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Editorial

Christmas will soon be on us, I trust you all have written to father Christmas with your needs and wants, but I doubt the half scale ready to go R/C Lancaster Bomber will fit in your stocking. Mind you as a child I had a large pillow case which was always full even though I'm talking WWII years. Do not recall any model aircraft kits though, I sparked my own interest after the war, when we all were a little air minded. Been an aeromodeller ever since but am unable to do much in my dotage years.

It's good to note that Flitehook Indoor events are underway, can I ask that someone takes a few pics and pens a few words so we can get a feel for John's events.

That's enough waffle, what have we got in this somewhat larger issue, had a real rush of content towards the end of the month, no complaints.

We kick off with more from Bournemouth's John Taylor, some of his free-flight models from the past. Pictures a little iffy as they are, in the main, pics of old photographs. Currently we have email communication problems, unsolved at this time. I hope we can resolve the issue as I've now exhausted all of his articles that I had in hand.

Pylonius piece differs somewhat this issue, due in the main to a small error in compiling the text for last month's issue. I have just reproduced his article direct from the magazine to avoid any errors creeping in, I think you should be able to read it OK and it's easier for me.

Peter Hall has assembled another mass report on the Southern Coupe League round 6, his idea of individual reports is a brilliant concept and appears to be well supported by the contestants. He is backed up as usual by Roy Vaughn with the results tables.

The engine analysis this month is the AM35, a good power to weight ratio and still used in FF Power. My old flying buddy Ian and myself used the AM35 for combat back in the day, hot restarts were a bit of a problem which we solved by modifying the then used so called Oliver brew (50, 30, 20, +2% nitrite), increasing the ether content (40, 40, 20, +2% nitrite).

Main ingredients being Esso Blue Paraffin, Ether and Castor Oil. We got Paraffin from our model shop, Ether from Boots and Castor Oil by the gallon from a chemist adjacent to the cattle market at the end of our street. The Amyl Nitrite also came from Boots, they wanted to know what it was for and supplied it in an 8oz brown fluted poison bottle which I still have.

There are reports on Indoor Nationals (yours truly), Cocklebarrow (Tony Tomlin), Beaulieu (Dave Etherington) and Leasowes Indoors (the Thorns replacement venue)

With utmost sadness I report on the death of another iconic free-flyer, **John White**. A big loss to us all, he will be sorely missed.

We have Ray Elliot's report on Coupe Europa followed by Peter Hall's assembly of competitors comments on the final round of the Southern Coupe league topped off by Roy Vaughn's Final League Table.

Rounding up articles this issue we have regulars: Nick Peppiatt finishing off his Cessna 195 build; archivist Roy Tiller still diving into the very early editions of our magazine stock; and last but by no means least, secretary Roger Newman with his notes for the month.

Finally we have this month's three model plans from our archive.

Editor

The Moraine Saulnier.



Moraine Saulnier ready to go.

This plane was flown by Flight Sub Lieutenant Warneford in the first world war. In 1915 he dived his plane from 1100ft through intense machine gun fire from a German Zeppelin he was determined to bring down. He managed to deliver four 6lb bombs by hand over the side of his cockpit and scored a direct hit. The Zeppelin burst into flames from end to end. The massive explosion threw his plane upside down. During the machine gun attack the planes fuel system was punctured so he landed behind enemy lines and patched the leak with his cigarette holder and with difficulty started the engine single handed and took off for his base. He was awarded the first Victoria cross to a naval aviator.

Tragically only ten days after his award he died in a crash when a plane he was flying suffered a total collapse of its starboard wing. His VC is displayed in the Royal Naval Airstation Museum at Yeovilton.



Up and away.



The Mamselle

Picking up speed across frozen flood water at Beaulieu. Where the runways were dug up the exposed sub soil is well compacted and holds water for months in the winter.

The motor is a Graupner Speed 400 driving a Gunther 5" dia prop .

Batteries are 4x600 Ma H Nicads.



Mamselle up and away for another free flight.



Sea Nymph at rest on flood water at Beaulieu



Sea Nymph just clear of water.

The technique to get this model to rise off water was to launch underarm at the water from about knee high. Hitting the water had the effect of creating turbulent water under the Sponson to allow the model to quickly get up on the step and track true across the water. Power was Mills .75.



Lucky picture. Model has landed but stops almost dead, like a dead duck.



American design called Golliwock, Twin blade folder I Converted to floats for a bit of fun.



Getting serious now with a Copland 36 at MW taking off from the famous round table.



Veron Sentinel takes off water? MW, not enough rubber

TOPICAL TWISTS

by pylonius

Extract from Model Aircraft November 1952

Topical Twists

The Build-up

Undoubtedly a product of the bull-ring, comes this extract from the F.A.I. meeting recently held in Spain : "Aero modelling makes those who practise it study the laws of aerodynamics, practise drawing handwork, and it develops the virtues of patience and perseverance. . . ."

Putting this to the test we recorded this interview with a typical enthusiast :

"We understand that you have just completed a new A.2. glider. Was it successful?"

"No. Dead loss. Went to a lot of trouble, too, this year. Even drew up a plan. That is, I marked it out on the kitchen table."

"What aspect ratio did you use?"

"Dunno exactly. Bit high I should think. Our floorboards are a trifle on the narrow side for wing building."

"What was the all up weight?"

"Pretty heftyish. Stuck the hook too far forward. Too much fag to re-site it so I push the wing up and wrapped a hunk of lead round the nose."

"How did it perform?"

"Pretty lousy. Kept on pulling off the line."

"Did you manage to correct the fault?"

"What! Waste time mucking about like that when I can botch a new one up in a couple of evenings? No fear. Still, it made a smashing bonfire."

• • •

While it is evidently true that many a prized Fairlop model lies blushing unseen in the dim fortresses of a local barn, very little credence can be attached to the rumour of London Area clubs having enlisted the services of the Glasgow Barnstormers.

• • •

Glancing through the ads. I notice that manufacturers are anxious to find some use for the smaller pieces of balsa wood.

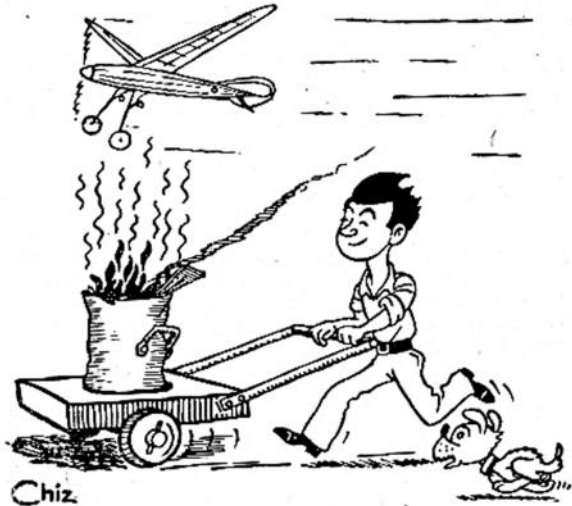
Perhaps they might be surprised to learn that odd scraps of balsa are already finding employment for women all over the world—sweeping 'em up.

Whilst on the subject of manufacturers it occurs to me that it must be a great relief to the strip rubber trade not to have the old scapegoat of "perished rubber" trotted out with the same frequency as of yore. This, however, does not indicate any change of heart on the part of the modeller, it is only that he has discovered a more convincing excuse for the dim performance of that super model—"hit a downdraught."

• • •

A Point of View

The modern cult of statistics and graph-plotting provides us with much precious and useful information. For instance, my meagre knowledge of physics was considerably enriched by the recent appearance of a series of graphs giving clear incontestable proof that the power run of a rubber motor varied according to the number of



Chiz

turns applied. On the statistical side I was grateful to learn that the reason why it is no longer possible to venture on to the flying field without being tripped, strangled and pinioned by a fine network of interweaving towlines is that, according to the calculations of the backroom boys, the glider is now the most popular type of model.

What, however, the zealous statistician omits to enlighten us on is the mysterious reason for this sudden rise in popularity of the free wheeling kite. After all, the average model duffer, who has for years grappled unsuccessfully with his capricious powered models, has not been actually ignorant of the obvious advantage of dragging 'em up by sheer brute force. Why then in the past has he been so reluctant to resort to this simple and effective method of floating his models into the local cornfields? Probably it has something to do with the more adult and responsible attitude of the modeller of the pre-funny hat era, when the dignified thing was to take out the workbench masterpiece for its Sunday morning airing rather than engage in the sort of wild, adolescent scramble that we know today. Certainly, the very thought of scampering madly across the airfield backwards would have filled his gentlemanly little soul with horror.

Were I completely devoid of imagination and insight, I would blindly follow the fashionable trend of blaming television for this decline in our standards of behaviour.

Well, the reason television is responsible is . . . Latest idea is a flap control for radio models. Presumably this is an advance upon the customary dose of aspirin.

• • •

Airfield Squatter

The only reportable news from the London Area is the acquisition by the Croydon Club of yet another shooting stick. This, we understand, is by way of supplementing rather than replacing the famous Hill Hickory, which, we are happy to state, is still doing yeoman service in spite of rumours purporting it to have been mortally attacked by the deathly stop-watch beetle.

Pylonius

**Sixth Round Southern Coupe League
Crookham Gala Salisbury Plain September 26 2021**

Malign Supernatural Forces (M.S.F.) are conspiring to terminate free flight. Their latest attempt focused on the Crookham Gala. The army, unwitting agents of these forces, occupied the Plain, postponing the gala on what turned out to be a perfect flying day. A southerly gusting to 27 m.p.h. with rain was forecast for the 26th. the new date, but conditions improved requiring a hastily contrived intervention - a national petrol shortage. This and the expectation that we would be sited on the airfield ridge deterred many, but for those who defied the M.S.F. it turned out a very pleasant day. The C.D. Chris Redrup, and Assistant C.D. Roger Newman accurately predicting the conditions, sited us at the western end of the meadow rather than the airfield ridge enabling much easier retrieves. Six flew the three flight only Coupe event, Alan Brocklehurst was the only one to max. out, taking first place and guaranteeing that he will take the trophy this year. Here is his account of the day.

Alan Brocklehurst: 1st

I started the day with a trim flight with C-04 (the orange one with e-timer and RDT) on 85% turns after repairing the prop. The model flew well in patch of good air and wasn't far off trim, but this exercise took longer than anticipated and the wind starting to increase as I retrieved it, so with no time to think or test further, I decided to fly C-03 (the red one, with Tomy timer, now sporting pink day-glow tips for better visibility in the long grass of Salisbury Plain) on the basis that the thermals wouldn't be too strong at this time of the year! Whilst quite flyable, it was rather breezy and the models went progressively further on each flight, more or less diagonally across the field. I was lucky to pick good air each time and also lucky that the model didn't land in the trees!



I was lucky to pick good air each time and also lucky that the model didn't land in the trees!

Martin and I flew together, but it just wasn't his day - one of his flights would have maxed, but suffered an early D/T. My final max was a 'big' flight, it climbed well and continued climbing on the glide, D/T'd on cue and took another minute to descend. The sort of flight that we all enjoy watching, but are relieved when we know it's down! However, it was quite difficult to find and I must have searched for at least an hour. A good job I had a tracker on it - at least this told me it was out there somewhere - but for a long time I was confused by the varying signal! I eventually found it upside down in the grass on top of the hill by the road (pink wing tips hidden from sight, with only the faded-red tail being visible from downwind of the model).

Fortunately, I didn't need to make a fly-off flight because no-one else maxed out.

Gavin Manion: came second, he writes -
I like the Crookham and the people that I meet there. It's all the fun of the fair but only three flights and not the prescribed five which, in a breeze on Salisbury, can become a bit of an endurance test. And I like Salisbury Plain, the light on the land and the huge skies are a treat for the senses. It's no wonder that the early Brits clearly found it a spiritual place.

All this rambling is to avoid me saying that I DT'd my first flight early when it was still about 40' up. 1'52" was the result and my succeeding two maxes were little consolation!

Oh well, maybe I can just enjoy flying Vintage Coupe at the Coupe Europa given that Alan B looks like he's sewn up the League already, and very deservedly so.



Jim Paton: came third, he writes -

I set off at 6 a.m. to get to Sainsbury's petrol station before the mob. Fortunately it was open and no queue. I also managed to fill up on the way back. We are so lucky our transport minister is on the job. On arrival at the meadow it was flat calm, so I had a trimming flight in the mist. No worries with radio dt. Unfortunately the tail didn't pop up because the rear hammer was stuck. Even more unfortunately it glided in a straight line. Luckily it was not high as I had only put 250 turns on the rubber. However it did fly for over 2 minutes. My new Pete Brown tracker was giving a good signal, but it took a while to locate the model. Slightly disoriented I managed to return to the wrong corner of the meadow. First comp. flight on full turns it power stalled in neutral air for 1 minute 43 seconds. Having not changed the rubber, a bit of gurney right rudder was insufficient on the second flight for a worse 1min 29sec. A bit more gurney and fresh rubber on the third flight, I made over 2 minutes only to disappear into the woods. After 1 hour of searching I found it not too high in a tree. Chris Redrup with his poles to the rescue got it down undamaged apart from a broken dt line. I use a gps system in larger models but a traditional tracker in coupes. By virtue of just flying I may have moved up the coupe league ladder with Alan unassailable at its top. Having lost my only tracker in the depths of one of my models I had ordered another from Leo Bodnar. I ordered the lipo version as it was £10 cheaper. However with the extra voltage over the button cell version I am getting a much stronger signal. It enables me to track the model but is less directional up close. With the scanner aerial removed I got under the relevant tree. Gps is 1 hour quicker and saves energy but there is no compartment as yet in my coupes for it.

Richard Fryer was victor ludorum with a win in E36 and vintage coupe, although he lost his lovely ex Robin Kimber coupe. Parting is such sweet sorrow. Trimming at Port Meadow and air picking paid off.

I acquired a pair of binoculars bought from Peter Jellis's estate having lost mine a couple of weeks ago. Except I have just found them under the drivers seat. I also acquired an excellent stuffing stick with an aluminum contraption on the end to replace my wooden one whose prongs get broken regularly causing it to progressively get shorter. I used to meet Peter and his wife at the guest house at the nationals each year. Of my three score years and ten I am overrun

by two now. I keep hearing the occasional nhs success story between far more not so good stories. It's all gone to pot since I retired. Our politicians are so forward thinking these days. At least our leader doesn't have dementia.

Jim's report, like Alan's, is a bit outside my 100 word limit so rather than attempt an edit I asked him to re-cast it in the form of rhyming verse. I got an immediate reply! Here it is -

*There was an old man with a plane.
Who failed to score adequately again.
When he eventually did max
Into a tree it made tracks
That is simply the facts.
Of the matter.*

Richard Fryer: got fourth place,
the vintage coupe prize, won the E36 event and Man of the Match.

The weather forecast from the Met office was accurate with an occasionally sunny morning and a moderate breeze becoming increasingly windy and more overcast as the day progressed. The number of competitors was low probably due to the fuel crisis making travel difficult. Nevertheless there was constant activity on the flight line and a day of frequent long difficult retrieves in the downwind scrub and woods. Finding lift was not easy due to the strong gusty breeze and generally cool conditions. I Flew in Coupe and



E36 and lost my Vintage Pipo Coupe after a DT failure in lift on my second flight (later recovered) E36 went to a fly off with myself winning by a small margin from Chris Redrup and Trevor Grey, unfortunately I lost my model in the process in the valley to the right of the flight line.

Martin Stagg: in fifth place writes =

Set off a bit late as usual, without any great expectations, but on arrival the weather was not too bad. Maestro Brocklehurst was about ready to fly so I watched his preparations with admiration and timed his flight for a nice Max. Prepared my (hopefully) now trimmed model by which time Alan was back to time for me. Launched in to OK air and the model was on for a comfortable max when, disaster, it DT'd early and was down for 1:51. Drat and other swearwords!

Alan made his second flight, another nice max. Contemplated my navel for a bit (not a pretty sight) and when Alan returned made my second flight. This climbed to a good height for what should have been an easy max when a strange invisible force reached up and sucked it out of the sky. It came down almost as fast as it went up, for a score of 1:25. I have never seen quite such a downdraft. Double drat and even more swearwords!

Alan made his third flight which reached an enormous height for a time well in excess of three minutes. He was the only one to Max out and therefore won the contest.

As everyone had finished flying it was decided to bring the only fly off (E36) forward to 3:30 which was a good decision as the weather was deteriorating.

Fly off times were not spectacular, won by Richard Fryer.

It was nice to see a new name at the top of the leader board. Thanks are due to Chris Redrup and Roger Newman for a pleasant competition. Here's to the next time.

Peter Hall: in sixth place writes -

If you are going to fly systems coupes at my age you've got to have instant or delayed prop. release and good luck. I nearly fell over launching near vertical and holding the prop. The coupe skidded sideways, lost all the burst and then stalled on the glide, but the morning air was supportive and I got 2.01. The increasing breeze entailed long retrievals and the downwind trees looked threatening so I chickened out. I should lock down this coupe and with the weight saved install r.d.t. and fly right left.



Ever present Roger Newman behind the Control desk
In support of event CD Chris Redrup
Looks breezy

The climax of this year's league is Coupe Europa on Salisbury Plain, SATURDAY 9th October. The M.S.F. will be preparing their cunning plans, but they have to reckon with the dogged determination, endurance, persistence, fortitude, tenacity, resilience, ingenuity and enterprise of the free flight community. The first round of next year's league is La Grande Coupe de Birmingham at North Luffenham on Sunday 7th November.

Peter Hall

Southern Coupe League Results

-

Roy Vaughn

Nationals Results					
Place	Entrant	Club	Time	Maxes	Score
1	T.Winter	CVA	9.58	4	16
2	R.Vaughn	Crookham	9.52	4	13
3	B.Hobbs	Oxford	9.38	4	12
4	M.Stagg	B&W	9.34	4	11
5	R.Fryer	Oxford	9.24	4	10
6	A.Brocklehurst	B&W	8.58	3	8
7	G.Manion	Birmingham	8.41	3	7
8	C.Chapman	B&W	6.01	1	4
9	J.Paton	Crookham	3.46	0	2
10	M.Benns	Peterborough	3.02	1	2
11	P.Hall	Crookham	2.00	1	1

Crookham Gala Results					
Place	Entrant	Club	Time	Maxes	Score
1	A.Brocklehurst	B&W	6.00	3	15
2	G.Manion	Birmingham	5.52	2	11
3	J.Paton	Crookham	5.12	1	9
4	R.Fryer	Oxford	3.17	1	8
5	M.Stagg	B&W	3.16	0	6
6	P.Hall	Crookham	2.00	1	6

Southern Coupe League Table Standings, After round 6										
Place	Entrant	Club	London Gala	Fifth Area	Cagnarata	Southern Gala	Nationals	Crookham Gala	Coupe Europa	Total
1	A. Brocklehurst	B&W	17	12	13	13	8	15		70
2	G. Manion	Birmingham	10	16			7	11		44
3	R. Vaughn	Crookham	12			9	13			34
=	B. Hobbs	Oxford	5	2	8	7	12			34
5	R. Fryer	Oxford	11				10	8		29
=	J. Paton	Crookham	8		10		2	9		29
7	T. Winter	CVA	8				16			24
=	M. Stagg	B&W	1		6		11	6		24
9	P. Hall	Crookham				8	1	6		15
10	B. Whitehead	Grantham		11						11
=	K. Taylor	Crawley		11						11
12	R. Marking	CVA	9							9
=	S. Willis	Croydon		9						9
14	R. Willes	Epsom		7						7
15	D. Thomson	Croydon		5						5
16	D. Taylor	Grantham		4						4
=	C. Chapman	B&W					4			4
18	M. Marshall	Impington		3						3
19	P. Ball	Grantham	2							2
=	M. Benns	Peterborough					2			2
21	W. Hodgkinson	Grantham		1						1
22	R. Elliott	Croydon								0
=	C. McKenzie	CVA								0
=	D. May	Timperley								0
=	R. Taylor	Crawley								0
=	M. McHugh	Peterborough								0

Roy Vaughn



ALLEN-MERCURY "35" 3.4 c.c.

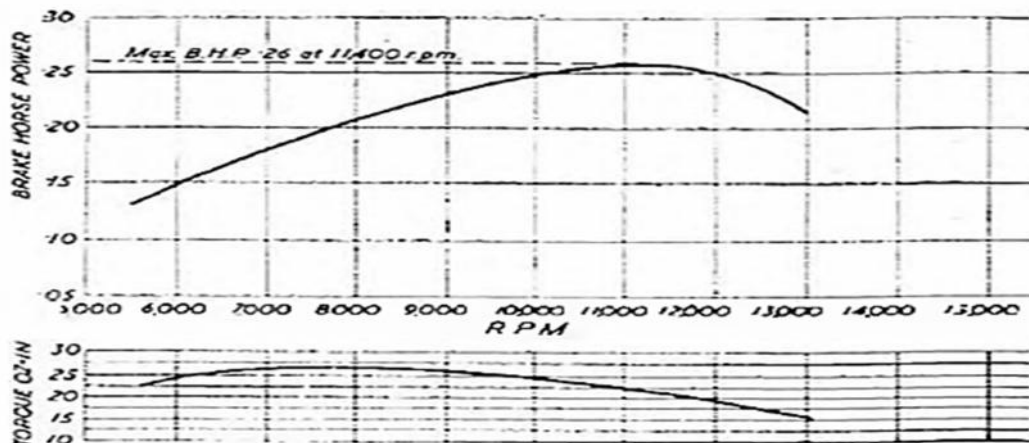
Manufacturers:
Allen Engineering,
Edmonton, London, N.9.

Retail price: 69/6.
Displacement: 3.44 c.c. (.210 cu. in.).
Bore: .890 in.
Stroke: .562 in.
Bore/Stroke ratio: 1.59.
Bare weight: 4 7/16 oz.
Max. B.H.P.: .26 at 11,400 r.p.m.
Max. torque: 27 oz.-in. at 8,000 r.p.m.
Power rating: .076 B.H.P. per c.c.
Power/weight ratio: .058 B.H.P. per oz.

Crankcase: Light alloy
(L.M2) diecasting.
Cylinder: Meehanite.
Cylinder jacket:
Duralumin.
Piston: Meehanite.
Contra-piston:
Meehanite.
Connecting rod:
Duralumin.
Crankshaft:
Case hardened steel
(S.14).
Crankshaft bearing:
Meehanite bush.

PROPELLER	R.P.M.
dia. pitch	
9 x 4 (Stant)	11,200
9 x 6 (Stant)	10,500
11 x 6 (Trucut)	6,100
10 x 6 (Trucut)	9,000
11 x 5 (Stant)	7,800
8 x 6 (Trucut)	11,500

Fuel used:
Mercury No. 8 for
running-in.
Mercury RD for test.
NOTE.—After running-in, RD
fuel showed a consistent
300-400 r.p.m. increase
for similar propellers.





This year's Indoor Nationals, after much date shuffling, took place in the Thames Valley Athletic Centre, Datchet, on Saturday 2nd & Sunday 3rd October.

For Rachel and I it was our first breakout from covid restrictions, we had booked 3 nights in a Premier Inn in Slough and were in a good mood as we packed the car for the weekend away. Incidentally it was the neatest I've ever packed the boot of the Kuga. Paste Table, flight box, Gyminnie Cricket box, Penny Plane box, two Legal Eagle boxes, Living room Stick box, rubber stock briefcase and folding sack barrow. All fitted beautifully without fuss.



We had a reasonably uneventful journey down to Slough late Friday afternoon, which include a period on the dreaded M25 which thankfully was moving smoothly along. We booked into the hotel about 4'ish, booked a table in the restaurant for 8-00pm. Had a cup of tea and rested, at my age an 80 odd mile journey is tiring.

Not having eaten since breakfast we were getting a bit peckish by about 7-00pm so we turned up quite early in the restaurant for dinner. I always have the curry at the Premiers for my first meal and once again it did not disappoint.

You may have noticed that I have written a whole page without, as yet, any reference to flying of models. This is due entirely to the fact that for my part there was very little flying.

My Saturday performance was abysmal and Sunday non-existent.

Saturday: Up and away to the venue. We used the sat nav but failed to recognise any features from our previous visit until we virtually got there. We were remembering the wrong place, we had Lee Valley in mind. Had too long a layoff.

Into the carpark and unloaded, just took Gyminnie Crickets into the hall as I was not feeling I would be able to fly another class, aged and infirm you know.



All set up and ready to go, Cricket No2 in stand awaiting first test wind.

Everything was 'A OK' at this stage, I consulted the flight log and Cricket No2 was the one that I won the event with last time, so few test turns and all looked shipshape and Bristol fashion. The test flight was on trim so I invested in a considerable increase in turns for the second test flight.

This is where the downhill slide started, the model dived into the floor on launch, I picked it up, put a smidgeon more incidence on the wing and tried again, same result. The third attempt got away OK but of course turns had diminished somewhat. Investigation revealed that the motor stick was bending. I tried stiffening the motor stick with a little cyno and wound again. Disaster this time, as I was trying to straighten the motor stick just before launch my bumle fingers broke it and next thing I know is that I have a selection of bits of balsa entwined in a wound rubber motor to play with.

Out with reserve Cricket No1, a few test turns and away goes No1 crabbing its way across the hall. Trim haywire, it looked like side-thrust, tail tilt & turn and wing warp were all fighting each other. I messed about altering tail tilt and rudder turn and increased power until some semblance of trim was evident. Now the model was over powered and shot up to ceiling in short order and disappeared somewhere on top of the lights. Someone produced a large lamp and the model was located, another modeller put an angled extension on his pole and after much scraping about bits of the model fluttered down from aloft.

I looked at my collection of debris and assembled a model using patched wing off No2 on stick No1 with a tail boom from which I don't recall. The wing assumed an enormous amount of wash-in but on test the model flew so it was on with the show.

I recorded 5 indifferent flights but at least I had got something for Mike Colling to enter on the results computer. I retired somewhat knackered to the hotel to ready for the dinner.

We had a nightmare journey to the pub for the dinner, Rain, Dark and unknown territory. When we arrived at the pub, the carpark was closed and I had to park the car some distance from the pub. I am not able to walk far nor fast so when I finally entered the pub I was soaked and bugged. Took most of a bottle of wine before I recovered a little. Dinner was great, far too much for me, I cannot handle three courses these days.



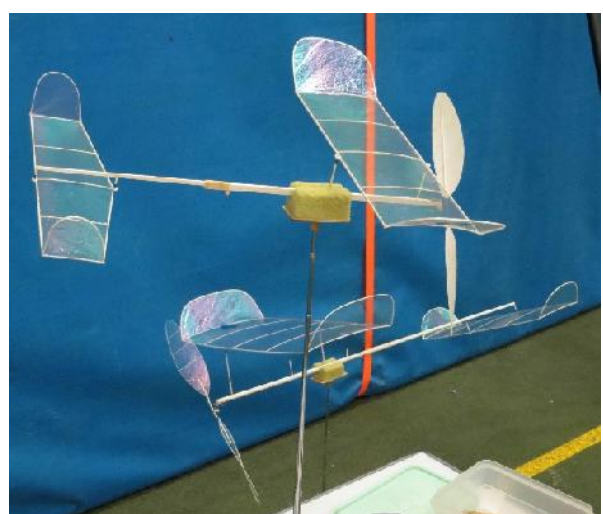
The customary Saturday evening pub dinner

The journey back to the hotel was another nightmare, The rain was still lashing down and negotiation of unfamiliar traffic islands and traffic lights in London type traffic absolutely finished me off, I was feeling distinctly under the weather when got back and was soon in bed.

Sunday: I did not feel too bright when I awoke on Sunday morning and it was around 10-00am before I felt well enough to get dressed. We drove to the centre and on the journey we agreed to refrain from any flying activity and would use the day to recover from Saturday.

Sat in our chairs most of the time and did a little timekeeping to keep amused. We had a kettle, tea and milk so cuppas were available.

Bob Bailey had set up alongside us so we saw quite a bit of top order flying. Bob had travelled on the Saturday but nearing the venue he realised that he had forgotten his flight box with all his goodies so he turned around and drove back home and gave it best for the Saturday.



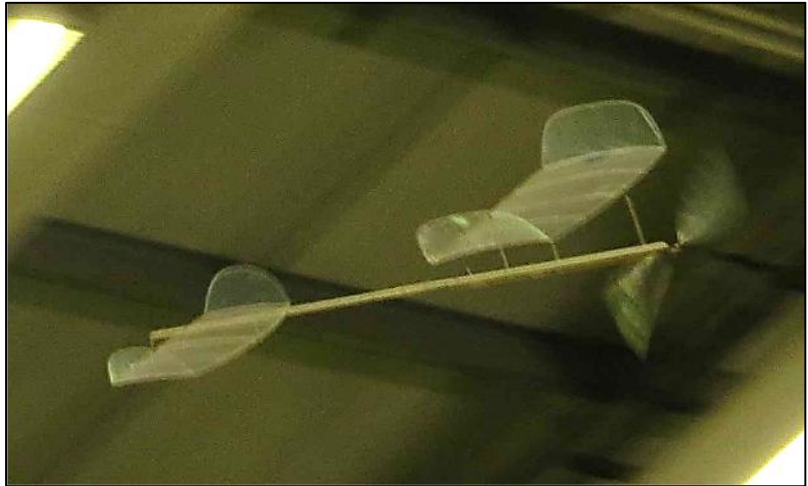
Sunday Bob was tour de force with F1M, Ltd Penny Plane and 35cm, if I identify them correctly

The upper model in the R/H pic is Bobs elegant Ltd. Penny Plane, he told me he was trying to do something different to the normal square cornered agricultural type of LPP.



On Sunday we had a visit from a film maker who was working for the BMFA to produce a film on various aspects of aeromodelling for the 2022 Centenary celebrations. He was across the other side of the hall so I did not see any of his efforts but he took quite a lot of pics of models in flight, not an easy task,

Here is a still I took, not sure whose model, could be Bobs.

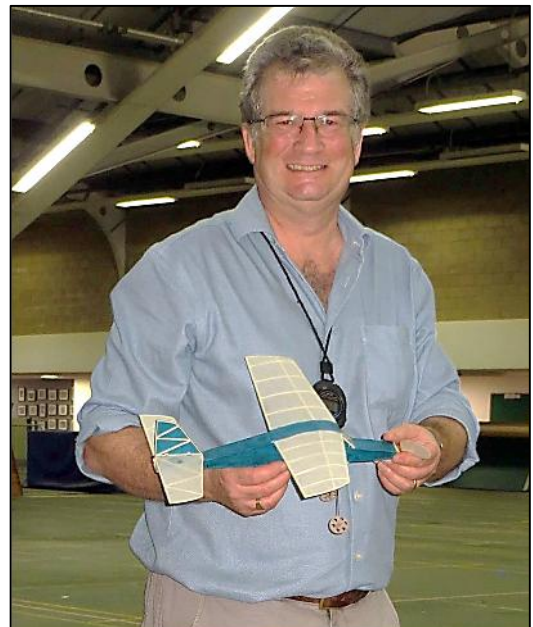


The large F1D models were flown in the other half of the hall to where I was camped but there were a few net carrying bars hanging down and if roach pole steering went a bit awry I did get the odd one in my half.

A couple of odd pictures



Scorers Mike & Gwen Colling hard at work at control



Dave Goodwin with his Legal Eagle

Not too bad a weekend, I've recovered my equilibrium but a bit miffed at my abysmally poor showing. It's questionable whether I'll be flying next year but I would urge any indoor flyer to give the Nationals a whirl, it's good fun and you do not need to be an expert.

John Andrews

Indoor Nationals: Results

-

Gwen & Mike Colling

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	05:30	05:33	06:04	06:00	00:00	00:00	12:04

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	Hebb Tony	35650	24.45	21.52	31.40	19.00	27.03	12.57	26.69	29.39	28.96	89.75
2	Benns Mark	72513	26.01	27.59	18.60	24.94	5.30	21.08	18.91	0.00	0.00	78.54
3	Bailey Bob	2479	14.44	16.22	11.13	16.69	15.29	17.65	19.95	9.71	18.64	56.24

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	Hebb Tony	35650	10:41	11:06	03:55	11:10	11:41	00:00	22:51
2	Benns Mark	72513	10:23	10:01	10:22	10:48	10:31	11:33	22:21
3	Staartjes Hans	185400	09:14	08:56	08:35	09:29	00:00	00:00	18:43
4	Evans Meredith	111999	07:10	07:26	00:00	00:00	00:00	00:00	14:36

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	07:05	07:29	00:00	00:00	00:00	00:00	14:34
2	Hebb Tony	35650	06:30	06:13	06:12	00:00	00:00	00:00	12:43
3	Benns Mark	72513	05:48	05:48	04:46	05:23	06:12	00:00	12:00
4	Funnell Rob	55579	04:01	04:25	00:00	00:00	00:00	00:00	08:26

F1N												
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	23.95	37.69	37.03	4.20	35.20	34.69	20.79	15.00	36.09	110.81
2	Goodwin David	194118	20.00	24.00	25.00	25.00	23.00	25.00	23.00	24.00	0.00	75.00
3	Chant Tim	111998	5.30	17.50	15.00	19.40	16.60	17.70	20.50	20.90	25.00	66.40
4	Staartjes Hans	185400	20.00	16.50	3.40	16.20	19.90	17.10	17.10	16.90	15.50	57.00

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	Bailey Bob	2479	05:39	06:16					11:55
2	Evans Meredith	111999	05:19	04:52	05:27	05:41	05:30		11:11

Gymninnie 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 David	194118	03:46	04:13	04:29	04:34	05:11	04:20	09:45
2	Andrews John	6520	02:58	02:42	02:11	02:39	03:04	00:00	06:02

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	Hebb Tony	35650	11:39	12:08	00:00	00:00	00:00	00:00	23:47
2	Evans Meredith	111999	06:36	04:53	07:55	00:00	00:00	00:00	14:31
3	Benns Mark	72513	03:37	05:26	04:43	00:00	00:00	00:00	10:09

LRS									
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	05:33	05:46	00:00	00:00	00:00	00:00	11:19
2	Roberts Dylan	212430	01:45	02:39	01:13	02:13	01:58	01:32	04:52

L. 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	Evans Meredith	111999	02:51	03:05	02:42	03:14	00:00	00:00	06:19
2	Chant Tim	111998	02:17	02:41	00:00	00:00	00:00	00:00	04:58
3	Goodwin David	194118	01:52	00:47	00:58	00:00	00:00	00:00	02:50

LPP									
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	Bailey Bob	2479	05:43	06:16	00:00	00:00	00:00	00:00	11:59
2	Evans Meredith	111999	04:04	01:45	05:22	02:29	05:32	00:00	10:54
3	Goodwin David	194118	03:52	04:27	04:35	04:46	05:15	05:06	10:21
4	Roberts Dylan	212430	03:32	04:06	04:41	04:50	04:19	05:03	09:53
5	Funnell Rob	55579	03:20	03:29	04:04	00:00	00:00	00:00	07:33

Overall Championship Results														
Place	Name	BMFA Number	35cm	Catapult	F1D	F1L	F1N	F1M	GC	F1R	LRS	Osprey	LPP	Points
1	Hebb Tony	35650		4	5	3				4				16
2	Benns Mark	72513		2	3	2	5			1				13
3	Evans Meredith	111999			1			1		2		4	4	12
4	Goodwin David	194118					3		2		2	1	3	11
5	Bailey Bob	2479		1				2					6	9
6	Pearce Ian	176661	1			5								6
7	Chant Tim	111998					2					2		4
8	Staartjes Hans	185400			2		1							3
8	Roberts Dylan	212430									1		2	3
10	Funnell Rob	55579				1							1	2
11	Andrews John	6520							1					1

Gwen & Mike Colling

May 1946

NEWS Review

Cover Story

Good action pictures of model aircraft subjects are difficult to obtain owing to the speed with which events take place and the short exposure entailed to catch these fleeting movements. Occasionally, however, the photographer is fortunate enough to secure exceptional results and our cover picture this month is a particularly good example taken by Mr. R. V. Bentley, of Blackpool, showing Mr. J. T. London, of Bradford, with his shoulder-wing Wakefield model at the moment of take-off. The scene of this action is Baildon Moor.

This model is a good example of the advanced type of Wakefield model of streamlined design, and possesses all the refinements used by the Bradford enthusiasts such as built-up leading edge, multi-spar wing, wound formers, etc. In view of the importance which the "Wakefield" model will assume in the near future, we are making arrangements for informative articles on their design to appear in subsequent issues.

S.M.A.E. Certificates

The opinion was expressed at a recent meeting of the Society that a more artistic and attractive certificate should be designed for distribution to contest winners. This suggestion met with general approval and the Chairman of the Society has offered a prize of £3 3s. for the best design submitted.

Here is an opportunity for aeromodellers with an artistic bent to direct their prowess to some useful purpose.

The ideal certificate design is one in which the written matter can be changed easily to cover the various purposes for which certificates are issued, namely: Membership of the S.M.A.E., records, prizes, etc., and this aspect will influence the final judging.

The closing date for the receipt of designs will be August 1st, and the winning design will be exhibited at *The Model Engineer Exhibition*.

Rubber Prospects

According to Mr. F. D. Ascoli, who has recently left this country to take up his duties as a director of Dunlop's rubber plantation in Malaya, the estimated world consumption of rubber for the years 1946 and 1947 is in the neighbourhood of 2,000,000 tons per year.

He has computed that the contribution to this figure which will be supplied from the plantations, occupied by the enemy during the war and now released, at 750,000 tons as a maximum and that a yield of 500,000 tons would be a more likely figure to achieve in the coming year.

On these estimates it would appear that 1,500,000 tons of synthetic rubber will have to be produced to balance the demand and that only a quarter of the estimated total demand can be filled by the natural product.

As there is still a wide gap between the "stretchability" of natural rubber and the

synthetic variety, the model aeroplane enthusiast is more or less confined to the use of the natural base product, and on this basis the position does not look too bright.

On the other hand, the amount of rubber used by model aeroplane enthusiasts throughout the world is only a very small fraction of the total consumption and, viewed from this aspect, there is some prospect of the release of sufficient rubber to give a reasonable number of model makers enough to allow them to take part in the 1946 S.M.A.E. contests if great care is taken of it and its distribution is properly regulated.

British Records

In this issue we are publishing the list of Official British Records as it stands at the time of closing for press. An examination of it will reveal a lamentable number of blank spaces, indicating that the model movement in this country has a tendency to get into a rut and that there is insufficient interest in general experiment and the development of machines outside the limited range of the "popular" classes.

While we appreciate that concentration on one type is advisable to obtain maximum results, this can be carried to extremes and general development can be considerably stunted by too rigid an adherence to this policy.

It is hoped that the coming season will see records in the many empty spaces which at present exist in the list of records, and that modellers will explore with greater enthusiasm the broader field of Model Aeronautics.

Irish National Contests

An open invitation has been received from the Model Aeronautics Council of Ireland to members of the S.M.A.E. to compete in their "National" contest to be held on Sunday, June 23rd, on Collinstown Airport, Dublin.

The events at this contest consist of a Class "A" and petrol competitions.

The Class "A" event is open to any Wakefield design and the regulations follow those laid down for the Wakefield trophy.

The petrol contest is for any model powered by a petrol engine, and will be awarded for duration on a fixed motor run.

Will all those desirous of entering for either of these events please inform the Competition Secretary, J. C. Smith, 8, Popham Gardens, Lower Richmond Road, Richmond, Surrey.

Wireless Control

The position regarding the use of wireless transmitters is, at the present moment, not too clear, and as this will affect those who desire to experiment with the wireless control of model aircraft on the waveband recently approved by the Postmaster General for the purpose, its clarification is of importance.

Recent correspondence with the Post Office indicates that the amateur wireless licence issued before the war is not at present being issued and it is not clear just how far the amateur is being permitted to go in the absence of licences.

An attempt is being made to clarify the position of the model aircraft experimenter in wireless control and an announcement will be made on the subject as soon as possible.

In the meantime, model aeroplane enthusiasts with a leaning towards wireless control should proceed carefully and avoid any action which might prejudice future facilities.

A French Tailless Contest

The Rhône Aero-Club is organising, on Sunday, May 19th, its second model aircraft contest for tailless aircraft, at 9 a.m., which is open to all French and foreign competitors, on the Corbas ground, and a cordial invitation has been extended to British modellers to attend this.

The contest is being organised to encourage models of this type and to study the problems presented by them.

Will any members who desire to attend send in their entries and the necessary entry fees to the Hon. Competition Secretary immediately, so that it may be forwarded to the Rhône Aero Club in turn.

RULES

- (1) A tailless machine for the purpose of this contest is one devoid of any horizontal empennage separate from the main wing.

- (2) Three types of machines can take part: gliders, petrol driven machines, machines driven by reaction propulsion units.
- (3) There is no restriction on the number or characteristics of machines entered by a competitor. In the case of petrol driven models the cubic capacity of the motor must not exceed 10 c.c. If propulsion is of the reaction type consisting of a rocket this must be made by a firm specialising in rocket manufacture and must not be a product of the entrant.
- (4) The winner in each category will be the entrant making the longest flight. The maximum length of cable permitted for launching the gliders is 200 metres, but this figure may be reduced by the judges as a result of the weather conditions prevailing at the time of the contest.
- (5) Each machine is entitled to three flights, all flights above 20 seconds' duration counting for scoring points.
- (6) Only flights timed between 9 a.m. and 6 p.m. will count. These times may be modified at the discretion of the judges. If the flight of the model continues beyond the closing time of the contest the flight will be timed until the landing of the model or until it is lost to view.
- (7) The judges will consist of three members of the Rhône Aero Club and one member from each club represented at the contest. The decisions of the judges, who can modify the rules as circumstances demand, will be final.
- (8) Entry fees are 20 francs per machine; they can be received by letter addressed to the Rhône Aero-Club, 30 bis, Place Bellecourt, Lyon, until May 11th, the last day of entry.
- (9) It is necessary for each competitor to give the Rhône Aero-Club an undertaking that he will accept these rules and all the clauses which they contain.

Visit to Flers

An invitation to members of the S.M.A.E. to visit Flers on the occasion of the post-war revival of their annual model flying meeting, has been received from Father Amiard on behalf of the Aero-Club de Basse-Normandie. The meeting is on June 2nd, and it is proposed to make the trip by air if this can be arranged. Will all those who are interested in making up a team to compete at this event make contact with the Editor immediately.

Cocklebarrow Vintage 2021; The Great Reunion!!

The year 2021 saw me in January, calendar in hand, planning the three dates for this year's Cocklebarrow events in the expectation that 'lockdown' would be over and done with in time! For those of you not in the know, Cocklebarrow takes place near Burford in the Cotswolds. The usual factor which determines the chosen dates is that we can't have use of the field until after mid-July, once the hay crop has been cut. As we now know of course, we could only fit in one meeting this year on September 5th.

The preparations for Cocklebarrow advanced, contact was made with the farmer and the field booked. I booked accommodation locally for 3 nights for myself and my wife Pam, and the publicity was prepared and sent off to model press and emag web sites.

As this is not an event run by a club our potential volunteers were contacted, without them the setting up and on the day running can't happen. Further preparations were made, handouts, sign boards, and other equipment checked, eg. the gazebo and toilet tent, car parking, safety tapes, etc. etc. David Bowl, who has cut the strip and pathways at Cocklebarrow for many years, was contacted and arrangements made, we are very grateful David for your continuing help and support, thank you.

Finally the weekend arrived and with the help of our loyal volunteers particularly Linda and Ted Tomlin, the gazebo, toilet tent, car parking, safety tapes etc, etc, were set up. Sunday arrived cold at first but soon warmed up as the sun broke through and we were to be treated to a fantastic day of sun and very little wind. Early birds Pam and sister-in-law Linda were ready in the control gazebo for transmitter control and signing on, as the first car arrived at 8.00, followed by an ever increasing stream of cars that filled every parking space by late morning.

The actual flying action started slowly because so many fliers had not seen their flying friends for, in many cases, over 2 years, and there was a lot of catching up to do! One flyer described it to me as a very happy gathering of like-minded fliers.

Gradually the air become full of models both electric and I.C with David Lovegrove, Stephen Powell and Nick Blackwell managing the pilots box / flightline, [thank you all].

By lunchtime 53 fliers had signed on many with a whole squadron. Overall there were approx 150 models ranging from the smallest, a Sharkface, up to the largest, a 12ft. span Falcon which flew well.

Three other Falcons were seen flying, Junior 60s and Super Sixtys were out in force with at least 3 Mini Supers. Vick Smeed designs are always popular, with Tomboys, Mamselles, a Poppet and an Electra flying. The oldest design was probably a Colonel Bowden Kanga Cub flown by Rob Smith. American designs were also to the fore with at least 2 Buzzard Bombshells and also a pair of Astro Hogs. It was said to me that if you could think of a vintage model name it probably was there that day! As always there was a lot of interest around the car boot sellers with fliers finding a part / engine or even the kit they always wanted to build.



As the day wound to a close and people said their "good-byes" it was generally agreed by all that it been a terrific day. We had been very lucky with the weather, friendships had been renewed and lots of flying had taken place. It is planned to run 2-3 events in 2022, fingers crossed!!

My thanks to the people who made setting up the weekend possible and giving up, on the day, their valuable flying time to help. Finally our thanks go to the farmer for the use of his field.



Car Booters always something interesting to see [or buy].



Field filling up with models.



John Laird with his Mercury Marauder

P. 80 "SHOOTING STAR"



LOCKHEED'S JET FIGHTER

BASED on the XP-80, the Lockheed P-80A "Shooting Star" single-seat photo reconnaissance plane and fighter was the second jet-propelled aircraft to go into service. Intended for the Pacific theatre, the collapse of Japan came before it could become fully operational.

The original XP-80 was powered by a De Havilland "Goblin" jet unit, but production models were fitted either with the General Electric Corporation type I-40-9 or I-40-11 gas turbine.

Protective armour surrounds the pilot, and the bubble-cockpit has the usual bullet-proof windshield. An interesting point is that the nose portion is interchangeable for either combat or P.R.U. and combat purposes. The armament and cameras carried can be varied accordingly. The fuel-tank is situated in the forebody in front of the jet unit and immediately behind the pilot.

For ease of access to the gas turbine quickly detachable panels are fitted to the mid and aft sections of the fuselage.

The main wheels retract inwards into the mid centre section and the nose-wheel retracts backwards and turns through 45 degrees.

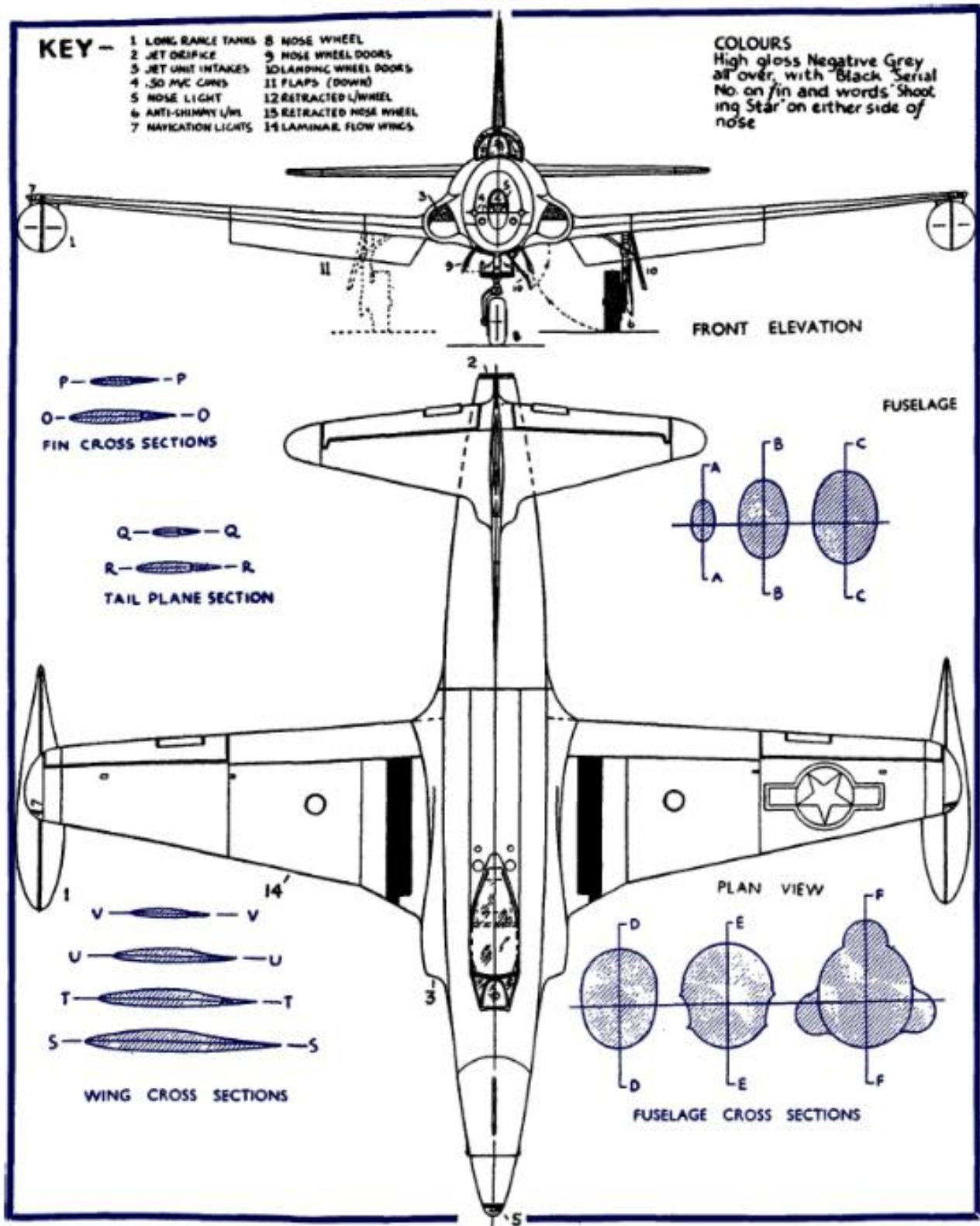
The cabin is pressurised for high-altitude flying and to safeguard the pilot against

explosive decompression in the event of the canopy being punctured in combat, the pressure is automatically reduced when he turns his gun-button switch to "fire." Air-conditioning, with temperature control, supplies air in proper quantity.

The service ceiling is given as more than 45,000 ft. and with the wing-tip drop-tanks the range is greatly extended. To relate a recent exploit—a P-80 piloted by Col. William H. Council flew from Long Beach, California, to La Guardia Airport, New York—2,470 miles—in 4 hours 13 minutes and 26 seconds non-stop, thereby cutting the existing record by nearly an hour. This was on January 26th, 1946, and was done by the assistance of a considerable tail-wind, as much as 100 m.p.h. at 20,000 ft. rising to 165 m.p.h. at 40,000 ft. quoted by Chanute Field weather station near Chicago. Even then for a jet-propelled machine the airborne duration is an outstanding performance.

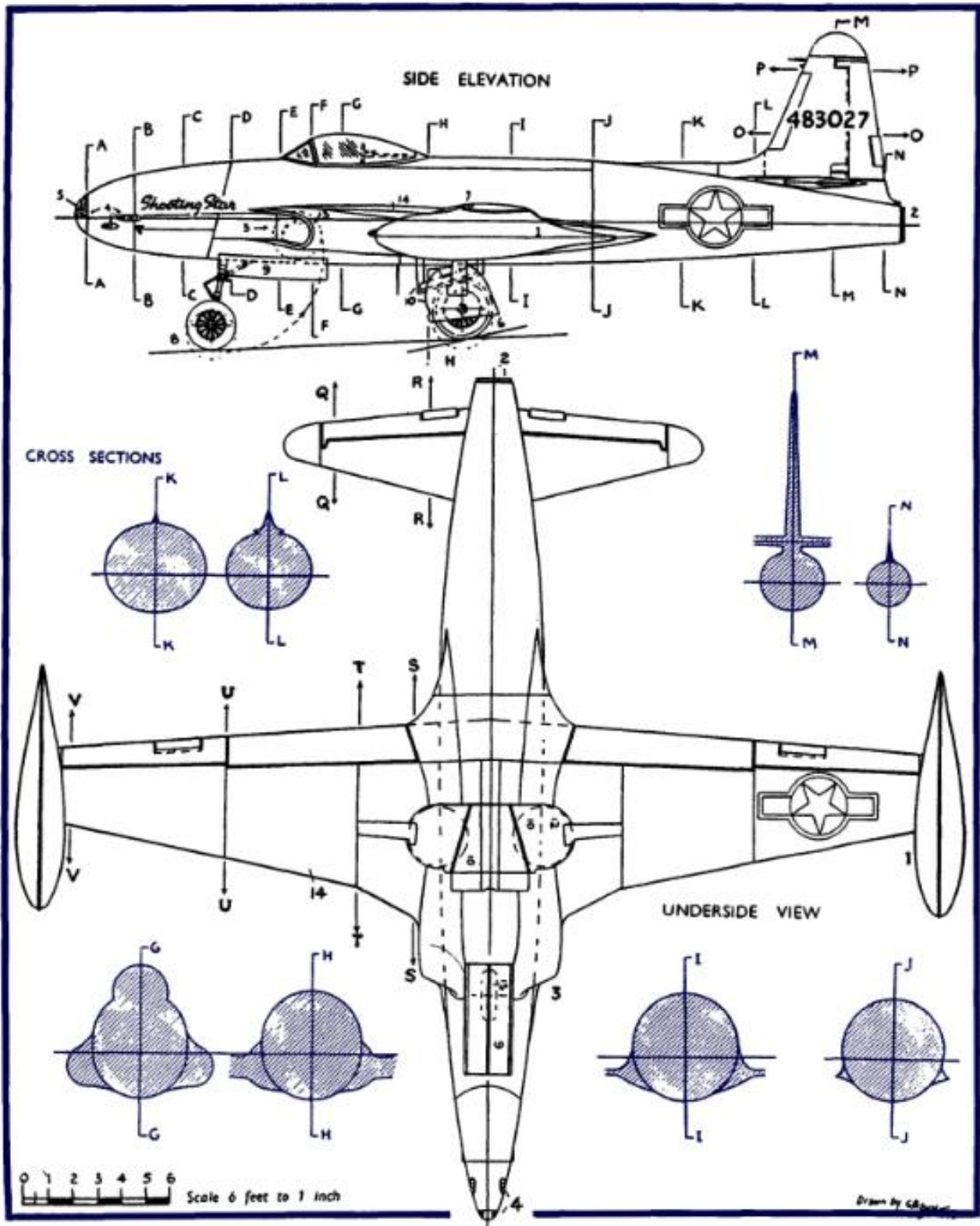


THE LOCKHEED P-80A "SHOOTING STAR"



Span : 38 ft. 10½ in. Length : 34 ft. 6 in. Powered by one General Electric I-40-9 or one
Beach, California, to La Guardia Airport, New York, 2,470 miles, in 4 hr. 13 min. 26 sec.,

JET-PROPELLED FIGHTER AIRCRAFT



1-40-11 gas turbine. Armament: Six 0.50-in. machine-guns. One of these craft flew from Long the average speed being 584.82 m.p.h. This plan is reproduced from a "Veri-Tru" drawing.

111



Ever present hazards at Beaulieu

BMFA 7th Area, Beaulieu,

The forecast for the 7th Area Meeting was high winds and heavy showers all day. Nobody in a 'sane' mind would contemplate leaving home'. Did we go: Yes!Free Flighters are by common consent a bit eccentric in this day and age, but there we are.

In a bit more detail? David Cox and I arrived at 9.05 with hardly any detectable wind. The overnight forecast didn't predict that. We drove to the WNW corner and David got straight into a max with a much repaired Caprice. After that it was all downhill. The Caprice refused to tow properly, he then damaged his Inch Worm. End of Classic Glider. By 10.30 there was a strong breeze (now joined by John Hook, who had initially gone to the SW corner via the Lymington Road gate). Out with the trusty Dixie, just managed to get away but failed to max. Retrieval of the second flight was delayed by a mini monsoon. When found adjacent to the peri track near the North gate, the engine and timer were gone!!!! Rest of the model undamaged, tracker still installed. Draw your own conclusions. End of Play.

Me? On my second Max at the Crookham Gala, I had managed to DT into the trees (L/H side of the main entrance track) breaking off the Inch Worm wing tip. So arrived at Beaulieu - wing repaired - not knowing where the trim was..... tried a trim flight to check the tow.....hard left... .. had to throw the line. Line tangled in gorse. By the time ready to try again, wind a lot stronger, could not run towards the model fast enough and the line broke - It's an age thing.

Model and another line prepared for another try, but the wind and then rain caused the kit to be put back in the car; end of. Common sense finally prevailed. Inch Worm still awaits re-trimming.

John Hook declined to fly. I think something/someone was trying to say you should have stayed at home. Forecast for Croydon Day looks better, but is five days away. IMO a bad year for forecasts; one day ahead is quite good, 3 days ahead (yet alone five), very poor.



**John White.**

Martin Dilley reports the passing of yet another iconic aeromodeller. John died on Saturday 2nd October.

John lived, ironically, on the Isle of Wight and as a long-time member of the Croydon club he travelled regularly to competitions where he flew somewhat off beat models, mainly rubber driven. I can recall seeing a row of several six foot long rubber model fuselages lying side by side in his beach tent and who could forget his enormous pink coupe.

John had another claim to fame when, at a windy Nationals, he flew his coupe flights inside the hanger.

This, as you can well imagine, created quite a furore and lead to an addition to the rules stating flights were to be made outdoors.

He and Rachel became friends after he buttonholed her on the field at Wallop in the early days of my New Clarion editorship and requested that she ask me to keep the magazine content below 50 pages. The reason for his request being that, at that time, he printed several copies which he posted to his friends and if the mag got to 50 pages he had to iron them flat to get his package through the large letter slot. I still use 50 pages as my target.

John was a walker and he entered the charity walk 'Walk the Wight' every year and in 2016 at 85 years old he was the oldest entrant to finish the 26+ mile course.

A thoroughly nice helpful individual, he will be sorely missed by many who knew him and particularly by those of us who remember him well. Another significant loss to the Free-Flight community.

R.I.P.



Rachel and John rummage in his box to find the bits for me to take the photo of the big coupe.



Leasowes High School

This is a replacement venue for Colin Shepherd's South B'ham MAC Indoor events that have been held at the Thorns Leisure Complex over the past few years. After covid restrictions Pat and Colin were having difficulty with Thorns as the centre did not seem to know when they might open so Colin decided to go back to Leasowes where the club had operated in the past.

We occupied half of the hall and all took full advantage of the nice new moulded chairs and tables. Well I used the chairs but had my old faithful paste table to set up on. The car park is adjacent to the hall and a side door opens within 20 feet of my parked car, suits me no end.

I had an easy day, just a couple of flights or so with my 'Big-Un' which is a bit larger than a LPP. Flew OK but no record breaking times.



Rachel & Pat in full flow



Colin
& the
'Redwing'

Event organiser Colin Shepherd was trimming his 'Frog Redwing' which was the model intended for the 2020 Thorns Xmas comp. He was having difficulty trimming for R/H turn and eventually decide to let the model have its own way and started flying it L/H turn. Has to reorganise the tail for next outing. My 'Redwing' still lies part built on the end of our dining table, must resume building in case we have an Xmas comp this year.

Attendance was good considering short notice, bodes well for further meetings, see in adds section for dates.

John Andrews

Salisbury Plain 9th October 2021

The weather forecast had been looking good for some days and fortunately this carried through to the day of the contest. We were blessed with almost perfect weather; light winds, sunshine and pleasantly warm. Another plus point was that the wind was generally from the east so we were able to fly from the trimming area. Given the superb weather and the easing of Covid restrictions turnout was a little disappointing with some notable absentees. A sign of the times I suppose.

Flying commenced at 10am with F1G to 5 flights in rounds and Vintage to 3 flights not in rounds. F1G attracted a total of 11 entries with 5 in Vintage. In the 1st round of F1G there were 9 maxes with Roy Vaughn dropping 4 seconds and Ben Hobbs scoring 1.37. The 2nd round saw 8 maxes with Martin Stagg and Richard Fryer each dropping 4 seconds whilst Jim Paton had a flight of 1.22. The 3rd round saw 7 maxes with Gavin Manion, Jim Paton, Ben Hobbs and Don Thomson dropping flights. This was most unfortunate in Don's case as his model was involved in a mid-air collision with Alan Brocklehurst's, both models coming down locked together. Don's model had a broken wing and other damage and he elected to take the time of the flight. Alan's model was also damaged but not as severely and he decided on a re flight using another model. Round 4 resulted in 9 maxes with only Gavin and Ben failing to max. The last round saw 7 maxes which meant that 3 maxed out (messrs Brocklehurst, Chapman and Hall). The fly off took place at 4:20 with 2 taking part as Peter Hall had to leave. The winner was Chris Chapman who found a nice patch of air for a time of 3.38 whilst Alan did 2.32.

Vintage was won by Chris Redrup with a score of 5.35 (making some compensation for dropping 5 seconds in F1G). There was a fly off for second place as Gavin Manion and Brian Silcock had tied with 5.09, Gavin coming out on top with a time of 1.53 with Brian scoring 1.45. Richard Fryer was 4th with 5.06.

The Flitehook Trophy for F1G teams had 5 teams participating; the winners were Bristol and West A (messrs Chapman and Brocklehurst).

Cash prizes and bottles of wine were awarded to the top 3 in each event.

Many thanks to Roger Newman for his kind assistance.

The Croydon Club would like to thank the BMFA London Area for their support for this event.

RESULTS

F1G

1 st	C Chapman	10.00 + 3.38	2 nd	A Brocklehurst	10.00 + 2.32
3 rd	P Hall	10.00	4 th Tied	R Fryer	9.56
4 th Tied	M Stag	9.56	6 th	C Redrup	9.55
7 th	R Vaughn	9.34	8 th	G Manion	9.14
9 th	J Paton	8.59	10 th	D Thompson	8.20
11 th	B Hobbs	6.15			

Vintage

1 st	C Redrup (Etienvre)	5.35	2 nd	G Manion (Bagatelle)	5.09 + 1.53
3 rd	B Silcocks (Etienvre)	5.09 + 1.45	4 th	R Fryer (Etienvre)	5.06
5 th	R Elliott (Etienvre)	1.19			

Ray Elliott



Coupe Europa Salisbury Plain October 9th Final Round Southern Coupe League 2021

The first event, La Grande Coupe de Birmingham, was a Covid victim and the league finally began with the London Gala on May 30th. My records since 2005 show a relentless deterioration in the weather but this year was exceptional with good or fair flying conditions at all seven events. Alan Brocklehurst tops the league and takes the S.C.L. cup with a dazzling record - four first places, two seconds and one sixth. Gavin Manion canters in second and Richard Fryer follows closely. Participation average is eight per event which shows coupe competition flying to be holding up very well compared to other classes in the context of free-flight decimation.

Those who sat at home on October 9th will grieve their loss when they read the Coupe Europa stories. A day to remember, even my cheese and pickle sandwich was above par. Bristol and West rode home in triumph taking first, second and joint fourth places (Messers, Chris Chapman, Alan Brocklehurst, Martin Stagg) and the team prize. As before I asked the eleven competitors to send me a brief (100 word) account of their day:

Chris Chapman: first place with a fly-off time of 3.34 reports with a concise 100 words.

Thanks are due to Ray Elliot and his Croydon colleagues, and to my wife Marion for her help in retrieving. We were blessed with perfect flying conditions.

My luck held especially on one flight where the model struggled to reach 50 ft or so when the prop folded. However, there was then a twitch and the model found some gentle lift to max.

The good fly-off gave me a real boost to my enthusiasm for next year.

All my Coupes have conventional balsa and tissue construction and are flown to climb to the right and glide to the left.



Alan Brocklehurst: second place with a fly-off time of 2.32 asked me to edit this but I'm not going to spoil the fun.

The weather was ideal and as the early morning mist started to clear, the Bristol and West contingent all scored maxes, as did many others. My second flight was a nice high flight which took about a minute to descend on D/T. Fellow team member Chris Chapman also maxed, while club-mate Martin Stagg dropped just 4 secs. Lovely to see the models climbing well and gliding so nicely in the warm autumn air. My third flight was another max, landing not far away. Things were going well! However, in the fourth round, I struggled a bit as I broke 2 motors in succession before I wound for a third time and got away in good air for another max. Phew! Chris and Martin also maxed. So far, so good!

On my fifth flight, I launched into some nice lift and the model climbed well. Others had also launched at the same time and as the models glided around above us, some of their paths crossed at times, initially with good altitude spacing...but, then my model, C-03, and Don Thompson's Coupe decided to try and fly in exactly the same bit of air! As they collided, the models spun round each other and locked together, and... rather like a falcon with its prey, both models descended steeply to the ground; though which was predator and which was prey was impossible to say. Unfortunately, Don's model suffered a broken wing, while mine had only minor damage to the leading edge of one wing and a slight bend to the wire arms of the prop. Both would probably have maxed, but this was declared a non-scoring attempt, so we had to fly again! I reverted to flying C-02, wound on 400, and was lucky to max with the D/T going a little early when the model wasn't all that high. Martin clocked it at 2:00.73! The results show that Don was less fortunate on his re-fly. Chris and Martin also maxed again in the nice conditions. Since Peter (Hall) had to leave early, this left Chris and myself to compete in the fly-off. Chris launched right at the start of the fly-off period and caught the better air, drifted over the valley and was clocked off at 3:38. I followed a minute or two later, also over the horizon at the edge of the valley for a lower time of 2:32 in the now north-easterly drift. I eventually found it amongst the stalks of vegetation about 50 yards in and 50 yards to the right of where I thought it should have been, but Chris wasn't so lucky and his model is still out there somewhere.

Nice to end the season in good fashion, be part of the winning team and also be presented with the trophy for the Southern Coupe League. Many thanks to the Croydon club for running this event. Let's hope next year's event will have similar weather.

Peter Hall: third place, writes -

My v.i.t. time is 2.5 seconds, I accidentally set 10 on one flight resulting in a graceful but nail-biting bunt. My coupe 19 (2014) seems always to get out of trouble - it found good air and maxed. The rest were nice pattern maxes and easy to retrieve. Covid seems to have affected our rubber - I've not heard so many pops and expletives. I've stopped using my thermistor and find this sharpens the senses. Gavin's streamer was helpfully talkative though. After a day like this let's celebrate the coupe formula - what could be more elegant, challenging, green and economical?

Martin Stagg: equal fourth, says

'I was looking forward to the Coupe Europa. The weather forecast was good and there promised to be a good entry. Managed to get to the site early for once. The thick fog on the way was slightly concerning but when we got there visibility was reasonable. John Hook very kindly made space for me to squeeze in next to Alan Brocklehurst and we were joined shortly by Chris and Marion Chapman.

Looked like the B & W dream team (Alan and Chris, not me!)

Although I hate flying in rounds the benign weather meant it was no real hardship. Set up, got everything ready, checked my DT timer. It deployed early. Did it again with an extra couple of clicks. 1:58, near enough with an extra click. Timed Alan for an immaculate max (what else) which went no distance. I then wound up for my first flight, added the extra click and launched. Decent climb (Not as good as Alans) but on for an easy max when it DT'd early.



Shock Horror! it was down 4 secs early. Much blaspheming! From then on I put on an extra $\frac{1}{4}$ of turn on the timer and made 4 easy maxes to end up with a total of 9:56 for equal 4th place. Alan and Chris both maxed out, making it look easy except for a remarkable incident on Alan's 5th flight a dramatic mid-air collision. (see Alan's report above) I, and most others had never seen anything like that before. Meanwhile, others had been dropping the odd few seconds here and there, leaving Alan, Chris and Peter Hall as the only 'full houses'.

In the fly off Chris got away on the hooter and found good air. Alan delayed a little and missed it, giving Chris the win. It is good to see him flying so well again. This also meant a convincing win for B & W in the team event.

Also it meant that Alan won the Southern Coupe league again. Well done Alan.

All told a very enjoyable contest. If only the weather was always like that!

Richard Fryer: equal fourth, reports -

The weather was really quite good for the competition, after a cloudy start there was occasional sunshine and variable winds that were never more than a gentle breeze. There was a good attendance and I counted over 20 cars. Everyone was expecting a mass fly off in modern Coupe but in fact a lot of flyers dropped flights, lift was not always easy to pick and I believe only 3 were in the fly-off? (2 - sub. ed.) from a field of quality flyers. Vintage coupe suffered the same fate with dropped flights throughout the day. I dropped my second flight in modern coupe, when seemingly fairly high on the climb the model flew out of lift, sank quickly and dropped over 20 seconds!. Despite not having an amazing day as regards results, it was still a very enjoyable day's flying.



Chris Redrup: in sixth place writes -

Having not flown a coupe for some time, I met Jim Paton in the mist early on Friday at Port Meadow, to sort out two F1G models. However, problems with the prop units on both models and a broken dt line on one meant nothing was achieved so we adjourned early to the café in Whitham for bacon rolls and coffee.

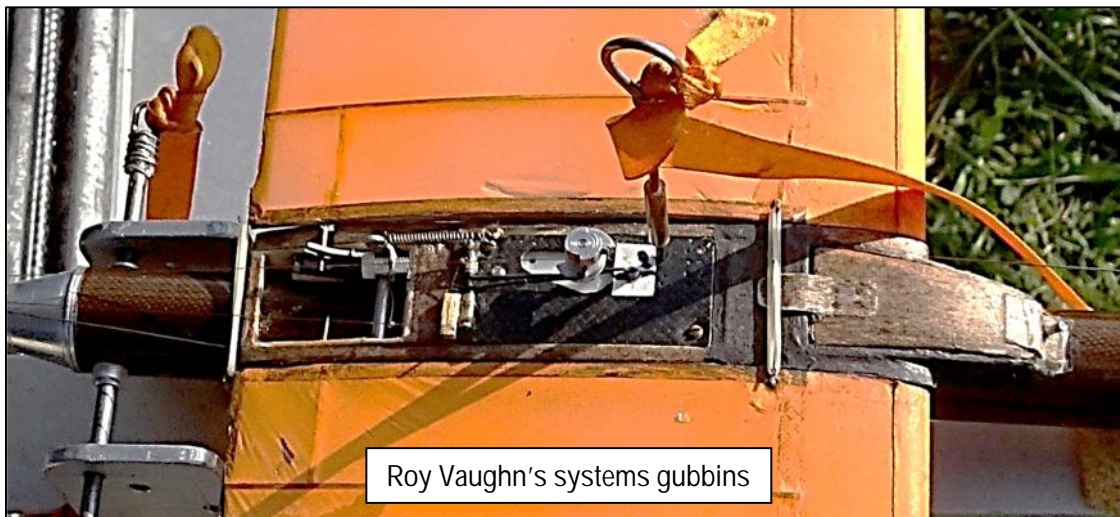
Arriving early at SP next day, a couple of trim flights with my ex Dave Greaves model were encouraging and the first four rounds proved no problem, with the model's descent being sufficiently slowed by gently rising air. Despite a decent climb in the last round, it became clear on the glide that 2 minutes was going to be a challenge and a couple of stalls at the end of the flight sealed it's fate, resulting in a 1.55. To add insult to injury, two others beat me by 1 sec and knocked me down to sixth position.

In between rounds I flew my ever trusty Michel de Etienvre in vintage coupe and despite dropping the first flight, two following maxes were good enough for a win.

An excellent day with hardly any wind, gentle lift (if you could find it), sunshine and short retrieves.

Roy Vaughn: in seventh place reports -

Since the weather was calm I decided to give my new "long" model (AR 17:1) its first competition airing. The air was helpful and it reached a good height, no problem maxing I thought. Less than a minute later it was on the ground, victim to a prop fold on the wing and a slight stall. Switching to a previous generation model, the next three flights were uneventful, though the air was deceptive at times. On the last flight the air went calm and hot. I made the rookie error of launching into it, it being sink of course. The first time I did this was at Church Fenton about 20 years ago, I swore never to do it again and stuck to my promise until Sunday.



Gavin Manion: in eighth place tells us, "Everyone else will have said just how beautiful the weather was, so we'll take that as read.

Because Alan B was completely out of reach in the league I left the "same old" coupes at home and packed the Coupe-in-a-Box so I would have to fly it. It's early days and it clearly still has some trim issues but the novel (to me) two-piece fuselage is giving no cause for concern and I've yet to



break the two piece wing in half so I think the structural changes I made will be repeated in the future. Less than perfect trim plus one really bad choice of air meant two drops on a day when any mistake was very costly. The SCL will have to wait 'til next year...

Plan B was to win Vintage Coupe and, after two lovely maxes with the Bagatelle, it was beginning to feel like it was my day. The third flight bought me back to reality but did bring the bonus of a fly-off for the two minor places. I was fortunate to make second place despite realising, too late, that I'd still got one of the notorious "left-handed" Gray hooks in circulation and threatening to squirm off the back of the prop loop. The offending Gray hook is now in the bin! Thanks to the organizers and my fellow fliers for making such an enjoyable day."

Jim Paton: in ninth place, can't get his mystical out- of - body experience, he writes
My first flight in F1G was a max. I was persisting with Robin Kimber's model. There are some problems with it. I hope he doesn't mind my mentioning them. To fit in my stooge it needs the wing removed. The rear peg is too big a diameter for the piserchio hook for out of body winding. Also the Montreal stop either won't unlock on full turns or worse won't lock while I need to fiddle with the rest of the model. Also the center of gravity is close to the rear peg which makes it very sensitive to the weight of the rubber. It's trimmed rubber dry weight of 9.8g. No more, no less. Anyway the first flight didn't get very high, but it caught some good air and hung on for a max. I think the prop is too big diameter. The second it got higher but was well short of a max . Similarly the third which got into the air a couple of minutes before the mid-day hooter. The final two flights in the afternoon were maxes because the streamers gave very positive indications of rising air in the near flat calm. I also flew my Buckeridge in mini vintage, which is why I left my second coupe flight to the last minute before the hooter. I had no time to study the streamer or feel the warmth. Tony Shepherd kindly timed my third flight with the Buckeridge. A few extra turns was probably the cause of the aerobatics. I tried and failed at an on-site repair so I had to settle for my 6 second attempt. This gave me a bottle of wine finishing third out of four.

I forgot to mention my tail wobbling d/t on my fourth F1G flight. At times it was inverted, which brought it down very fast from a considerable height. I have since rectified the problem by tethering the dt line under the tail.

The organization and the weather were perfect and having a prize giving is the icing on the cake. Retrieves were short and I had no dt failures. A great day was enjoyed by all

Don Thomson: takes tenth place but wins the 'First In with a Report' prize. -

I was flying my C20, a 6.5% aerofoil wing, something of a favorite for a long time. However, my 3rd flight was spoiled by, I think, a miss-positioned nose-block, so with too much right thrust it just whizzed around at low level. On my 5th flight, the model was gliding sweetly in nice air, along with Alan Brocklehurst's model, when BANG! Midair! The 2 models locked together and fell vertically on to the hard trackway. My wing was a write-off, with less damage to Alan's. I could have taken a reflight, but as I was already out of the running, decided to retire hurt. RIP C20. Well done to Peter, Alan and Chris on maxing out. Thanks to Ray and Roger for running it without fuss.

Ben Hobbs: in eleventh place had an unlucky day.

A light breeze from the east meant an easy drive onto the plain, The coupe flew well on its last outing, some good strong rubber was sourced, so what could go wrong?. Well, the strong rubber gave about 45 turns less than previously attained, but I thought the extra power would compensate. Anyway one max and 3 lackluster flights meant some action was required, so I changed the prop, and the model went up up up in a boomer, and was not seen to come down, the bin's were not deployed as this was just a short test flight - - -say no more! It's still out there somewhere.

So there you have it blow by blow. Thanks to all for reporting. Unless there is a plague of locusts or some other biblical smiting the first S.C.L. event of 2022 will be La Grande Coupe de Birmingham November 7th North Luffenham.

Peter Hall

Southern Coupe Lg. Final Results Table

-

Roy Vaughn

Coupe Europa				
	Entrant	Club	Maxes	Score
1	C.Chapman	B&W	5	17
2	A.Brocklehurst	B&W	5	14
3	P.Hall	Crookham	5	13
4	R.Fryer	Oxford	4	11
5	M.Stagg	B&W	4	10
6	C.Redrup	Crookham	4	9
7	G.Manion	Birmingham	3	7
8	J.Paton	Crookham	3	6
9	R.Vaughn	Crookham	3	5
10	D.Thomson	Croydon	3	4
11	B.Hobbs	Oxford	1	1

Southern Coupe League Final Results Table 2021

Place	Entrant	Club	London Gala	Fifth Area	Cagnarata	Southern Gala	Nationals	Crookham Gala	Coupe Europa	Total
1	A. Brocklehurst	B&W	17	12	13	13	8	15	14	72
2	G. Manion	Birmingham	10	16			7	11	7	51
3	R. Fryer	Oxford	11				10	8	11	40
4	R. Vaughn	Crookham	12			9	13		5	39
5	J. Paton	Crookham	8		10		2	9	6	35
6	B. Hobbs	Oxford	5	2	8	7	12		1	34
=	M. Stagg	B&W	1		6		11	6	10	34
8	P. Hall	Crookham				8	1	6	13	28
9	T. Winter	CVA	8				16			24
10	C. Chapman	B&W					4		17	21
11	B. Whitehead	Grantham		11						11
=	K. Taylor	Crawley		11						11
13	R. Marking	CVA	9							9
=	S. Willis	Croydon		9						9
=	D. Thomson	Croydon		5					4	9
=	C. Redrup	Crookham							9	9
17	R. Willes	Epsom		7						7
18	D. Taylor	Grantham		4						4
19	M. Marshall	Impington		3						3
20	P. Ball	Grantham	2							2
=	M. Benns	Peterborough					2			2
22	W. Hodgkinson	Grantham		1						1
23	R. Elliott	Croydon								0
=	C. McKenzie	CVA								0
=	D. May	Timperley								0
=	R. Taylor	Crawley								0
=	M. McHugh	Peterborough								0

Roy Vaughn

Finishing the build of the Earl Stahl Cessna 195

Readers may remember that I have been describing the building of Earl Stahl's Cessna 195, originally published in MAN 1950. This continues from the article published in the July 2021 edition of NC

It took me a little while to get round to applying the trim stripes on the model. For some reason I had a bit of a mental block about doing it. I think it was the length and alignment of the fuselage stripes that was concerning me. The fuselage is somewhat longer than my A3 cutting board, but I found I could lengthen it by butting an A4 cutting board to its edge and attaching it with Painter's blue masking tape underneath. The join of the boards did not affect the cut of the tape (Fig. 1). Also, I wanted to ensure an uninterrupted period of a number of hours to complete the job, as I do not like leaving masking tapes on a model for longer than necessary.



Fig 1. Cutting long lengths of masking tape on butting cutting boards.



Fig 2. Masking tape applied to fuselage side

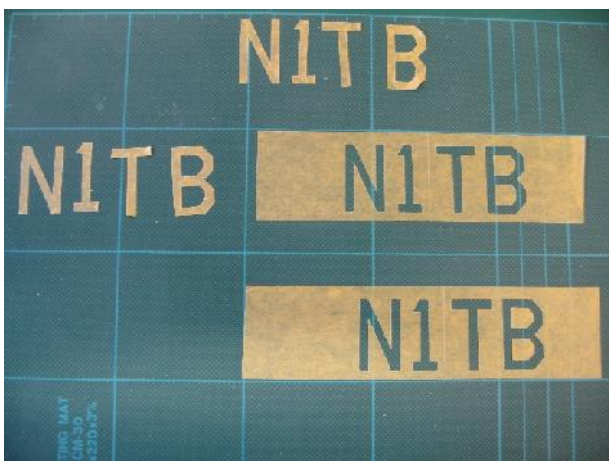


Fig 3. Mask for vertical tail lettering



Fig 4. Finished tail surfaces, also showing frame for fin/stabiliser fairing

2mm wide strips of low tack masking tape (Betto or Kamoi) were cut to cover the central yellow strip and wider strips cut for the outer edges of the blue stripes. The tapes were then applied to the fuselage sides and the sides of the nose cowl (Fig 2). The cowl and fuselage were then separated and the yellow areas screened off with newspaper attached with further tape. The tape edges were then rubbed with a smooth tool, such as the end of a scalpel handle and a

spray coating of the base yellow applied to help seal off the tape edges. The stripes were then airbrushed blue (Tamiya X-4) and the tapes carefully removed by peeling off back on itself as close to 180° as possible.

The registration on the fin and rudder was drawn on a copy of the plan, which was then used as a template to cut the masks (Fig 3). I tried yellow Frogtape for delicate surfaces. This proved to be quite tough, and did not tear, in view of the amount of repositioning I found I had to do. The stripes on the wing and tail surfaces were applied in a similar manner to those on the fuselage. The finished tail surfaces are shown in Fig 4. The rudder and elevators were hinge with pieces of 3.5in floppy disc material glued into slots cut into the balsa frame with Superphatic adhesive. The stabiliser was attached to the fuselage with small spots of 5 minute epoxy and the fin was glued into the slot in the stabiliser. I think from the rather blurry photographs that accompany Earl Stahl's article on the construction of the Cessna 195 that was how he left the fin and stabiliser juncture, but I decided to add a fairing made of doped and coloured paper as had been used for the cabin framing. I added some light balsa pieces to which the paper was attached with canopy glue.

The main wheels were attached with their fuse wire retainers, and a painted disc of plastic card added to form the hub.



Completed Cessna 195, modified for three channel RC based on Earl Stahl plans, August 2021. Weight 221g.

Flight trials

These certainly have not been an unqualified success so far! Test glides over long grass looked good.

A calm day dawned and it was time for flight trials under power with freshly charged batteries (2S 520mAh). It took off from the ground ok on the first power flight, but then I lost it a bit, whilst trying the controls out, but it had a fairly gentle arrival.

The second ROG was also good, but the power then appeared to fade, but the landing was straight and safe.

A second battery was tried with similar results. The internal resistance of the batteries appeared to be ok, and flights with my similar sized Fokker F.II using the same batteries were as good as expected with long flights.

Further flight trials on another session were curtailed when the propeller caught the ground causing some minor damage to the front end, which needed repairing before further flight trials, which have yet to take place.

Nick Peppiatt

Report No. 129 Our earliest magazines continued.

Continuing with a look at the earliest magazines held in the library we feature this month **English Mechanics** incorporating English Mechanics and Amateur Mechanics. The earliest issue in the library is "Vol. XVII. No. 432. FRIDAY, FEBRUARY 1st. 1935. (PRICE THREE PENCE Issued Weekly) Registered at the General Post Office as a Newspaper." The print is entirely in monochrome and the front cover comprises just the banner heading and advertisements, all in line with the newsprint style of the day.

Two questions that I cannot answer are, when was **English Mechanics** first published and when was aeromodelling first included in the content?

A web search found that English Mechanics and World Sciences was published from 1865 to 1926 and that bound volumes of English Mechanics were available from 1935, all in all not a lot of help. Counting back XVII volumes on the assumption that one volume equals one year takes us to 1918, on the other hand counting back 432 issues on the assumption that publication was always weekly takes us back to 1926. The issues in the library came from David Baker's collection so perhaps start with the first aeromodelling content. A lot of unknowns so let us look at the content.



FEBRUARY 1, 1935.

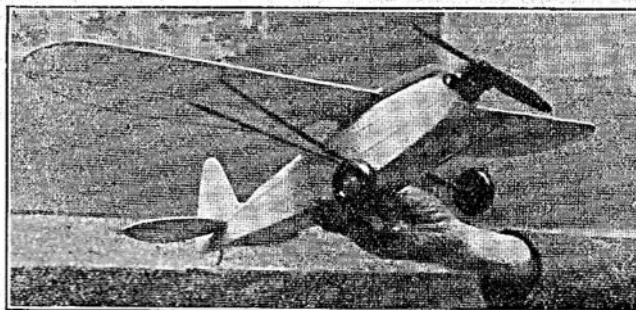
ENGLISH MECHANICS

315

A 1-inch Scale Model Monoplane II.*

Continuing the Description of a True Scale Flying Model.

*A
true scale
flying
model . .*



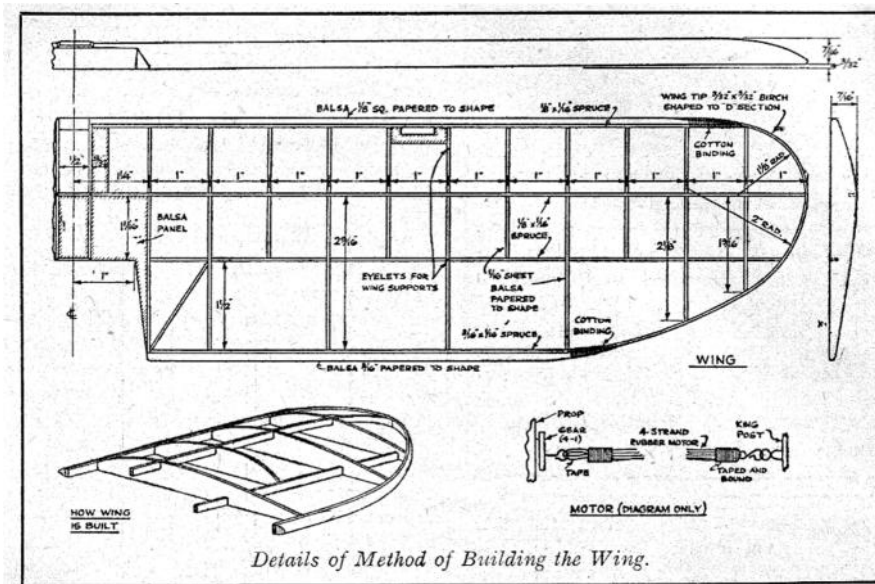
THE 'plane illustrated above is an accurate reproduction of a Comper Swift, built to 1-in. scale and complete with spring undercarriage, cockpit, fascia board, etc. It is so ingeniously designed that the total weight, with propeller and motor, is only 3 oz., making it possible for flights of 60 to 70 seconds' duration to be accomplished.

WHY not follow this design yourself? The result will give you complete satisfaction both as a flying machine and as an attractive scale model. Every step in the construction has been carefully and accurately described in our issues of January 25, February 1 and 8, and complete working drawings have been prepared. These are given FULL SCALE on a single large Blue Print, which may be obtained, price 1s. 7d. post free

FROM

"ENGLISH MECHANICS"

2, BREAMS BUILDINGS, LONDON, E.C. 4.



The description of this 24" wingspan rubber powered Comper Swift commenced in the previous week's issue and was to continue for an unstated number of issues. The drawings are quite small and the reader is encouraged to send for a full size blueprint for 1/7 post-paid. The article was by T. F. C. B., presumably the designer, but what surname did that anonymous B. represent?

The April 12th issue included details of a design by E. A. Ross, the Rossignol, a 10ft wingspan monoplane fitted with a 20" diameter propeller driven through a gearbox by four motors each comprised of 12 strands of 1/4" rubber 72" long. How do you wind that one?

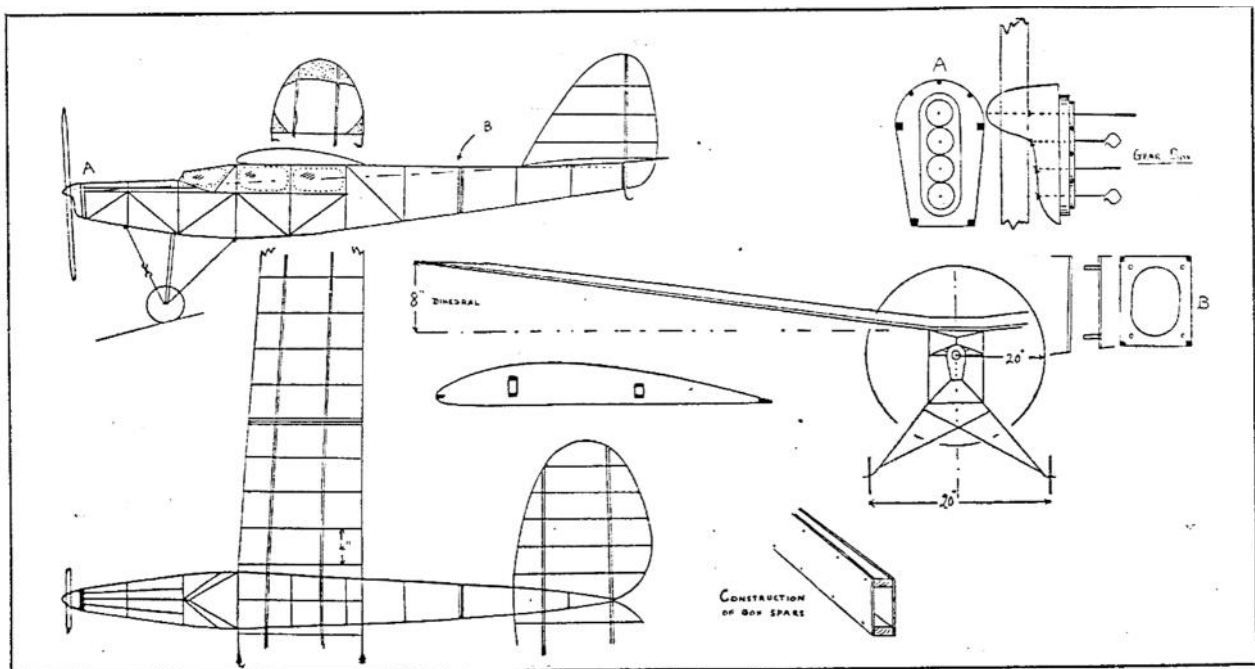
ENGLISH MECHANICS

APRIL 12, 1935.

Design for a High Wing Monoplane II*

Constructional Details of a Successful Flying Model.

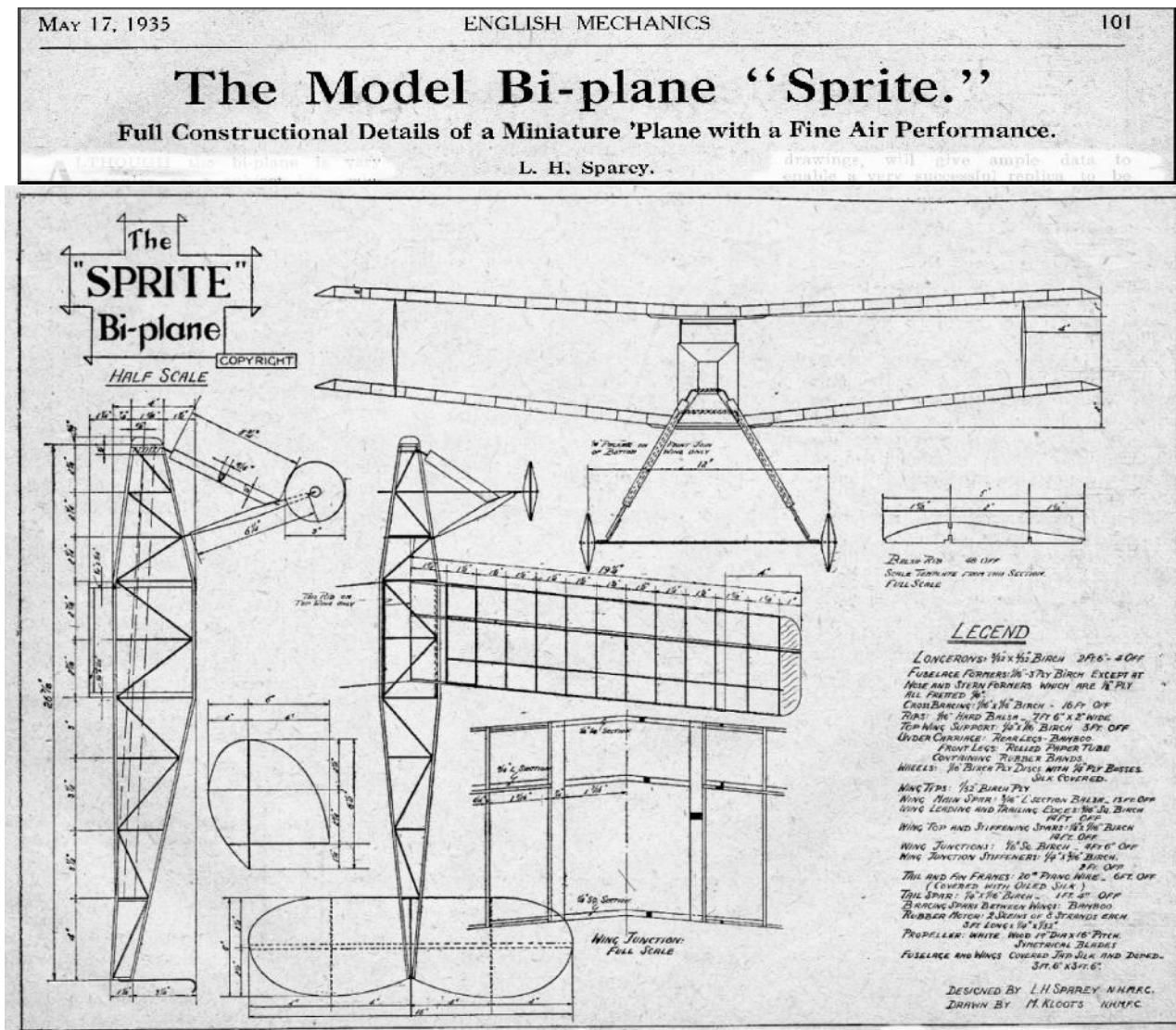
E. A. Ross.



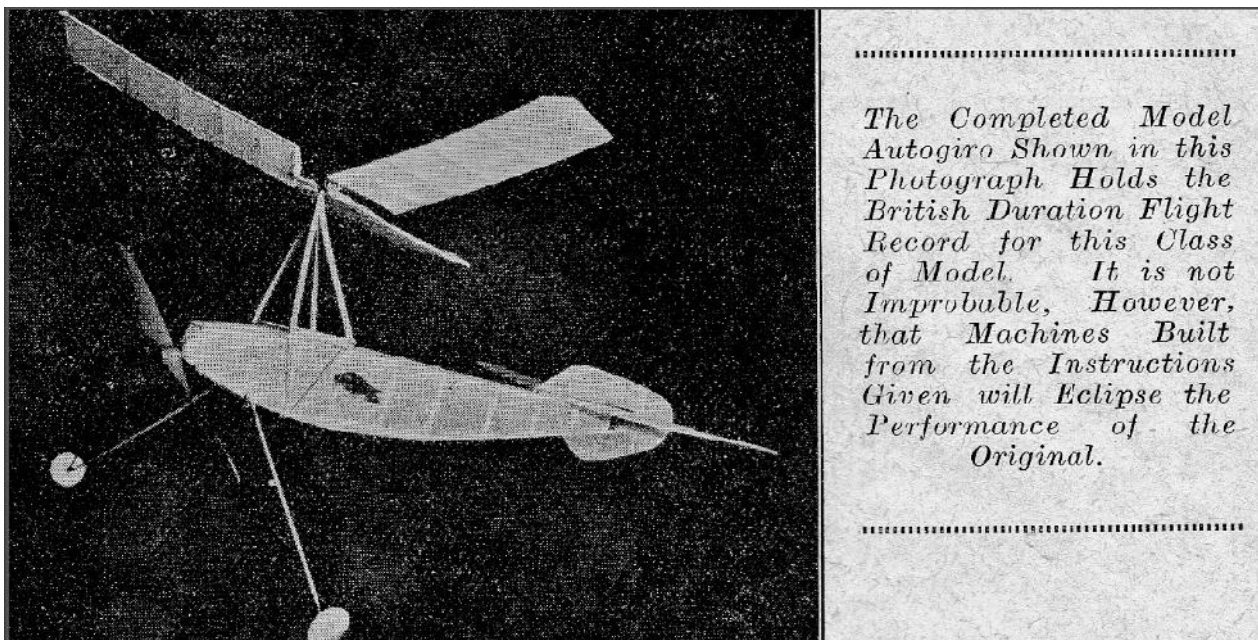
Another View of the
High Wing Cabin
Monoplane "Rossignol."

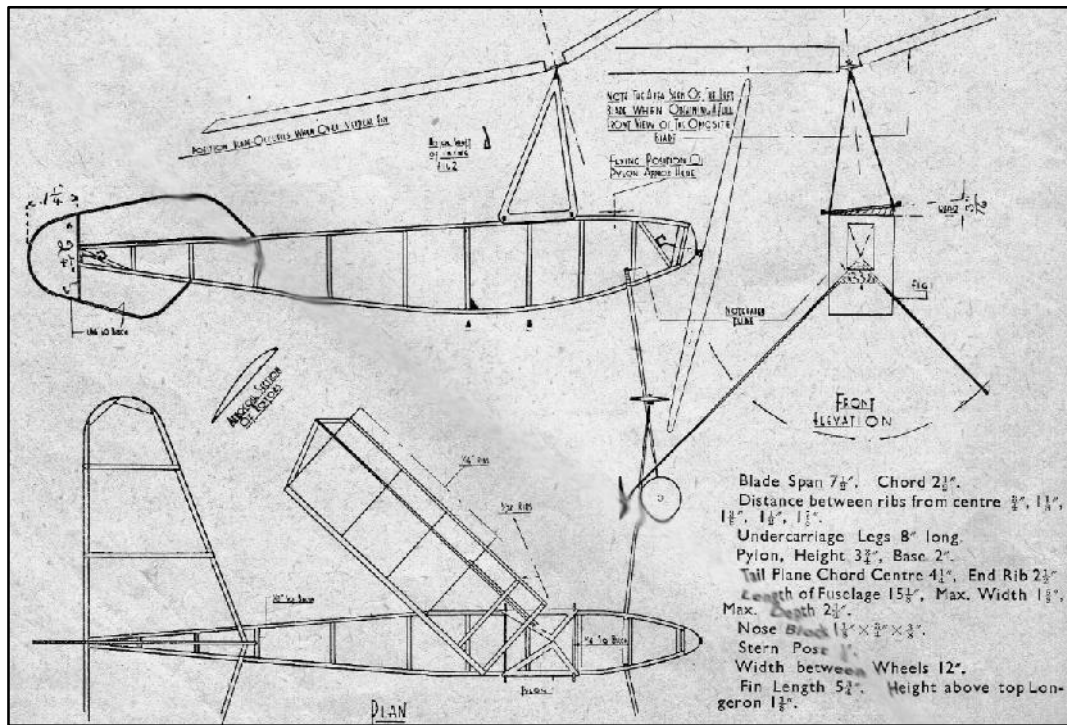


The May 17th issue featured the Sprite biplane a rubber powered 38" wingspan biplane designed by L. H. Sparey of the Northern Heights Model Flying Club. The article states that "The model has put up some very good performances. On the occasion of its trial trip a very nice flight was made without any of the usual preliminary "trimming" being necessary."



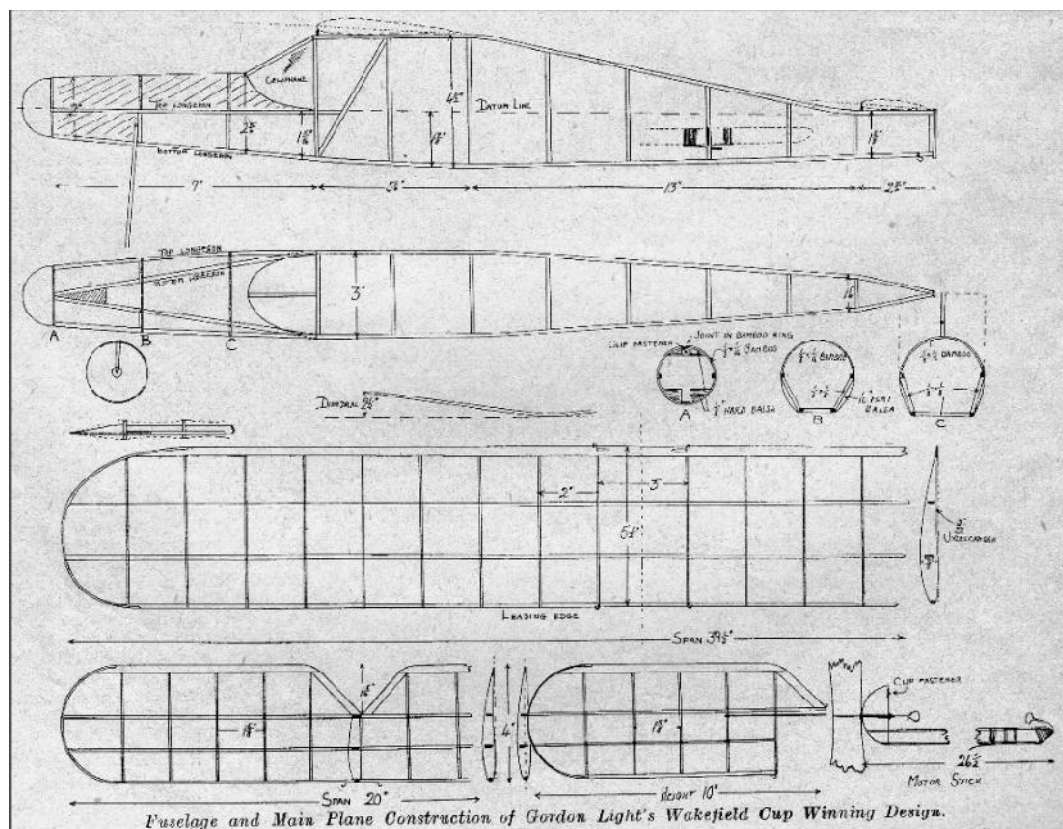
The November 8th issue carried plans and building instructions for S. R. Crow's autogiro



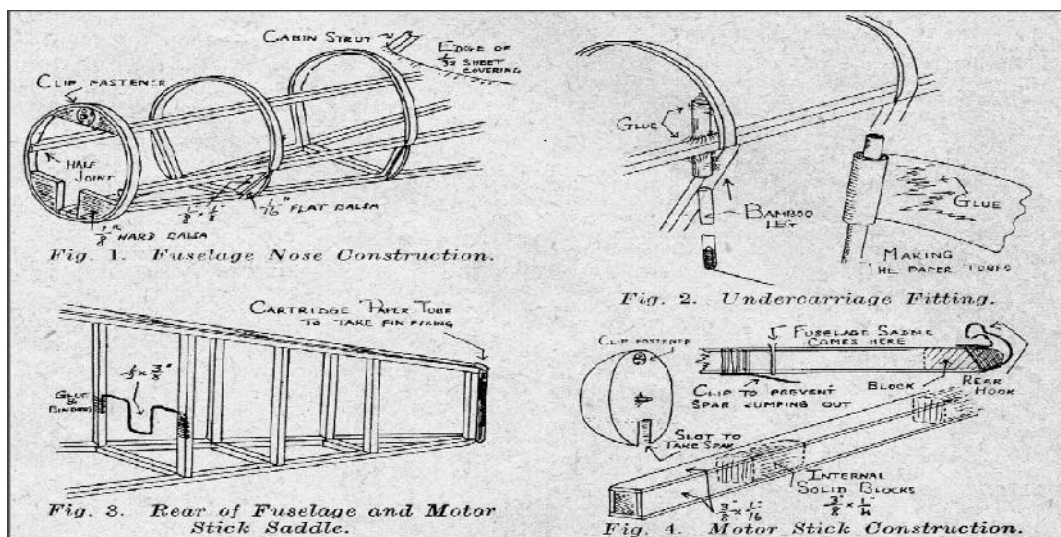


This model had an average duration of 15-20 seconds and held the British Autogiro Duration Flight Record at 37 seconds, but you will see in the text alongside the picture above that **English Mechanics** anticipated the flight time being improved upon by models built to the plan.

The December 13th issue recorded Gordon Light's winning of the Wakefield Cup with a plan of his model. Details of the motor stick are shown which by carrying all the stresses imposed by a fully wound motor enable a very lightly built fuselage to be utilised.



There have been suggestions that the original fuselage structure was built from $\frac{1}{16}$ th square rather than the $\frac{1}{8}$ th square commonly seen on the plans.



Finally here is one of the few advertisement pages exclusively covered with aeromodelling related ads, including in this case an offer of a plan and construction kit for Gordon Light's Wakefield Cup Winning Model.

DECEMBER 13, 1935 ENGLISH MECHANICS iii

MODEL AIRCRAFT SUPPLIES

171 NEW KENT ROAD, LONDON LTD.

Winner of the Sir Charles Wakefield International Cup Competition 1935

In which England, France, America and Australia were represented. The Wakefield Cup is the most coveted of all cups in the aeromodelling world, the model which wins it being THE model of the season.

BLUEPRINTS of THE CROW AUTOGIRO ARE NOW AVAILABLE, 1/9 post free.

NEW BALSAWOOD
 24" x 6 1/2" x 1/16", 6d. per sheet.
 2" x 1/32", 1/16", 3/32", 1/8", is now only 4d. per 3 ft. length.

THE GORDON LIGHT HIGH WING MONOPLANE

This model rose from the ground of Fairey's Aerodrome on August 5th, 1935, and stayed aloft for 24 hours approximately after being officially timed out of sight after 7 minutes. Gordon Light is well known for his successful American designs, this being the most outstanding in view of its recent successes.

WE NOW SUPPLY:—
 Celluloid Tubing 6d. per foot.
 Balsa Wheels 2" 10d., 1 1/2" 8d. per pair.
 Silver Tissue 2d. per sheet.
 Dummy Motors 9 cylinder, 3" 10d., 2" 8d., 1 1/2" 5d. each.

BLUEPRINT ALONE 4/3
Post Free.
Measures 24" x 48", and is drawn in great detail, including full instructions.

COMPLETE CONSTRUCTION KIT 16/- Post Free.
Kit contains full size blueprint as above, balsa, cement, tissue, etc. Special shaped propeller blank, 17" in diameter, not forgetting dope, rubber, and various other ready made accessories.

Come and see our models, American Construction Kits, and Blueprints.
7 p.m. weekdays. Four minutes from Elephant and Castle. Open till 8 p.m. Saturdays.

SH-H-H! THE LUNASPHERE IS COMING!

MODEL FLYERS

"ADOPT, ADAPT AND IMPROVE"

is the thoroughly British Slogan you should use as your guide during 1936. Below are offered Kits of Materials for Building Two Model Planes which have made aeromodel history during 1935.

ADOPT them for your 1936 programme.
ADAPT them to your requirements.
IMPROVE them and help to keep British Model Planes in front rank of Model Aviation!

"THE GORDON LIGHT" **THE "CROW" AUTOGIRO**

Winner of 1935 Wakefield International Contest. Designed by Gordon Light, U.S.A. Timed "Out of Sight," 7 mins. Average of 3 Flights, 2 mins. 20 secs. Actual Time in the Air, 2 hrs. 20 mins.

"ALL-IN" KIT 16/-
 Including Full Size Blue Print and Shaped Airframe Carriage Block Ready to be Carved. Fully Described in this Issue.

F. R. BARNARD, PREMIER AEROMODEL SUPPLIES,
 2a HORNSEY HISE, LONDON, N.19.
 Model Flyer's Guide, containing New Prices, 2d. Post Free. New Balsawood Price List, 1d. Post Free. Telephone: ARCH. 2376

How's This for VALUE!

A Postal Order for **ONLY 3/- (Send)**

brings you one of our authentic "LINDBERGH" KITS to construct a 15' span Flying Scale Model of this Famous NIEUPORT SCOUT, as flown by GUYNEMER, the French Ace of Great War Fame. A FINE XMAS PRESENT. Most instructive yet quite simple to build and fly.

Kit contains full-sized detailed drawing, and instructions. Painted Balsa, Wood, Cement, Tissue, Propeller, Rubber, Design, Glue, etc. For each kit, we send a "LINDBERGH" KIT. Other types at 3/-: SPAD, FOKKER MONOPLANE and FOKKER Biplane.

NORTHERN MODEL AIRCRAFT CO. Dept. D.
 37a FOUNTAIN ST., MANCHESTER, 2.
 For ALL THE BEST MODEL AIRCRAFT MATERIALS.

"COMET"

RIGHT ON TOP!
 The "COMET" Patrol Engine Model 1935 Awards:—

FIRST PRIZE: B.M.A.S. Power Competition at Cranborne.
SECOND PRIZE: R.M.A.E. Sir John Shelley Competition at Fairey's Aerodrome.
FIRST PRIZE: B.M.A.S. "Hullum" Competition at Cranborne.
Mr. Brooks' Patrol Engine Model flew from Cranborne to the Isle of Wight, 35 miles as the crow flies!

Build one of these Models this winter, powered with the 18 c.c. COMET ENGINE

THE MODEL AIRCRAFT STORES
 133 Richmond Park Road, Bournemouth.
 Please send 2d. stamps for price lists.

2021 AGM

It is some 2 years since we last held an AGM due to Covid 19 restrictions. Things have eased a little but now the absence of a convenient meeting place leads your Committee to the conclusion that a Zoom meeting may be the best way forward. In truth, we do not have much to discuss. Your existing Committee, with Nick Peppiatt taking over the role of Treasurer, will carry on assuming the Membership agrees or that alternatives are proposed. Your Chairman is investigating the whys & wherefores of holding a Zoom meeting in conjunction with the Membership Secretary. Details will be forthcoming. In the meantime the date is not yet fixed, an outline Agenda is below:

1. Welcome to members old and new for the season 2021/22
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 2022
10. Any other business
 - Members views on the future of SAM1066
 - Effect of Drone Regulations
 - Suggestions for 2022 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. Tony can be contacted on tonyshepherd50@hotmail.com

Elsewhere

A fairly quiet month, as one would expect for this time of year, albeit the Croydon/SAM1066 day on Salisbury Plain on 9th October yielded a very fine day for flying & those who came had a very pleasant time. Wind speed was minimal & what little drift there was allowed flying from the plateau (trimming field) with flights not going any significant distance.

Team Bristol (comprising Chris Chapman & Alan Brocklehurst) completed a clean sweep in F1G for the team prize, with Chris winning out in the fly-off, whilst Chris Redrup scooped up in Vintage Coupe with his Etienvre despite a valiant effort from Gavin Manion & his Bagatelle.

The glider trio had a hard time towing up but perseverance saw David Cox coming out on top & Nick Peppiatt beating off Tony Shepherd in Mini-Vintage.

Results from Croydon Coupe / SAM1066 Day: 9th October 2021**F1G**

1st Chris Chapman 10.00 + 3.38;
 4th Martin Stagg 9.56;
 7th Roy Vaughn 9.34;
 10th Don Thomson 8.20;

2nd Alan Brocklehurst 10.00 + 2.32;
 4th Richard Fryer 9.56;
 8th Gavin Manion 9.14;
 11th Ben Hobbs 6.15

3rd Peter Hall 10.00;
 6th Chris Redrup 9.55;
 9th Jim Paton 8.59;

Vintage Coupe

1st Chris Redrup (Etienvre) 5.35; 2nd Gavin Manion (Bagatelle) 5.09 + 1.53; 3rd Brian Silcock (Fuit III) 5.09 + 1.45;
 4th Richard Fryer (Etienvre) 5.06; 5th Ray Elliott (Etienvre) 1.19

Combined Vintage / Classic Glider

1st David Cox (Archangel) 7.00; 2nd Dave Etherton (Caprice) 4.58; 3rd John Hook (Windjammer) 1.13

Mini-Vintage

1st Nick Peppiatt (Pinocchio) 6.00; 2nd Tony Shepherd (Le Timide) 5.57; 3rd Jim Paton (Buckeridge) 3.16;
4th Dave Etherton (Gili-Hatchet) 2.46

8th Area Meeting at Beaulieu

Results for what might be our last Area Meeting at Beaulieu are listed below. A pony drift notice was in evidence on arrival, but nothing deterred the few intrepid flyers, who congregated on the south side of the old airfield. The ponies must have got prior warming as they were conspicuous by their absence, so no problems arose. For a change the weather was kind with a slight breeze predominantly from the South.

In Mini-Vintage, Don Thomson flew his Hepcat very steadily & Dave Etherton a GiliHatchet which maxed out on the 1st flight but failed to respond to its RDT command & sailed blissfully off over the forest - with persistence & diligence Dave managed to recover it the following day. Ray Elliott dug out his Raff V but probably wished he hadn't as it was completely off trim, so he gave up & had relaxed & enjoyable day timing for others.

Team Glider saw the Crookham 'A' Team roll in a consistent set of scores, with John Hook resorting on one occasion to demolishing a clump of gorse in order to retrieve his Sans Egal without damage.

SLOP resulted in a commendable full house for Roy Vaughn, who gracefully declined to fly-off. After David Cox's 1st flight (perfect) he swapped to his "better" model - guess what, a dropped flight so back to the original & another max! The gorse grows ever taller, thicker & more profuse with now only two reasonably clear areas left on the field suitable for sport flying. A potentially sad ending to some 60 years plus of free flight at this site. We now await the results of any possible challenge by the BMFC to the latest Forestry Commission error strewn & appallingly badly worded contract for 2022.

Gildings Engine (& bits) Auction

This auction hasn't been held for a couple of years, so to those engine aficionados it will no doubt be a welcome return. It takes place on 9th October at Gildings usual location in Market Harborough at 11.00am. The catalogue can be accessed & downloaded from <https://www.gildings.co.uk/upcoming-auctions/> - lots of desirable engines & kits but probably a diminishing pool of those who are willing to part with money when the Buyers Commission fee is 24% of the hammer price.

Reflections

Next year sees the centenary of the BMFA - erstwhile SMAE, when we used to make things before flying them. I believe there is to be some form of Centenary exhibition at Buckminster during the year but am unaware of specific details at present. Jim Wright is involved in the organisation & (as I'm sure he will read this) perhaps he would be kind enough to write a few words to our Editor for a future NC. I know Jim is on the lookout for models to display, this set the memory triggers going! There were certain classes of model that we used to see with regularity at Middle Wallop & I wonder what has happened to some of them - particularly the less well popular ones. Here are a few - A-Frame, Spar Tractor even the various more numerous categories of Wakefield flown by the Crazy Rubber Band gang? For anyone who has an interest in vintage Wakefields, there is a marvellous set of 64 articles written by Devon Malcolm from New Zealand that appeared in SAM Speaks over past years. They can be downloaded from <https://sam35.org.uk/wp-content/uploads/2020/05/1-Devon-Sutcliffe-Book-final.pdf> as a single complete file.



The late Mike Kemp with a typical vintage Wakefield



A flock of Golden Eagles

Maybe someone has a few of these lurking hidden away - why not dig them out before they disintegrate from old age? Even the big old SI power models were a sight to be seen - who can forget the enormous Valkyries that appeared from time to time, not forgetting to mention the numerous large vintage & classic gliders.

What else?

Not a lot really. Drone info & activity fortunately seems to have gone fairly quiet of late, typical now that onerous legislation is now in place. Other topics - like flying air taxis are being given the publicity hype, in due time we shall no doubt see further restrictions on where we are permitted to fly but hopefully this is some way in the future.

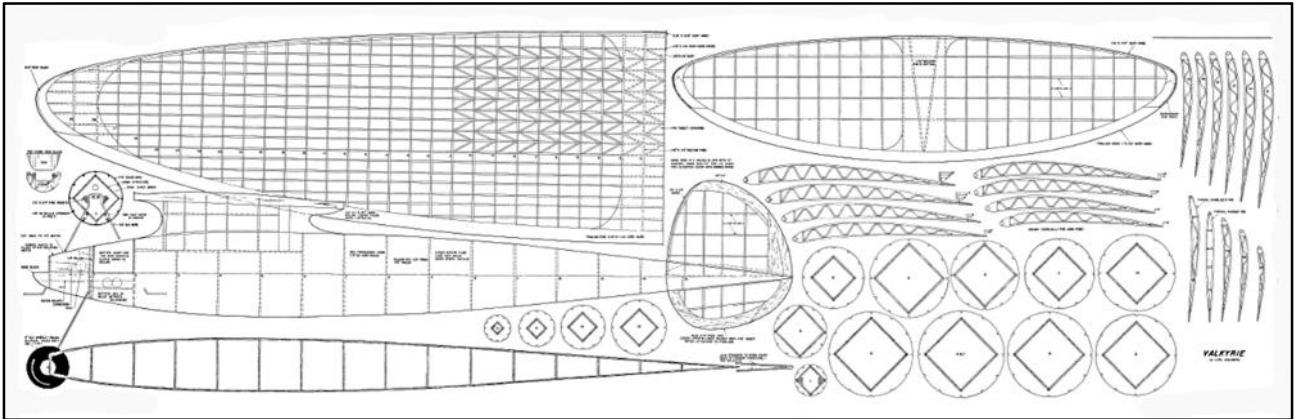
Roger Newman

Plans for month - nostalgia rules!

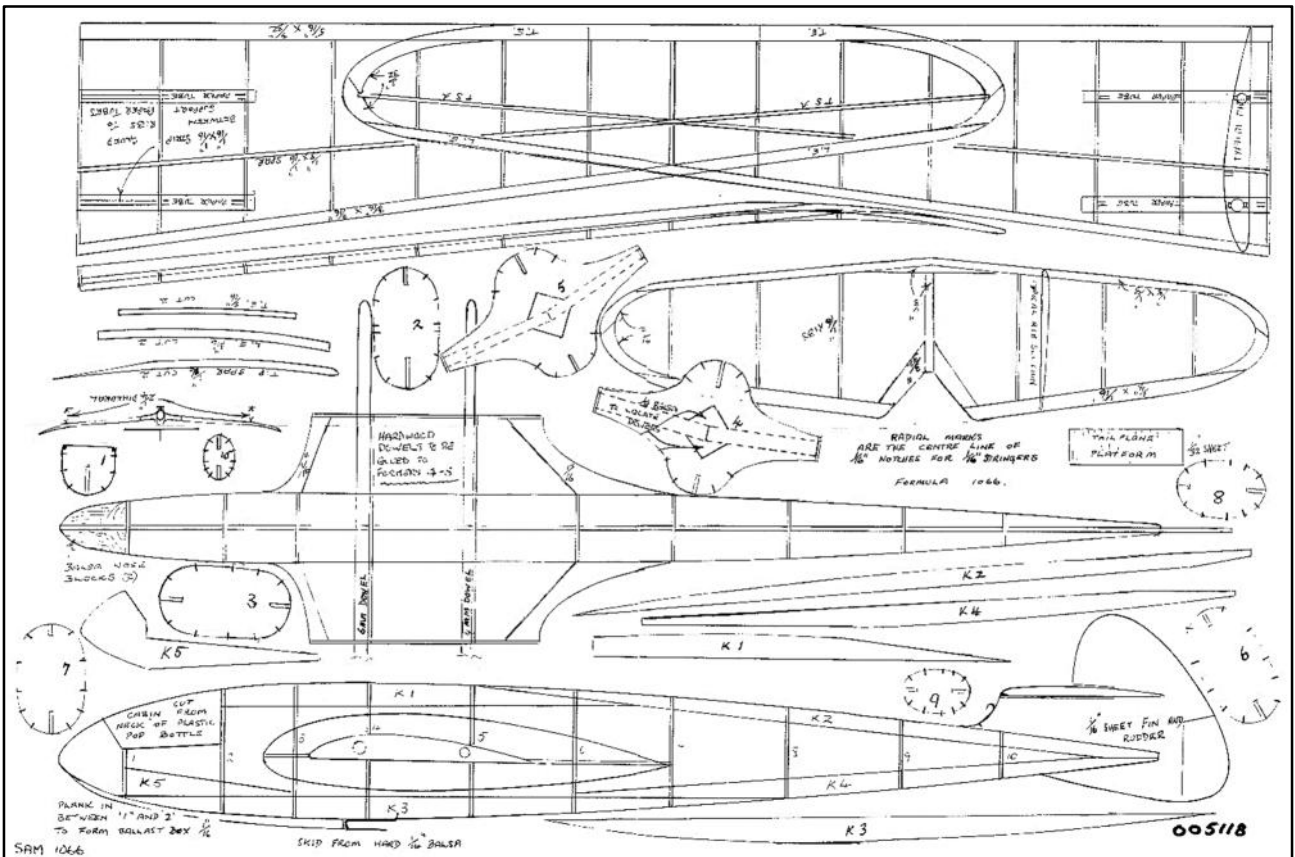
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Roger Newman

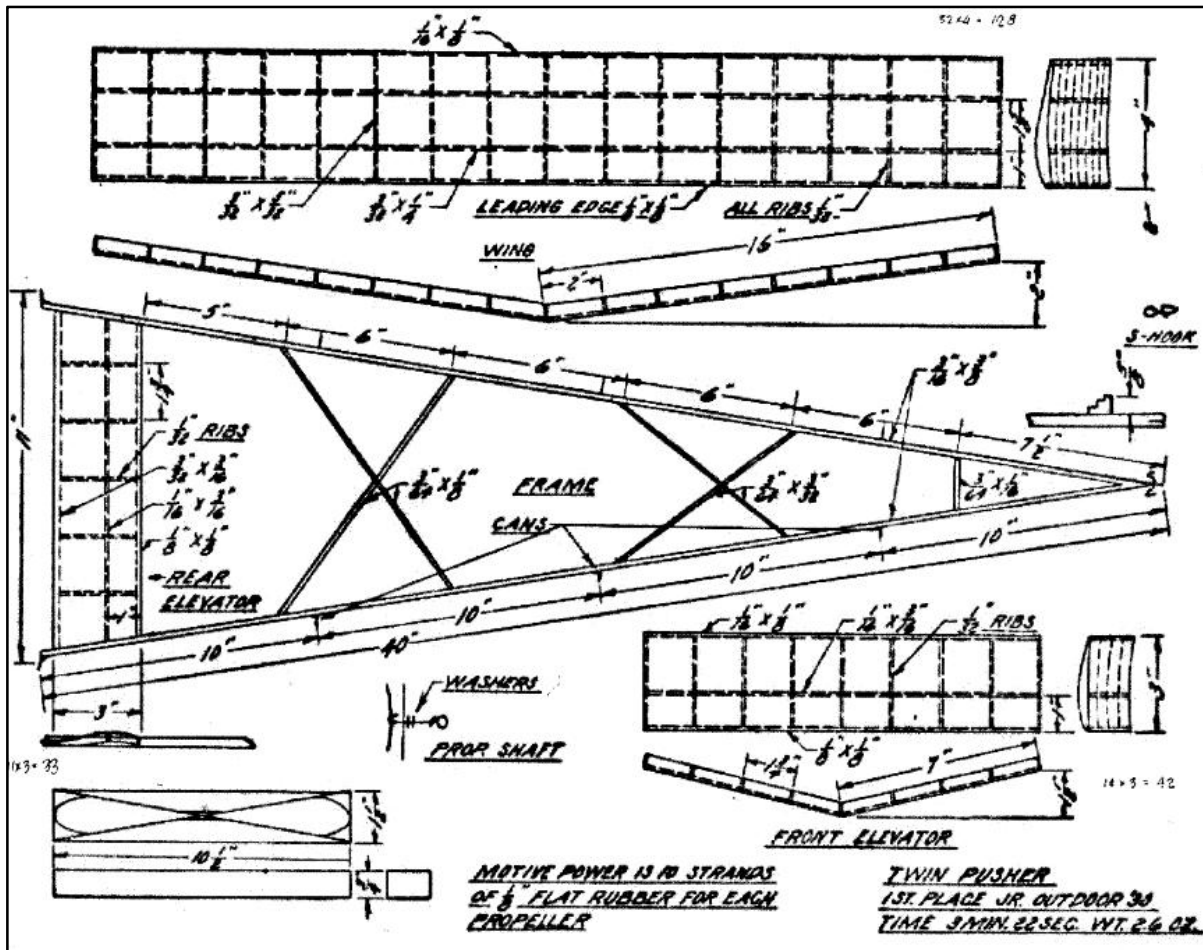
Power: Valkyrie in all its glory - need a bank loan for the wood nowadays



Glider: elegant model from Monsieur Fillon - Fillons Champion



Rubber: a well know A-Frame - Burnham



John Taylor with a Burnham A-Frame

Roger Newman

Just enjoying (as usual) the latest New Clarion when I found myself completely nonplussed by the following sentence in the Pylonius piece from 1952:-

*"One suggested idea, aimed at making everybody happy, except perhaps the bloke with the icepack and blunt pencil, **emails** juggling with the times in such a way as to give all competitors the same average duration."*

What was the guy? Clairvoyant? Able to see decades into the future? As far as I know, emails weren't invented until sometime in the 1970's! Anyway, keep up the excellent work, I, and I'm sure, everyone else on the SAM 1066 mailing list, really look forward to each monthly edition.

Howard Thompson

(Editor: My excuse:) Interesting error, I use ABBYY Fine Reader, a computer read and convert programme, on a print of Pylonius articles and it makes all sorts of errors. Did not spot that one because it seemed to fit well I surmise. 'Emails' should have read 'entails'.

MODELS FOR THE CENTENARY EXHIBITION

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

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

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

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

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

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

Classic A1 Email International Important Update

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

Details from: stuardarmonf1a@yahoo.com

Classic A1 Glider Email International 2021

Eligible Models

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

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

The Contest

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

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

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

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

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

Entry

Entry is free of charge. Once the flights are completed, entry is submitted no later than 07 July 2021 by email to classic1postal@gmail.com by sending the following information:

The name & contact email* of the entrant

The name(s) of the timekeeper(s)

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

The name of the model and where it was published

The country and location where the flights were made

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

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

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

INTERNATIONAL POSTAL COMPETITION

July 1st 2021 to February 28th 2022

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

Events:-

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

Senator. Replicas of the KeilKraft 'Senator'

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

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

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

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

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

Thank you for your participation and support. Good flying !

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

La Seventh(ième) Grande Coupe de Birmingham

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

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

Sunday NOVEMBER 7th 2021 at starting at 10:00

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

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

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

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

Maxes will be determined by conditions on the day.

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

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

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

For further information contact:

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

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

Indoor Flying with the South Birmingham MAC

Mainly Free Flight

Leasowes High School

Kent Road, Halesowen, B62 8PJ

2021

Oct 16th – Nov 13th – Dec 11th

2022

Jan 8th – Feb 5th - Mar 5th – Apl 2nd – May 6th

Admission - Flyers £8.00 - Spectators £2.00

Ultra-light R/C models may be flown for the first 15mins of each hour (quad copters or heavy fast flying models not accepted)

For further information phone Colin Shepherd

07749817767 or 0121 5506132 or e-mail cosh43@hotmail.com



Flitehook Indoor Free Flight

West Totton Community
Centre
SO40 8WU



2021 Dates & Times

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

12.00 noon – 4.00 pm

BMFA Membership mandatory

£8 per session

Easy access; Café; Toilets; Parking

Flitehook Sales Table

Spectators & Juniors are free of charge

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



Supported by Southern Area BMFA



AREA 8. SALISBURY PLAIN. 2021.

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

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

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

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

Driving on Salisbury Plain.

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

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

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

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

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

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

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

Peter Watson. FFTC Area 8 liaison.

For Sale:

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



Kits: Free Flight & Control Line

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

Propulsion Units

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

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

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

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

E30/RDT Batteries

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

Ron marking, Pros Kairon, Pennance Road, Lanner

Redruth TR16 5TF

CARBON BOOMS For Hand Launched Gliders

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

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

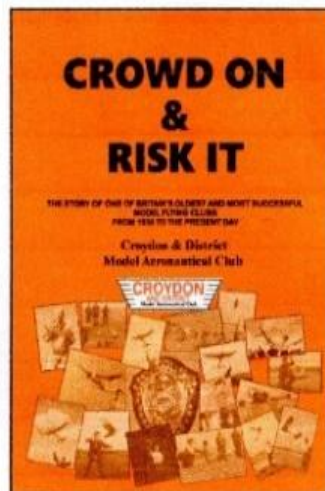
Contact Martin Dilly to order

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

CROWD ON & RISK IT

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

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



Just £8 by PayPal or cheque.

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

Free Flight Supplies

Michael Woodhouse

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

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

Stay safe and look after yourselves.

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

If you get June the reply will leave you stunned!

ASUKA WASHI JAPANESE TISSUE

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

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

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

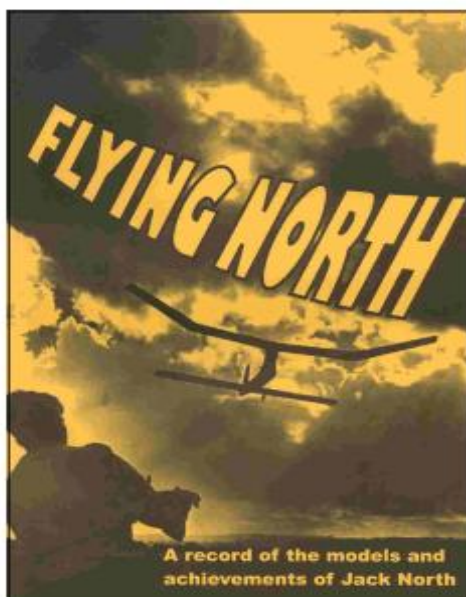
SAM Speaks USA.

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

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



THIRD RE-PRINT JUST ARRIVED



FLYING NORTH

A goldmine for vintage and nostalgia model flyers -

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

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

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

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

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

DILLY JAP IS BACK

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

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

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

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

INDEPENDENT REVIEW OF DILLY JAPANESE TISSUE

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

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

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

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

FREE FLIGHT FORUM REPORT 2021

Indoor Duration - A Challenge to Conventional Design - Tony Hebb
 Coupe in a Box - Gavin 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

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 Or e-mail: martindilly20@gmail.com



Provisional Events Calendar 2021

With competitions for Vintage and/or Classic models

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

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

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