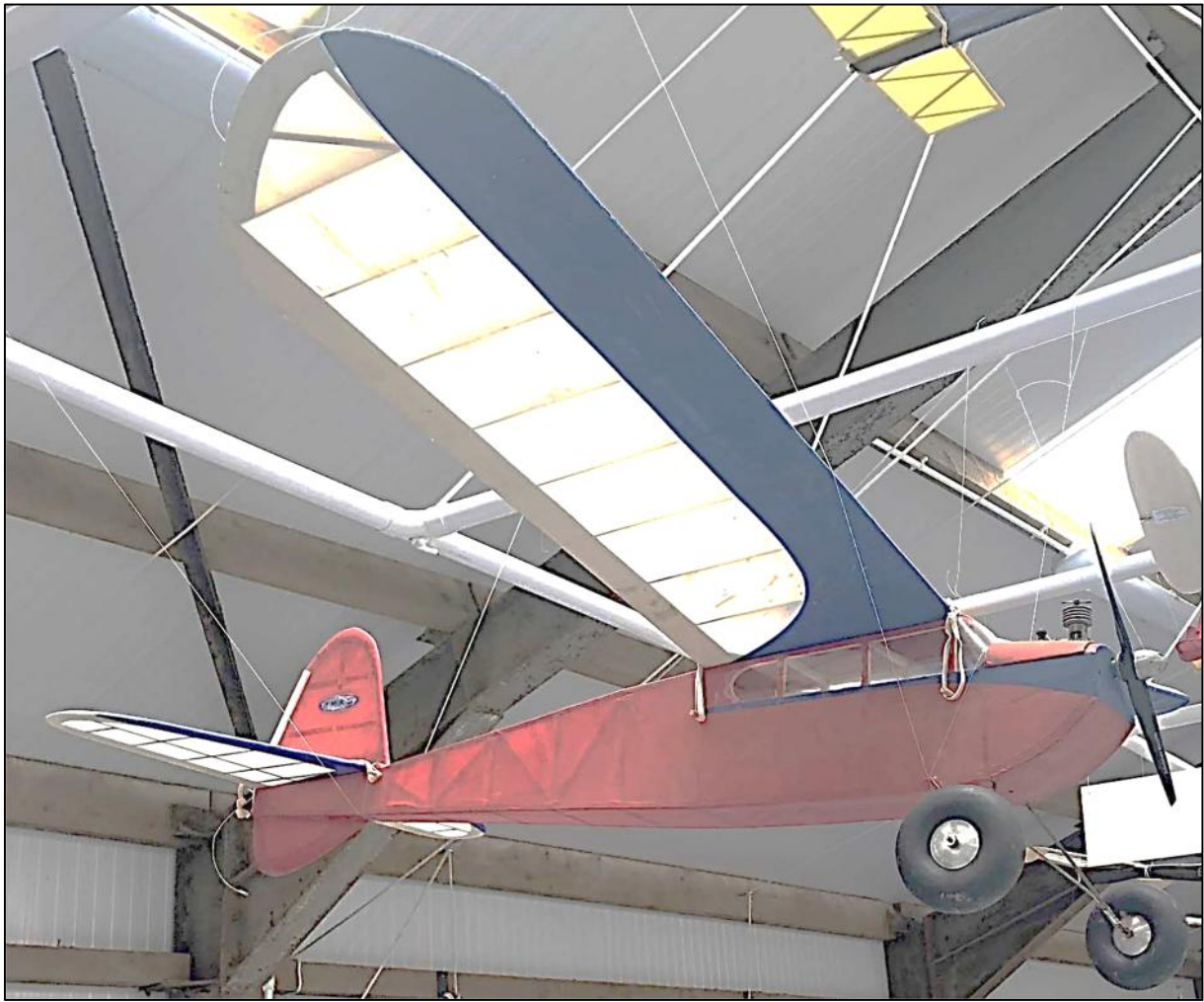
Looking up at the models on display we move to Ralph Bullock - another pre-war Wakefield winner. In the foreground is his 1938 streamliner - the epitome of elegance & in the background a replica of his 1929 Wakefield winner.



Moving again, two gliders that provided many modellers with hours of enjoyment - me included. John Barker's Lulu & the Aiglet by Martin Bridge. Alas the Aiglet has long since gone but two Lulus remain having survived the rigours of many hours of flying at Beaulieu.



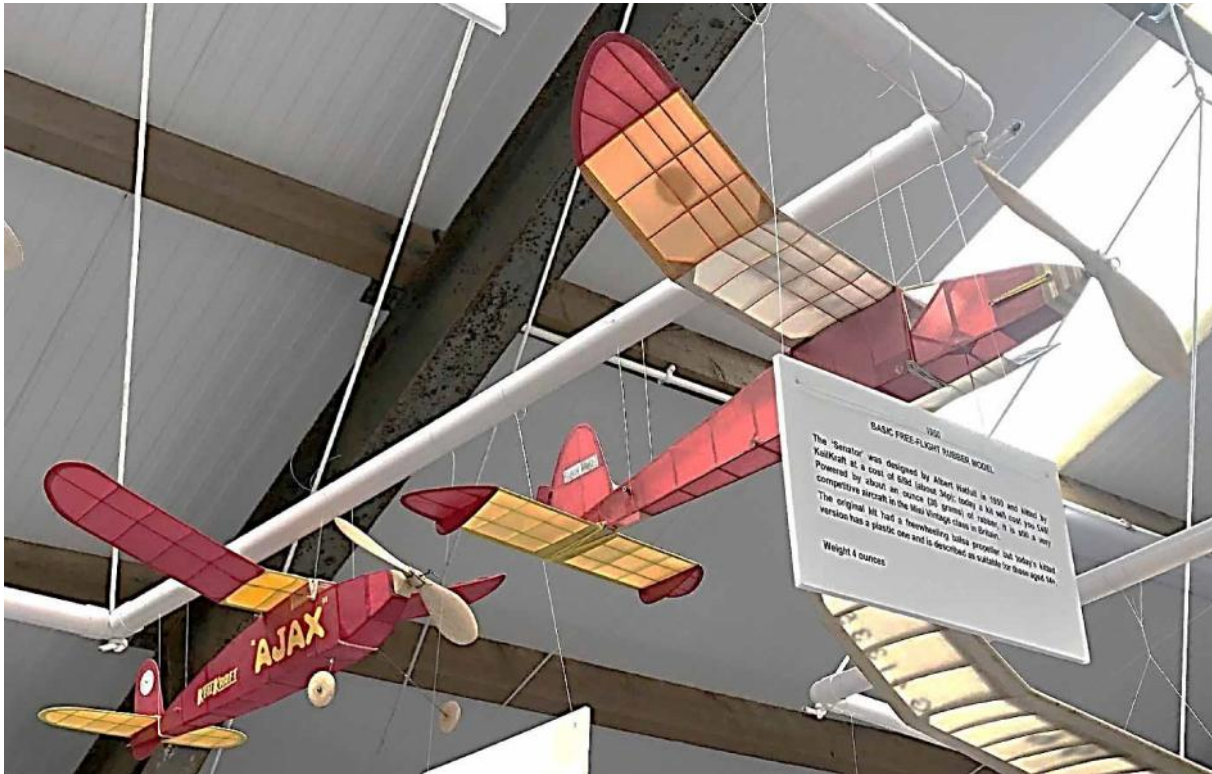
Another favourite of early free flight days was the Junior 60, kitted by Keil Kraft around 1947 - this one with an ED Comp Special.



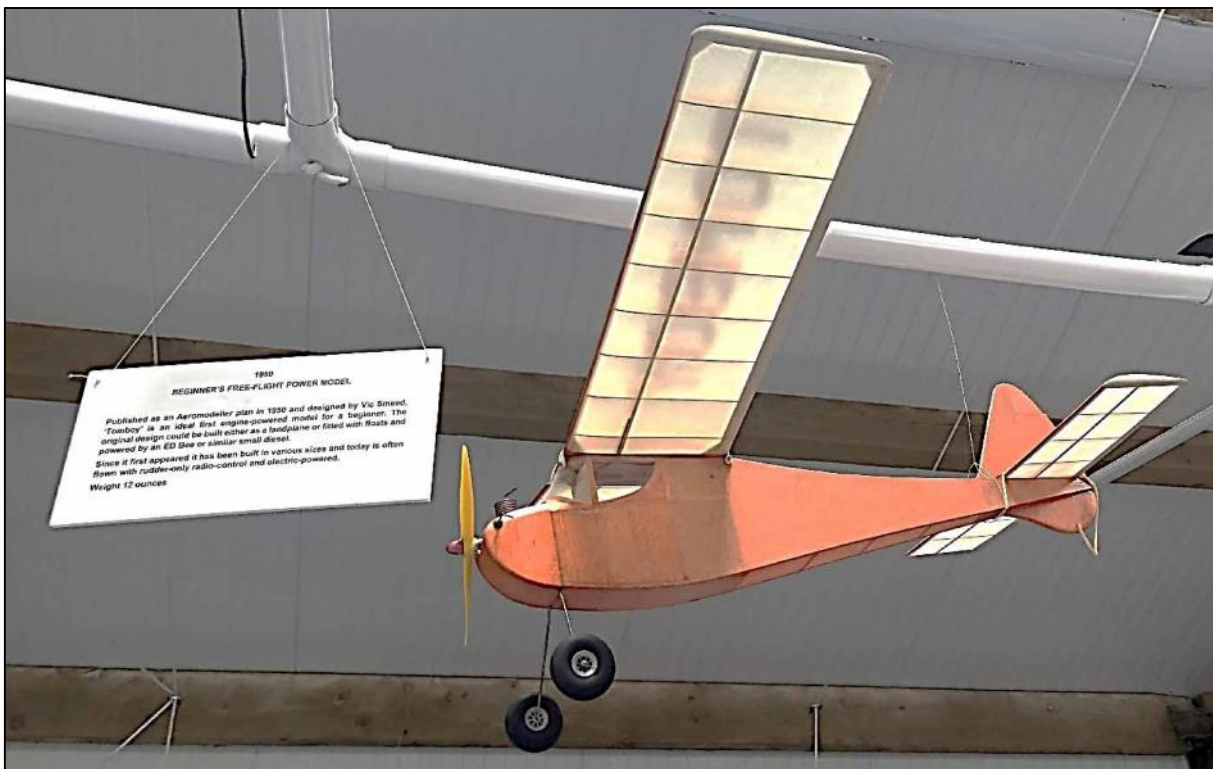
Below another two classic gliders from the stable of R F L Gosling were the Tern & the Ivory Gull, again so elegant.



Then we come to a pair of Keil Kraft classics - the Senator & the Ajax, both of which introduced so many to the joys of rubber powered models that really flew.

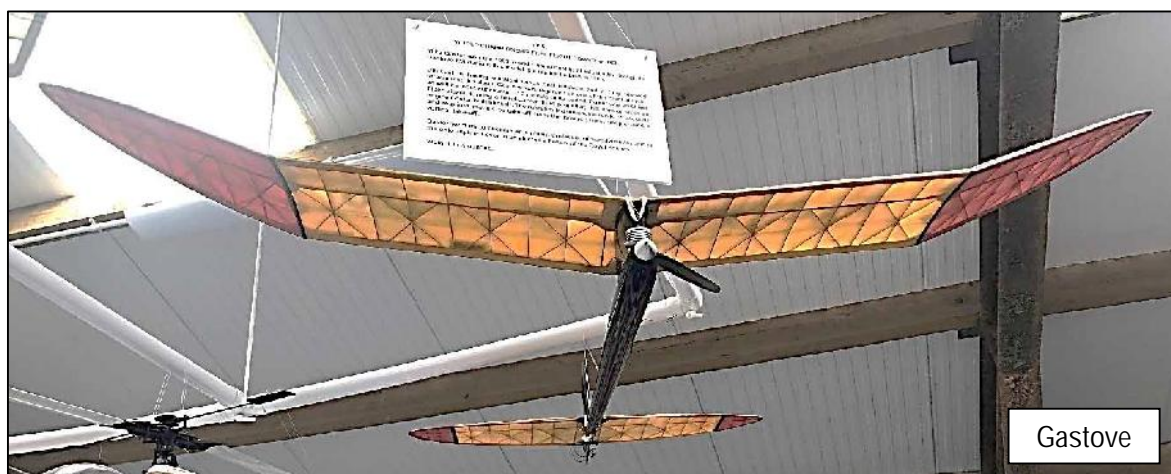


Of course not forgetting the ubiquitous Tomboy - a perennial favourite for all sports fliers.



Moving on to three teenage favourites of mine, the Flamingo by Roy Collins, Gastove from Mike Gaster & the Crescendo of Ron Draper. I have recounted on previous occasions of watching the fly-offs of the 1956 world power championships at Cranfield, where I was fortunate enough to be present & to watch that memorable fly-off won by Ron Draper from Dave Posner & his Dream Weaver. Mike Gaster should have been in the fly-off but sadly suffered a mishap in his second round flight & missed out.

The superb finish of his Gastove has to be seen to be believed. Pity there wasn't a Dream Weaver on display as well! That really would have made my day. Anyway here are the pics of all three mentioned.



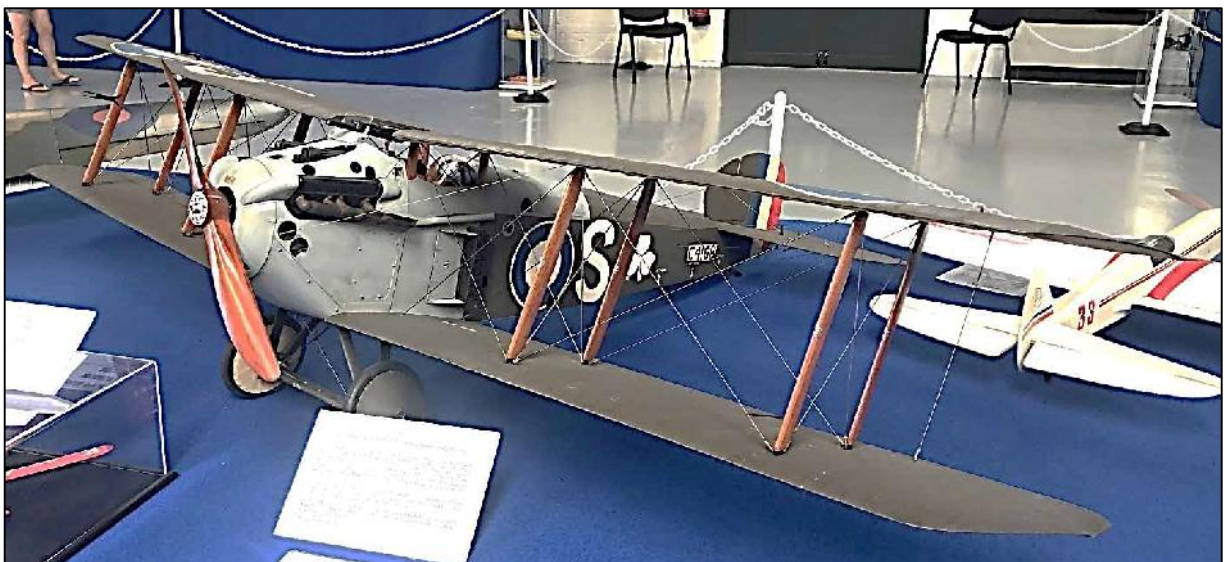
In the more recent era, the world power championship winner below, by Peter Watson, looked really impressive.



These were all "stand out" models for me - others may differ in their choice.

What of others? Well, there were some very good scale models, radio controlled of course but using technology to its best advantage for modelling purposes & there were a few where money seemed to be little object with (I guess) the primary emphasis on the skill of model flying. It takes all shapes & sizes to derive pleasure in our hobby. So let's have a quick look at what else was there, including the site.

There was a superlative Sopwith Dolphin, built by the late Mike Goldby, which if I remember correctly took some three years to build. Truly the work of a master craftsman. It is now flown by Ian Pallister - our BMFA Chairman.



Sopwith Dolphin

Completely at the other end of the Spectrum was an F3A RC aerobatic model - the Citrin, commercially available in a very similar form for a mere 4,699 euros!

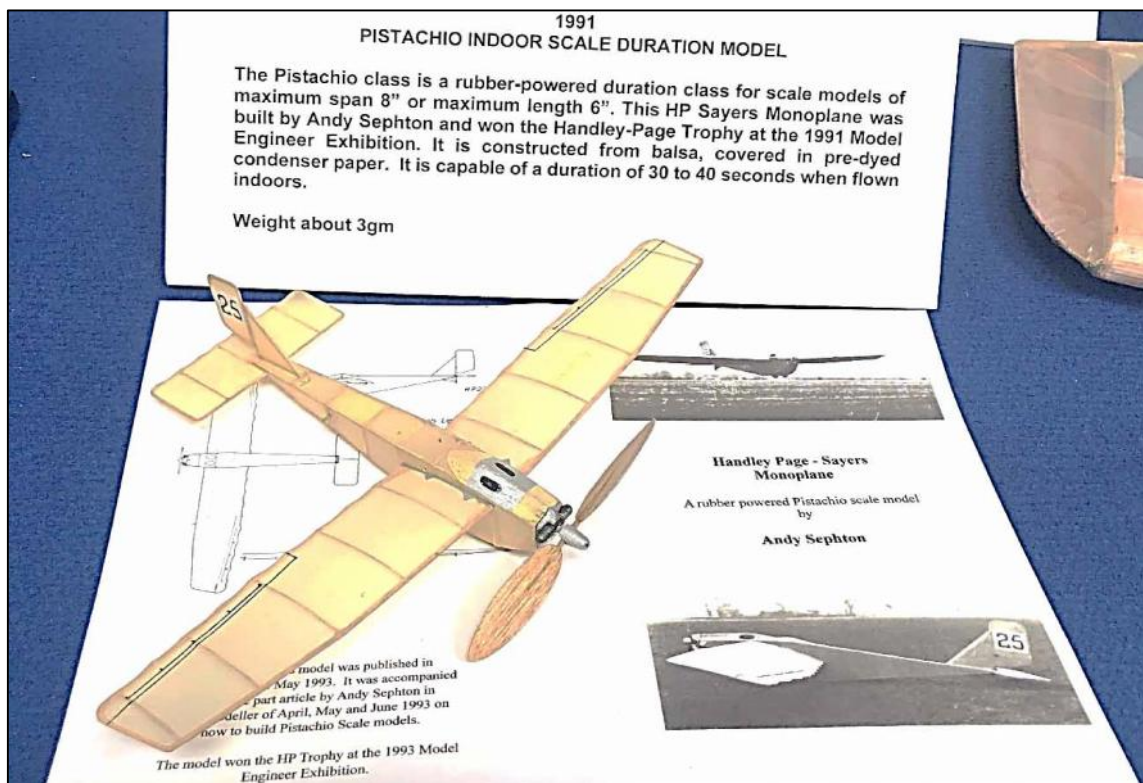


Citrin

These models were both located on the centre aisle, together with several more - both large & small, a few of which were interesting (to me). The Hurricane at the front of the stand was good, can't remember what the glider was & I think the jet at the end was a Lockheed T33? I stand to be corrected.



There were a couple of speed models - included for their "novelty"? - it takes all sorts I guess?



& sandwiched further down the stand was this delightful little Pistachio model of a Handley Page Sayers Monoplane - all of 8" span.

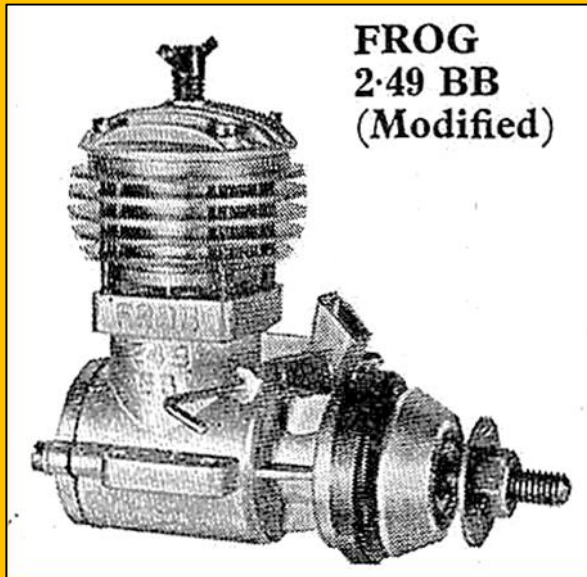


Finally to conclude the models - above the central isle was an enormous RC glider, built to Large Model Association rules - very impressive. I recall it had clocked a flight of over two hours!

Sorry - can't remember its name.

That's it for the exhibition, site tour later

Roger Newman



**FROG
2.49 BB
(Modified)**

Manufacturers:

International Model Aircraft Ltd.,
Morden Road, Merton.

Retail price: £4/14/9 (including
tax).

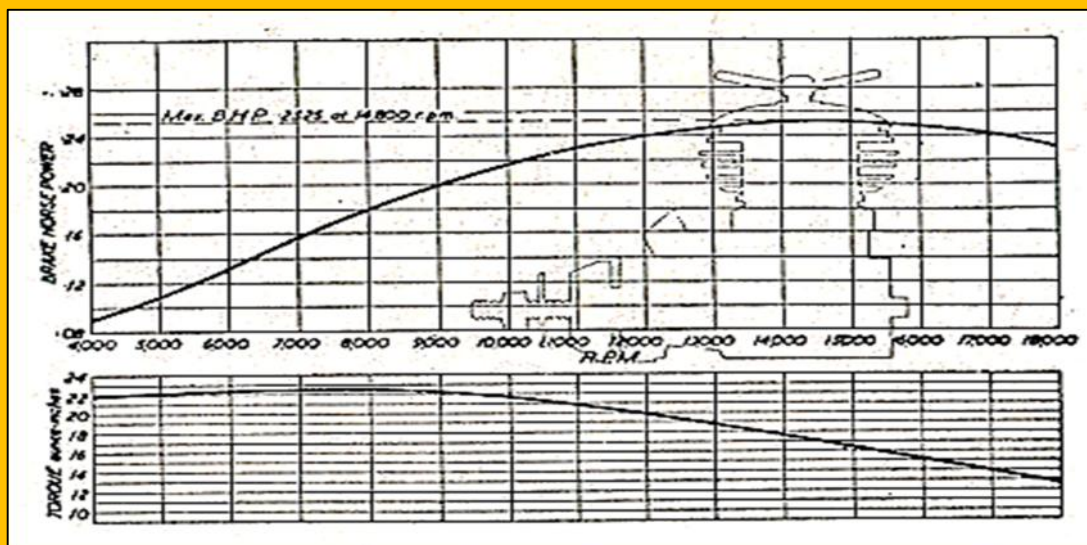
Specification

Displacement: 2.467 c.c. (1505
cu. in.).
Bore: .5807 in.
Stroke: .5685 in.
Bore/stroke ratio: 1.02.
Bare weight: 6 ounces.
Max. B.H.P.: .2525 B.H.P. at
14,800 r.p.m.
Power rating: .102 B.H.P. per c.c.
Power/weight ratio: .042 B.H.P.
per ounce.

PROPELLER—R.P.M. FIGURES

Propeller dia. × pitch	r.p.m.	Propeller dia. × pitch	r.p.m.
9 × 4 (Stant)	11,000	8 × 6 (Trucut)	10,200
8 × 4 (Stant)	13,900	8 × 4 (Trucut)	13,700
7 × 4 (Stant)	15,500	8 × 3 (Trucut)	14,300
7 × 9 (Stant TR)	10,900	7 × 9 (Trucut)	10,400
8 × 5 (Stant)	12,500	7 × 6 (Trucut)	12,000
9 × 6 (Stant)	10,000	7 × 5 (Trucut)	13,400
9 × 3 (Tiger)	12,200	7 × 3 (Trucut)	18,600
8 × 4 (Tiger)	14,400	6 × 10 (Trucut)	13,400
8 × 3½ (Tiger)	15,500	6 × 8 (Trucut)	14,100
6 × 9 (Tiger)	14,500	6 × 6 (Trucut)	16,000
14 × 6 (Trucut)	3,800	6 × 4 (Trucut)	17,500
9 × 4 (Trucut)	11,200		

Fuel used : Frog "Powamix".



After a bit of stewarding at the BMFA Exhibition, I moved on to the remainder of the site. It was interesting to see what was going on & what else could be seen. First the house or Admin centre - this building is the hub of the Centre & has a reception area - the walls of which are lined with kits that make your eyes water for times long gone. Someone has gone to a lot of trouble to assemble this lot & then display them - wall to wall is literally spot on in this case. A veritable feast for the eyes & memories if you're old like me!



The house/admin centre with very adequate parking.



Reception area & there is more.



There were a couple of small cabinets with engines on display - one contained a variety of Mills in all shapes & sizes & the other a (I suspect) very rare bunch of Yulon engines, both collections very kindly presented to the BMFA by Bud Braudleucht of the USA. (Pardon image of me reflected in pic!)



Had a quick look upstairs at the archive room - a vast improvement since I last visited. Books, mags etc. all neatly labelled & well laid out - again commendations to the guys who have worked pretty diligently to get all this in order - but no pic.

Outside on the field the site is very well laid out & can accommodate both control line & RC flying simultaneously. Mondays (I believe) is also given to small size free flight but with only 42 acres of free space, model size has to be constrained.

Nevertheless, there was a lot of flying going on over the three days I was on site. Control line sport & stunt was taking place at the periphery of the grass area & control line speed was active within a really well caged hard standing circle.

Adjacent to the exhibition hall was a tethered car circle - again hard standing & constructed to a high standard.



The hard standing control line circle with a bit of speed flying in progress



One end of the RC runway - note the windsock!



The other end with RC flying in progress



Tethered car circuit

I have to say that I was a bit sceptical when the subject of Buckminster first saw the light of day, but having now seen it with all the facilities - it really is a great credit to both the BMFA & to the band of folk who volunteer & work there.

It certainly seems to be popular with people from the surrounding area. There is still much work to be done on some of the unused buildings but it appears that plans are in place for future activities.

Long may the Centre last & it deserves to be well utilised in the future.

Roger Newman

September 1947

NEWS Review

Cover Story

Our Cover Picture this month is of a well-known aeromodeller from the North of England who has been a consistent performer in contests and rallies for some years. He is B. V. Haisman, of the Liverpool Model Aircraft Society and the present claimant for the World's Distance Record for Rubber-driven Models of 18.3 miles, made on the occasion of the North Western Area rally on July 6th. He is here shown with the very attractive sailplane which he flew in the National Contest at Gravesend Airport, where this photograph was taken by your Editor.

The "Model Engineer" Exhibition

The outstanding feature of The *Model Engineer* Exhibition which has just closed its doors to the public was the high quality of the exhibits, which showed a marked improvement over those of last year, and the more pleasing layout of the Hall, affording an improved view of the competition models, with less overcrowding in the gangways.

The decision of the organisers to provide the visiting public with practical demonstrations of the capabilities of some of the power-boats, racing cars, and U-controlled model aircraft was a bold departure from previous shows and fully justified itself. There is a vast difference in viewing a static model on an exhibition stand and actually seeing it perform in the way it is intended. In fact, it is surprising what a small percentage of the general public are aware of the actual performances of which models of all classes are capable.

If the exhibition just concluded succeeds in converting a reasonable number of the general public to a more realistic outlook towards models, it will have more than justified itself.

So far as the model aircraft side of the practical demonstrations was concerned, the U-control innovation proved a great success, and the three primary operators, R. Moulton, W. A. Dean and M. Booth, are to be congratulated on the consistency and brilliance of their performances, particularly in view of the relatively small radius of operation imposed by the conditions existing in the hall. Their demonstrations of the simultaneous use of two models was particularly effective, and their skill in overtaking and passing each other was much admired.

In the competition section, one was struck by the high level of constructional excellence in the exhibits as a whole, and there were more outstandingly good models this year than ever before. Indeed, so high was the general quality in some classes that the judges found great difficulty in picking out the best example amongst them, and it can be safely said that so large a number of outstanding models have never been grouped together before. This is all the more remarkable from the fact that there was no pre-selection of the exhibits.

Each class brought forward an unusually large

number of outstanding examples of workmanship and constructive skill and in many cases one was left with the definite feeling that it would be a shame to fly them and that they should be retained as museum pieces. That their owners *do* actually fly them is unbounded credit to their faith in the aerodynamical qualities of their products.

The combined flying, boating and car arena in conjunction with the practical layout and modern conception of the stand architecture contributed in no small measure to the pleasing impressions left in the minds of all who attended the 22nd *Model Engineer* Exhibition.

What is the S.M.A.E.?

A remark by a member of a club affiliated to the S.M.A.E., which was overheard during the Bowden Trophy contest, revealed an amazing lack of appreciation of the constitution and "build-up" of the Society, and one wonders how many other aeromodellers are equally blind to the actual position, particularly as other expressions of opinion overheard from time to time point in the same direction.

The type of remark in question invariably refers to the Society doing this—or the Society doing that, as though it was an entirely detached entity over which they have no control, and which carries out various actions which either please or displease, according to whether the functions attended is running smoothly or otherwise.

Similar loose thinking is prevalent these days regarding the Government of this country, and one hears all too frequently the expression "Oh! the Government can pay," the speaker invariably forgetting that the Government is not a bottomless pit of wealth, but that it obtains its money from the public and that it is the public—including himself—who has to pay in the long run through the medium of taxation.

Now the S.M.A.E. is not very different from the Government. It is no concrete body, but merely an association of clubs, *each of whose members has an equal voice in the election of the officers of the Society* in collaboration with the country members who form the remainder of the membership.

As the members of the Society are individually responsible for the nomination and election of the

MODEL AIRCRAFT

September 1947

officers through their Clubs, each has an equal share in, and responsibility for, what it does and the manner in which it is run.

The effectiveness of any society is a measure of the quality of its officers, and it is, therefore, up to every member of every club to see that the right people are nominated and elected to serve as officers of the Society. In particular, persons of the right character who have both the capability and the time required. It is equally essential for all club members to remember that the work of the Society is far too great to be undertaken by any one man as a part-time job, and that its success or otherwise, depends upon adequate help—your help—as well as that of others.

It has been noted with regret that there is a growing body of aeromodellers who turn up regularly at every contest, expecting to find everything "laid-on" for them, without contributing anything themselves towards the actual work of preparation and organisation, and this type is generally loudest in its condemnation of the Society and its officers should anything go wrong.

A little help of a practical nature, such as assisting with timekeepers, stewards, recorders, runners, etc., would go a long way towards ensuring smooth running of the Society's events and would be far more use than some of the idle comments one hears so frequently.

It's up to you! *You are* the S.M.A.E.

Insurance Cover

Some confusion appears to exist concerning the extent of the cover given by the insurance policies issued under the S.M.A.E. Insurance Scheme, particularly in so far as power models are concerned.

In order to clarify the position we have been requested by the Council of the S.M.A.E. to point out that there is *no* restriction regarding the grounds where the model is flown, and that the policy covers the use of the model on any ground in the United Kingdom, provided such ground has not been specifically banned for the flying of model aircraft by the owners or controlling authorities.

It is, nevertheless, imperative to obtain permission to fly power driven models on any ground before doing so, particularly where public open spaces are concerned, and failure to do this may possibly invalidate your insurance cover if it should be shown that careless or wanton flying was indulged in.

Quite apart from any question of insurance cover it is surely only common courtesy to the owners or controllers of the ground to apply for permission before making use of it. Much bad feeling towards the model aeroplane movement has been engendered recently by the indiscriminate flying of power models on public and private grounds through owners taking their models out for a flight without first obtaining permission to do so from those in authority over the ground, and several cases of bans having been applied to the flying of power models have been reported recently from various parts of the country.

If modellers wish to retain their present freedom of action it is essential that they should make a tactful approach to the owners of the ground they chose for flying, and obtain their blessing before making free use of it. Adherence to the simple rules laid down by the S.M.A.E. for the safe flying of power models will also help to avoid trouble.

Remember always to fly with care and consideration wherever you are, and above all to avoid careless flying on public open spaces.

Divided Effort

The value of unified effort is clearly brought out by the situation in France before the war where the model airplane movement had been divided in two by political activities, so that the genuine aeromodeller had little say in the matter of the establishment of regulations for his sport. Indeed, from recent news received from that country it would appear that the French aeromodeller is not yet free from the fetters of politics in the movement and that its progress is suffering accordingly.

Let us hope that the genuine modellers in that country will eventually prevail.

Missing Trophy

We learn from the A.B.A. that the Elite Trophy, which was competed for during their gala day at Eaton Bray in July, 1946, and won by W/O Lamb, has not been returned to them and they have not succeeded in locating W/O Lamb's present whereabouts.

Will W/O Lamb get into touch with the Secretary of the S.M.A.E., Londonderry House, 19, Park Lane, London, W.1, if this should catch his eye. At the same time, if anyone reads this who is aware of W/O Lamb's present address, it would be appreciated if they would send this vital information to the Secretary of the S.M.A.E.

Credit

At all the field events held throughout the year there are always a number of workers behind the scene whose efforts are responsible for making the meeting a success, but who seldom get the credit for the time and trouble they expend on behalf of their fellow aeromodellers.

Chief amongst these this year has been Mr. H. R. Turner, who, as secretary of the S.M.A.E. Contest Committee, has shouldered the lion's share of the organising work. Considerable thanks are due to him!

Thanks are also due to the members of local clubs who go to the trouble of assisting the parent body when events are held on their own ground and in this connection we would pay tribute to the help given by members of the Ilford, Essex Power, East London, and West Essex Clubs in the erection of field equipment on the occasion of the Bowden Trophy on Fairlop on August 3rd.



Rachel and I live quite close to the Coventry Gliding Club near Husbands Bosworth and on a spare Sunday afternoon we often drive over and park alongside their airstrip and view the goings on.



DH Chipmunk towing tug



Glider on tow just lifting off

Gliders can be towed up by winch from full length of field or aero-towed behind a Chipmunk. The club website states cost of launches for members to be £10.50 for winch launch and £36 for aero-tow up to 2,000ft. If you want to go higher on aero-tow it's an extra £1.30 for every additional 100ft.



There is a control tower which I assume is where flights are organised from but always seems to be a hive of inactivity. From the notice attached it would appear tight control is mandatory. On the way home we passed the site entrance and noticed the sign for a café, so we entered the airfield and drove around to the far side seeking a cuppa. There was a good viewing area but we were after a cup of tea so we made a mental note to drive in to view next time we visit.

John Andrews

Recovery Beacons at Sculthorpe

=

Gordon Warburton

I was pleased to be able to help Peter Watt find his model at Sculthorpe; there is a story though behind this.

I often stop when I see someone who looks as though they are having a problem finding their model. I saw Peter searching and stopped to help, set my receiver to his frequency (466 mHz) and also found that I was getting confusing signals. Returning to the flight line I found someone on the same frequency. After he switched his beacon off, I Returned to Peter and then, using the Yagi, it wasn't a problem to give him a line and he found his model.

Later on in the day I saw the flyer who was the same frequency as Peter looking for his Model; I think he'd been looking for quite some time. I set up my Yagi (tuned to 466 mHz) and went to help, soon discovering that the problem was again the two beacons on the same frequency. The Yagi helped me to sort out the two different directions and I managed to find his model in the rather long grass.

The beacons being used were the recently available BMK - nice small beacons at a very reasonable price. There are only 12 frequencies available on these beacons, user selectable though. It would be prudent for anyone using the BMK beacon to find out if anyone else is on the same frequency (using their receiver) before launching their model.

By the way, I've stopped falling off my bike - I now just make **unplanned dismounts**.

Gordon Warburton



Heard at the HANGAR DOORS

The Unfinished Aeroplane

With the announcement that the elegant Vickers V.1,000 project is to be abandoned because of this increase in weight over the original estimation, we are reminded of the beautiful model (seen above) which was displayed on the Vickers stand at Farnborough.

Whilst television viewers have been shown the bare hulk of the full size fuselage lying in its framework of jigs, and photos have been published in the National Press, one cannot gain a true impression of the sheer beauty of this frustrated project without sight of the display model. Which is yet another excellent indication of the value of model making to the industry not only for dynamic research, but also for portraying "ghost" aeroplanes before they take on their full size shape.

Aeromodeller Index, 1955

Once more we offer our free service to readers in providing a four-page complete index to Volume 20 of "AEROMODELLER" for the past year. All we ask is for a stamped addressed envelope measuring $9\frac{1}{2}$ in. x $6\frac{1}{2}$ in. so that we can send it back to you with only a single fold. Indices are, of course, included in all bound volumes of "AEROMODELLER" as detailed in the advertisement on page 52.

New Subscription Rate

Following Mr. Butler's inroads on aeromodelling pockets with increased Purchase Tax, Dr. Hill, the P.M.G., has decided to increase postage rates commencing January 1st, 1956. We regret that this will raise the price of "AEROMODELLER" Subscriptions from 21s. to 22s. 6d. per annum, but emphasise that this figure includes the 12 copies at their net retail price plus postage, which does ensure regular delivery through your letter box.

Crystal Future ?

IN NEXT MONTH'S Radio Control Notes we shall be describing a crystal control receiver and in a later issue the accompanying transmitter. The design has been developed by Mr. McQue, of the Bletchley and District Model Engineering Society, and is one of the best and most practical outfits yet seen. It is, however, not for these attributes alone that we draw readers' attention to the equipment at this present stage. We visited Mr. McQue in his workshop and whilst examining his interesting radio gear were handed a list of eleven Bletchley Club members, including R/C boat enthusiasts as well as aeromodellers. Against each name on the list was appended two numbers, one for the receiver crystal, the other the transmitter crystal, also the spot frequency of the member's individual equipment. Further examination showed that the spot frequencies at .03 intervals between the official G.P.O. frequency limits of 26.96 and 27.28 m/cs gave exactly eleven frequencies, leaving the actual limit figures as safety margins!

Non-technically-minded readers may well ask, "What does all this mean, and of what interest is it to me?" The answer is that we are witnessing for the first time in this country a practical scheme for independent operation of eleven radio outfits. In other words the Bletchley Club can be sailing five radio controlled boats and flying six aircraft all at the same time, and have in fact already flown two aircraft simultaneously from their local flying field with complete success. As Mr. McQue wryly pointed out, it has not been the radio side that has prevented simultaneous operation of more than two models to date, but the practical considerations of getting modellers and models assembled on the same occasion!

Golden Wings at the Schoolboys Exhibition

The unqualified success of the "AEROMODELLER" Golden Wings Contest, staged during 1955, has brought to light the fact that there are many thousands of junior enthusiasts in Great Britain who are not catered for by the existing Model

Aircraft Clubs. In some cases the local club does not encourage members under 15 or 16 years of age—a most misguided policy in our opinion—but in the majority of cases would-be model builders are not in a position to join up with others in their locality and thus lose much of the enjoyment of the hobby of aeromodelling.

For this reason we invite all readers, particularly those under 16 years of age, to visit the "AEROMODELLER" stand at the 1956 Schoolboys' Exhibition which is open from 10 a.m. to 8 p.m. daily, from December 31st, 1955, to January 14th, 1956, excluding Sundays, at the New Horticultural Hall, Westminster. Members of the Editorial staff will be in constant attendance and will be pleased to assist readers with their aeromodelling problems wherever possible. At the Exhibition we shall be launching the "AEROMODELLER" GOLDEN WINGS CLUB, which is open to all aeromodellers under 16. Full details of membership are given on page 36.

Sid Allen Memorial Fund

As promised in our last issue we are giving below a list of contributions received to date which reach the somewhat disappointing total of just over £20. We appeal to all aeromodellers and members of the aeromodelling trade to support this Memorial Fund to ensure that, irrespective of what form the memorial takes, it will be a worthwhile reminder of an outstanding radio control personality.

	£	s.	d.		s.	d.
R. J. Cooke ...	10	0		G Leggatt ...	10	0
Peter Readman	2	0	0	H. Cuckson	10	11
Model Aircraft	5	5	0	Rico Neidhart	15	0
Model Aero-				M. Rutherford	10	6
nautical Press	5	5	0	K. P. Dundas	5	0
R. J. Higham	1	0	0	S. Uwins ...	10	0
M. Ingram ...		5	0	Leigh Model		
R. S. Clarke ...	2	0	0	Aero Club	10	0
W. Neild ...	10	0		A.W. Kerridge	5	0

Fed by the Fed

The well-known Horseshoe Hotel accommodated a brand new function on October 14th when the Federation of Model Aeronautical Manufacturers and Wholesalers staged their first social activity as a change from their more functional business meetings. Some ninety members of the trade and their guests enjoyed a very pleasant evening, which proved most encouraging to the organisers.

Special guests of the evening were Mr. A. F. Houlberg, Chairman of the S.M.A.E. and President of the F.A.I. Models Commission, and Mrs. Houlberg. In his speech Mr. Houlberg appreciated

The new trophy shown at right is the **AERO-MODELLER WATERPLANE TROPHY**, donated by the proprietors of this magazine to the All Britain Rally, held annually at Radlett. 1954 winner, P. T. Taylor, was succeeded in 1955 by Reg Boxall of Brighton.



the continued liaison between the trade and the administrative group, and voiced his firm opinion that the imposition of Purchase Tax was a short-sighted policy by those who desired an air-minded youth in Great Britain. Dancing and general merriment brought to a close an inaugural meeting that indicates "repeat performances" in future.

New Aeromodelling Film

We were fortunate enough to see the preview of "Easy to Fly", a really first class "short" on aeromodelling produced and photographed by Mr. Frank Gardner. The photography is excellent and the sequence and commentary show an unusual appreciation of the subject. (See photos below.)

Well-known aeromodellers from different facets of aeromodelling are featured including personalities such as Mike Gaster demonstrating V.T.O. with a vengeance; Ray Malmstrom with some of his flying oddities; John Coatsworth and some beautiful flying shots of his ducted fan Boulton Paul III; and George Redlich doing some excellent closed circuit radio flying amongst the trees in Richmond Park. Epsom Downs form the background to many of the flying sequences including the first flights of a Keil Kraft "Bantam" which you see under construction from the moment of pinning down the plan. Team Racing at the All Britain Rally provides the thrills with a very hectic and obviously unrehearsed fire in the pits. Mr. Gardner said he thoroughly enjoyed making the film and would like to thank the many aeromodellers who co-operated. Film will eventually be released for circuit showing and we strongly recommend readers to look out for it.



**Southern Gala, Salisbury Plain 21st August '22
Eighth Round Southern Coupe League**

It was a treat. Well organized, well attended, lovely weather. Nine flew the Coupe event. The detailed results reflect the conditions; out of 32 flights 24 were maxes. Percentage maxes for rounds one to five were 67, 78, 43, 83, 67. A familiar pattern. Only Chris Chapman maxed out but four were close.

Chris Chapman writes:

The Southern Gala was blessed with the very best of English summer weather.

I had intended to make a prompt start but I was delayed in chatting to friends and helping with some timing. This was fortunate as the weather possibly became even better as the afternoon progressed. I was lucky to launch in some fairly obvious good patches of air on each flight.

I am very grateful to my wife Marion for her help in retrieving and to Andy Crisp who found my model in the long grass.

Our sincere thanks must also go to Brian Silcocks who took on the task of running the event with all the various classes.



Dusan Jiricny in second place, reports:

The weather forecast for Salisbury plain venue seemed to be quite good. I enjoyed great Gavin's company as we travelled together. Simply all was set for another great flying day. However the first round was not great, I dropped the flight by 7 seconds. Surprisingly my club mate Gavin did exactly same. If we wanted we wouldn't have been able to make such perfect time match. But going forward, I maxed for all remaining 4 rounds. My model has finally become very reliable. I was enjoying out of fuselage winding using my own made half tube. The last flight was particularly exciting as my model was not much willing to come down after it D/T-ed. Luckily it landed behind the patch of dense woods, 0.6miles in distance from start. Bob Garner was not so much lucky, his power model landed on the dense canopy. It took Bob, Gavin and myself half an hour to locate it and other 1.5 hr to get it down using 15m pole. It was very hard work but we got the model down surprisingly with fairly minimal damage. What a great day it was - weather much better than forecast, I finished second, we all got our models without significant damage, we got late but safely back home.



My model is based on Kadet 2 design by Miroslav Rohlena and Josef Kubes, published in February issue of Czech free-flight magazine. The design is entry level Coupe for beginners but with competitive performance. It is a locked on model with simple wooden wing structure, boxed balsa fuselage. I'm currently using tubular fuselage with my own made carbon motor tube and boom from Ivan Treger. I'm not using any gadgets, I prefer simplicity over too much hassle with complicated operation.

Gavin Manion, in third place reminisces:

I remember when the Southern Gala in its Little Rissington days was second only to the Nationals in popularity. Held always on a Friday, somehow everyone managed to duck a day from work to attend. With at least two Birmingham area dentists in attendance, Graham Walker and, I think it was Derl Morley, it used to be said that you couldn't get a dental appointment in the West Midlands that Friday.

Sadly Salisbury Plain, even in near perfect weather doesn't pull them in like the Cotswolds did, or maybe we're just not there anymore to be pulled?

All this reminiscing is to cover up the fact that my Simple Coupes are brilliant if I hit the thermal, less so if I don't. The resultant lovely max sandwiched by two small drops was a perfect demonstration. I switched to the Coupe in a Box which has a markedly better glide but it didn't need it as the last two flights were in good lift.

Mid-afternoon the drift was straight onto The Copse which Dusan's coupe easily cleared and club-mate Bob Garner's SLOP didn't- with a vengeance. It took a good hour and a half with Chris Redrup's (thanks again Chris) poles to get it out. All safely gathered in there was time for much needed coffee and a look over the results before setting out on the journey home. Best part of my day? Being beaten by Dusan who flew well and produced his best result "on the tour" so far.



Alan Brocklehurst, fourth, writes:

We were lucky to have good weather once again. The wind was generally less than I was expecting from earlier forecasts, although early-on the direction was NW for a while and initially took some models across the valley which may explain why some dropped a few seconds on their first flight. I waited until the wind had swung back to nearer the forecast WSW direction. My first flight went along the southern edge of the trimming field for an easy max in good air. The second was similar, just a case of waiting for the wind to lull and the streamer to rise. All I can say regarding my third flight is that I got it wrong - perhaps I was a little over-confident, or was just impatient, but as Martin Stagg said afterwards, he wouldn't have launched at that time!

Lesson learnt - on my fourth I took it steadier and launched when conditions were right. Apart from a little right-wing down, the model climbed away nicely, drifting diagonally across the field and continued to climb as it went.



I was considering using the RDT as it circled towards the trees, but then it DT'd anyway and landed clear. My final flight was similar, but with a better launch and in even stronger lift, this time I did use the RDT to prevent it getting too high and usefully shortened the retrieve. On the way back, I watched Chris Chapman's new high AR Coupe soaring to great height in the lift. After his model D/T'd it hesitated on the way down (below it were lots of birds circling in the lift) and I thought it wasn't going to descend, but eventually it landed a fair way out to the north of the line of trees. Clearly, Chris hasn't lost his competitive touch and was to only one to get all 5 maxes for a well-deserved win.

Richard Fryer in fifth place observes:

A very pleasant day's flying with a light variable breeze and occasional sunshine. The wind was moving round a fair bit, eventually pointing towards the woods and hedges by the water tank. Though it was not especially breezy and the air was warm there were big gaps in the lift and nearly everyone dropped flights. I did quite well early on and before my last flight was in a good position on the score board. All was to change when Gavin Manion tree'd his model on his third or fourth flight. Gavin and Dusan Jirichny were flying and time keeping together amid a fair bit of banter and hilarity.



I had been using Dusan's streamer to pick my lift (as well as an occasional peak at Pete Watson's thermal sensor when he was retrieving!). Gavin and Dusan had to take down the carbon pole so it could be used to retrieve Gavin's model. Dusan's streamer was the only one on the flight line. This meant I was reduced to trying to sense lift without a visual indicator of any sort. This I failed to achieve and subsequently launched into dreadful air for 1.23! Lesson learnt I will now be sorting my own thermal sensing equipment as a matter of urgency!

Andrew Crisp, writes in his elegant manuscript:

In view of the Salisbury Plain terrain and the state of my ankle and knee I decided to fly F1G as I have six in going trim. Space restrictions in the car forced me to bring a pair of my 'Mini Rip-offs' which at 32" span fit into a trombone case. The design is a shameless take-off from Bernard Boutillier's 'Microcorico' (Vol Libre '86) First flight was an easy max. straight into the waist high grass of the 'Valley of Doom'. Searched for ages on a good line to no avail. Time running out so I decided to do four 'terminated' flights to make the day worthwhile and to run-in some new Super Sport rubber. Totaled around eight minutes. half way to being respectable but 'could do better.' One good thing is that Chris Parry in searching for his F!H glider also found my Coupe so that was good.



I know I don't get to as many comps. as I would like but I have found the falling numbers of participants rather depressing. Is it that we are getting too old for the rigors of the chase, or that our models are considered not sufficiently well trimmed to fly in a competition?

Peter Hall, seventh, reveals: *A dramatic shift in my practice. As previously confessed, weary with the fumble and bumble of VIT and WW, I used WW only without re-trimming. Three easy nice pattern maxes. Much less critical chuck and adaptable to wind conditions. Overcome by my success I then retired.*

Ben Hobbs eighth, comments: *Another fine August day, with a light-ish breeze, oodles of rising air and plenty of sink. My first launch was very average and not looking like a max, until the glide took the coupe into good air, 2 minutes past with no sign of the DT, 4 mins 50 secs later it came down. Obviously at twice the distance, it took a while to find it but the Bodnar performed well. Found it in long grass. A bad second launch started in a similar way, finding lift on the glide, and once again, no DT at 2 mins. This time the model went about 2 miles, before descending amongst trees, the Bodnar did not behave itself, bouncing off trees, and sending me in all directions. Eventually, the coupe was spotted hanging in a tree. But by then a day's flying had passed.*

Martin Stagg, ninth, confesses: *I arrived late and did my usual dithering round, chatting to people etc. which was very pleasant. I timed Alan Brocklehurst's third flight but he launched into bad air and was down in 1.28.*

I always feel bad when I time a poor flight although it obviously is not my fault. Having said that, I felt quite strongly that Alan should not have launched when he did but I did not say anything. This raises an interesting point, what should one do in this situation? I have always taken the view that to say anything is interfering with the flyer's judgement and so I say nothing but that is not very charitable. I suppose that an agreement can be made between flier and timekeeper. What do others think about this?



I finally got round to getting my reliable coupe ready, wound up and with Alan timing, launched. My normally reliable coupe decided not to be reliable, went flat and straight on the climb and staggered round for 1.42. Drat! Decided to use the rest of the competition to trim my newer model. On its first flight this, in spite of the mods I had made at home, flew in tight left hand circles under power. Really annoying. Glide was ok. So after some lunch and timing Alan's remaining two flights (Both maxes) I introduced a shed load of right side thrust to my newer model. This, with only $\frac{3}{4}$ turns on a knackered motor looked reasonably on trim and managed 1.27. I decided that more time was required on the bench at home. I spent some time timing my old mate Mike Cook from the south east in CLG. He racked up a very respectable score, it was pity this class was not better supported. At this stage I packed up and left but not before finding out that Chris Chapman had won the Coupe comp. with the only full house. It is good to witness Chris's renaissance over the last two seasons. All in all a very pleasant day, the weather gods were kind and there was a good turnout. Special thanks are due to Brian Silcocks who made a splendid job of running the event, much better than last year which was run by....oh, me!

Two rounds to go, the Crookham Gala, September 18th. and Coupe Europa, October 8th. both on Salisbury Plain.

Gavin and Alan look favorites but Chris Chapman has been improving consistently throughout the year and could overtake. Dusan Jiricny and Roy Vaughn are also waiting to pounce.

Peter Hall

Southern Coupe League Results

-

Roy Vaughn

Southern Gala 21 st August - Results				
	Entrant	Club	Score	Time
1	C.Chapman	B&W	12	10.00
2	D.Jiricny	Birmingham	9	9.53
3	G.Manion	Birmingham	8	9.43
4	A.Brocklehurst	B&W	7	9.28
5	R.Fryer	Oxford	6	9.16
6	A.Crisp	Oxford	5	7.36
7	P.Hall	Crookham	4	6.00
8	B.Hobbs	Oxford	3	4.00
9	M.Stagg	B&W	2	2.23

League Standings after Round 8

	ENTRANT	CLUB	COUPE DE BRUM	SECOND AREA	LONDON AREA	NATIONALS	FIFTH AREA	CAGNARATA (blown out)	ODIHAM	SOUTHERN GALA	CROOKHAM GALA	COUPE EUROPA	TOTAL
1	G. Manion	Birmingham		12	12	3	8			8			43
2	A. Brocklehurst	B&W		8	8		7		12	7			42
3	C. Chapman	B&W		5	6		6			12			29
4	D. Jiricny	Birmingham	6	2	4	7				9			28
5	R. Vaughn	Crookham		5	9		5		8				27
6	D. Thomson	Croydon		7	1	4	4		7				23
7	R. Fryer	Oxford			5		9			6			20
=	I. Davitt	Morley				8	12						20
9	B. Dennis	Oxford	3	9		6							18
10	A. Crisp	Oxford	7		3					5			15
11	M. Marshall	Impington	5	3		5							13
12	C. Foster	Morley	12										12
=	S. Willis	Croydon				12							12
=	B. Hobbs	Oxford					3		6	3			12
15	P. Woodhouse	Morley	4	7									11
=	R. Elliott	Croydon	2						9				11
=	P. Hall	Crookham					2		5	4			11
18	C. Redrup	Crookham	9	1									10
=	A. Moorhouse	Vikings	1			9							10
20	D. Norwood		8										8
21	W. Butler	Crookham							4				4
22	M. Stagg	B&W					1			2			3
23	B. Silcocks	B&W			2								2
=	T. Winter	CVA				2							2
25	S. Fielding	Morley											0
=	B. Taylor	E.Grinstead											0
=	K. Taylor	E.Grinstead											0
=	K. Best	Birmingham											0
=	P. Ball	Grantham											0

Roy Vaughn



The de Havilland Canada DHC-1 Chipmunk is a tandem, two-seat, single-engined primary trainer aircraft designed and developed by Canadian aircraft manufacturer de Havilland Canada. It was developed shortly after the Second World War and sold in large numbers during the immediate post-war years, being typically employed as a replacement for the de Havilland Tiger Moth biplane.

The Chipmunk was the first post-war aviation project conducted by de Havilland Canada. It performed its maiden flight on 22 May 1946 and was introduced to operational service that same year.

During the late 1940s and 1950s, the Chipmunk was procured in large numbers by military air services such as the Royal Canadian Air Force (RCAF), Royal Air Force (RAF), and several other nations' air forces, where it was often utilised as their standard primary trainer aircraft. The type was produced under licence by de Havilland in the United Kingdom, who would produce the vast majority of Chipmunks, as well as by OGMA (Oficinas Gerais de Material Aeronáutico) in Portugal.

The type was slowly phased out of service beginning in the late 1950s, although in the ab initio elementary training role, this did not happen in the Royal Air Force until 1996, when it was replaced by the Scottish Aviation Bulldog.

Many Chipmunks that had been in military use were sold to civilians, either to private owners or to companies, where they were typically used for a variety of purposes, often involving the type's excellent flying characteristics and its capability for aerobatic manoeuvres.

More than 70 years after the type having first entered service, hundreds of Chipmunks remain airworthy and are in operation around the world. The Portuguese Air Force still operates six Chipmunks, which serve with Esquadra 802, as of 2018.

The aircraft is named after the chipmunk, a small rodent.

DHC-1 Chipmunk



A Chipmunk with the [Royal Navy](#) historical flight

Role	Trainer
Manufacturer	de Havilland Canada
First flight	22 May 1946
Introduction	1946
Retired	1955 (Belgium) 1972 (Canada) 1996 (United Kingdom)
Status	In service
Primary users	Royal Air Force (historical) Royal Canadian Air Force (historical) Portuguese Air Force
Produced	1947–1956
Number built	1,284 (including Canadian, British, and Portuguese production) ^[1]

Sunday 21st August 2022, venue North Luffenham

It was a great flying day. It was my first time having a model judged against documentation, a learning experience. The morning was little slow, all judging and no flying. I should have taken another sport model to fly.



The afternoon session was more involved, lots of flying to observe, inspiring stuff.

It's the model pictures I think you will appreciate.



Bill Dennis's models

Not all flights finish up as planned



Chris Brainwood



Mike Smith's Mail Biplane gets away



Martin Pike's ABC Robin banks away



Ivan Taylor's Spitfire takes to the air



Andy Hewitt's Eindekker about to be sent aloft



Mike Smith's intermediate scale Tiger Moth



Chris Bainwoods, 'I think'



Another of Ivan Taylor's, flew really well



Chris Brainwood's model



Mike Smith's Mail Bipe gets another airing



Bill Dennis assisted by wife Valerie (sorry if I've got your name wrong)



Chris Brainwood launches for a competition flight



Ivan Taylor's F16, yet another good flyer




Somebody had to win something

Results Sheets

Event/Date NAT 22  **Free Flight Open / Flying Only Record** (updated May 2022)  **FF4. INTERMEDIATE**



Name	BMFA	Model	Kit, Plan, O/D	Static	Best Flight	Total	Place
MIKE SMITH	66560	TIGER MOTH	RESERVED RECORD 1/1/2021	1248	1120	2868	1
PETER FARDELL		CONGO AC-4 CENTREON		1074	1620	2694	2
IVAN TAYLOR	063252						
MARTIN PYKE	111094	ABC ROBIN		1081	1495	2576	3

Event/Date NATS 22  **Free Flight Open / Flying Only Record** (updated May 2022)  **FF1 OPEN POWER**

Name	BMFA	Model	Kit, Plan, O/D	Static	Best Flight	Total	Place
MIKE SMITH	66560	DN4 m2	O/D	1723.2	1590	3313.2	1
CHRIS BROWNWOOD	146191	HANCOCK TANTIT		1424	600	2024	5
IVAN TAYLOR	063252	MITSUBISHI ASH CLAMOR		1105	1917	3022	3
BILL DENNIS	062686	RES		1692	1395	3087	2
ANDREW HEWITT	42798	FOKKER EJV		1703.8	840	2543.8	4
MIKE KELSEY	14535	SESA		1116	360	1476	6

Event/Date NAT 22  **Free Flight Open / Flying Only Record** (updated May 2022)  **FF2. OPEN RUBBER**

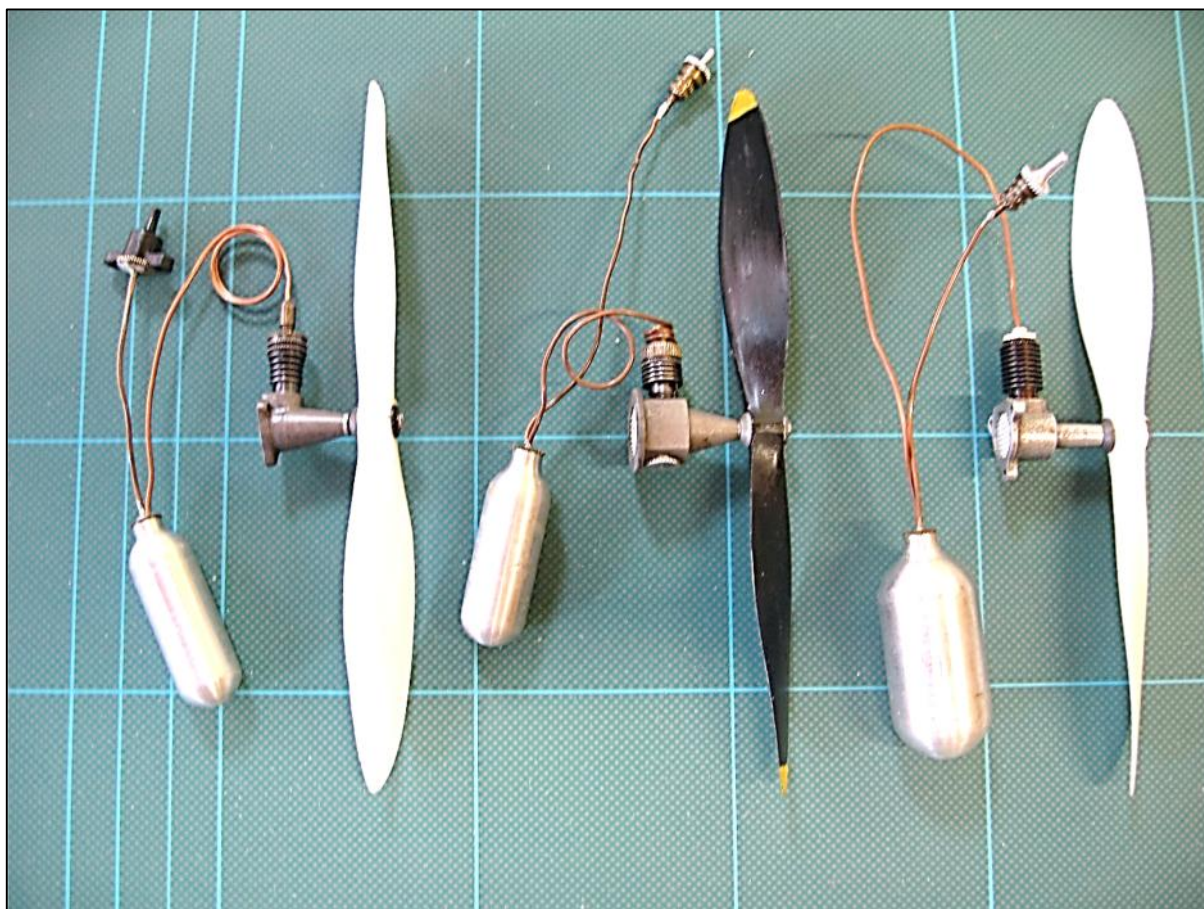
Name	BMFA	Model	Kit, Plan, O/D	Static	Best Flight	Total	Place
BILL DENNIS		JUNGHANN		1576.8	1535	3111.8	1
IVAN TAYLOR	063252	SARAH 24		1371	1395	2766	2
CHRIS BROWNWOOD	146191	MILES FALCON		1319	390	1709	5
MIKE STUART	105610	CONQUEROR FREESTER	O/D	1198.5	1390	2588.5	4
PETER FARDELL		BLERCHT		1080.5	1575	2655.5	3

Event/Date NATS 22  **Free Flight Open / Flying Only Record** (updated May 2022)  **FF3 OPEN CO2/ELECTRIC**

Name	BMFA	Model	Kit, Plan, O/D	Static	Best Flight	Total	Place
MIKE SMITH	66560	HP 0400	O/D	1477.8	1534.5	3012.3	1
IVAN TAYLOR	063252	F16		553.1000	920	1473	3
BILL DENNIS	062686	CAROM CA 100		1392	1310	2702	2

It was a first time for me, good experience and I finished up in 3rd place in one event. With the knowledge acquired I could well do better next time.

Martin Pike

Brown CO₂ motors revisited

Similar sized Brown CO₂ motors from Lindsey Smith's estate.
From left to right: - Brown Junior .005 (shown with Telco filler), Brown MJ70,
and Brown Campus Bee 70, with 6cc tank. The first two have 3cc tanks.



Ball valve and retainer
in cylinder head of Junior .005 motor.



0.020" dia. wire ball retainer.
The od is around 6mm.

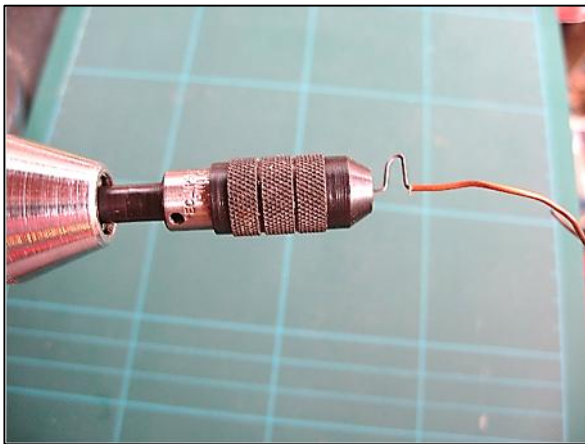
The late Lindsey Smith's accumulation of CO₂ motors has been mentioned previously in this column. I hesitate to use the word collection, as I don't think he was a collector. Like me, it appears he accumulated items that took his fancy or for use in future projects. There are considerable signs that many were used. Indeed, a number were in an incomplete state with broken gas pipes and separated from their tanks. Being the temporary custodian of this assemblage has given me the chance to examine more closely motors that I have not handled before, and the challenge of getting some running again.

Lindsey's collection of some 30 CO₂ motors included three Brown Junior .005s. The production of these started around 1969 and marked Bill Brown's return to the design and manufacture of such motors. According to Evan T. Towne in article entitled 'William "Bill" Likens Brown IV' published on the Miniature Engineering Craftsmanship Museum website:

[William "Bill" Likens Brown IV - The Miniature Engineering Craftsmanship Museum](#),

500 of these had lapped steel pistons and 500 Nylatron (a nylon filled with molybdenum disulphide) pistons. One of Lindsey's examples has a metal piston, the other two are plastic. In IIFE 18 (NC January 2018) I showed pictures of Chris Hutchinson's example, which was missing the ball from the ball valve in the cylinder head. The question at the time was what was the diameter of the ball and how was it retained to seal against the comparatively shallow seat angle? The plastic ball valve seats used in later motors are much deeper and are suitably angled to retain the ball. Although the examples I now hold had broken copper pipes, fortunately, the valves were complete. The steel ball is 3/32" diameter, which now seems to be the standard for this size of motor, and there is a retainer to keep it in position. In two cases this was formed from 0.020" diameter wire, which clipped into the internal thread in the cylinder head. This looks like a tricky piece of wire bending (see photos above). In the third case it was a soft aluminium washer flanged on both the inside and outside diameters.

By attaching a tank and with cleaning, I have managed to get the two BJ.005s with plastic pistons to run. The sealing of the plastic pistons was improved by using the trick of running a ball pen around the inside of the sealing lip. The integral metal ball valve seat of the example with the metal piston does not seal sufficiently to allow it to run. A couple of the cylinder heads had been modified to make the copper feed pipe detachable, in the manner described in Doug McHard's article 'Experiments with CO₂', published in the 1972-3 AeroModeller Annual.



Forming flange at end of copper feed pipe



Brown CO₂ tanks. From top: - 3cc, 6cc, 10cc and 20cc

In order to carry out some of these refurbishments, I needed to form a flange on the 1mm od copper pipe. Fortunately, I had come across a method of doing this in a Hip Pocket Aeronautics thread, where George Kandylakis described pressing the tube against a piece of wire with a right angle bend, which is inserted into the tube, as shown in the photo above. Here the 0.025" dia. forming wire is held in a pin chuck, which in turn is held in the chuck of a wheel brace. Slow rotation of the wheel brace combined with some force pushing the copper tube against the wire bend forms the flange.

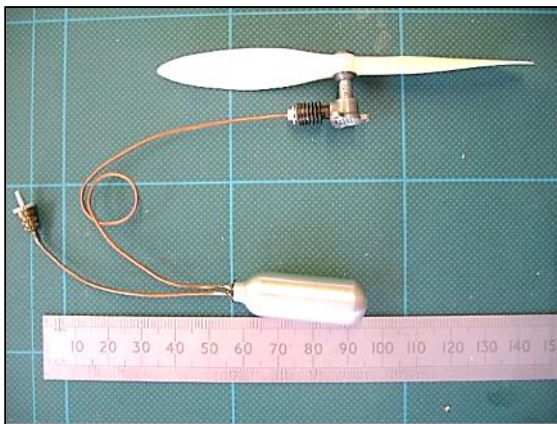
In comparison to the BJ .005s, there is also an example of the later MJ70, from the mid-1970s, which was tank-less, but otherwise easy to get going and a couple of Campus Bee 70s from the early 1980s, which were complete, apart from the swivel seals in the cylinder heads, which had deteriorated. These ran well on replacement of the seals.

Fortunately, there is also a good supply of spare parts, including examples of all the Brown CO₂ tanks of 3cc and above (see photo). According to an old SAMS list I have, Brown also produced a 2cc tank, and a 1cc tank was made for the tiny GB12 motor.

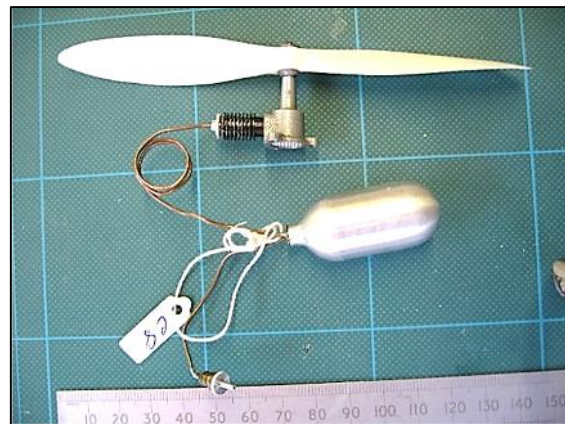
CO₂ motors for the forthcoming BMFA auction

Roger Newman has already mentioned that a number of items from Lindsey Smith's estate have been submitted for sale at the forthcoming BMFA auction at Buckminster on 29th October. The following gives details of the CO₂ motors. All have been run recently. So, if you want one of these, you know where to go! All funds raised will go to SAM1066.

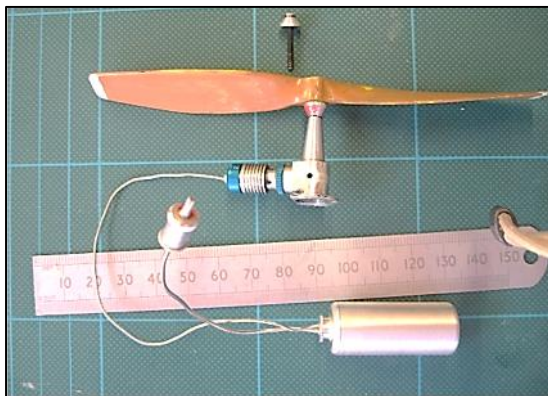
Motor	Capacity (mm ³)	Comment
Brown Campus A-23	23	SN 1878 with instructions
Brown Campus Bee 70	70	SN 14 with instructions
Gasparin GM120	120	In box with instructions and spares
Gasparin G160	160	SN 48 with instructions and spares
Gasparin GM300	300	With instructions and spares
Modela	270	2002 model. In box with instructions and spares



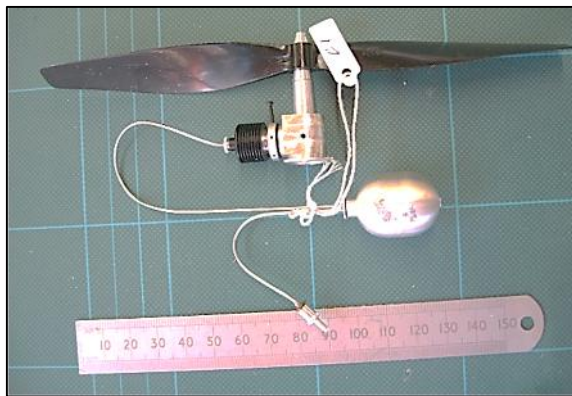
Brown Campus A-23



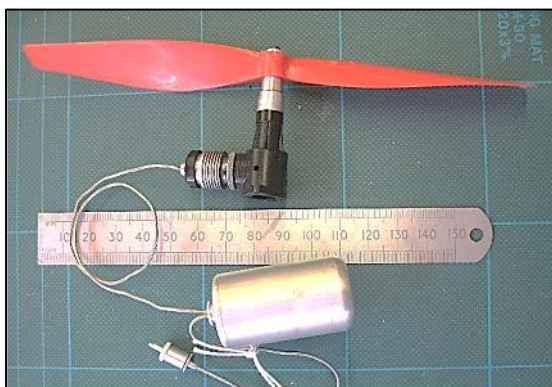
Brown Campus Bee 70



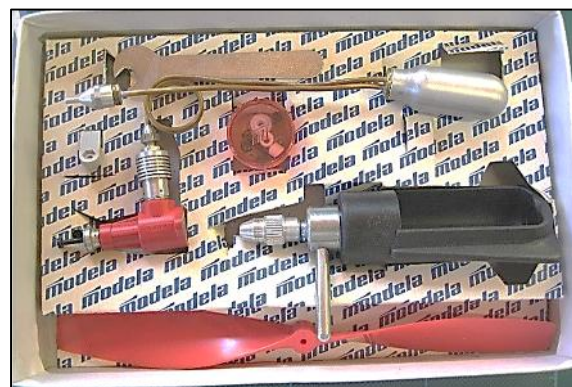
Gasparin GM120



Gasparin G160



Gasparin GM300



Modela

Nick Peppiatt

FF Indoor Nationals 16th Sep - 18th Sep 2022

Results

No-Cal

Place	Name	BMFA Number	Model	Flight time 1	Flight time 2	Flight time 3	Flight time 4	Flight time 5	Flight time 6	Sum of best Two Flights
1	Chant Tim	111998	Cassutt	02:13	00:30	01:27	01:53	01:44	00:00	04:06
2	Goodwin David	194118	Hinkel	01:03	01:13	01:43	01:50	01:40	00:00	03:33
3	Sellwood Roy	53324	Airacobra	01:37	01:10	01:34	01:42	00:00	00:00	03:19
4	Evans Meredith	111999	Do335	00:29	00:21	00:00	00:00	00:00	00:00	00:50

35cm

Place	Name	BMFA Number	Flight time 1	Flight time 2	Flight time 3	Flight time 4	Flight time 5	Flight time 6	Sum of best Two Flights
1	Pearce Ian	176661	06:13	06:32	06:05	06:44	06:33	00:00	13:17
2	Mark Harper	62006	03:46	04:06	04:27	04:31	04:45	04:25	09:16

Catapult

Place	Name	BMFA Number	Flight time 1	Flight time 2	Flight time 3	Flight time 4	Flight time 5	Flight time 6	Flight time 7	Flight time 8	Flight time 9	Sum of best Three Flights
1	Goodwin Thomas	194117	28.00	33.00	35.00	37.00	34.00	36.00	0.00	0.00	0.00	108.00
2	Goodwin David	194118	22.00	21.00	33.00	28.00	27.00	27.00	29.00	0.00	0.00	90.00
3	Benns Mark	72513	25.00	24.00	30.00	30.70	0.00	0.00	0.00	0.00	0.00	85.70
4	Bailey Bob	2479	25.00	27.00	23.00	25.00	24.00	24.00	0.00	0.00	0.00	77.00
5	Mark Harper	62006	14.21	11.82	17.80	16.83	17.65	15.84	15.07	19.38	14.80	54.83

F1D

Place	Name	BMFA Number	Flight time 1	Flight time 2	Flight time 3	Flight time 4	Flight time 5	Flight time 6	Sum of best Two Flights
1	Benns Mark	72513	10:43	10:49	11:25	11:08	11:23	00:00	22:48
2	Staartjes Hans	185400	11:05	11:15	11:01	10:24	11:09	11:06	22:24
3	Evans Meredith	111999	07:48	07:57	08:31	00:00	00:00	00:00	16:28

F1L

Place	Name	BMFA Number	Flight time 1	Flight time 2	Flight time 3	Flight time 4	Flight time 5	Flight time 6	Sum of best Two Flights
1	Pearce Ian	176661	06:51	07:04	07:34	07:54	00:00	00:00	15:28
2	Goodwin Thomas	194117	05:14	06:20	06:18	07:05	00:00	00:00	13:25

F1N (times in seconds)

Place	Name	BMFA Number	Flight time 1	Flight time 2	Flight time 3	Flight time 4	Flight time 5	Flight time 6	Flight time 7	Flight time 8	Flight time 9	Sum of best Three Flights
1	Benns Mark	72513	41.80	39.20	42.30	39.20	35.60	0.00	0.00	0.00	0.00	123.30
2	Goodwin Thomas	194117	23.00	25.00	24.00	25.00	25.00	27.00	28.00	0.00	0.00	80.00
3	Goodwin David	194118	23.00	23.00	23.00	23.00	0.00	0.00	0.00	0.00	0.00	69.00

F1M

Place	Name	BMFA Number	Flight time 1	Flight time 2	Flight time 3	Flight time 4	Flight time 5	Flight time 6	Sum of best Two Flights
1	Whitehouse Dave	141595	05:36	06:07	05:59	05:57			12:06
2	Evans Meredith	111999	05:24	05:42	05:46	05:50	05:52		11:42
3	Chant Tim	111998	03:06						03:06

Gyminnie Cricket

Place	Name	BMFA Number	Flight time 1	Flight time 2	Flight time 3	Flight time 4	Flight time 5	Flight time 6	Sum of best Two Flights
1	Goodwin Thomas	194117	05:01	05:05	04:38	04:49	00:00	00:00	10:06
2	Bailey Bob	2479	03:40	04:29	05:16	00:00	00:00	00:00	09:45
3	Goodwin David	194118	04:21	04:45	00:00	00:00	00:00	00:00	09:06
4	Sellwood Roy	53324	03:53	04:01	04:05	00:00	00:00	00:00	08:06
5	Pearce Ian	176661	04:30	00:00	00:00	00:00	00:00	00:00	04:30

F1R

Place	Name	BMFA Number	Flight time 1	Flight time 2	Flight time 3	Flight time 4	Flight time 5	Flight time 6	Sum of best Two Flights
1	Evans Meredith	111999	07:49	08:00	00:00	00:00	00:00	00:00	15:49
2	Goodwin Thomas	194117	06:12	05:58	06:20	07:03	07:35	07:31	15:06

Living Room Stick

Place	Name	BMFA Number	Flight time 1	Flight time 2	Flight time 3	Flight time 4	Flight time 5	Flight time 6	Sum of best Two Flights
1	Goodwin David	194118	03:30	05:08	05:31	04:33	00:00	00:00	10:39
2	Funnell Rob	55579	04:27	04:13	04:19	04:32	00:00	00:00	08:59
3	Mark Harper	62006	01:56	02:28	02:59	04:38	03:53	04:20	08:58
4	Goodwin Thomas	194117	03:04	03:07	04:32	03:38	00:00	00:00	08:10
5	Sellwood Roy	53324	03:23	00:00	00:00	00:00	00:00	00:00	03:23

Legal Eagle

Place	Name	BMFA Number	Flight time 1	Flight time 2	Flight time 3	Flight time 4	Flight time 5	Flight time 6	Sum of best Two Flights
1	Chant Tim	111998	03:35	03:21	00:00	00:00	00:00	00:00	06:56
2	Evans Meredith	111999	03:08	03:29	03:02	03:10	03:26	00:00	06:55
3	Goodwin David	194118	02:24	02:51	02:46	02:49	00:00	00:00	05:40
4	Pearce Ian	176661	02:55	00:00	00:00	00:00	00:00	00:00	02:55

Limited Penny Plane

Place	Name	BMFA Number	Flight time 1	Flight time 2	Flight time 3	Flight time 4	Flight time 5	Flight time 6	Sum of best Two Flights
1	Chant Tim	111998	06:52	06:23	07:00	00:00	00:00	00:00	13:52
2	Goodwin David	194118	05:24	06:15	06:29	06:38	00:00	00:00	13:07
3	Funnell Rob	55579	03:03	05:28	06:53	05:45	00:00	00:00	12:38
4	Bailey Bob	2479	05:15	06:25	05:29	00:00	00:00	00:00	11:54
5	Goodwin Thomas	194117	04:40	05:42	05:34	00:00	00:00	00:00	11:16
6	Sellwood Roy	53324	04:55	04:59	05:29	05:32	00:00	00:00	11:01
7	Pearce Ian	176661	05:22	05:24	05:18	00:00	00:00	00:00	10:46
8	Whitehouse Dave	141595	05:26	05:06	05:13	00:00	00:00	00:00	10:39
9	Evans Meredith	111999	05:10	05:04	05:19	05:01	00:00	00:00	10:29
10	Mark Harper	62006	04:09	04:13	04:11	04:41	04:56	04:56	09:52

Goodwin David: LPP Mass Launch Winner - Time 6.45

Overall Championship 2022

Place	Name	BMFA Number	Points per Event												Total
			No Cal	35 cm	C/P	F1D	F1L	F1N	F1M	GC	F1R	LRS	L.E.	LPP	
1	Goodwin David	194118	3		4			2		3		6	2	10	30
2	Goodwin Thomas	194117			6		1	3		6	1	2		6	25
3	Chant Tim	111998	5					1	1				5	12	24
4	Bailey Bob	2479			2					4				7	13
5	Funnell Rob	55579										4		8	12
5	Benns Mark	72513			3	4		5							12
7	Evans Meredith	111999	1			1			2		2		3	2	11
8	Sellwood Roy	53324	2							2		1		5	10
8	Pearce Ian	176661		2			2			1			1	4	10
10	Whitehouse Dave	141595							4					3	7
11	Mark Harper	62006		1	1							3		1	6
12	Staartjes Hans	185400				2									2

Mike Colin

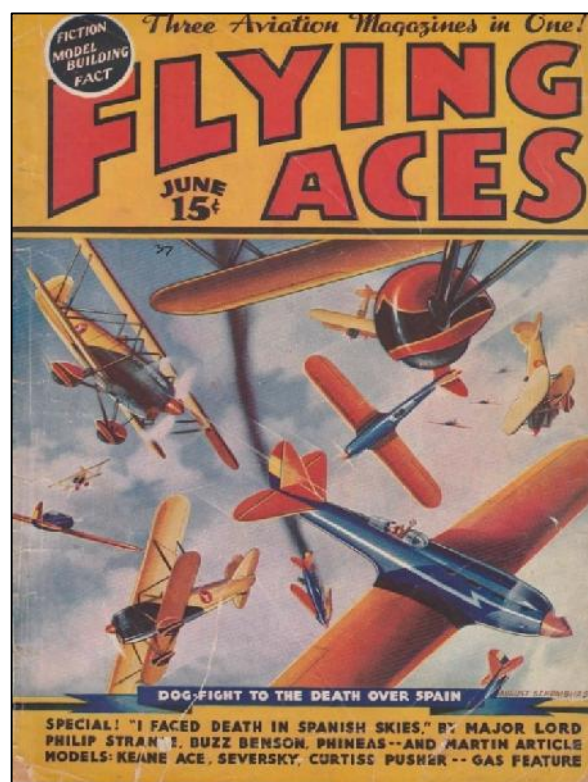
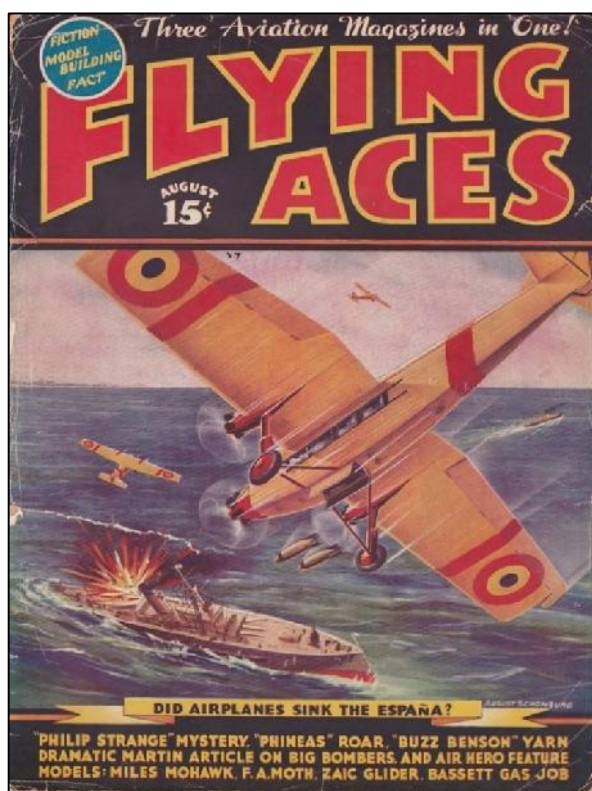
Report No. 140 New arrivals at the Library.

This month we are interrupting the story of our earliest magazines held in the library to report on a number of new arrivals. Thank you to Chris Redrup for the early 1937/38 **Flying Aces** magazines from the estate of Peter Barratt and a thank you to Ray Elliott for the copies of the **NFFS Free Flight Digest** and the **BMFA Free Flight Forum Reports**. Finally, a thank you to Roger Newman for delivering the magazines to me at home.

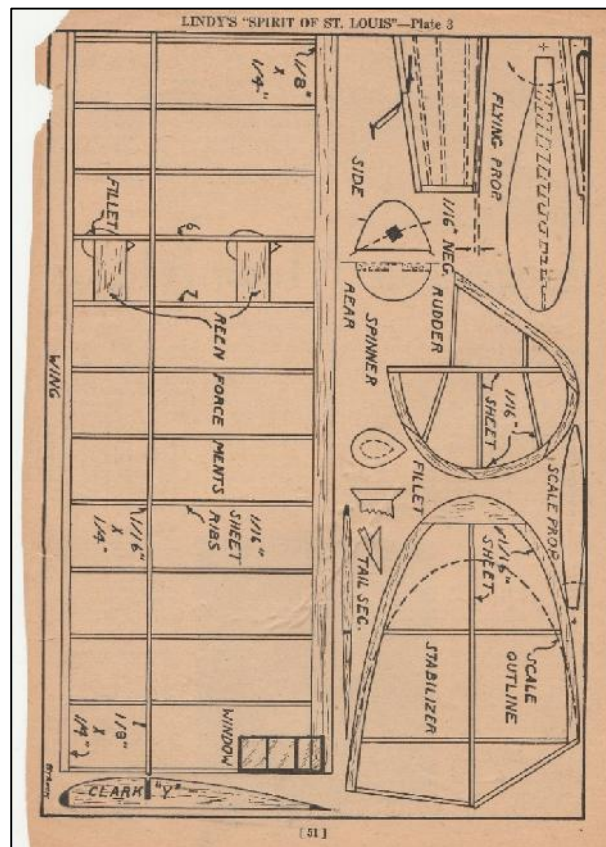
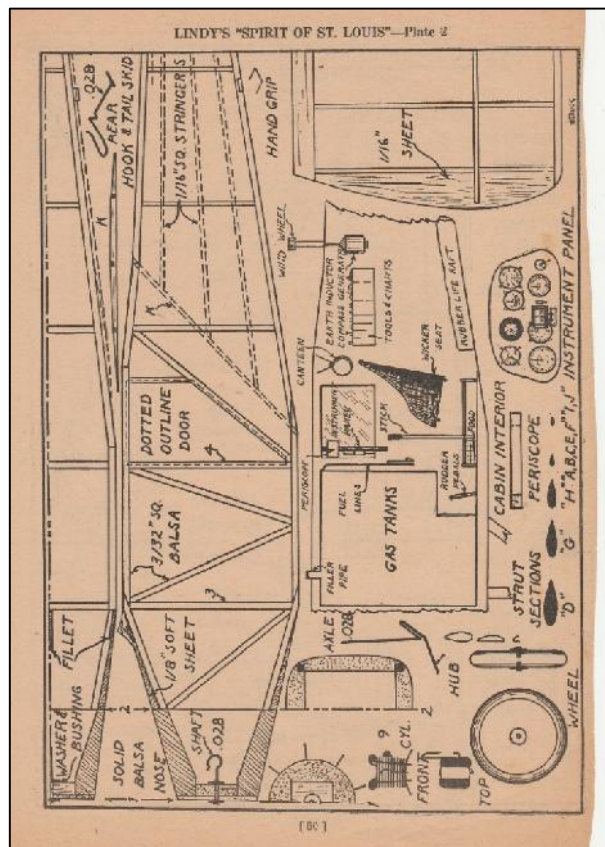
As the library collection has grown over the years, many of the titles held have become complete or near complete. Consequently, when a box of donated magazines arrives it can often be found that a majority of the copies are already held in the library. Please do not let this discourage you from donating your unwanted magazines, there is virtually always what I like to call "a little gem" be it a magazine never before seen in the library collection or a magazine in far better condition than is currently held.

This latest batch of new arrivals exceeded my expectations, with well over half retained, all of the **NFFS Free Flight Digest** and some of the **Free Flight Forum Reports** were new to the library. The problem with the early **Flying Aces** magazines is both rarity and condition. Our 1937/38 mags have now had a quantity and quality boost with fewer missing covers and missing pages.

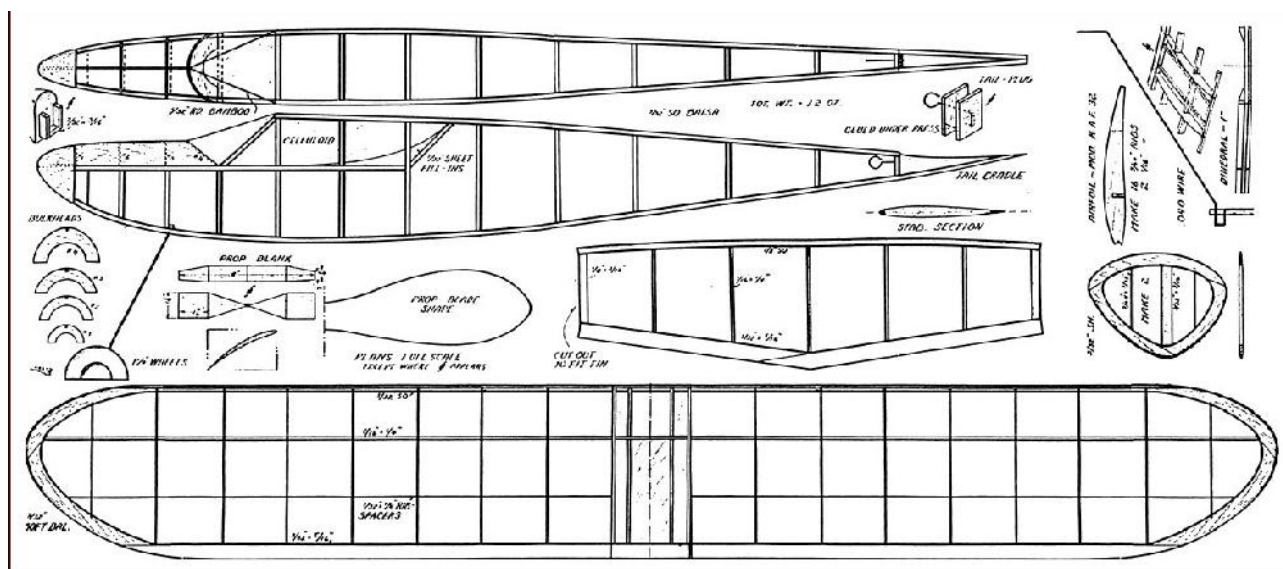
Flying Aces had a significant amount of reports on the current aircraft developments of the period as well as the flying scene - telling fictional stories of good guy pilots, their aircraft and how they thwart the bad guys of this world. Aeromodelling comes second but still with a significant content. The covers, see below, reflect the priority given to the full-sized aircraft.



Most issues of **Flying Aces** had full-size plans spread over several pages such as the "Ryan NYP Spirit of St. Louis" below. This 22" wingspan rubber powered model was designed by Henry Struck and appeared in **Flying Aces** issue of August 1937. The two parts of the plan are on adjacent pages, thus facilitating the cutting out of the pages and joining them to make a full-size working plan.



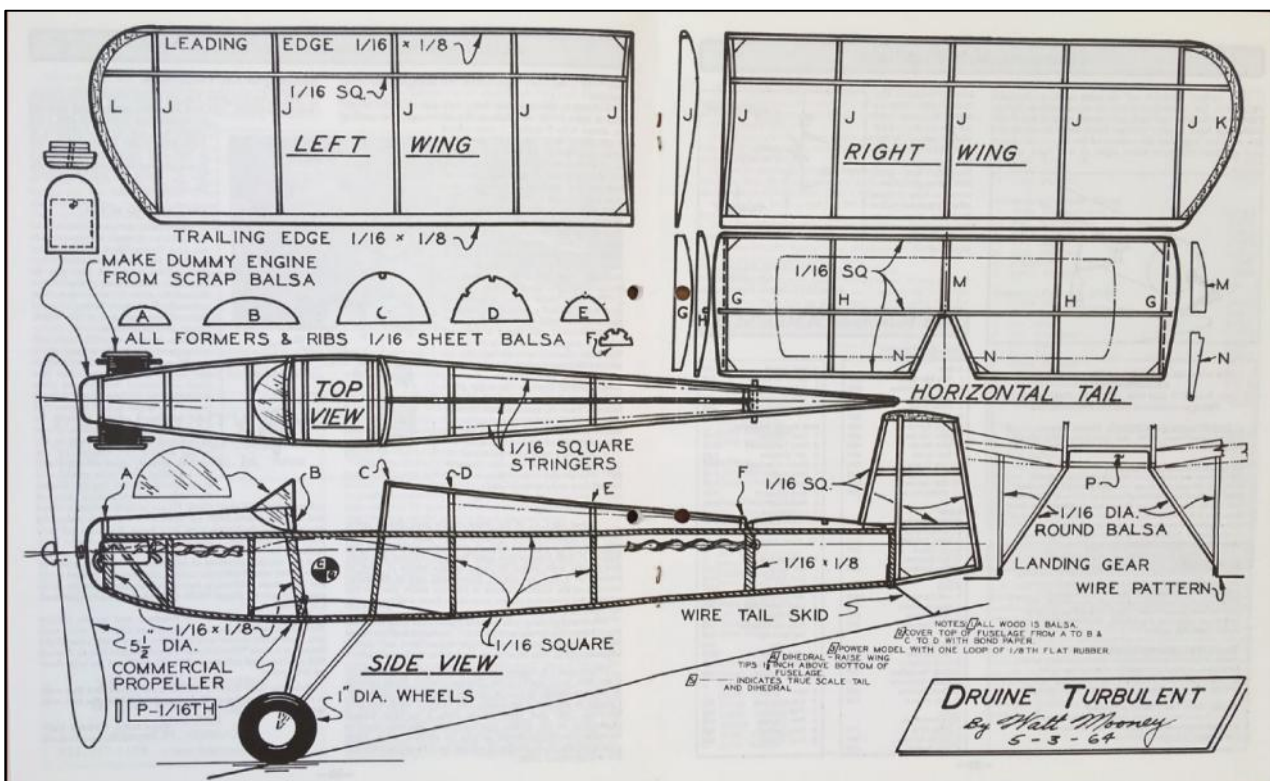
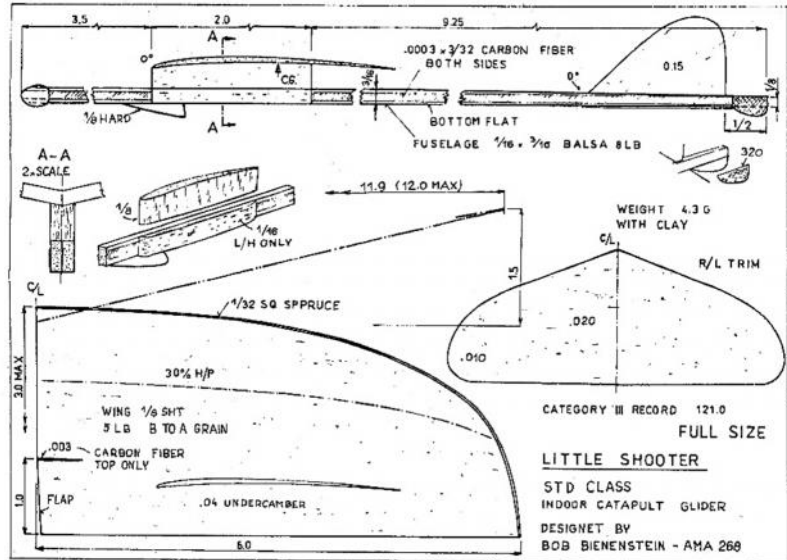
The problem with cut out plan pages is that they get cut out thus leaving the magazine with missing pages and that is what happened to our copy of Flying Aces January 1938, but then came a second copy of the same magazine, it cannot have the same problem can it? Yes, it can and it did. Malcolm Abzug's "Ol Reliable", a 24" span rubber model, was obviously very popular with the readers. Fortunately, Outerzone has the plan available for free download, see below.



Next, to **The National Free Flight Society Digest.**

An American publication, the first issue of which dates back to around 1966. We have 60 issues from the period 1973 to 1981, boosted by the latest donation of 11 issues from 2008 to 2010. These newsletters usually have a couple of plans, full-size for the smaller size models otherwise reduced plans. See the next page for a typical cover and plans.

The indoor glider is an A4 size plan which I can send by email, whereas the "Druine Turbulent" was a double page spread plan and is available from Outerzone.



Finally this month, we come to the **Free Flight Forum** reports where the new donations have added two copies to the library collection. You may be aware that due to Covid restrictions the forum was not held in 2021 or 2022 so no reports have been published, but it was decided to publish this year:

A Century of British Free Flight edited by Martin Dilly with chapters by Martin, Phill Ball, Mike Fantham, Bill Dennis, Trevor Grey, Ken Faux, Bob Bailey, Chris Edge and Roger Newman. A good read and thoroughly recommended, if you have not got your copy yet, see the adverts in New Clarion, BMFA News, Aeromodeller and SAM 35 Speaks or contact:

martindilly20@gmail.com



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

Roy Tiller

It's coming round to AGM time in the next couple of months. Last year we held it via Zoom & the same process is planned for this year. A date hasn't yet been set, primarily due to me being away for most of October & possibly some of November. At present late November / early December looks likely. However the process starts. Not too much changes on the agenda - see below:

Agenda SAM1066 AGM 2022

1. Welcome to members old and new for the season 2022/23
2. Apologies for absences
3. Chairman's report
4. Secretary's report
5. Membership secretary's report
6. Treasurer's report and accounts
7. Report on the David Baker Heritage Library
8. Election of Officers: Chairman, Secretary, Treasurer, Membership Secretary, Committee Members
9. Annual subscriptions for 2023
10. Any other business
 - Members views on the future of SAM1066 & potential expenditure of funds
 - Suggestions for 2023 competition program.

Any nominations for Committee positions and details of any other business to be discussed should be received by the Chairman at least 14 days prior to the meeting. Current Committee members are prepared to continue in post, with the exception of the Membership Secretary, whose position is open. Tony can be contacted on tonyshepherd50@hotmail.com

There are two points of reasonable significance to bring to the attention of the membership.

The first is that our Membership Secretary, after many years in post, wishes to hand over the banner to someone else - due primarily to health considerations & a pending move to the West Country for family reasons. Mike has served us ably & diligently since taking on the mantle together with our late Chairman. as a consequence of the illness & subsequent passing of David Baker. So I'm sure you will join me in wishing him a well-earned retirement. This, of course, means that we shall need a new Membership Secretary, whose role includes that of looking after our website & email distribution to the Membership. An IT (reasonably literate) willing volunteer would be most welcome.

The second is also for the consideration of all - basically this year we have accumulated a welcome increase in our funds due to the kindness of Lindsey Smith's family in donating his aeromodelling effects to SAM1066. Our Treasurer will be more precise when he's published the up to date accounts- the big question is - what do we now do with this increase in funds, which probably will amount to something in the region of £800 to £1000? Expenditure should of course be to the benefit of the membership & in promoting our much loved hobby. Have a think prior to the AGM.

Crookham Gala

Other than being a bit on the blowy side, it was nice to have decent weather & a very good attendance. The event will be fully reported in the next edition but most important of all, everyone had a good time.

We even had a visitor from Washington State, USA - Ric Ewing, who managed a well-deserved 2nd place in the fly-off for the Coupe comp.



Ric ready for another max.

Croydon Coupe Day - 9th October

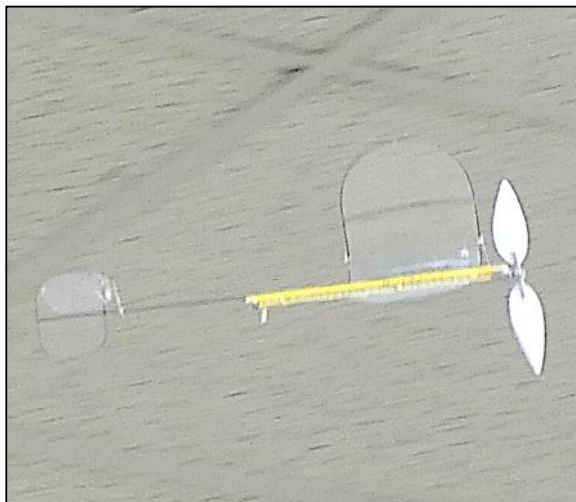
Don't forget we have a couple of SAM 1066 comps namely -
 Combined Vintage/Classic glider & Mini-Vintage,
 just to counterbalance the rubber classes of the Croydon event.
 Entry for both comps will be **FREE** but still with the usual liquid prizes.
 Come along & have a go.

Indoors at Totton

The season started again on 21st September, with a just about adequate attendance. Some good flying was enjoyed & it was really nice to see Phil Uden, Chris Chapman & Alan Brocklehurst who all made quite lengthy journeys. Alan very kindly acted as official photographer, the following pics being credited to him. Next meeting is 19th October - usual ad is elsewhere in this edition.



Chris ready to go



My ancient Butterfly near the ceiling



Phil in action



Ready for launch – Paul Lovejoy

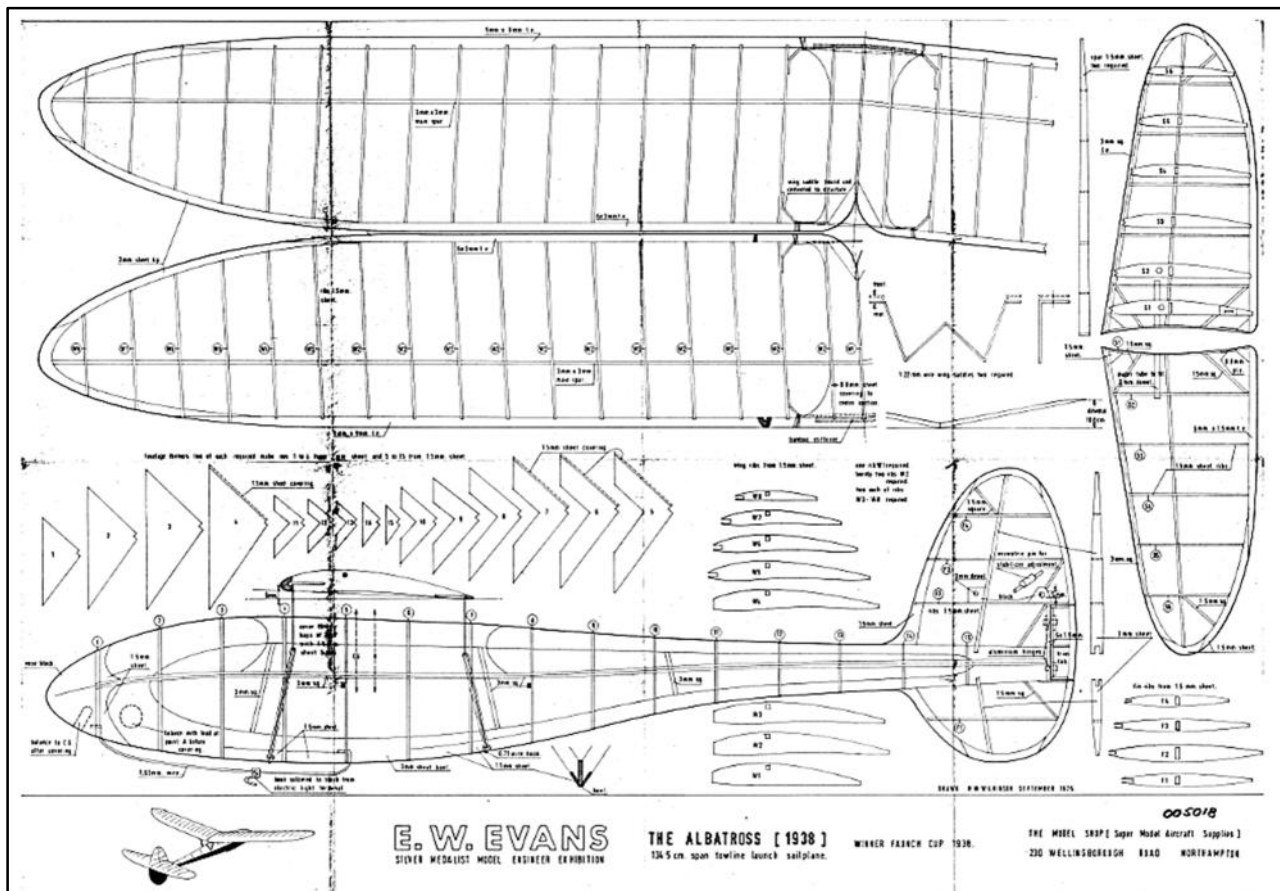


Canards

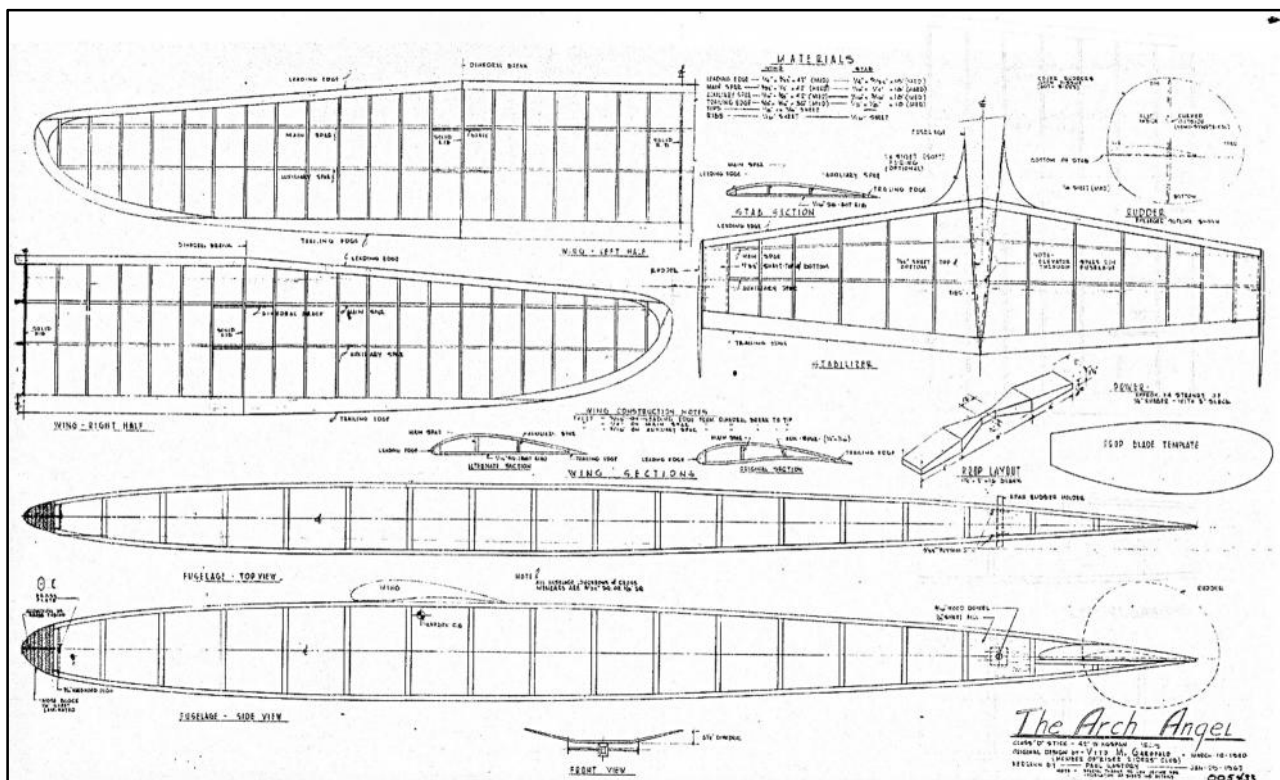
I'll get round to it one day but my life has been taken over by other events. Suffice to say that I did manage a quick survey of the plan library & we have 26 listed, 9 of which are rubber powered, 6 are gliders, 10 powered & 1 that can be power or glider. Not all have been scanned. More to follow.

Roger Newman

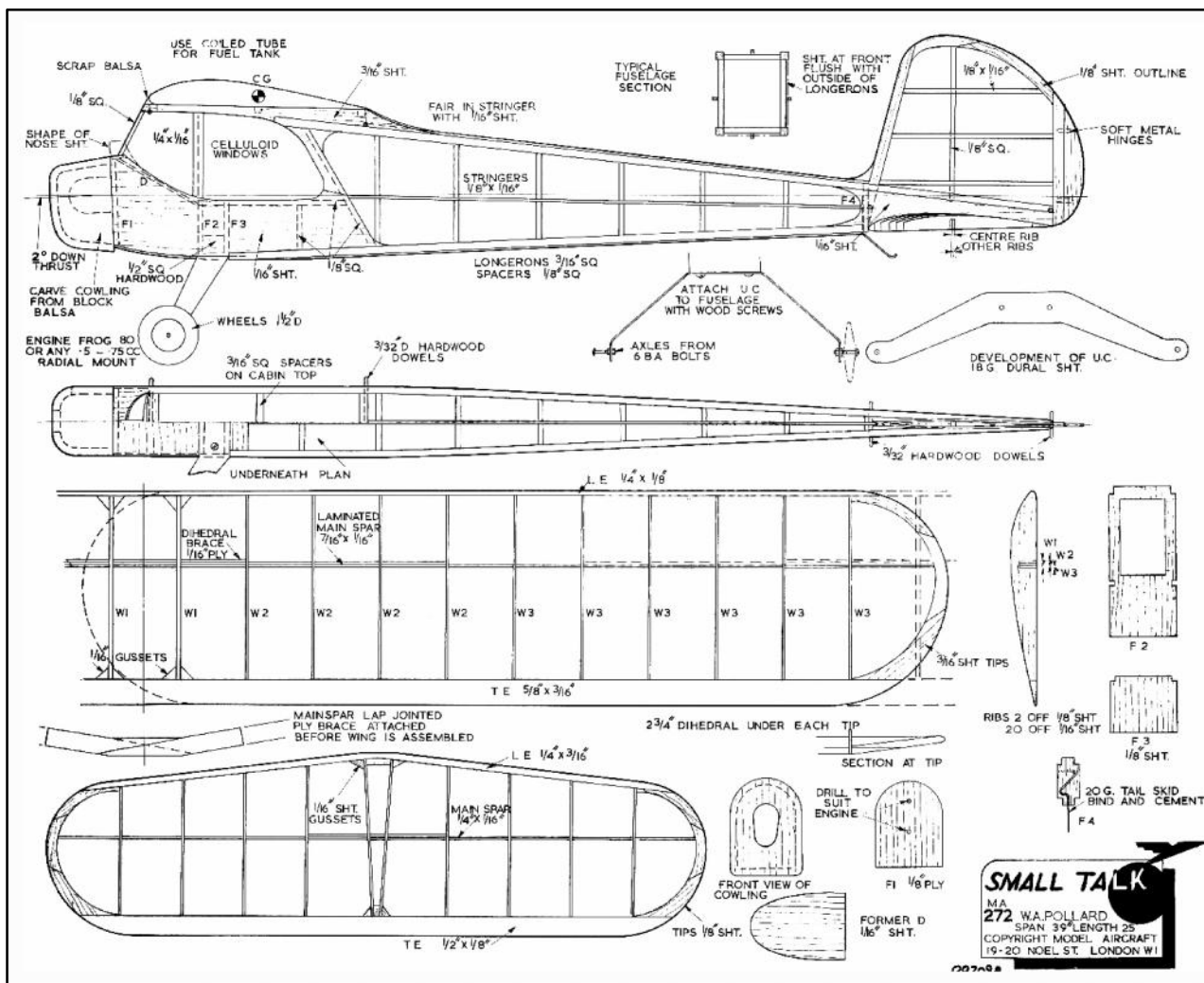
Glider: Albatross from Ted Evans in 1938



Rubber: Garaflow Arch Angel from 1940



Power: Quite early sport model, Model Aircraft plan by W A Pollard - Small Talk



Roger Newman

Kits for Sale

I recently bid for and bought much of the Aeromodelling stuff left by Alan Wiggs who passed away last year. Alan was a great pioneer of the vintage rubber brigade. I first met him the 80's at the model Engineer Exhibition when it was at Wembley. He was manning the SAM 35 stand and got me to join. My membership was rewarded with a free plan of the Prefect rubber model. I still have it (but I have never built one).

I was interested in all the models but had to pay quite a lot because there were some nice unused kits including a pre-war Club Kits Super Duration - so old and yet it's all there. Anyway, I loaded up my hatch-back to the roof with various kits, propellers, wheels and loads of built models and got them home. I am busy refurbishing eight of Alan's models but there are many complete kits in original boxes which I will never build (see list).

Pre War Club Kits Super Duration 40ins
Arden Geared Propulsion Unit
CM Products Soaring Glider 30ins (repro)
Comet Sparky 32ins Rubber Model
Cosmo R1 Spar Tractor - Tissue on bamboo frame 19ins
Easybuilt Jimmie Allen Skokie
Frog Redwing Senior Series 18ins
Hyper Cub Plan and Gearbox no wood
KK Achilles
KK Ajax 30ins
Sleek Streak 14.5ins
Star Flyer (like Sleek Streak)
Veron Comper Swift
Veron Swordfish
Original KK 7 and 12 ins Props

So, if you are interested, I would like to sell the kits to SAM readers before they go on Ebay.

Call or e mail me anytime. Andrew Longhurst
Tel: 07948 706402 or email: andrewlonghurst@yahoo.com

Books & Journals from Lindsey Smith's Estate

All proceeds to SAM 1066 Funds

the asking price excludes postage & packing)

(see note at foot of ad regarding postage & packing costs)

Item	Description	Asking Price	Package & Postage (see notes at foot of table)
1	SAM 35 Year Books – Complete set of 16 volumes: most are “as new”. <i>Sold only as complete set.</i>	£80 for set	£6.95
2	Aeromodeller Annuals: all well used but complete. Years: 1948; 1949; 1950; '55-56; '62-63; '64-65 (2 copies); '65-66; '66-67; '67-68 (2 copies); '68-69; '69-70; '70-71; '71-72; '72-73 (3 copies); '73-74 (3 copies); '74-75 (2 copies); '77-78	£3 each	£2.15 per volume or Small/Med parcel rates for multiples
3	Zaic Year Books: 1937; 1957-58; 1964-65	£3 each	£2.15 per
4	Fifty Years of Aeromodeller by Vic Smeed (as new)	£3.00	£2.15
5	Bill Dean's Book of Balsa Models	£2.00	£1.65
6	Flying Models – Favourites of the Fifties by Vic Smeed (as new)	£3.00	£2.15
7	Model Flying – the First Fifty Years by Vic Smeed (as new)	£3.00	£2.15
8	Plan Parade compiled by Vic Smeed	£2.00	£1.65
9	The Best of the Golden Age of Flying Models	£2.00	£2.15
10	Rubber Scale Vintage Plans Volume 3: (189 pages – poor cover but content ok)	£3.00	£2.70
11	Peanut Power by Bill Hannan (80 pages/A4 size)	£3.00	£2.15
12	Scrapbook of Scale, 3-views & Nostalgia Vol. 1 by Bill Hannan (56 pages/A4)	£3.00	£2.15
13	Model Plans & 3-Views International by Bill Hannan. Vols 1 & 2. (25 pages/A4)	£2 for both	£2.15 for both
14	Models & International Modellers by Bill Hannan. 3 Vols. 26 pages/A4)	£3 for all	£2.15 for all
15	Aeroplans for the Creative Modeller & Aviation Historian by Bill Hannan. 5 Vols. (30+ pages/A4)	£5 for all	£2.70 for all
	Packaging & Postage: All P & P prices are based on Royal Mail current price list for 2nd Class Standard delivery. If an alternative is required, please ask – it will cost more. Email me at rogerknewman@yahoo.com		

L'AQUILONE SAM 2001

TOMBOY RALLY INTERNATIONAL POSTAL CONTEST

01/07/2022 - 30/06/2023

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

Model

- The 36" or 44" wing span (as per plan Aeromodeller) and 48" (as per Boddington plan or 36" scaled up) models are admitted;
- Models may be fitted with floats as per plan (scaled-up for 48" version);
- no minimum weight;
- reinforcement or lightening of the structure with respect of the basic outline of the original model are admitted;
- materials to be used are those found on the plan;
- plastic covering in place of tissue, silk or other is admitted.
- More than one person can use same model;
- Same model can flight in L.G. or float version;
- Lone fliers can self launch and time

Engine/motors

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

36"-44" WINGSPAN

I.C. Engines:

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

Electric Motors:

- Any electric motor is admitted with direct drive
- The engine cannot be stopped and started again: the motor must run continually without interruptions till the end of the battery charge or competitor's decision;
- no folding prop is admitted; if a folding prop is used the blades must be held open with a rubber band;
- freely assembled admitted batteries;
- 400 Mah 2 cell LiPo
- separated batteries pack for Rx alimentation is allowed

48" WINGSPAN

I.C. Engines:

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

Electric Motors:

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

Flights and results

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

Awards :

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

Results

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

SPECIAL PRIZE VIC SMEED

SAM 2001 have scheduled an extra Diploma that will be awarded to the best flight in Tomboy floatplane version (36", 44" or 48") taking off from water. The Editor will send to the winner a Diploma signed By SAM 2001 President and a bottle of special Italian Wine to drink to Vic Smeed!

Good ROW and flight

SPECIAL PRIZE DAVID BAKER

The 2012 was the 5th edition of SAM 2001 Tomboy Rally and we have scheduled a special prize for the three best

flights obtained with 36" Tomboy F/P. Only engines diesel max 0.75 c.c. shall be used. The other rules are the same for 36" or 44" wingspan type. It is possible to use a R/C Tomboy, however, being this a free-flight contest, the time must be stopped when transmitter is used, since the aircraft model should fly freely from any control from the ground.

Good thermals

Salisbury Plain Permits

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

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

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

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

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

No other use is permitted.

Flying on Area 8.

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

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

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

I can arrange this.

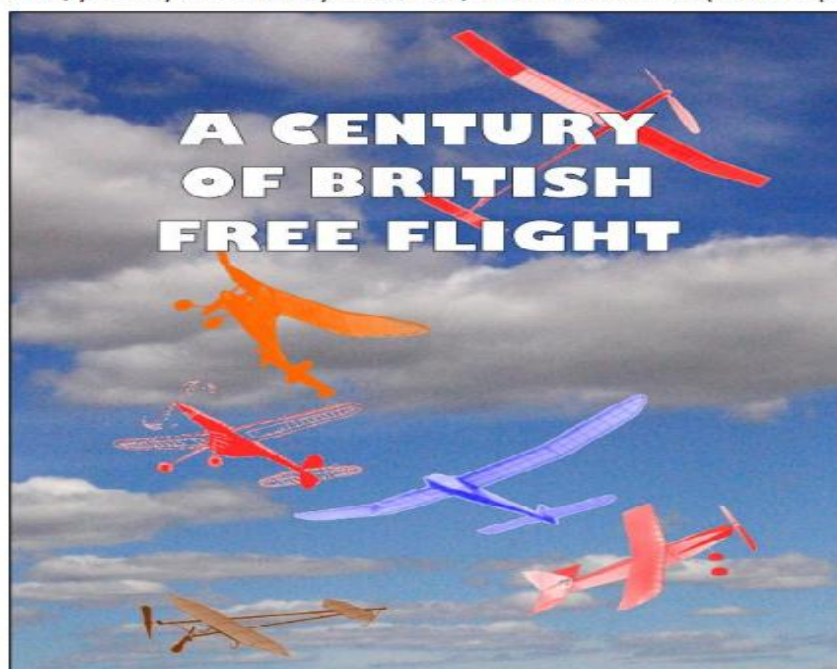
Peter Watson. e mail. peterwatson47@hotmail.com

A CENTURY OF BRITISH FREE FLIGHT

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

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

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



Copies are available from:

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

Croydon Coupe Europa

9th October

Salisbury Plain Area 8

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

La Eight^{eme} Grande Coupe de Birmingham

With the approval of the FFTC this event will take place
 at its traditional home
 MOD North Luffenham on:
Sunday DECEMBER 4th 2022 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.
 Pre 1970 Coupe may double up with F1G as at last year's event.
 Contacts below for details if unsure.
 Both events finish at 14.45 followed by 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

Southern Coupe League Calendar 2022

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

Colin Shepherd's
West Midlands Indoor Meetings
 Mainly Free Flight
Leasowes High School
 Kent Road, Halesowen, B62 8PJ

**All meetings
 CANCELLED**

increasing costs and falling attendances have made the meetings unsustainable

For further information phone Colin Shepherd
 07749817767 or 0121 5506132 or e-mail cosh43@hotmail.com

Indoors in Wales
 At
Canolfan Hamdden Plas Leisure Centre
 Coetmore New Road, Bethesda LL57 3DT

Free Flight rubber and Small electric RC, Scale, small helis and small quads etc.

Sundays 1.00pm til 4.00pm
 2022
 Oct 2nd - Nov 6th - Dec 4th
 2023
 Jan 8th - Feb 5th - Mar 5th

Contact:
 Martin Pike: martin.pike.xray@btinternet.com

Flitehook
Indoor Free Flight
 West Totton Community
 Centre
 SO40 8WU

2022 Autumn/Winter Dates
Weds: 21st Sept; 19th Oct;
16th Nov; 21st Dec;
12.00 noon – 4.00 pm
BMFA Membership mandatory
£8 per session
Easy access; Café; Toilets; Parking
Flitehook Sales Table
 Spectators & Juniors are free of charge
 Any queries – email rogerknewman@yahoo.com or phone 02392 550809



Impington Village College Model Aeroplane Club

Free Flight Indoor Flying on Sunday 23rd October 2022 9 am to 5pm

This is our second event for 2022, so please come along for some relaxed flying and low key competitions. There will be three competitions and a car race.

- **A Peanut event** using a variation of the international rules to encourage unusual models. Max size of model either 13 inches span or 9 inches length excluding propeller. Scale points will be awarded on two bases – up to 30 points for fidelity to scale plus up to 90 points for choice of model. Any number of flights with a 10 second bonus for ROG. Total of the best two flights plus scale bonus points to decide final score.
- **A duration event** for Bostonian models. Any design to the Bostonian formula. Maximum wingspan 16 ins, max length 14 ins, 'box' within fuselage of 3ins x 2.5 ins x 1.5 ins. Minimum air frame weight 14g and all flights to ROG. Total score from best three flights.
- **A No Cal event.** A duration event for models with a profile fuselage and representative of a full size aircraft. Max wingspan 16 ins. Evidence of the original aircraft to be provided. Any number of flights with the total of the best 3 to count.
- **A Car Race** for rubber powered cars. The number of laps and heats will be decided on the number of entrants on the day.

Sadly no RTP activities or exhibition due to space restrictions.

How to find us - Impington Village College CB24 9LX - leave the A14 at Junction 27 towards Histon B1049. After approx ½ mile take the first right turn onto New Road.

The College is at the end of this road approx ¾ mile on the right.

See directions on the club website here

Admission Adult flyers £5.00. Children, spectators and car parking free.

Drinks and snacks available in the Sports Centre.

Contact Michael Marshall 01223 246142 or Email - mandrshall2@gmail.com

Waltham Chase Aeromodellers

Indoor Free Flight Meetings

At

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

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

2022 Dates:

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

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

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

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

Peterborough Model Flying Club

Free Flight Indoor Flying

at the Veracity – Bushfield Leisure Centre,
Orton, Peterborough, PE2 5RQ.

Car Park on site.

Contacts Brian Waterland 07717461000
or Martin Skinner 07774863008.

Small Rubber/electric or Co2. No R/C, Drones or shockies.

Dates

30/10/2022.	Sunday.	10:00 AM to 1:00 PM.
12/11/2022.	Saturday.	10:00 AM to 1:00 PM.
26/11/2022.	Saturday.	10:00 AM to 1:00 PM.
7/1/2023.	Saturday.	10:00 AM to 2:00 PM. Extra hour.
5/2/2023.	Sunday.	10:00 AM to 1:00 PM.
4/3/2023.	Saturday.	10:00 AM to 1:00 PM.

E30/RDT/BMK/E20 Batteries

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

CARBON BOOMS For Hand Launched Gliders

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

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

Contact Martin Dilly to order

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

FREE FLIGHT SUPPLIES

MICHAEL J. WOODHOUSE

12 MARSTON LANE, EATON, NORWICH
NORFOLK, NR4 6LZ, U.K.

Tel/Fax: (01603) 457754 International Tel +44-1603-457754

e-mail: mike@freeflightsupplies.co.uk.

Web site: <http://www.freeflightsupplies.co.uk>.

Face book <https://www.facebook.com/groups/266212470107073/>

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

ORDERS and PAYMENT

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

WESTERN UNION, PAYPAL

AVAILABLE

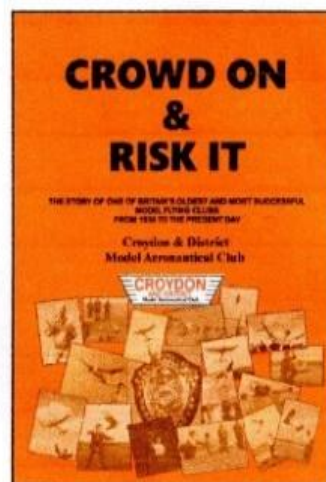
LIGHTWEIGHT COVERING MATERIALS - HI-TECH MATERIALS - FIXINGS - RUBBER - RUBBER MODEL PROPELLERS - TIMERS - KP AERO MODELS - TOOLS - PLANS - KITS - "HOW TO DO IT" PUBLICATIONS - BOOKS.

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

CROWD ON & RISK IT

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

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



Just £8 by PayPal or cheque.

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

DILLY JAP IS BACK

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

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

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

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

INDEPENDENT REVIEW OF DILLY JAPANESE TISSUE

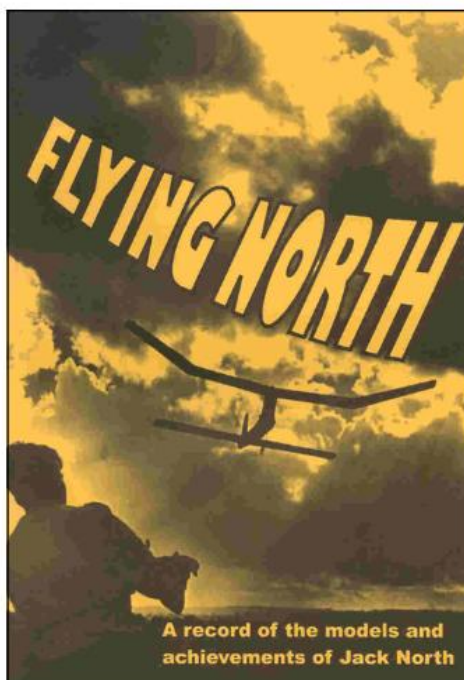
The following appeared on the Hip Pocket Aeronautics Builders' Forum. Nine different tissues were tested, doped and un-doped.

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

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

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

THIRD RE-PRINT JUST ARRIVED



A record of the models and achievements of Jack North

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

ISSUE 285

OCTOBER-DECEMBER 2022

SAM SPEAKS

THE WORLDWIDE VOICE OF VINTAGE AEROMODELING



In this issue:

- RC Ramrod 600
- "Flip Stick" 1942 HLG
- Garofalo's "Arch Angel"
- Midwest SAM Champs
- Speed 400 replacement motor
- Shulman's "Zoomer"
- Receiver Pack Considerations
- Ed Swinton's C Stick

**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!**

FREE FLIGHT FORUM REPORT 2021

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

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



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

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

FREE FLIGHT FORUM REPORTS OVERSTOCK SALE

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

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

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

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

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

Martin Dilly, 20, Links Road, West Wickham, Kent BR4 0QW

or by phone: (44) + (0)20-8777-5533, or by e-mail to martindilly20@gmail.com .

Provisional Events Calendar 2022

With competitions for Vintage and/or Classic models

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

February 27 th	Sunday	BMFA 1st Area Competitions
March 27 th	Sunday	BMFA 2nd Area Competitions
April 3 rd	Sunday	Le Petit Classique de Brum, N Luffenham
April 15 th	Good Friday	Northern Gala, Barkston
April 18 th	Easter Monday	Croydon Wakefield Day + SAM1066 , Salisbury Plain
May 1 st	Sunday	BMFA 3 rd Area Competition
May 7 th	Saturday	London Gala, Salisbury Plain
May 8 th	Sunday	London Gala, Salisbury Plain
May 29 th	Sunday	FF Nationals, Mini , N Luffenham
June 4 th	Saturday	FF Nationals , Salisbury Plain
June 5 th	Sunday	FF Nationals , Salisbury Plain
June 19 th	Sunday	BMFA 4 th Area Competitions
July 10 th	Sunday	BMFA 5 th Area Competitions
July 24 th	Sunday	SAM1066 Club (BMFA) Centenary event. RAF Colerne
July 30 th	Saturday	East Anglian Gala, Sculthorpe
July 31 st	Sunday	East Anglian Gala, Sculthorpe
August 6 th	Saturday	Southern Area BMFA Gala, RAF Odiham
August 21 st	Sunday	Southern Gala, Salisbury Plain
September 3 rd	Saturday	Peterborough Flying Aces, Ferry Meadows
September 3 rd	Saturday	Stonehenge Cup, Salisbury Plain
September 4 th	Sunday	Equinox Cup, Salisbury Plain
September 11 th	Sunday	BMFA 6 th Area Competitions
September 16 th	Friday	Indoor FF Nationals, Daventry Leisure Ctr.
September 17 th	Saturday	Indoor FF Nationals, Daventry Leisure Ctr.
September 18 th	Sunday	Indoor FF Nationals, Daventry Leisure Ctr.
September 18 th	Sunday	Crookham Gala, Salisbury Plain
October 2 nd	Sunday	BMFA 7 th Area Competitions
October 9 th	Sunday	Croydon Coupe Europa + SAM1066 Salisbury Plain.
October 16 th	Sunday	BMFA 8th Area Competitions
October 29 th	Saturday	Midland Gala, Venue T.B.C.
November 6 th or November 13 th	Sunday	Buckminster Gala

Please check before travelling to any of these events.

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

For up-to-date details of SAM 1066 events at Salisbury Plain check the Website -
www.SAM1066.org

For up-to-date details of all BMFA Free Flight events check the websites
www.freeflightuk.org or www.BMFA.org

For up-to-date details of SAM 35 events refer to SAM SPEAKS or check the website
www.SAM35.org

Useful Websites

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

control/left click to go to sites

Are You Getting Yours?

- Membership Secretary

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

P.S.

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

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

Your editor
John Andrews