

NEW Clarion

SAM 1066 Newsletter

Merry Christmas

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2021

Affiliated to
SAM 1066 Website:



Club No. 2548

www.sam1066.org



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



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Editorial

Merry Christamas to one and all.

Not much of a past year taken all round, let's hope for better to come. Actually next year has already started with the Coupe de Brum on Sunday 7th. November, this event being the first round of 2022 Southern Coupe League. See my sketchy report.

Indoor meetings are getting underway, but I understand that venues are getting harder to find and costs are rising. I would urge you all to give indoor a whirl, it's good fun and really simple models can be made from all sorts of materials at little cost, I'm still using the original roll of wall foam insulation that I bought many moons ago and many styrene winged models have been put together using it. A wall-foam winged 'Hanger Rat' is a two to three minute model and this foam Gyminnie Cricket did 4min + in the Manchester Velodrome. If you don't fancy flying go and spectate it's good to chat with the flyers.



I was initially getting a bit desperate for content for this issue, I literally had nothing from flyers when I started to put it together but, thankfully, a few bits and pieces turned up in the end, never the less I had a good dose of Editors Twitch for quite a while.

The club's Officers reports are the first item and if you have any queries make them known ASAP. With a bit of luck our ZOOM AGM could be a formality and we can press on into the new year still intact and with a programme of events, albeit not as extensive as the days of yore but keeping 1066 active.

Right, what have we got for Christmas.

First up an appeal from Martin Dilley for models for the Centenary exhibition next year.

Followed by an article from John Taylor depicting some of his collection of photographs of the uncovered frameworks of models he has built. We are still incommunicado via the internet and Roger is acting as relay.

I weigh in with a short piece on the first event of 2022, the Coupe de Brum. Rachel and I had a spectating trip out to a bright but cold and breezy North Luffenham. Point of note as a golfer it was sad to see the derelict golf course.

Nick Peppiatt as always has provided Clarion Fodder in the shape of his No6 'Shed times'.

I've dragged out another of my articles from the old paperback Clarion, curiously I find them interesting to read myself, brings back memories of the societies hey days at Wallop.

I brow beat Roger Newman into writing a report on the indoor activities at John Hooks Totton event. No pics I'm afraid, he misplaced his camera again.

It was good to hear from Jim Moseley in Canada, he was after the plan of a failure from his youth. Difficult to believe Jim could not get something to fly but he was just a little shaver at the time.

The rest is made up of the usual vintage bits and bobs I come across when browsing and my regular Pylonius archived piece together with the 'Blast from the Past'.

This issue, as always, has Roy Tiller's regular contribution on things archival and our secretary Roger New man makes his monthly report together with a bundle of pictures from his lost but now found camera.

Finally a few kits and bits for disposal ex the estate of Gordon Seymour.

Editor

Agenda

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

2021 AGM: Chairman's Report

The two years since we had our last AGM have undoubtedly been the most unusual of nearly everyone's lives. Very few aspects have been unaffected and the aeromodelling world is no exception. Flying during 2020 was largely non-existent and the first part of this year was no better but as the months have passed things have started to return to some sort of normality both indoor and out.

In order for me to enthuse about this wonderful hobby I need to get out and fly! My competitive days are to a great extent over and I no longer have the urge to partake in events when conditions mean that a sane human being would get on with something at home, however there is little that I enjoy more than a day spent on Salisbury Plain in good weather, flying well-trimmed sport models on long flights that don't go very far. So the lack of flying days due to restrictions and often far from ideal weather has had a knock-on effect on my enthusiasm for building with little in the way of new models leaving the hanger. I am therefore desperately hoping that 2022 sees some improvement and provides us with some great flying days that really get the creative juices flowing again.

Anyway, on a much more positive note, throughout all of the turmoil, SAM 1066 has continued to operate. The website has run and each month our excellent Editor and his regular contributors to the New Clarion have done their bit and our monthly online magazine has been produced for the membership. And as the year progressed and circumstances have changed, we've held some events and even had a meeting at a new flying site in Colerne. So next year let's hope that this gradual return to what we regard as normality can continue. Planning is underway for repeats of some of our previous events and one or two ideas are being explored for something a bit different so fingers crossed.

So it's now time for me to thank those that have really held the organisation together during the last two years.

As always, John Andrews continues to produce the New Clarion, ably assisted by Rachel, to the high standard that we've come to expect so a huge thank you to them and the contributors, both regular and occasional.

Mike Parker has kept the website going almost without a hitch until the last few weeks when our provider made some "improvements" and we all know what normally happens to IT systems when they get improved! Mike's had a lot going on away from activities associated with what he does for SAM 1066 but he's continued to be there making sure that we keep the system available for the membership so it's an enormous thank you to him.

Nick Peppiatt is now running the financial side for us after Ed Bennett stood down with Dave Cox doing the auditing. Although the duty isn't too onerous it's still a very important one so thank you for keeping us aware of where we are.

Roy Tiller has maintained the library as ever and although he gets a much reduced call from the membership for information these days it's still a great service so thank you to him.

And lastly a huge thank you to Roger Newman who looks after so many aspects of SAM 1066. As well as doing the detail planning behind our events and more often than not acting as CD on the day, he spends so much time pouring over new legislation and information and this is such a benefit both to us and those taking part in BMFA sponsored events. Without Roger we wouldn't be in the healthy situation that we're in. Thank you Roger.

So to finish off for now, let us hope that this winter isn't too long and that we all have a healthy 2022, blessed with idyllic flying conditions.

Tony Shepherd

2021 AGM: Secretary's Report

Reflecting on my last report (for 2019) - have things changed a great deal? I guess the answer is "yes". Covid regulations & restrictions have dictated minimal flying over the past two years; flying site access continues to be an ever increasing problem, Middle Wallop remains unavailable but we did manage a meeting at RAF Colerne (courtesy of South Bristol Club) this year, which was a definite plus & a few good meetings on Salisbury Plain helped maintain spirits. Active modellers are getting ever thinner on the ground as age takes its toll, typified by a vastly reduced number entering competitions.

Drone legislation has been introduced through an amended Air Navigation Order with flight restriction zones now imposed around airfields. A new Unmanned Aircraft Bill has been committed to law with fixed penalties for offenders, if indeed any are caught. Yet another potential constraint on our free flight activities, albeit there is still zero recognition in the official mind that free flight model aircraft exist.

What for the future? For 2022, a fairly limited program is proposed in terms of flying with two shared meetings on Salisbury Plain with the Croydon Club & (hopefully) the possibility of a meeting at RAF Colerne, for a Cagnarata Day shared event with South Bristol to celebrate the centenary of the BMFA/SMAE. No national constraints whatsoever for any model under 250 grams provided you can find somewhere to fly, but above that weight limit, the law requires registration. However, the amended air navigation order according to the BMFA requires that any lost model must be reported - no exceptions, not even for a chuck glider! Notwithstanding all this officialdom, an element of common sense should & must prevail.

We have an agenda item in AOB that will allow members to give input as to what the future holds for SAM1066.

Finally, our esteemed Editor of the New Clarion, as always, continues to provide us with a staple & interesting monthly diet of news & information about our beloved hobby. For that I thank him very much, as indeed I do for all other Committee members who contribute their time & energy to keep us going.

Roger Newman

2021 AGM Membership Secretary's Report

Our membership is now at 271, a small rise from last year. Unfortunately, I have received many notices of members passing away over the last few years, but some new members are still coming in from all over the world.

Once again this year I applaud the hard work and dedication of all of our committee members, with special thanks to Tony Shepherd and Roger Newman who have remained so positive in the face of the many problems thrown at them in the past two years. Many thanks to John Andrews for his continued efforts in providing the New Clarion every month, without this cementing us together we would not be able to continue. Thanks to our new Treasurer Nick Peppiatt who has taken over from Ed Bennet and is doing a grand job.

I am becoming increasingly pessimistic of us returning to our activities at Wallop in the future, Salisbury plain remains a much needed alternative. On a personal note I continue to fly some radio control models locally, an activity better suited to my health issues these days, but at least I am still flying.

As to the future of SAM 1066 the truth "we" are all getting older and many can't do now what they did even quite recently, this combined with the loss of Middle Wallop will only accelerate our demise. I am very happy to hang on as long as there are people who want it to continue but I am again reminded of the conversation that I had with David Baker in the last month's before he passed away where he said "Your just about the youngest here Mike so switch the lights off when you've finished", David was always a realist. As I said a couple of years ago the lights are still on, but perhaps we are seeing them shine a little dimmer.

Mike Parker

2021 AGM Treasurer's Report

Balance Sheets for 2020 and 2021

SAM 1066. Income,Expenditure and Petty cash accounts, 1st October 2019 to 30th September 2020							
INCOME		EXPENDITURE		AMOUNT	AMOUNT	CHQ.No	BANK BAL
date	Details	date	Details	IN	OUT		
01/10/2019	Balance c/f from 2018/19						666.3
		23/10/2019	Licence fee middle wallop		125	103	541.3
25/11/2019	Cash transfer from Sec's cash account			240			781.3
		08/07/2020	MOD daily fee, November at MW		125	104	656.3
		09/07/2020	Renewal Linux home Pro		64.67	141	591.63
		19/08/2020	to reimburse M Parker for Daily Email plus/and domain renewal. Cheque not yet presented due to lockdown.		26.29	142	565.34 *
INCOME		SECRETARY'S CASH ACCOUNT.					
date		EXPENDITURE		Amount	amount		
	details	date	details	in	out	balance	
01/10/2019							43
13/10/2019	balance b/f from 2018/19						
19/10/2019	October MW gate fees			100			143
10/11/2019	Comp entry fees,			16			159
12/11/2019	November MW gate fees			200			359
25/11/2019	cost of wine prizes(Asda)				60		299
	cash transfer to main account				240		59

E. Bennett 19th November 2020

SAM 1066. INCOME EXPENDITURE AND PETTY CASH ACCOUNTS, 1ST OCTOBER 2019 TO 30TH SEPTEMBER 2020

INCOME		EXPENDITURE		AMOUNT	AMOUNT	CHK. No	BNK BAL
Date	Details	Date	Details	IN	OUT		
01/10/2019	Balance carried forward from 2018/19						666.3
		23/10/2019	MOD Licence fee Middle Wallop		125	103	541.3
25/11/2019	Cash transfer from Sec's cash account			240			781.3
		08/07/2020	MOD Licence fee Middle Wallop Nov		125	104	656.3
		09/07/2020	Renew Daily linux home pro		64.67	141	591.63
		19/08/2020	Daily co.uk E Mail plus till 17/09/21 and Domain renewal sam1066.org		26.29	142	565.34
			BALANCE AT BANK 30/09/2019				565.34

SECRETARY'S CASH ACCOUNT

INCOME		EXPENDITURE		Amount	Amount	
Date	Details	date	Details	In	out	BALANCE
01/10/2019	Balance b/f from 2018/19					43
13/10/2019	October MW gate fees				100	143
10/11/2019	November MW gate fees				200	343
		12/10/2019	Cost of wine prizes		60	283
		25/11/2019	Cash deposit SAM 1066 bank acc.		240	43
			BALANCE IN CASH ACCOUNT 30/09/2020			43

SAM 1066. INCOME EXPENDITURE AND PETTY CASH ACCOUNTS, 1ST OCTOBER 2020 TO 30TH SEPTEMBER 2021

INCOME		EXPENDITURE		AMOUNT	AMOUNT	CHK. No	BNK BAL
Date	Details	Date	Details	IN	OUT		
01/10/2019	Balance carried forward from 2018/19						565.34
		20/05/2021	Renew Daily linux home pro		64.67	143	500.67
		20/09/2021	Daily co.uk E Mail plus till 17/09/22 and Domain renewal sam1066.org		26.29	144	474.38
			BALANCE AT BANK 30/09/2019				474.38

SECRETARY'S CASH ACCOUNT

INCOME		EXPENDITURE		Amount	Amount	
Date	Details	date	Details	In	out	BALANCE
01/10/2020	Balance b/f					43
25/07/2021	Cagnarata day RAF Colerne entry fees				110	153
		25/07/2021	Cost of wine prizes		27.66	125.34
		25/07/2021	Licence fee and Portapotty		80	45.34
			BALANCE IN CASH ACCOUNT 30/09/2021			45.34

The 2019/20 figures were compiled from information supplied by the previous treasurer Ed Bennett and club secretary Roger Newman.

Signed *Nick Peplatt*

Nick Peplatt Treasurer

I have reviewed the SAM 1066 accounts for 2019/2021 as presented to me and find them accurate.

Signed David Cox

This is my first report as Treasurer, and I must thank my predecessor, Ed Bennett, he of 'Thin man'* fame, for a smooth transition. A kit of Treasurer's parts duly arrived in two boxes and the necessary bank signature changes took place. In presenting the income and expenditure figures, I have used a layout based on Ed's. As no AGM took place last year because of the necessary COVID-19 constraints, the accounts also include the income and expenditure for 2019-20. The small number of events that have been held have been self-funding. These are summarised in the Secretary's cash account. The other major club expenditure, at around £91 a year, is on providing the website, which is the club's primary means of communication, and which stores a number of resources including all issues of the New Clarion and the details of the David Baker Heritage Vintage Library. As the accounts stand the Club has sufficient resources for the next couple of years, at least.

Many thanks to Dave Cox for reviewing the accounts as presented.

Nick Peppiatt

*(A 51" span 'long-fuselage' rubber duration model published in Model Aircraft June 1953)

2021 AGM DBHL (Magazines) Report

This year the library has been able to cover its operating costs but there have been no excess funds to pass to the SAM1066 treasurer. The library fund currently stands at £36.02 and I anticipate that the library will continue to be self-funding.

Donations of magazines and books to the library have continued this year, if anything at an increased rate, unfortunately not always for a good reason as they are often from a deceased modeller's estate.

The donations sometimes include items of which the library already has copies but there is usually an item or more which considerably enhance the library collection. Examples include six Bound Volumes of Aeromodeller magazine and six issues of "Marine and Aero Models" from January to June 1948, a magazine of which I had never before been aware.

A bulk of Aeromodeller, Model Aircraft and Sam35 Speaks, all excess to the library needs, have been passed to the BMFA Archives at Buckminster

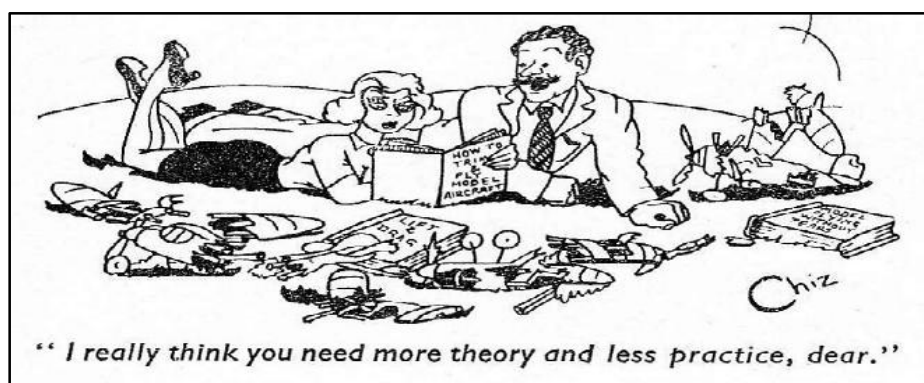
Look at the SAM 1066 Website. Click on "David Baker Heritage Library" and then "Magazines held" to see the Excel chart with a list of the magazines held, and the gaps in the collection. If you can help to fill any of the gaps please get in touch.

Roy Tiller



2021 AGM DBHL (Plans) Report

Very little to report this year, almost zero demand for plans reflects the downward trend of our hobby. The remaining stack of paper plans have been given to Derick Scott for scanning, however as Derick is not in the best of health this may not get done.

Roger Newman



I was preparing this Xmas issue and found that I had no members' articles whatsoever in hand so I regressed back to the origins of our magazine and have reproduced here the Editorial from the first issue. We owe the late Vic Willson a debt for kicking things off for us and to Mike Parker for persuading him to do so.

	NEW CLARION SAM 1066 newsletter		Issue 1.1
		January 2007	
Affiliated to the			- Club No. 2548
WEBSITE		— WWW.CAVGROVE.FREESERVE.CO.UK/SAM.HTML	
Editorial		Inside this issue:	
<p>First, let me introduce myself. I am Vic Willson and can be contacted at: 14, Regent Close, Lower Earley, Reading, Berks., RG6 4EZ Tel: 0118 9756726 Email: VW756726@AOL.COM</p>		Editorial 1	
<p>You are probably thinking 'who is Vic Willson?' Well, I am an active aeromodeller, mainly concentrating on vintage and classic rubber duration designs. Although I have been aeromodelling for 50 years, off and on, I am a relative beginner to free flight, having only concentrated on this aspect of our hobby for the past 5 or so years.</p>		Message from Mike Parker 2	
<p>In a 'previous life' I built and flew control line and RC models, (mostly scale).</p>		Message from John Thompson 4	
<p>However, due to a fortuitous</p>		Boxing Day at Epsom - Peter Michel 4	
<p>coincidence, I found myself working with Mike Parker a few years ago and inevitably his infectious enthusiasm and boisterous influence drew me into the free flight fraternity.</p>		Peter Michel's column 5	
<p>After a very hesitant start (from scratch really) I found that I was enjoying the hobby more than ever and since then my enthusiasm has grown from strength to strength.</p>		Andy Crisp on classic gliders 9	
<p>This has been very much due to the unstinting help and encouragement from everyone that I have encountered.</p>		Calendar of events 19	
<p>Even the most famous of 'names' have been free with help and advice. In what other walk of life would you find this refreshing attitude?</p>		Contacts 20	
<p>It was Mike who cajoled me into having a go at editing this electronic newsletter, which will not be issued on a fixed monthly basis, but whenever there is sufficient material to justify an issue.</p>			

Roger Newman queried the Buckminster Centenary exhibition next year and asked for a few more details.

Jim Wright and I are planning the exhibition, which will trace the progress of free-flight, radio-control and control-line from the early 1900s onwards.

Be very sure that we'll be making it clear that free-flight and control-line flying progressed at the same time as radio did.

We'd like your help to flesh out our initial 'wish list' of models and items that have been significant in model flying over the past century or more.

Better still, if you have examples yourself that you'd lend for the duration of the exhibition (roughly next June till late August) that would be much appreciated.

Contact either Jim (jim.wright@dsl.pipex.com) or me (martindilly20@gmail.com).

Centenary Exhibition Wish List

Free flight

(items already sourced)

Richard Fairey's model; - Jaguar; - Folding prop; - F1D in box; - Lively Lady; - Gaster model
Fantham's #15 World F1A Champs winner; - Stafford Screen metal-winged model; - Watson World F1C Champs winner

(items required)

A-Frame model; - Allman Wakefield model; - Compressed air model; - Copland Wake; - Raff V; - Thin Man; - V-p prop;
Winding tubes; - Bubble machine; - Andriukov winder; - Wakefield motors through the years; - LG Temple glider/Igo;
Sunspot/Thermalist; - Mick Farthing Lightweight glider; - Nebula; - Early circle tow model; - All-carbon flapper;
Bowden model; - Junior 60; - Tomboy; - Slicker; - Ron Draper model; - Dixielander; - F1C folder or flapper

Control-line

(items already sourced)

Pete Wright speed model; - Pete Wright B team racer; - Smith/Brown team race wing + pressure fuel tank

(items required)

Phantom; - Kan-Doo; - Ambassador; - Bill Morley F2B; - Current F2B model; - Edmonds F2C team racer; - Peacemaker
Early combat model (Black Ghost?); - Current Ukrainian combat model; - Eisner/Halman F2A; - Pulse jet;
Morrissey speed model; - Carrier deck model

Radio-Control

(items already sourced)

Micromold Lark

(items required)

Bang-bang rudder model; - Microswitch-on-wire transmitter; - Rubber-powered escapement; - Galloping Ghost gear
Tuned reed Rx; - Rudderbug; - Ruddervator model; - Olsen's Uproar; - Bannister's Algebra; - Kamco Kadet; - Wot 4;
Panic; - Pylon racer; - Current F3A model; - PSS glider; - Slope racer; - F3K model

Scale Models

(what have you)

Martin Dilley

TOPICAL TWISTS

by pylonius

Extract from Model Aircraft - December 1952

Topical Twists

Chartful Business

The compiling of specialised tables has reached a very high degree of perfection. Almost anything can now be put down in tabulated form, even to the gauging of that new-born child of fantasy, the downdraught.

Putting this science to good effect, a competitor, in a technical review of a recent major contest, has compiled a chart of such ingenious construction as to prove that even if he didn't win the comp. he jolly well ought to have done.

• • •

Dogged Perseverance

One model shop, it is reported, employs a huge canine as a shop assistant. Presumably, in true doggy fashion, it spends its time chasing around the shop after the "kits." However, it does occasionally attend to the odd customer, as witness this typical scene:

Customer: "Could I have a 3s. 6d. glider kit, please?"

Doggy: "Gr-r-r-r!"

Customer: "Well, p-perhaps you'd better make it a 5s. one."

Doggy: "Gr-r-r-r!"

Customer: "On s-second th-thoughts I p-prefer the 10s. Wakefield job."

Doggy: "Gr-r-r-r!"

Customer: "N-never m-mind. J-just give me that 40s. super scale kit. . . . Hey! Stop licking my face. . . ."

• • •

1960 and All That . . .

Fighting a gallant but pathetic rearguard action against the implacable forces of officialdom, aeromodellers are being relentlessly driven from the last of their few remaining strongholds. Yet another has come under the threat of imminent evacuation, and very soon the last rubber model will have flown over, the last glider flown



Chiz

"That's funny. I was quite sure it came down somewhere near here."

out of, and the last power job flown into, the fair field of Fairlop. What the general position of flying fields will be in the future can, perhaps, be gauged from this extract from a "Here and There" feature of the year 1960.

" . . . Recent mention in the press of a proposed new housing development on the Fairlop Agricultural Area will undoubtedly bring back to our older readers many nostalgic memories of those far off days when Fairlop's broad acres were freely available for model flying. . . .

"However, from past memories to present realities. With the closing down of the Romney Marsh Rumping Ground, flying activities will now be solely confined to a small airstrip in the Outer Hebrides. Bookings for this last existing recreation ground, we might add, have been extremely heavy, and it must be appreciated that model flying does not hold a very enviable position on the priority list. However, we have been fortunate enough to obtain a seven day lease towards the end of October. . . . Details of accommodation, transport facilities, etc., will appear in a later issue. . . ."

• • •

Pitching a Prop

Wakefield prop sizes are on the increase, we hear, but the largest prop yet seen at a model meet was the Godalming T/R Trophy, competed for at the Nationals.

Circles team racing
Are also now facing
An oversize prop craze, I fear,
If we take as a clue
The full size airscrew:
First prize at the Nationals this year.

While we must accord
This handsome award
More praise than the usual pot,
It could be, mayhap,
To the ordinary chap,
That its bulk would prove rather a lot.

In the modest abode,
That is not built for load,
But for intimate comfort within,
Its hefty dimension
Might cause some dissention,
And bring down the wrath of his kin.

For they're sure to object
To a costly project
Like removing the front parlour bay.
And, though not unkind
Too often they'll find
The Godalming thing in the way.

• • •

Scotching a Rumour

From Scotland comes a report that, at an area rally, the sudden absence of the treasurer at prizegiving time gave rise to the suspicion that he had absconded with the prize money.

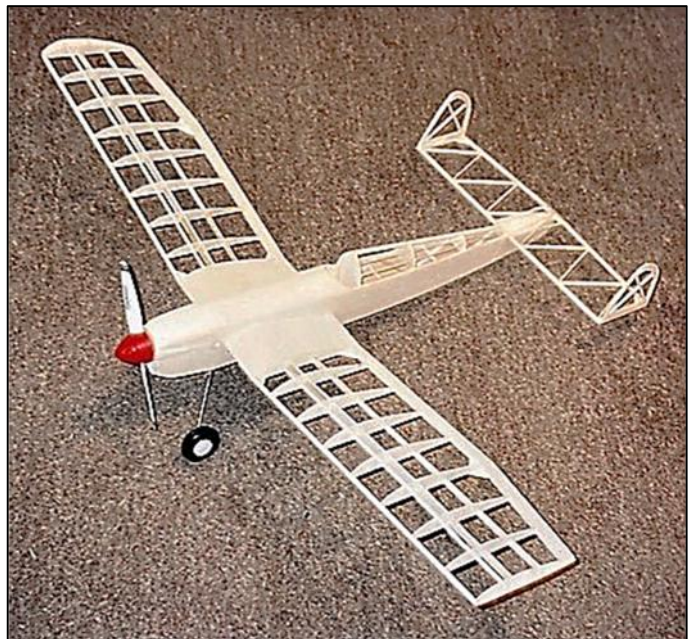
However, I am informed from an authoritative source that this scurrilous suspicion was mischievously circulated by certain Sassenach infiltrators, and was immediately dispelled when a chorus of indignant Scots voices asked: "Whut monney?"

Pylonius

The editor was desperate for content so I put together a selection of my vintage pictures of the uncovered frameworks of a few of my models of the past. Pictures are photographs of photographs, quality is best I could manage.

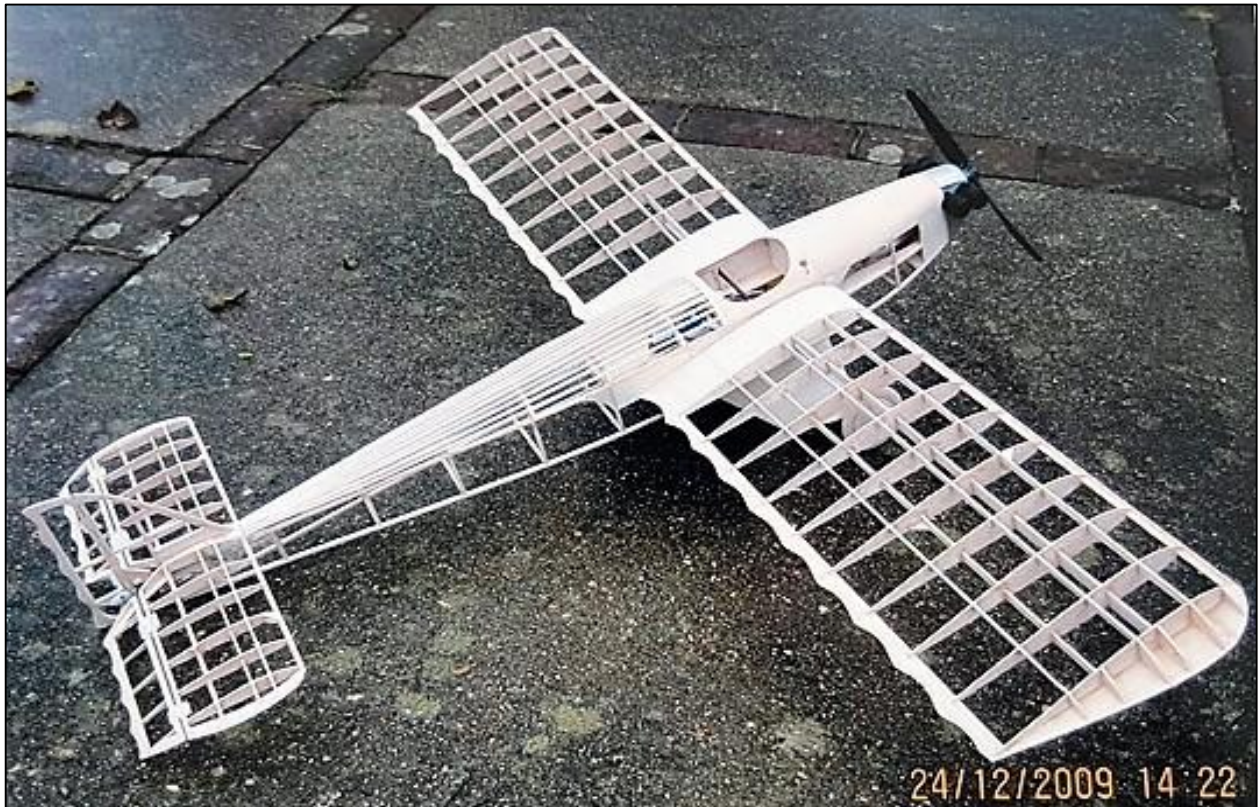


This is an own design free-flight model with electric power. The span was 40 ins. Power was the Graupner speed 400 brushed motor with direct drive. Four 600Mah NiCad AA size batteries supplied the juice. Not knowing much about electric power I started with a prop that was too big and finished up with a 5in dia Gunther plastic prop which the motor could turn at much higher revs, The model tended to have "omnidirectional" trim. Although all surfaces were securely located each flight was a different pattern. One such flight ---the last one of the day in failing light, saw the model fly off in a straight



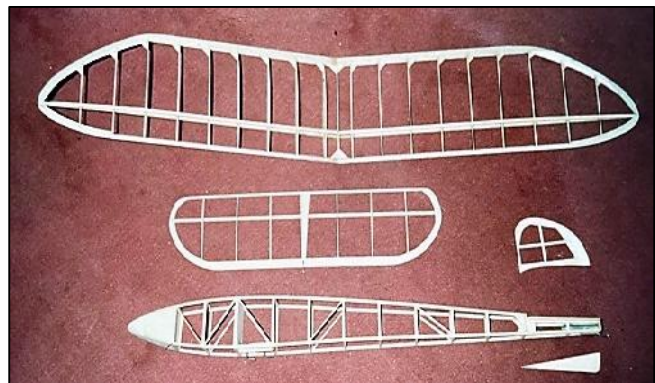
line out of the field at Beaulieu and crossed the road and as we watched through binoculars we saw it land in a huge patch of gorse. With the light failing fast I decided to come back the following evening, I tied a marker to the gorse on the roadside where we saw the model leave the field.

Next evening with a friend I went back and put up a set of platform steps on the roadside and from the top I scanned around with my binoculars and sure enough there was the model sitting on top of the gorse just 30 yards or so from the road. By now we had attracted the attention of a passing police motor cyclist who was very helpful controlling the few passing cars. Although at first sight the gorse seemed impenetrable it was possible to find away in underneath. The model was retrieved undamaged thanks to the solarfilm covering.

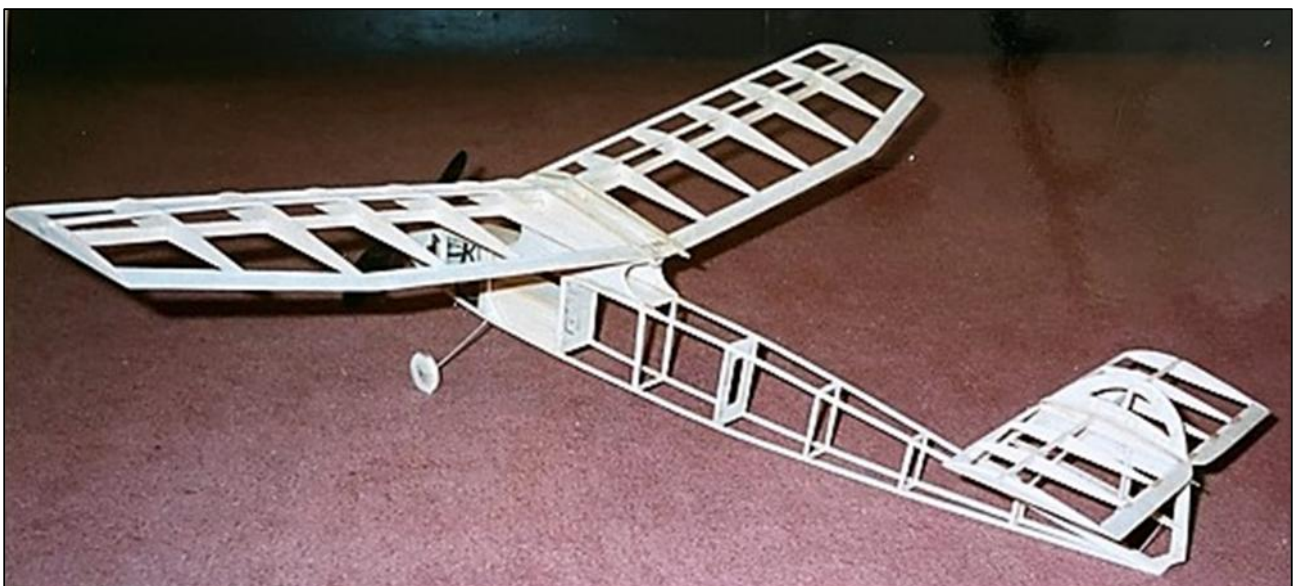


The Farman Mustique is 39ins span and powered by an out-runner electric motor. It is radio controlled.

The glider is the "DOOFA" A low aspect ratio wing of 36ins span. First seen in 1947 featuring the LDC-2 wing section developed by the low speed research centre. My model is very suited to a light bungee launch and has a very good glide. This is a super model to fly if you have just a small flying field.



* * * *

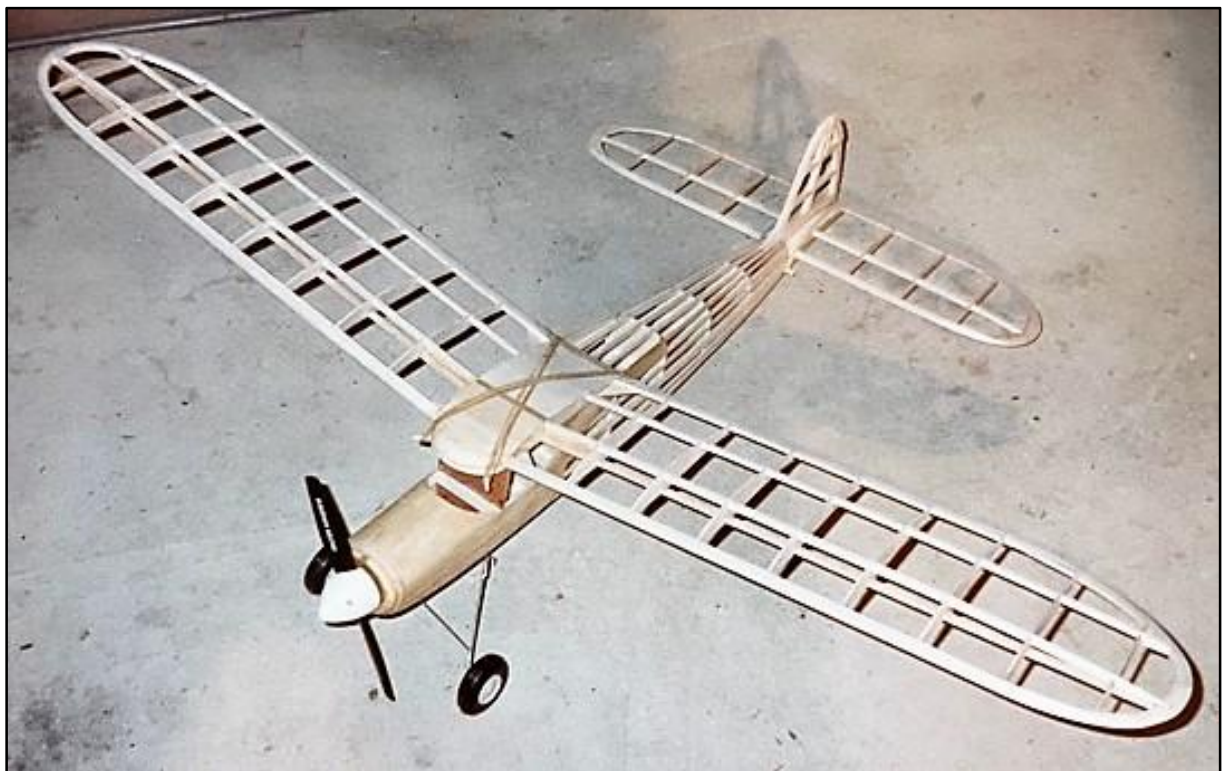


Wattie. Rubber sports model, originally from 1942.



Quote: "This time to the July 1988 AEROMODELLER with the cover featuring the WATTIE. In fact the Vintage Rubber Wattie was the first plan and article to be found in this issue as ANDREW LONGHURST took a detailed look at the 1942 model and it's designer Flt/Lt. WATSON RAF. It's a charming model that just asks to be built is very stable and flew right of the board." The plan is a reprint of the 1942 drawing, so the formers are full sized, but the rest of the plan is 1/3 of full-size.

* * * *



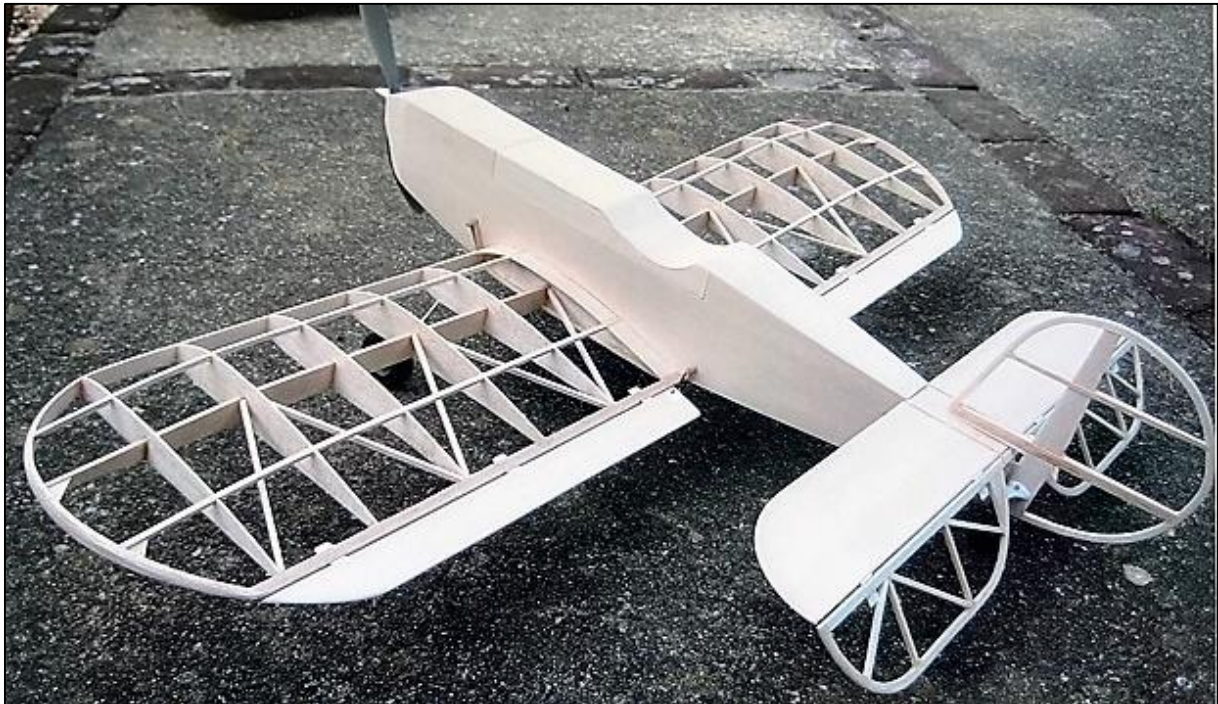
The ever popular Mamselle.

This one was first powered by an electric motor but was just a bit too heavy so was converted to Mills .75 power. This model was covered in solarfilm, one of the early plastic film covering materials. It was quite tough and prevented damage by gorse at Beaulieu but had the annoying property of going slack in hot sunshine.



This is the popular Burnham "A" frame, I fitted two small pole and stator brushless motors and radio control.

Control was through an elevator on the rear plane and ailerons on the mainplane. The radio gear, servos and batteries were taped at convenient points to get the CG in the right place. I also fitted a tricycle under-carriage. I flew it at the R/C site at Beaulieu much to the amusement of the plastic toy flyers who were totally ignorant of the existence of this type of model.

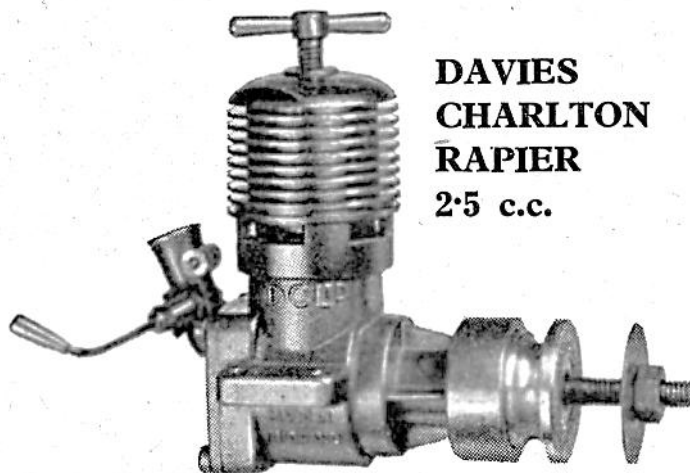


This was an attempt to design an R/C stunt model that looked like a traditional C/L stunter.

It certainly could stunt but it was too much of a handful for me.

The model was 34ins span and powered by a brushless out-runner.

John Taylor



**DAVIES
CHARLTON
RAPIER**
2.5 c.c.

Manufacturers:
Davies-Charlton Ltd.,
Hills Meadows,
Douglas, Isle of Man.

Retail Price:
£3/7/0 (including tax)

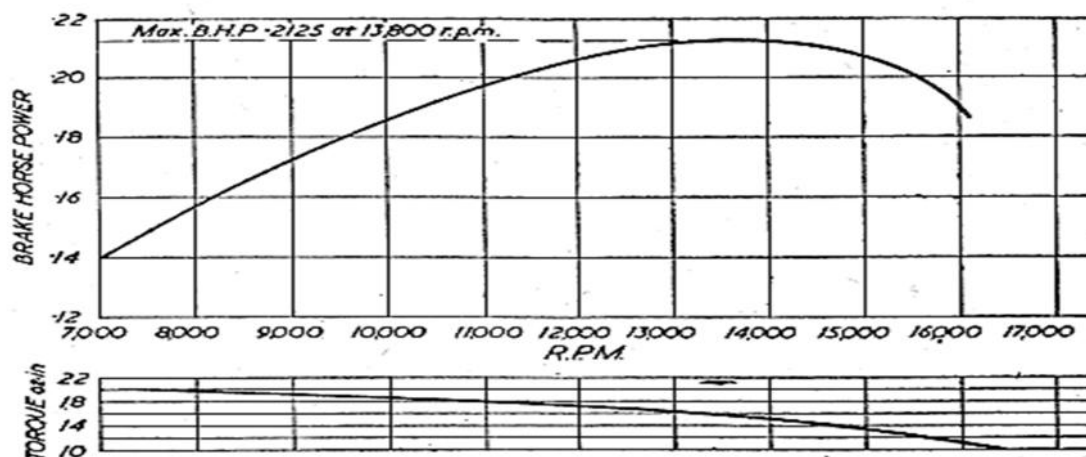
Displacement: 2.469 c.c. (150 cu. in.)
Bore: .5785
Stroke: .5705
Bore/Stroke ratio: 1.01
Bare weight: 5 ounces.
Max. B.H.P.: .2125 at 13,800 r.p.m.
Max. torque: 20 ounce-inches at 7,500
r.p.m.
Power rating: .086 B.H.P. per c.c.
Power/weight ratio: .0425 B.H.P. per
ounce.

PROPELLER	R.P.M.
dia. × pitch	
9 × 5 (Stant)	9,200
8 × 4 (Stant)	12,900
8 × 6 (Stant)	10,000
8 × 8 (Stant)	8,900
7 × 4 (Stant)	14,500
7 × 6 (Stant)	13,300
6 × 4 (Stant)	16,200
6 × 6 (Stant)	15,100
8 × 4 (Tiger)	12,200
8 × 3½ (Tiger)	13,800
6 × 9 (Tiger)	13,800
10 × 4 (Trucut)	7,700
9 × 4 (Trucut)	10,400
8 × 4 (Trucut)	13,300
7 × 4 (Trucut)	15,100

Material Specification :

Crankcase: Pressure die-cast light alloy
Crankshaft: Hardened steel.
Cylinder: Steel.
Contra Piston: Steel.
Piston: Cast iron.
Cylinder jacket: Light alloy (anodised
green).
Rear rotor: Die-cast light alloy.
Main bearings: Two ¼-in. bore Hoff-
mann ball bearings.
Spraybar: Brass.

Fuel used: Mercury No.
8 and Allbon diesel
fuel.





Sunday 7th November, Rachel and I were in dire need of a little fresh air so, with a decent weather forecast from the sunshine point of view, we decided on a day out in spectator mode at North Luffenham for the Birmingham club's 'Coupe de Brum'. From the flying point of view the forecast of strong winds gusting to 30mph would have put many fliers off but actual turnout was quite good, coupe fliers are a hardy bunch. Includes Ray Elliott and Don Thomson who had made the 2hour pilgrimage up from the smoke.

Not being in any great hurry we arrived at the airfield shortly after 11-00am and I parked in the middle of the flight-line with the car's nose well out in front in order to spectate from the comfort of the driving seat. It looked nice outside but it was pretty cold I was informed. Things were well underway when we arrived and I was surprised to see so much activity as vintage coupes were being cast aloft at regular intervals. The wind strength was as forecast but the vintage coupes around me were handling it well with few mishaps, in fact I did not see any wreckage whatsoever. A few of the slower climbers got depressed into the ground without any serious damage that I could see. The fast climbers were the models for the day.



Don takes the strain whilst Ray piles on the turns.
That's me peeking over Dons shoulder.



A view of one end of the flight-line depicting Phil Ball's electric bike parked.
Probably whilst he expounds some theory to the group on the left

I believe there was some F1G activity at the far end of the flight-line to my right but the only time I ventured down there was to photograph the flight-line and I saw little activity. All around my parking spot were vintage models galore. I had visits from Roy Vaughn, Andrew Crisp and David Brawn to pass the time of day, David left early as he was feeling the cold. Andrew was competing and Roy was timing for anyone who asked.

Chris Best was running the event from the other end of the flight-line to my left and I did not venture to that end, but Roy Vaughn has provided me with the results.

A few pictures by myself out of the car window and some by Rachel on foot outside.



Here we have Andrew Crisp and Ray Elliott waiting for good air whilst appearing to be keeping a weather eye on the photographer.

These two models were a couple of the faster climbers and got up and away really well. I think I heard Ray say his was an old American design by Joe Bilgri.



Above Don Thomson holds Ray's 'Bilgri' model followed by Ray releasing same for one of his competition flights. You will note that there is no hint of a javelin throw type launch, just carefully setting the model in its flying attitude into the wind.

Peter Hall: *The 2022 season got off to a flying start (what else ?) at La Grande Coupe de Birmingham, North Luffenham on November 7th. See Stuart Darmon's report. We intend to include all UK coupe events in future so some members of the Southern Coupe League Operating Group (SLOG) have called for rebranding, suggesting the 'National Coupe League'. This was rejected because it might be confused with an extreme right wing faction dedicated to overthrowing democratic government (The National Coup League). We will publish the 2022 programme when event dates are available.*

Coupe de Brum 2021				
		Maxes	Time	Score
1	C.Foster	4	6.07	16
2	C.Redrup	2	5.42	11
3	D.Norwood	2	5.24	10
4	A.Crisp	1	5.11	8
5	P.Woodhouse	3	4.00	9
6	D.Jiricny	1	3.18	6
7	M.Marshall	0	3.05	4
8	B.Dennis	0	2.59	3
9	R.Elliott	0	2.35	2
10	A.Moorhouse	1	2.31	2
11	R.Fryer	0	1.05	0
12	D.Thomson	0	0.00	0

All in all a good day out for Rachel and I and a hearty well done to the competitors who flew well in the tough wind conditions.

We rounded our day off with a bottle of Shiraz and a Sunday roast in the Wheatsheaf pub in the village.

John Andrews

Christmas at Chipping Balsa

By L. Ranson



WHEN it comes to spending Christmas my views are pretty one track, and that track doesn't go much beyond the old ancestral flue pipe. True, I might hoof it round to the local if the orange-juice begins to run a bit low, but you can generally take it that the old cat takes second-best place on the family hearthrug during the pud-and-booze season.

So a few days before this year's festivities I was dreaming of the delights of a nut cracking sesh on the home front, when the post arrived. Fifty per cent. of the shoal lying on the doormat turned out to be a greetings card, while the remainder was in the form of a letter lurking beneath a penny stamp. Now there's only one character I know, this side of Aberdeen, with such a frugal outlook, and that's old Froggy Manners: ex-London barrow boy recently turned yokel fruit-grower, and now exiled in a bucolic little backwater called Chipping Balsa.

True enough, it was his fruity fingers that had scrawled the following:

The Windings,
Stretch Lane,
Chipping Balsa,
Jetexshire.

Dear Tosh,

Well, how goes it, me jolly old prop-flicker? Still bashing away at the balsa mutilation stakes? Matter of fact, I've been having a bit of a dabble myself lately—even managed to round up a few local hayseeds to form a club. Talk about laugh, though. I roped in the village idiot as a member, and after giving him a shuft at the old glow-plug sent him out with an empty bottle to milk glow-worms.

How's about tootling over to see your old china this Chris. I've got a bit of a team-race laid on for Boxing Day, so why not tote along a job and waltz a few laps?

I'll have the red carpet out for Wednesday.

Your Old Oppo,
Froggy.

Being a strong minded sort of cuss this genial invite left my dream of a Christmas encamped on the homely hearthrug as before—one hundred per cent. intact.

Now, I can't say I've ever mosied up to the North Pole or shinned up Mount Everest, but I'm of the firm opinion that a winter trek into the bleak wastes

of Jetexshire puts me right up among the great explorers of this age. After five bone-shaking hours in some wheezy old refugee from a railway museum I arrived at a dump called Much-Bunching-in-the-Fuzz: the nearest township to Chipping Balsa which boasted a railway station—although you'd think they'd have the decency to keep quiet about it.

Outside the station the only form of locomotion in sight was a 1 h.p. affair called a "buggy." I've often wondered why such contraptions were called "buggies," but I've got a pretty shrewd idea now.

The driver of this wheeled antique turned out to be an ancient character in a peaked cap and face to match.

"Be you wannin' to go to Chippin' Balsa, young sirr?" he asked, with bronchial accompaniment.

"Matter of fact, I do."

"Then oi'll 'elp ee in sirr," replied said ancient between sundry blasts on the sort of nose that would put a temperance society on its mettle.

After jogging along a while the cabby fixed me with a rheumy eye: "And wherr in Chippin' Balsa do ee want to be drapped, young sirr?"

"Do you know 'The Windings'?"

"Aye," he replied with a sinister leer, "Oi be knowin' 'Windings' aw right. That be where that young furriner, Mr. Manners, lives, 'im what's got the 'ole village in uproar."

"Why, what's his latest racket?—I mean, what's all the trouble?"

"Trabble," he snorted, "It's them there model airplanes is the trabble. Proper daft on 'em 'e be. Oi never did 'ear sich a noise as what them things make. Nuff to frighten a soul out of its body."

"Do the villagers object then?"

"Abject," he replied shrilly, "Oi'll say they abject. Take Farmer Muckrake for one. 'e be in a turrible temper, what with 'is 'ens off their laying and the old bull not his usual sproy self loike. Then there be the Squire complaining as 'ow the vibrations upsets his gout. But worser 'an that there be Lady Puff-Snootle from Manor. Aye, she be the one as what counts in village, and oi've been told she's been down to Parish Council in a proper 'uff, seeing as 'ow 'er little Pekinese can't sleep so well on Sunday. Oi wouldn't be at all surprisid if they don't put a stop to it."

"You mean ban it?"

"Aye, they'll probably do 'at too," he replied.

Eventually we shuddered to a stop outside "The Windings"; and there at the gate, as large as life and twice as 'orrible, was Froggy himself doing a grand host act.

"Wotcher, me old tosheroo," he hailed, "long time no see, eh? Have a jolly journey?"

"When you talk about that journey you touch me on a tender spot," I said, rubbing same.

"Never mind," was his hearty reply, "toddle in and thaw out the old torso."

Now, I've known Froggy for some years—unfortunately—and as we yarned it round the old fire I detected a somewhat bleak mist in his eye.

"Not worried, Froggy?" I asked, "if you are, just spill a tearful earful to your old unk."

"Oh, it's nothing much, tosh," said that worthy, "just that it looks as if the old 'ag at the manor is going to put the kibosh on the village green team-race caper."

"So the cabby was telling me."

"Yep," he continued, "she's already been down to see the old gasbags on the council with a lotta guff about her poor Woofles being scared by the screaming noises from the village green. As if there 'asn't always been screaming noises coming from the village green—and not from models either," he added meaningly.

"Well, what do you think they'll do?" I asked anxiously.

"They've arranged a special conflag for tomorrow morning," he answered glumly, "and it's an almost odds-on cert. that they'll pull down the iron curtain with a bang. Still, worrying'll never get the baby speed job a new dolly, so let's have a spot of dope thinner and then toddle over to do a little circulating on the green."

So early p.m. saw Froggy and me wiring up for a bit of a duff on the village green. We rigged up Froggy's racer first—me as chief mech. and Froggy doing the war dance act in the centre.

Just as the job started to beat up the laps I caught a glimpse of an old dear on the far side of the green. She appeared to be sporting a fur muff—or so I thought until said fur muff took a yelping leap to the ground and began to foot it in our direction. As it did so it took on the more doggy shape of a pop-eyed little peke—and a peppery little pup to boot. This I tried, but neatly evading my flying hoof the said lap-dog started lapping the circuit in full pursuit of Froggy's racer. And not doing so badly

either, considering that slicked up bullet was chugging along at a modest 60 miles per.

So there I was, sitting back enjoying the fun when I noticed a begaitered geezer approaching with a large stringy canine—a sort of mongrelised greyhound, called a lurcher. Well, probably the sight of the old peke having round gave it ideas of White City fame, and doing a nifty trap "6" style getaway, batted off full bore after that puffing pup.

Leg power, notwithstanding, the peke did its best to maintain a safe lead, but amid a flurry of fur and yelping the lurcher snaffled the lap-dog in its sharp snout and began to toss it skywards.

After a few repeat performances of this procedure, during which the poor peke went through every stunt in the book, plus a few special manoeuvres thrown in, things began to look a bit desperate. And what with the commotion of the dogs, the begaitered geezer bellowing at the lurcher, and the old girl flapping around with anguished "poor Woofles," it was quite some shemozzle.

Then it happened. Old Froggy, quickly sizing up the situation, brought down his "bomb" in a screaming dive, straight towards the bloodthirsty lurcher. Which canine found little joy in the sudden contact of a sharp spinner with its muscular hind-parts, and expressed such dislike by a lightning dash towards the far horizon—with the begaitered geezer in full pursuit.

Poor old Woofles, looking a trifle threadbare in places, just lay there, but 99 per cent. intact, and still breathing. Up rushed the old dear—that is Lady Puff-Snootle—and picked it up with a "Poor Woofles, come to mummy," or nauseating words to that effect. Then turning to Froggy, who was running a rueful eye over the remains of his pet team-racer, she cried: "Oh, you dear, brave boy. You saved my little Woofles' life. And to think I was going to stop you playing with your nice toys. Please do come to my Christmas party, both of you—dear, dear boys."

It turned out to be quite some party—and for the first time I was struck by the beauty of the village; well, she ought to have known it was just my fun.

And, oh yes, the scheduled team-race went with a swing, and as a memento of that occasion I have before me a shaving mug presented as 2nd prize by Lady Puff-Snootle.

But I'm still dreaming of a peaceful Christmas—some day!



Keith Sedgwick's Foster Wikner Wicko

Looking around the loft recently, I spied this model that Roger Newman had passed on to me some time ago. This attractive Foster Wikner Wicko had been built by the late Keith Sedgwick, and I thought it was about time that I investigated it further. The full-size Wicko was designed as a low cost side-by-side two seater, first flown in 1936 and built in limited numbers. I had met Keith at a number of meetings, and I remember we had a discussion about my rubber powered Bristol 138A, built from Pres Bruning plans, at an Indoor Scale Nationals many years ago. Keith's model itself is very nicely built with conventional balsa stick and tissue construction, with a span of 29.5" and a weight of 146g. It is showing signs of age, with fading tissue and a degree of hangar rash. What is most interesting is that the power is provided by a compressed air motor.



Keith Sedgwick's Foster Wikner Wicko

So what motor is it? Although it is built into the plane and concealed, there are several clues. The red propeller, which now has a considerable number of stress crack lines, has the words 'Z model' and 'Italy' engraved on it. In the early 1990s there were a considerable number of articles by Doug McHard published in the *AeroModeller* featuring this Italian motor, the Z Model MM3.

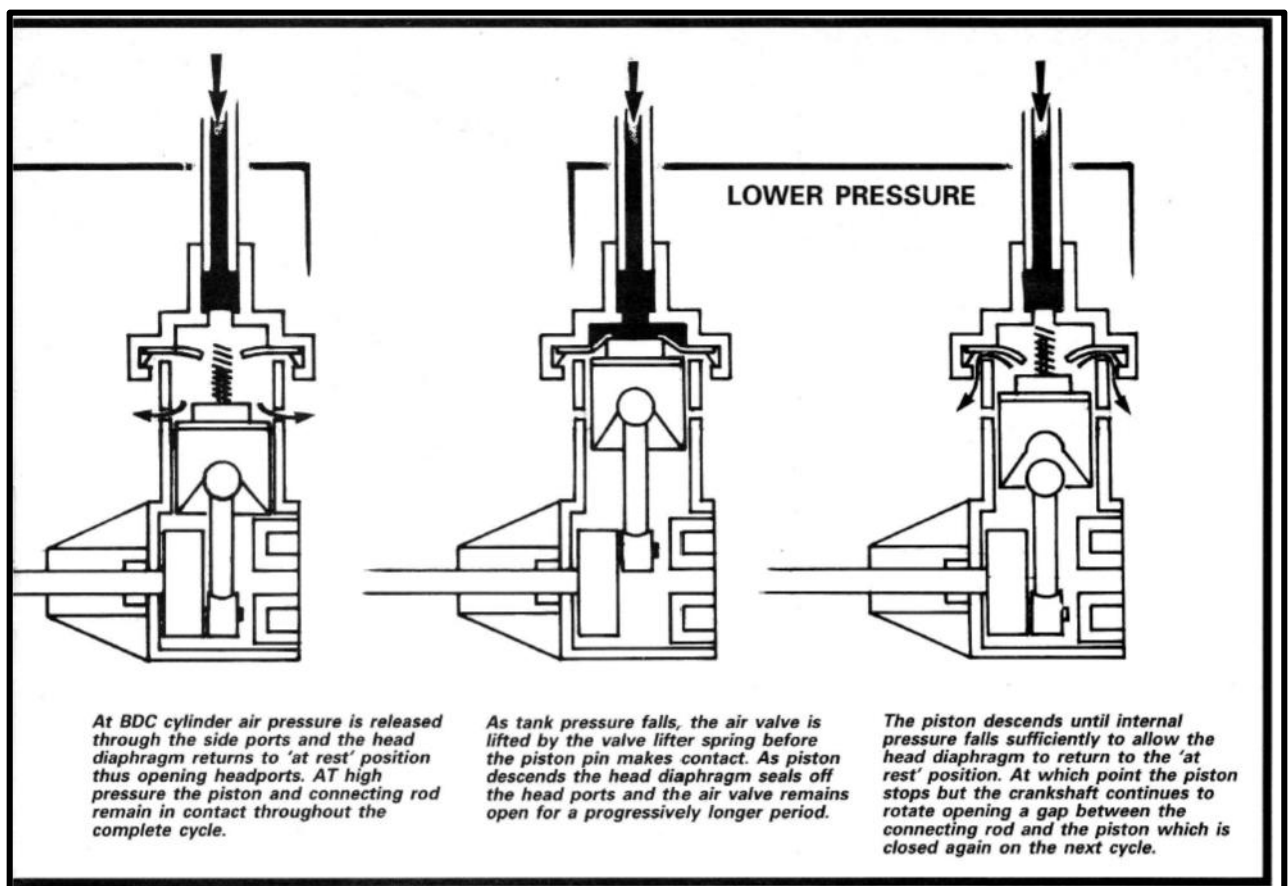
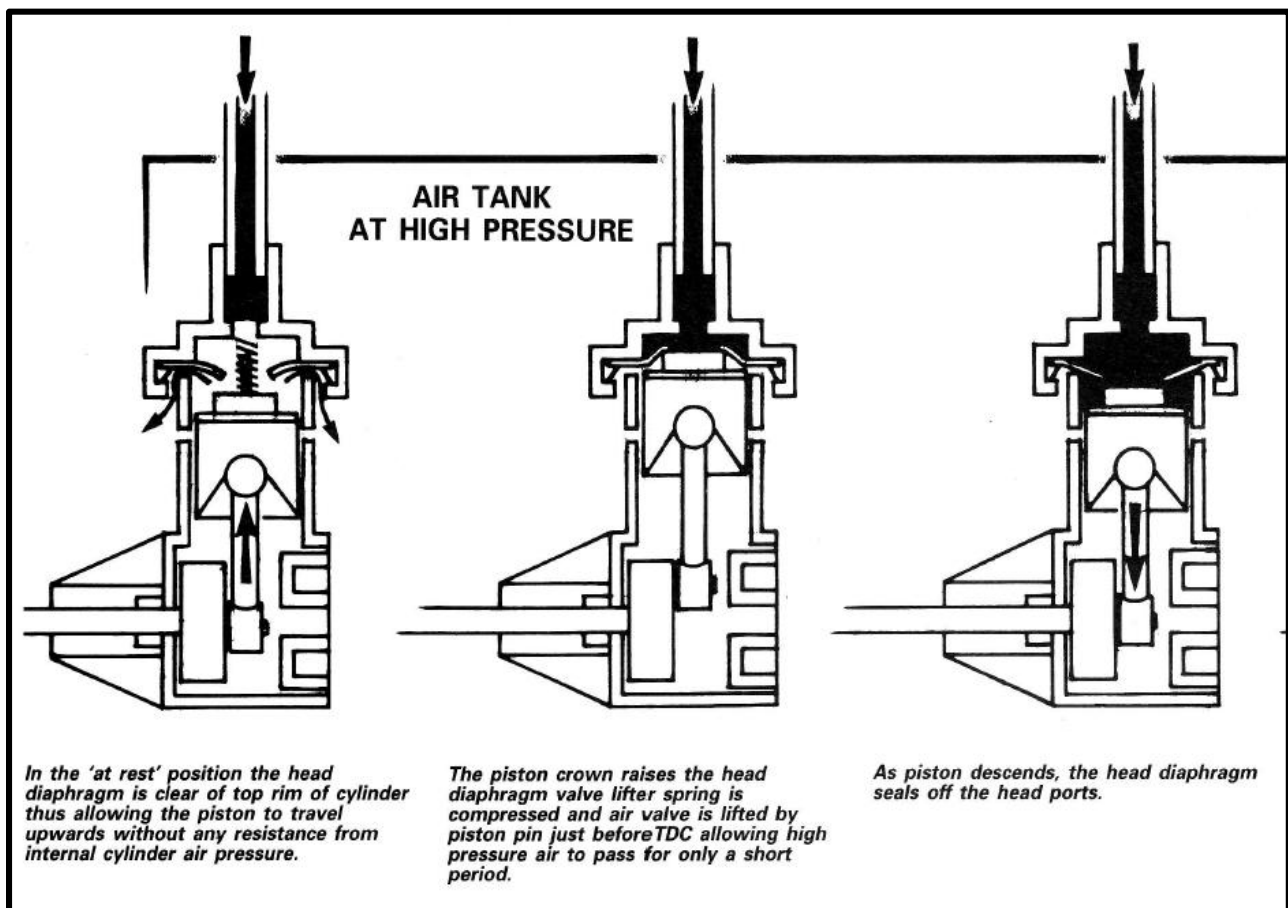


Transparent filler valve and nozzle and improvised filler adaptor.



Z Model propeller –stress crack lines can be seen on the upper blade

The tank is a clear plastic bottle of the lemonade type, with a label warning of a 7 bar maximum pressure, which is mentioned in the article in the April 1990 edition. The exposed part of the crankshaft also matches the published photographs. This copy of the magazine also contains an explanation of and some nice diagrams showing the working principles of the motor, which are reproduced below.



Principle of operation of the Z Model MM3 compressed air motor. The first four drawings relate to higher pressure operation and the lower two on the right, lower pressure.

The motor itself, including the crankcase and cylinder, is made mainly from clear plastic. There is a rubber diaphragm installed at the top of the cylinder head.

What condition this would be after about thirty years is unknown.

It is not replaceable, and in any case in this model the motor is completely enclosed, as mentioned previously.

An answer was to attempt to run it.

Unfortunately, although the filler valve was clearly visible under the nose, I did not have the adaptor and I am not exactly sure how it is meant to be retained whilst the air storage cylinder is pressurised.

I improvised one using a ball inflator, some Painters blue masking tape and a short length of clear fuel tube, as can be seen in the photograph. The masking tape was wrapped around the metal inflator tube to increase its diameter. The fuel tube was pushed into the filler nozzle and the inflator tube, attached to a stirrup pump, was pushed into it. This friction fit gave sufficient grip to allow the tank to be pumped up to around 5 bar.

At 4 bar pressure, the motor would only oscillate, and I wondered whether there was a problem with the rubber diaphragm, but at 5 bar pressure the motor did run properly. It could also give a hard wrap on the fingers!

In his 1990 articles, Doug McHard describes his conversion of a 40" span Comet Piper Super Cruiser to take this compressed air motor set-up. He explains 'At about 5 to 6 bar pressure, all I get is little more than an extended glide, but at 6 to 7 bar, the model climbs quite steeply for a good thirty seconds, then just goes on and on.'

I was reluctant to try to increase the pressure further, both because of the weakened state of the propeller and because I was using the stirrup pump in a one-handed manner, the other being used to help keep the filler nozzle in place. I wonder whether a slipstream across the airscrew would keep the motor rotating rather than oscillating at lower pressures.

I remember Doug giving a very successful demonstration of his Piper Super Cruiser at an Indoor Scale Nationals, flying it in a tethered manner (see report in AeroModeller, October 1990)

Keith's model appears to be an own design created around the Z Model motor. The structure is different to the Foster Wikner Wicko model plans available on Outerzone. He must have been confident in the equipment to make the motor completely inaccessible- it is not what Doug advised in his published writings.

The following list is of the articles concerning the Z Model motor by Doug McHard that were published in the Aero Modeller. These give many details of this master modeller's ingenious experiments with this intriguing power-plant.

'Gotta Lotta Bottle',	Apr. 1990
'Scale Matters',	May 1990
'They Say that Bees Can't Fly',	Jul. 1991
'Double Up',	Oct. & Nov. 1991
'Arado 76',	Jul. & Aug. 1994

The Arado 76 is a remarkable piece of aeromodelling and these articles, in particular, are well worth taking a look at.

As an example of how things can disappear into oblivion, I can find no significant information about this Z Model compressed air motor on the Internet.

Nick Peppiatt

December 1946

NEWS & Review

Cover Story

Our cover picture this month is of Ray Monks and his petrol model taken at Stoughton Aerodrome, Leicester, immediately after he had been announced the winner of the S.M.A.E. Petrol Duration Contest on September 15th. Ray Monks's performance in winning this contest is a particularly meritorious one, as he designed the machine specially for the event and actually built it in a few days' leave which he enjoyed just before the date of the contest. The model was therefore a "straight off the drawing-board" effort and the fact that it performed so excellently in the bad weather which prevailed on the day of the contest, reflects great credit on its designer and constructor. As will be seen, the model follows the general layout which has developed in America as a result of contests judged on the basis of duration achieved with a limited motor run, and points to note are: the almost completely-cowled motor tucked under the leading edge of the wing and polyhedral wings with deep undercamber. The photograph was taken by your Editor.

Greetings

The Editor would like to take this opportunity of wishing all readers of *MODEL AIRCRAFT* a very happy Xmas, with as much good cheer as the present austerity conditions will allow.

Although post-war progress has been relatively slow, there are signs that the coming season will be a little easier and that essential materials will be less difficult to obtain; rubber and model aircraft engines, in particular.

It is hoped that the improving material position and the rationalised competition programme prepared by the S.M.A.E. will produce more pleasant aeromodelling conditions for the forthcoming season and that all model aircraft enthusiasts will have an enjoyable Xmas and good building during the winter months.

The Editor would like to extend his special greetings and thanks to all those who have sent him letters of appreciation and criticism indicating that they are taking a special interest in the journal.

The 1947 Competition Programme

A delegate meeting of the S.M.A.E. was held on October 20th to discuss and decide on the competition programme for the coming season, which has resulted in some important changes, which, it is hoped, will lead to a more logical programme and one which will be more suited to the requirements of both competitors and officials.

The experience of this season's very full programme has indicated the need for greater spacing between contest days and a reduction of the travelling entailed, since during the past year the leading aeromodellers of some clubs have been so busy attending away events that they have not been seen on their home grounds and their clubs have suffered severely in consequence.

Briefly, the proposals agreed to by the

delegate meeting are as follows:—

The Gamage Cup will remain a decentralised contest open to all types of machines and will be held on April 6th.

The Flight Cup and *Model Engineer* No. 1 Cup will be held as area centralised contests on April 13th.

A decentralised contest for Wakefield-type machines will be held on May 4th.

A national meeting will be held over the Whitsun weekend, May 25th and 26th, during which the Sir John Shelley Cup, Bowden Trophy, *Model Engineer* No. 2 Cup, Weston Cup, Pilcher Cup, Thurston Cup, Women's Cup and the individual championships will be contested, giving most model flyers the opportunity of indulging in an attractive weekend of flying, as there will be one rubber, one glider, and one power contest on each day. This will reduce the number of contest days and travelling days very considerably and should produce a very interesting event, as it is a scheme which appears to be very popular with the majority of aeromodellers. Since the Bowden International Trophy is included in this national meeting, it was decided further to encourage the international aspect of modelling by permitting foreign entries in the Bowden to enter any of the events held during the meeting.

The K. & M.A.A. Cup for an open glider contest will be held as a decentralised event on June 15th.

A centralised petrol or power-driven meeting will be held on July 13th, in which the remaining power contests, including the Taplin Cup and Hamley Trophy, will be run, thus completing the grouping of the power contests.

The seaplane and flying-boat contests have been grouped and the Lady Shelley Cup, Short Cup, and White Cup will be held as decentralised contests on July 27th.

It was agreed to hold a tail-less contest in 1947 and in view of the poor support given to the arrangements made this year it was decided

MODEL AIRCRAFT

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to make it a *centralised* contest and hold it on August 17th.

The Civil Service Cup for open gliders and the National Cup for a team contest with rubber-driven models will be held as area centralised events on September 14th.

The S.M.A.E. Cup open contest for rubber and gliders will be held as a decentralised contest on September 28th.

In the programme for 1947, twenty-four contests have therefore been condensed into ten actual flying meetings, giving the clubs more scope with their own events and giving the enthusiastic aeromodeller a better chance to cope with his growing list of fixtures.

Rallies

The improvement which is effected by the S.M.A.E. programme will, however, be nullified if the clubs do not take in hand the question of rallies seriously.

There has been a tendency of late for every club to want to run a rally of its own, and apart from the clashing of dates which has occurred, and is bound to occur, it is not a sound scheme to have a large number of small rallies for the reason that the best flyers of each club are chasing around the country entering rallies to the neglect of their own club and a number of clubs are on the point of breaking up as a result.

It is time for the areas to get together and rationalise the rally question in their localities, limiting their number to one or two good rallies run jointly by the clubs in the area. A smaller number of really good rallies or gala days would lead to better sport and better prizes, thus making the running of them really worth while and reducing the overlapping of effort.

Taplin Cup Rules

This competition is for controlled manoeuvres, for any fuselage or nacelle type of machine ("stick models" barred) in free flight. Radio control barred.

Machines may use any type of power, but are limited to the equivalent of 10 c.c. I.C.E. If machines are hand-launched they do not qualify for take-off marks.

Up to three flights are optional to the competitor (the best to count). There is no limit to the length of flight, but points are awarded only during the first 90 sec. of flight. Order of flight is by ballot, one flight to be taken in each round. Three minutes is allowed, from the calling of the competitor's name, for engine starting; failure loses the flight. Engines may be warmed

up before going to the take-off point.

Only one of each manoeuvre to count, with the exception of the figure 8, two of which are permissible, one to count as individual right- and left-hand turns.

Points are awarded for:—

Unaided take-off	10 points
Left-hand circle	10 "
Right-hand circle	10 "
Figure 8	20 "
Straight out and back—not less than 150 yards	20 "
Loop	20 "
Roll	20 "
Half loop and half roll	30 "
Landing within 50 ft. of the starting point	20 "
	<hr/>
	160 "

The Taplin Cup has been presented to the S.M.A.E. for annual competition by Mr. H. J. Taplin, and the first contest for it will take place at the National Petrol Contests to be held by the S.M.A.E. on July 13th, 1947.

South Coast Exhibition

The Southern Cross Aero Club advise us that they are organising an Exhibition to be held from January 6th to Saturday, January 11th, 1947, at the Robertson Hall, Ship Street, Brighton, in which all Model Aircraft Clubs from Portsmouth to Hastings will take part.

A fine trophy has been donated for award to the best model in the exhibition, and a number of prizes have also been given by various model aircraft manufacturers.

Aeronautical Education

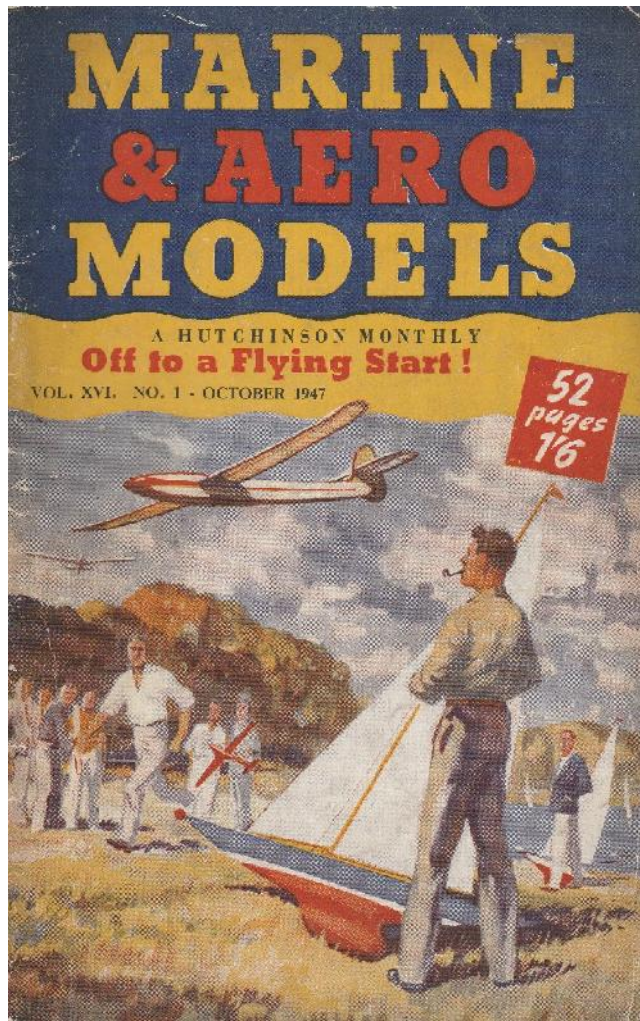
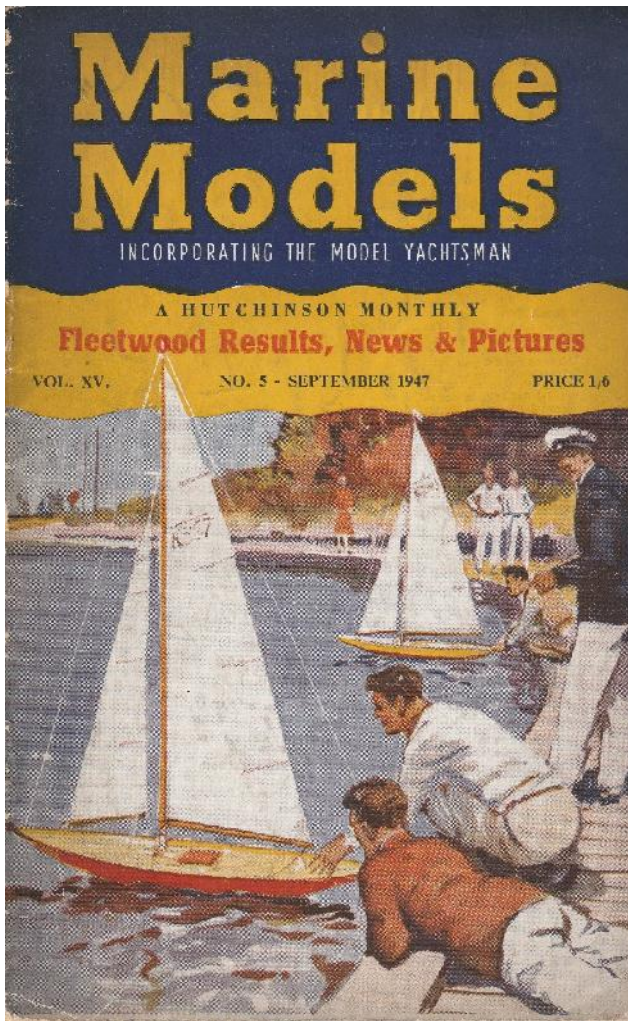
Sound and correct education is a primary essential to the maintenance of British aeronautical supremacy and it is with considerable satisfaction that we learn from the Royal Aeronautical Society that the College of Aeronautics, which is being established at Cranfield, in Bedfordshire has now been opened.

The present capacity is for fifty students and the course scheduled is a two-year one. The courses are open to students hailing from any part of the British Empire.

The college will possess three main departments devoted to aerodynamics, aircraft design and propulsion, and its object is to train students who have attained a post-graduate level to take up leading positions in the aircraft world.

Report No. 130 New arrivals

This month, leaving aside the "Earliest magazines held", a **stop press** report on new arrivals. An email was received from Ron Marking offering some aeromodelling magazines, from John Ralph's estate, which he was pretty certain that we did not have. He was perfectly correct, we did not have them, had never seen them and could find no reference to them on the web. Yes please was the reply and they duly arrived in the post, thank you Ron



Above, *Marine Models* September 1947 and then in October 1947 *Marine & Aero Models*.

"Off to a Flying Start" as the enhanced publication claimed. Ron also emailed the Cornwall Vintage Aeromodellers newsletter "Without Feathers No 121 July 2017" containing a report by John Ralph on these newsletters which is reproduced below.

"Have You Heard Of These?" by John Ralph

I was given some model making magazines a few weeks ago the likes of which I have never come across before.

My model aircraft interest started way back in the early 1940's and since then I have come across; read and contributed to many aero modelling related magazines. I have a treasured collection of Aeromodellers from the late 1930's through to the 1950's. Plus a lesser number of the early SMAE publication "Model Aircraft". So you can imagine my surprise at seeing for the first time these little magazines with attractive colourful covers with the title, "MARINE & AERO MODELS" on the front. The other information on the covers is that they were "a HUTCHINSON MONTHLY" with a price tag of 1s6d.

I was given ten of these diminutive mag's (they only measure 7in x 4.5i) but two are the forerunners of the hybrid mags and they just have "MARINE MODELS" on the cover. The new topic of AERO MODELLING was added by HUTCHINSON from OCTOBER 1947. An indication of how long the original marine mag had existed can be judged from the number on the OCTOBER mag which reads "VOL. XVI No. 1."

The copies I was given go through to June 1948 and as can be seen by the covers highlight topical interests of the time. Control line was a relatively new interest in the UK and a Ron Moulton design appears on one cover plus the famous "Queen's Cup" on another.

So what of the contents of these magazines? Well they are not very exciting! A few reviews of well known kit models plus reports of club activities and SMAE matters. There are one or two useful articles by Ron Moulton so he appears to have been well aware of this rival Mag. to his main employer "AEROMODELLER". The latter at the same price as "MARINE & AERO MODELS" was a far superior magazine.

The usual "Expert" rubber powered model designers such as Bob Copeland and Ron Warring contributed a few articles. And I raised a smile when I read "How to prepare a rubber motor for contest flying". It would have only been any good for tying up your roses if you had followed the advice!!

There are a few plans and one, would you believe, was for a MILES MESSENGER reproduced from the "Blueprints of the KIT designed and produced by Aeromodels Ltd., Aigburth, Liverpool. The preamble for the article states "In reproducing the plans and instructions for building we are convinced that many modellers would appreciate their guidance in making the model throughout and without having recourse to the more simple method of buying a kit. Readers desirous of building from kits will know how to obtain them!!!! What happened to copyright one wonders? Very few adverts were carried indicating that the trade was not impressed with the circulation of the magazine and as noted I can see why. One of my great interests at the time was "JETEX" and there is no mention of this new form of propulsion which featured in the contest calendar and in the many scale jet aircraft which could now be modelled.

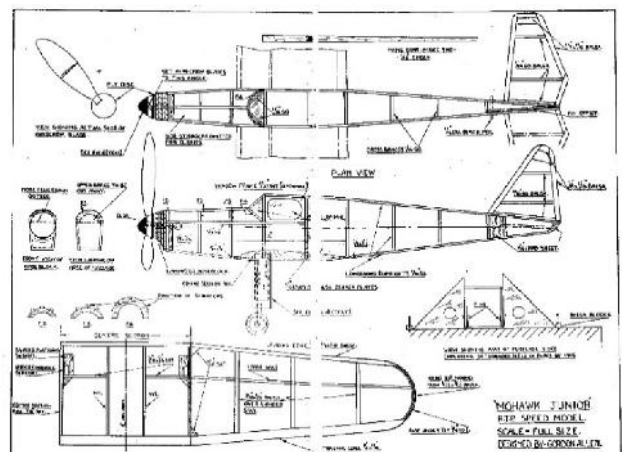
Anyway that is enough of my latest "Gem " to bore you with. I hope there is an "OLD TIMER" out there who might already know about the above magazines. Sadly one such who I bet WOULD have known was the late John O'Donnell."

Clearly John Ralph was not impressed and a look at the first issue supports that view, taking Aeromodeller of the same date as the standard the competitor is half the page size, about the same page count and is priced at 1/6 i.e. 3p more expensive. Only 16 of the 48pages are devoted to aeromodelling and of those, 10 pages are concerned with the S.M.A.E. and what it does, pretty dry stuff. So let us look for something to raise the spirits, to me that means plans.

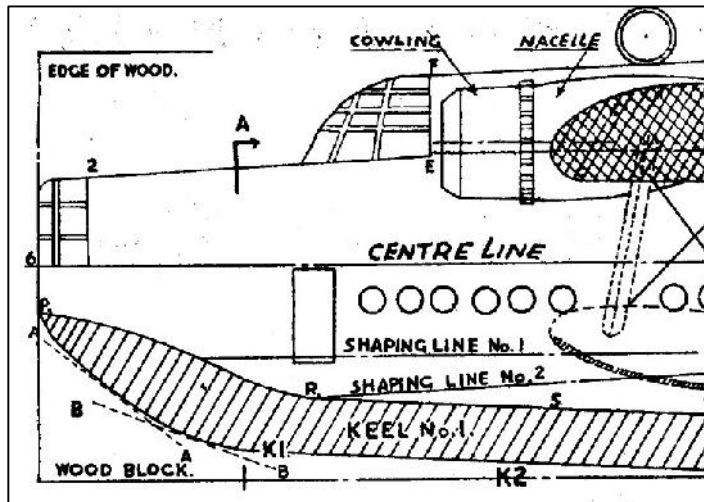
November 1947, no plans but to be fair there is an article on engines suitable for use in both boats and planes.

December 1947, no plans but an article by Gordon Allen promotes "Semi-scale competition type models" and holds promise of construction details of a 15" span Miles Mohawk for RTP flying.

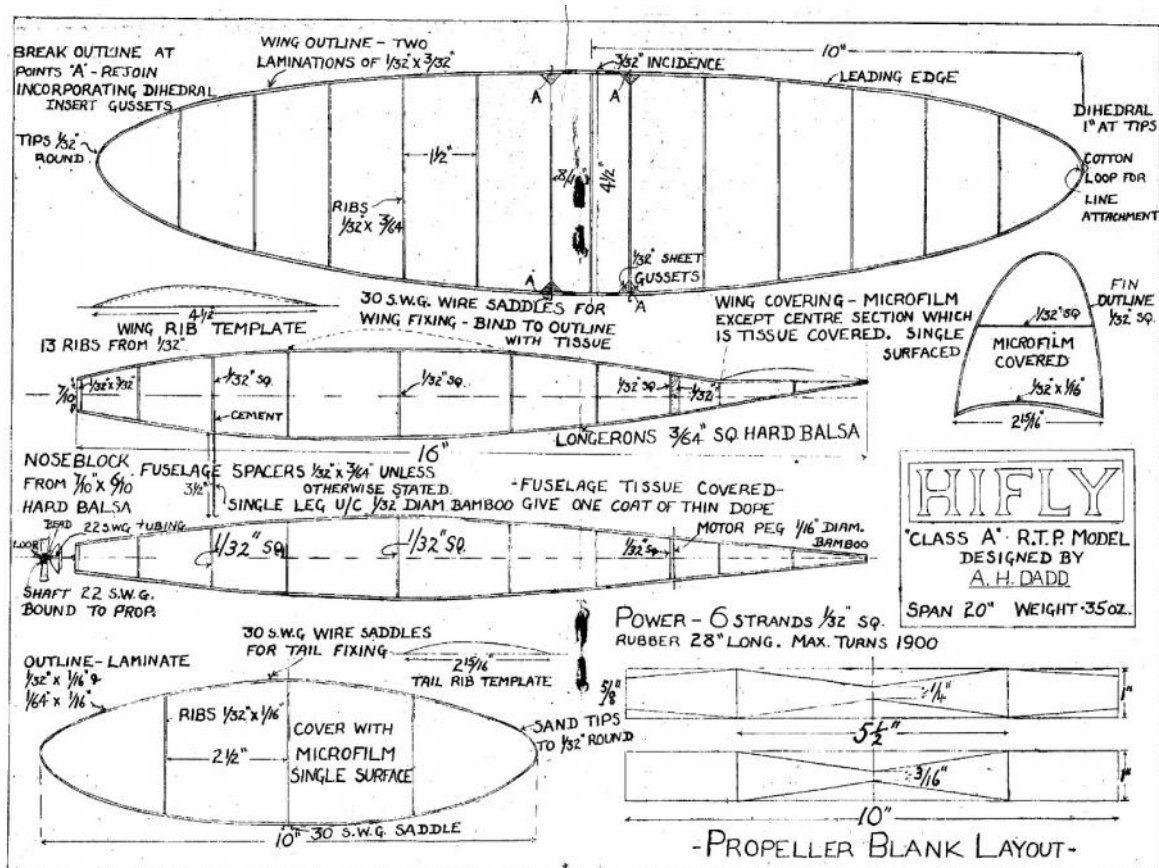
January 1948, *Mohawk Junior* plans spread over two pages and marked as "Scale- Full Size" but in fact half size. Plans of the *Miles Messenger* kit by Aeromodels Ltd. of Liverpool referred to by John in his article reproduced above.



February 1948. The cover shows an I.C. engine powered flying boat with sponsons and twin fins coming in for a splash landing and tempts the potential purchaser with "Building a Seaworthy Flying Boat". Inside was a plan for a floating model looking rather like a Sunderland. No sponsons, no twin fins and no I.C. engine.



To quote "The finished model may be powered so as to taxi along the water and fly through the air, but this development does not come within the scope of this series of articles."



This month offers also the concluding part of the construction article for the *Mohawk Junior* giving details of the undercarriage, airscrew and noseblock. The centre spread is a plan for the *Hifly*, another RTP model. This 20" wingspan model was designed by A. H. Dadd to comply with the "Class A" round the pole rubber powered duration rules.

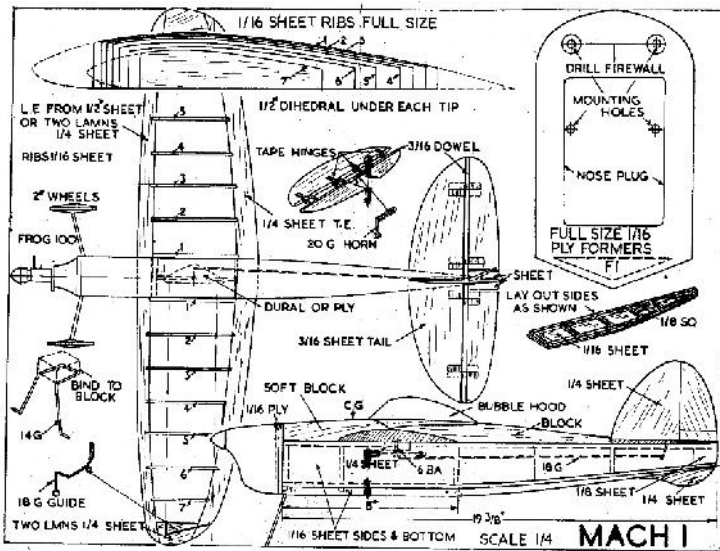
March 1948. No plans but Henry J. Nicholls gives "An Introduction to a New Type of Aeromodelling: Control-Line Flying".

April 1948. No plans but Ron Moulton offers his version of "An Introduction to a New Type of Aeromodelling: Control-Line Flying". Well you cannot have too much of a good thing!

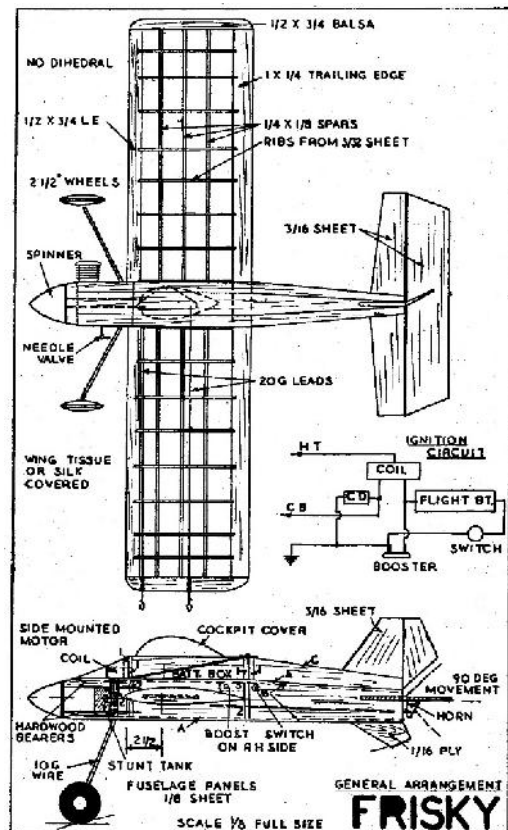
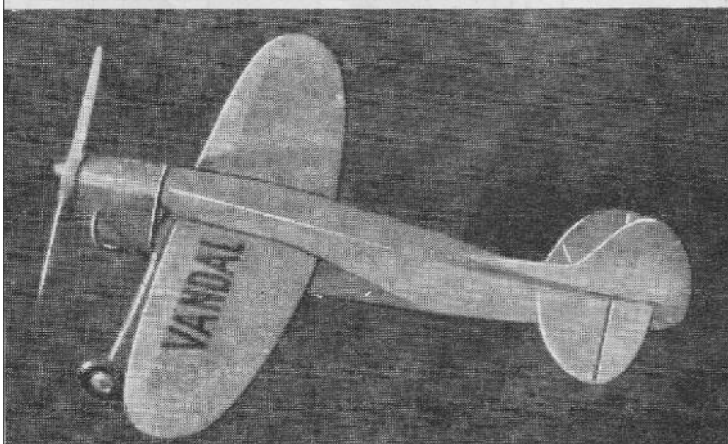
A. H. Dadd has two articles, "Rubber-driven Model Aircraft" and "Indoor Flying Models".

May 1948. Again no plans but we have a Bob Copland article on "Queen's Cup" models and Gordon Allen writes on "Competition Model Design".

June 1948. We have plans! Ron Moulton's intermediate stunt model, the **Frisky** is shown in a general arrangement drawing, a dimensioned drawing of the flying surfaces and two pages of full size parts templates. As if that was not enough the centre spread is a plan for P. F. Barrett's **Mach 1** sport C/L trainer.



In the same class, "Vandal" by J. R. Vanderbeek, is an extremely smooth flier. Plans in a future issue.



In this last issue in our possession is a promise of plans in a future issue for the **Vandal** C/L model by J. R. Vannderbeck.

Surely that must be the same Vannderbeck who is well known for his FROG designs, most of which have a name starting with Van.

Marine & Aero Models certainly did attract some well known writer/designers, but what happened after the nine issues running from October 1947 to June 1948, was that the end or were there more issues? Do you have or know of any further issues?

Was the Vandal plan published and is it currently available?

Answer on a postcard or preferably by email.

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

Roy Tiller

Extract from old Paperback Clarion circa 2004

My next outing was to Wallop on the Saturday April 11th, I did not go down on the Friday as I had no gliders and to travel down over 100 miles from Rugby for three days on the trot is a bit wearing. I managed to set up near Peter Tomlinson, so I did not have far to go for a timekeeper. My only model for competition was my ageing Hep-cat, so I entered Mini-vintage, picked out a motor, nailed the aircraft together, buttonholed Peter for timing and wound for my first comp flight. Usual story, indifferent climb, poor cruise, down well short of requirements, I just can't pick good air. I made a second flight and it looked much better but D/T'd early and investigation revealed the Tomy timer gearing was slipping. I mount the Tomy inside the fuselage with a couple of bars to keep the rubber away from it but this is the second failure in the Hep-cat, so an alternative mounting is required. On my new 36/4 the timer is mounted externally under the cabane as the fuselage is quite small in cross section, so I think this is the way for the Hep-cat. For the record, I did make a third flight with the Tomy wound as far as it would go but the flight still terminated with an early D/T.

I then switched to wandering spectator mode and first off a chat to George Fuller setting up his latest experimental power job. The model is unconventional, no pylon, 50% CG and long fuselage. I'm afraid I saw him stick it in later in the day, but I don't think that will be the end if it.

Next port of call was Dave Greaves and Andy Crisp playing with Wakefields if memory serves me correctly. Andy buttonholed me about my desire to put a Frog 249 in a Mallard, he convinced me that it would be too heavy for the CG position and probably too powerful for the construction. I have given the matter some thought and will bow to his experience and fit the Frog 149 that Ian gave me. It should be easily possible to convert the 149 to radial mount and would require no deviation from the standard Mallard plan. I could really do with an Elfin 1.8, that would be ideal.

Later in the day I decided on another Tomboy attempt and with Peter Tomlinson on the clock and a full fuel tank, the Tomboy was released to climb really high in the sky and after 7 minutes 16 seconds it was clocked off well out in the sticks. It came down fairly quickly in the end so it may have D/T'd as the Timer was set for about 7 minutes. I was off on my bike again to the edge of the field, then on foot across the road and about three fields out I got to the stand of trees I thought were the ones we had seen from the airfield. No Tomboy but several lovely deer scampering about.

Eventually I had to give up the search, as I had still got to pack up my kit back at base, to clear the airfield by 6 o'clock. It was already too late for me to get back on time.



George Fuller with experimental .19 powered model



Dave Greaves



Andy Crisp

On the way back I came across David Beales looking for his 10 minute fly-off model. David had his compass binoculars and after a chat with him, I realised I had got well off line in my search by skirting fields to the left and losing sight of the airfield.

Back to the road, pick up the bike, struggle back across the airfield and eventually back to base, knackered. Thankfully I found David Baker had waited for my return and collected up my flight box, so I was soon packed up and on my way home but with heavy heart having put up a good Tomboy flight without recovery.

I was back again the next day, Sunday 12th April and, as I set up camp adjacent to Control, to my utter delight I saw my Tomboy in the back of the tent. David Beales had recovered my model the evening before and incidentally someone else's model but, sods law, not his own fly-off job. When I later e-mailed my time to Nick Farley he, by return, informed me that he was aware that I had had a good flight as he and Carol were out there in the sticks that same evening searching and had met David Beales with my Tomboy in his grasp. A really good start to the day for me.

The wind on the Sunday was in an awful direction for Wallop, straight down the peri-track by the camp site and was switching about through 30 degrees or so all the time. I was intending to fly my Gipsy in 8 oz Wakefield so I put out the stooge and had a quick test flight. The Gipsy looked OK and as I was returning to base I saw other models drifting off the airfield in another direction altogether. I decided to wait and let the drift stabilise.

I had a quiet walk down the flight line and came across Tony Overton pictured below. He had a picnic bench and table equipped with vice and a full tool kit and was busy fettling away at an engine. I could not resist taking the photo. During the course of conversation, it transpired that, on packing the car to come to the meeting, he realised he had not done some work on the engine, so he did no more than throw his workbench into the car and was setting about the rework on the field.

I mentioned that I wrote in the CLARION and he said he recognised me (I do have my name in big letters on my hat) and, that he reads my articles. I always wonder what people think of my efforts and, when queried, he remarked "You write it like it is". I found this observation quite rewarding.

After a short while, the Power Control people decided to move right around the field to the opposite side by the spinney and it was rumoured that Rubber Control would follow. I was intending to fly my STOMPER in power so I up anchored and moved round with the power people to the opposite side. The wind direction was no better over that side in reality, but at least the models were going off the airfield into open friendly territory.

I had a quick test flight with the GIPSY to check the drift direction and the wind shifted as I launched. I was lucky not to wreck it, as I let it go left of the wind and the model reared up into a monumental stall but just pulled out flat at the bottom. Whilst I waited for the arrival of Rubber Control, I visited John Hook's stall to acquire a few more Tomy mechanisms. I was parked next to Spencer Willis and having overheard my remarks about needing more timers, he appeared at my elbow with a carrier bag full of made-up timers. Spencer was knocking these out at £4 each and I finished up buying a couple for myself and later on, pointed another modeller at him. Spencer's timers are a good buy and I'm in the throws of fitting one into a makeshift glider I'm slapping together to use up another spare wing and tail.

After a while, word came round that Rubber Control was staying back at the campsite so I packed away the rubber kit and assembled the STOMPER. First off, the D/T timer was seized up and it took quite a while to take it out of the airplane, run some diesel fuel through it, and free it up. Then check flights revealed muck galore in the fuel line and I could not get two engine runs alike. By the time I finished fiddling about, I did not have time to get three power flights in anyway. That was me finished, no comp flights at all. I packed up, went back to the other side of the field and, after watching Pete Ashmore make a Tomboy flight, I headed home. Since then I have had the tank off the STOMPER and the grot that I got out was unbelievable, it was as though the inside was rusting away.



Tony's Wallop Workshop. To do the job properly, you need all the kit.



Pete Ashmore with his Tomboy

John Andrews

Last month your esteemed Editor requested pics from our indoor flying at Totton (Southampton) - I promised to try & fulfil his request - however having carefully charged the camera yesterday, I duly forgot to pick it up for today's meeting - my apologies all round, the dreaded curse of old age striking yet again. So be content with a bit of verbiage & the promise of pics next month!

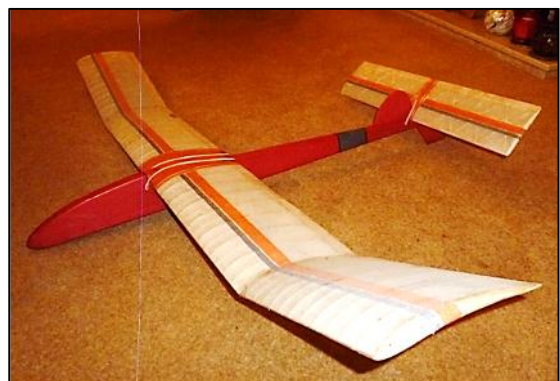
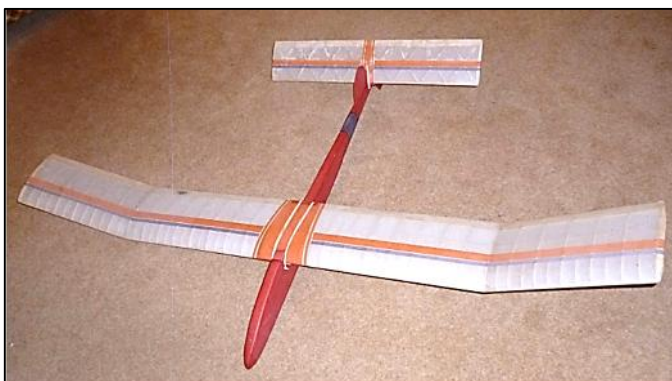
Covid & other events conspired to ensure we did not hold meetings over the previous many months - a great pity as the venue is good, convenient, well lit & enjoyed by those who attend but parking of late has been a bit of a pain in the ... due to the location being a Covid vaccination centre. However this Autumn & Winter has seen a concerted effort to get going again, which has been moderately successful. Moderately in as much that it has proven to be self-financing, but with a reduced attendance as old age & infirmity takes its toll with some of our erstwhile regulars no longer here or able to attend.

It is now a purely fly for fun meeting with no competitive excursions, having an average attendance of around 14 or so. The decision to fly mid-week was forced in as much that the previously regular slot of a Sunday had been taken by indoor football activities. However it seems to have worked & post Christmas dates are now booked (see separate advert for details).

Models flown range from the occasional Peanut, a variety of quite lightweight film covered "duration" jobs including the inevitable carbon Butterfly, the time honoured Hanger Rat & the BMFA Gimminie Cricket. Typical performances go from very low(!) to the occasional gem - for example Brian Silcock managed a highly commendable 6 minutes this month.

If you are anywhere local to Southampton, come & join in - you would be most welcome.

Turning to the "et al" the subject is that of gliders from the stable of Robin Kimber. Some 20 have been pieced together, quite a formidable task as none of the component parts are individually identified. The task is now to identify them, so - hopefully - over the course of the next couple of months, photos & dimensions will appear in the NC. Sadly we cannot use any plans that Robin may have had, as they have all been consigned to the skip. Here is one as an example of what is to come:



Tip to tip span: 59"; Chord: 7"; Flat centre section: 36"

Tail span: 24"; Chord: 4 $\frac{1}{2}$ "

Fuselage Length: 37 $\frac{1}{2}$ "

Suggestions please to me: rogerknewman@yahoo.com

Roger Newman

I received an email from Jim Moseley in Canada enquiring about a model from his youth that he failed to get to fly, difficult to believe I know.

"Plane Fare"

Back about 75 years ago this fumbling novice attempted to build a couple of models from that Aeromodeller publication. Both were completely un-flyable for me.

Since then this fumbling old-timer has often wondered if fault was his own ineptitude at the time or if the plans were incomplete in some ways. I have a hazy recollection of the "Hangwing Glider" having no dihedral and so peeling off into the back garden potato plants every time I attempted a hand glide.

Do you have info so I can see where I might have gone wrong? I doubt there was much 'might' in this instance.

Jim Moseley

True to form our Archivist Roy Tiller turned up trumps and produced the details.
Jim replied:

Re: Hangwing ... I was quite surprised by the drafting I did at that age to achieve a working drawing, the building itself more than the more usual box structure.

'No dihedral' specifically instructed so assume the designer had faith that side area above and below the wing was sufficient. Not for me ... but I have no idea if my model was true and un-warped.. Content of the book was interesting, so many familiar designs from previous Aeromodellers, some even now worthy of building; "King Harry" is still very competitive in an FAC event.

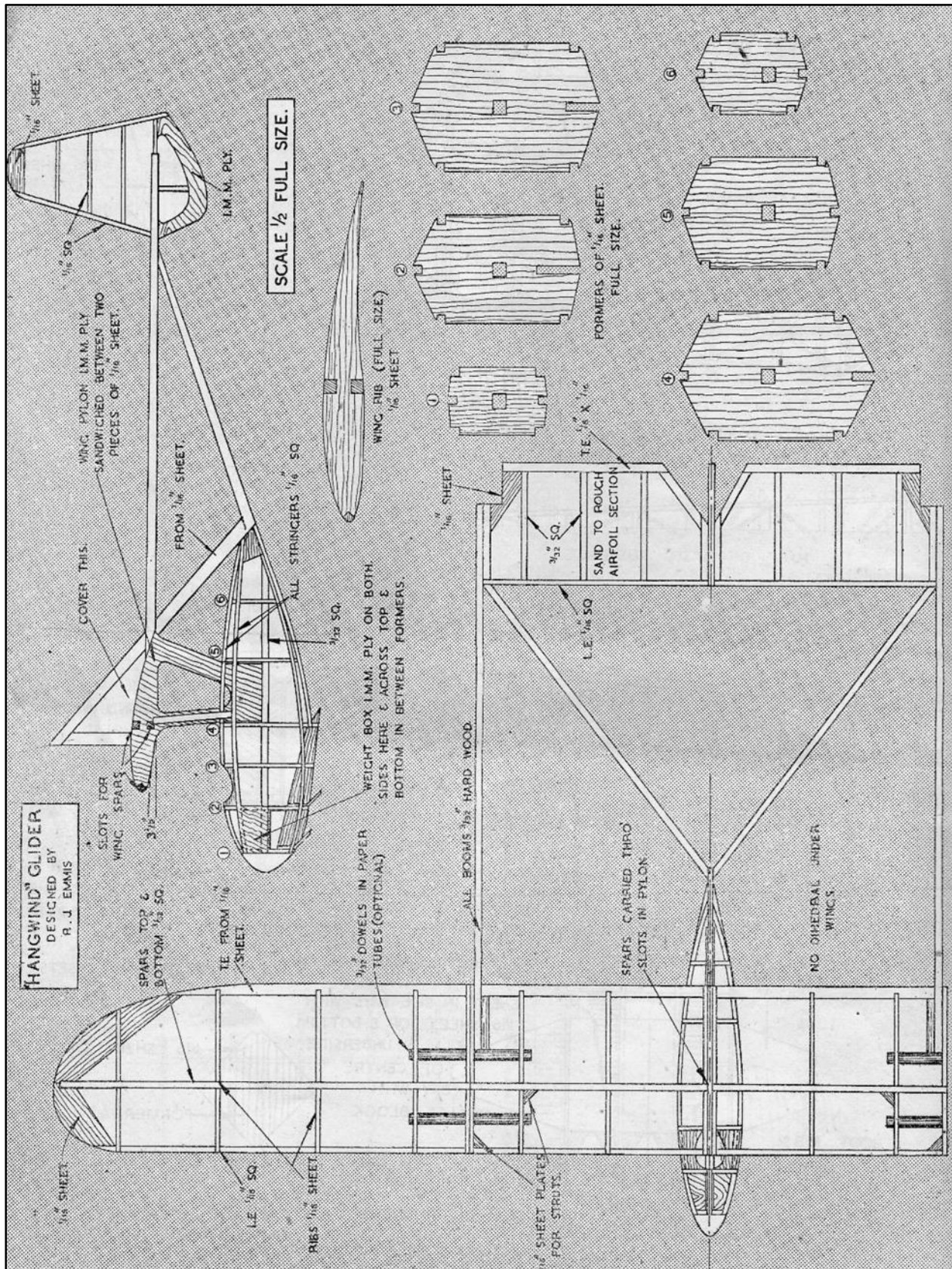
I built "Obiechi: (out of balsa) in the latter 80's. Reportedly temperamental and unreliable, I found it pleasing enough to fly once it was in the groove. I still have a fullsize plan of the biplane "Daedalus" which has often tempted me to check it out but opportunities lost now; age has caught up with me after some 75+ years of happy building, flying and competing with the greatest people. Hard thing to accept !

Thanks again for your joint assistance, much appreciated.

All best ... and long continued happy flying.

Jim Moseley





Another satisfied customer.

Editor

It's a bit of a catch up this month with quite a few pics & not so many words. Having lost my little camera (no - I don't have a smart phone) before writing last month's notes, I was unable to provide our Editor with pics from the last Area meeting at Beaulieu or the idyllic day on Salisbury Plain enjoyed by those fortunate enough to attend the Croydon Coupe Day. However, it turned up again - having been placed in a very safe place - the Competition briefcase that accompanies me to various meetings - old age rules again! So here is a selection.

Croydon Coupe Day



Chairman enjoying life



Contemplation



Early morning start



Jim launches, Chris times



The Line

Beaulieu Area Meeting 8

Dave Etherton takes the strain



Full stretch for Ray Elliott



Pensive moments



Skyward bound for David Cox



Roy Vaughn fires up Creep for another max

Also, whilst disporting myself during the month away from home, I have to thank our diligent Chairman for arranging the AGM to take place via Zoom - an alien world for me, but with his encouragement & enthusiasm, I did manage to participate in the Beaulieu MFC AGM by sharing his setup at his house - so, thank you Tony. Hopefully ours will go as smoothly.

Not a lot else to report. The BMFA AGM took place in November; our Southern Area BMFA representative attended & provided a succinct summary of the proceedings which are reproduced below to keep you all in the picture:

The AGM was pretty straightforward. Attendance was poor, about 30 people in the room and 12 on Zoom. The bottom lines:

Subscriptions to increase to £40 for seniors, £18 for Juniors, £27 for family partners, £14 for family juniors.

Membership stable at just under 30,500. Forecast 31,500, including 1500 British Drone Flyer members, in 2022.

CEO to be a voting member of Full Council.

Members Director post approved.

Articles of Association amendments agreed to permit 3 and 4

Areas budget is again £25k. No indication yet of how this will be apportioned, or what will happen to the £25k allocated for 2021.

Buckminster not yet self-sufficient and still receives £10k per annum from the Development Fund plus sponsorship from our insurer

Strategic Review includes aim of selling Chacksfield House and centralising at Buckminster. Profit from sale will be offset by a certain amount of employee compensation. Sale not cast in stone yet, but any profit will not be used to prop up Buckminster.

Our insurers have changed again for 2022. The 5% increase in premium has been absorbed within proposed membership increase. The new insurers will not provide a low claims rebate, though this was previously regarded as a windfall and never factored into the annual budget.

Note the increase in subs! Probably best not to comment on anything else.

Advent of the 2022 Silly Season

Notwithstanding the drone issues of the past couple of years (although in my part of the world I am pleased to say they are conspicuous by their absence) & the vast amount of publicity surrounding self-driving electric cars, there has been an awful lot of hype about flying cars & air taxis, moreover with ridiculously obscene amounts of money being pumped into start-up companies - the get rich quick culture to the fore.

Why mention it? Well, only in so much as it will inevitable raise the issue of air corridors to compete with drone deliveries & yet more flight restrictions in years to come - however, hopefully not in my lifetime as regulation will no doubt prove to be a big problem. But it is an interesting topic to follow. Here is a sample:

Flying car technology

Electric vertical take-off and landing aircraft or eV-TOL, as their name suggests, lift off the ground, hover and land vertically. They are ecologically friendly as they are all-electric and built to produce no direct carbon dioxide emissions.

According to IBA, a company that provides aviation data and analytics for aviation finance and airlines, the market for these aircraft is expected to rise to over 21 billion euros by 2035. It's a figure keeping investors with their eyes in the sky.

More than 50 firms are currently developing several prototype aircraft with the capacity to transport up to 20 passengers. One such company is the Turkish start-up AirCar.

Self-driving taxis

Since it was founded in 2017, AirCar has been looking for ways out of the traffic gridlock. Based in Turkey's version of Silicon Valley, AirCar is partnered with the country's largest software maker. Instead of waiting for governments to slowly build bigger roads and better public transportation, the company has set its sights higher. Its ultimate goal is to have a network of flying taxis that are entirely electric-powered and self-driving.

After conducting more than a thousand small-scale trials, testing on a full-sized prototype began this year. AirCar's CEO, Eray Altunbozar, says the company expects to start carrying passengers by early 2025. But there are still barriers to overcome. One of these is the size of today's public transport.



The challenges:

As Dr. Andreas Bardenhagen, a professor at the Technical University of Berlin, explains, if you compare the number of passengers a train or a bus can transport to a modern-day helicopter, it's much less. If you want to transport hundreds of people in flying taxis, for example, "you'll get a very crowded air space". Dr. Bardenhagen is not sure whether the public will accept this. (Is this the understatement of the year?)

Another complication is the national and international regulations regarding things that fly. Phil Seymour is the president of IBA. He says that all "the countries around the world have regulators that follow strict manufacturing design guidelines." To him, this ensures that there

is a safety and regulation network in place. However, it could slow down plans for a mainstream flying taxi service.

So there you are - a Christmas insight into the world of dreams beyond our simple view of toy aeroplanes!

Another technological / aeronautical project which didn't gain too many headlines, but very commendable all the same - the Rolls Royce sponsored project that recently claimed the world speed record for electric aircraft at 387 mph.



Spirit of Innovation

Back down to earth & real life. Hopefully by the AGM, we will have an embryonic program in place for a few events in 2022. For sure there will be the combined Croydon / SAM 1066 Days for Wakefields & Coupes early & late in the season. Talking to Ray Elliott about the Wakefield Day, consideration is being given to some form of celebratory event as it's the BMFS Centenary Year -along the lines of:

"It will be 90 years (1932) ago when Gordon Light won the Trophy on a rescheduled date in September 1932 - the SMAE declared the competition "null & void" as the proxy models had been incarcerated in their boxes for months as the original date was for June & got postponed & the SMAE weren't informed of the revised date! Or we could go for something a bit less controversial like 70 years ago when 1952 when Blomgren won in Sweden - Mike Kemp was an avid fan of the Blomgren Wake. Prize for best placed Gordon Light and/or Blomgren? If we get the date out early (probably Easter weekend) , it should be enough time for one or two (or more) to build a model?"

We have a plan of the Gordon Light but I've only got the attached reduced drawing of the Blomgren - taken from Devon Malcolm's little book. (See plans for the month)"

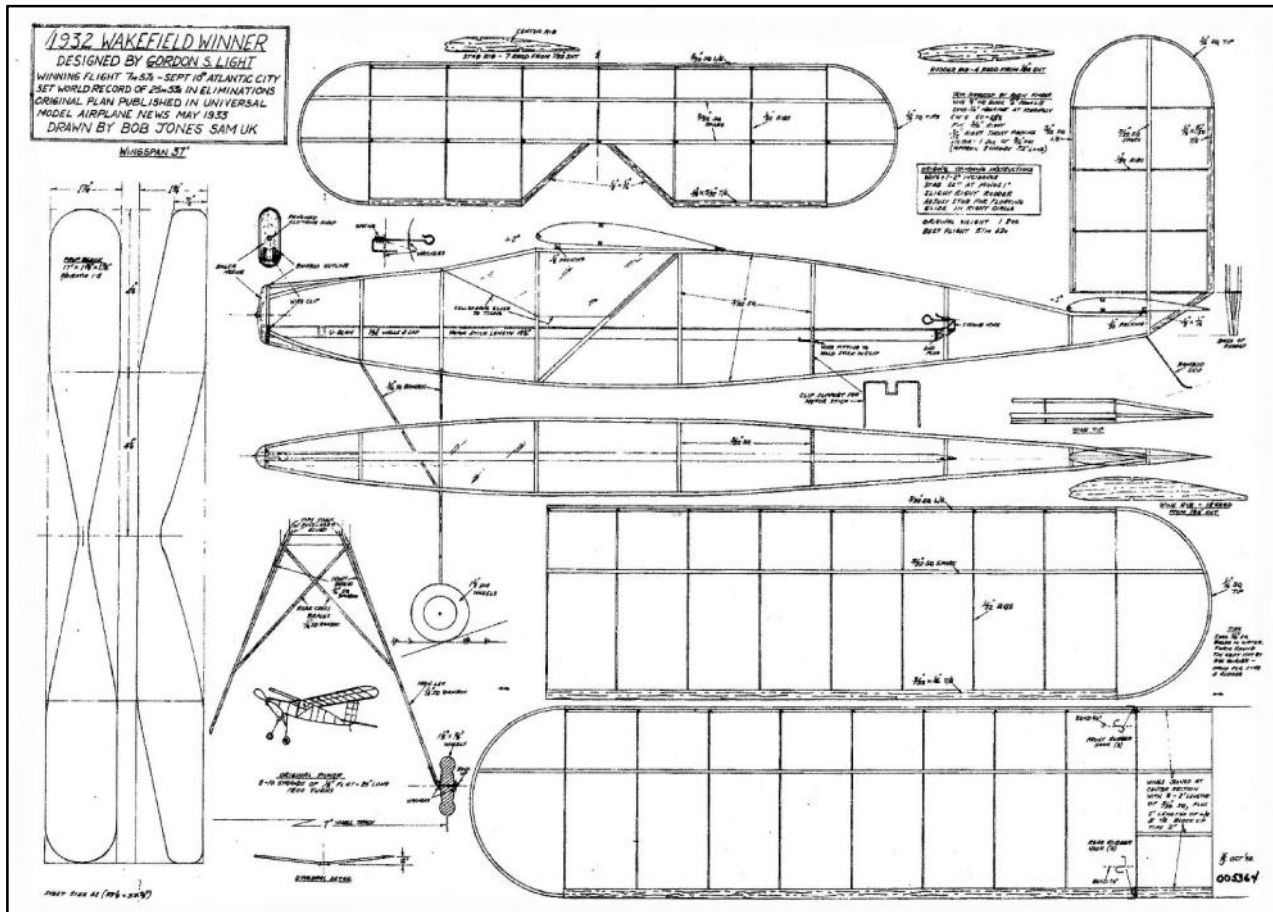
We also have a confirmed date of 24th July (subject to a licence being granted) for use of RAF Colerne by courtesy & kindness of the South Bristol Club, to whom we are most grateful.

This event will be a Cagnarata Day plus sport flying & it is hoped that we will get a decent attendance as the airfield is "pensioner friendly"!

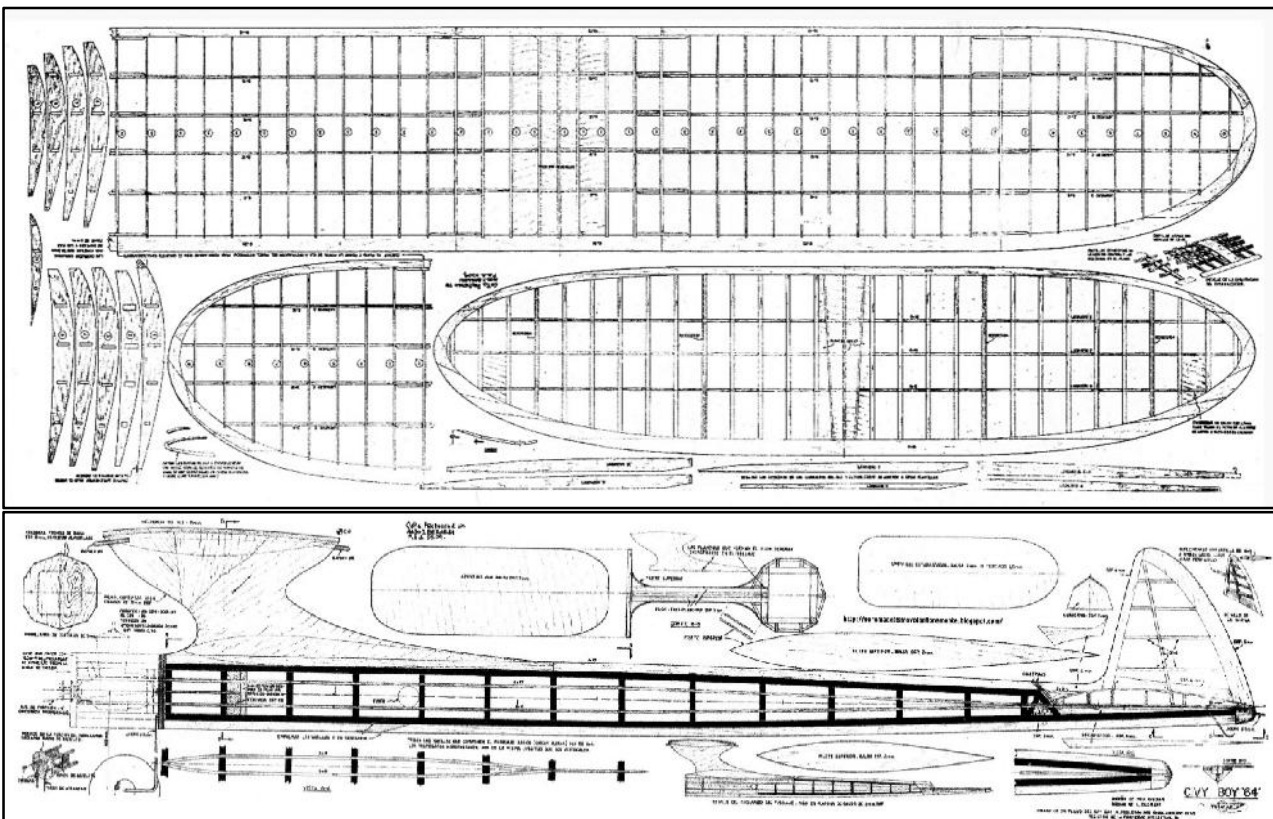
Worth noting also that Modelair have fixed dates for Old Warden as follows: 7th/8th May & 17th - 19th Sept. No other details yet.

Roger Newman

Rubber: Has to be the 'Gordon Light'

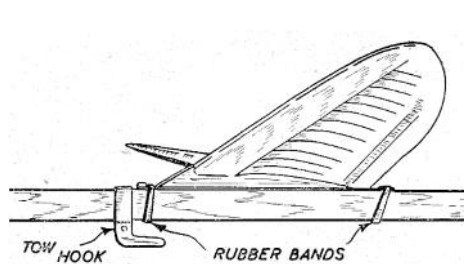
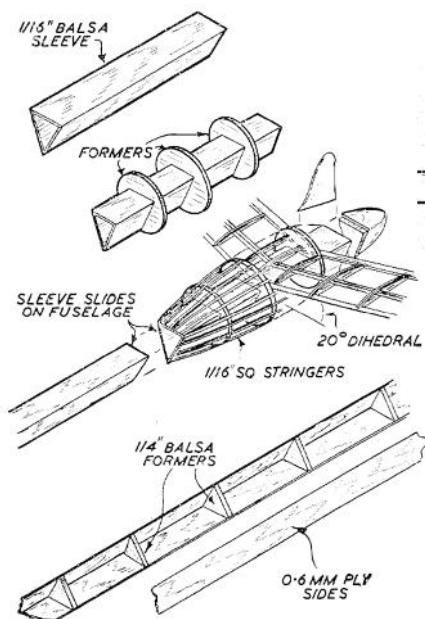
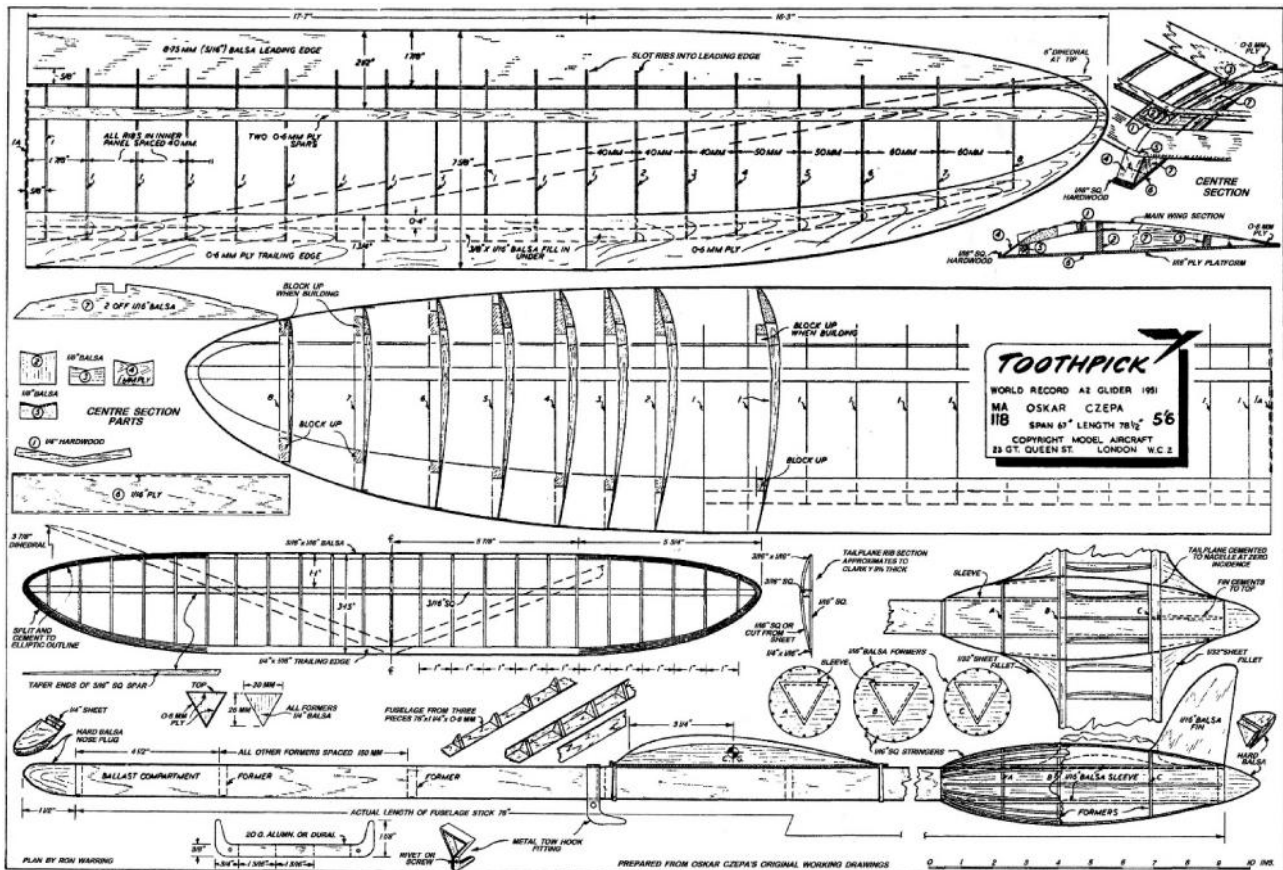


Power: Civy Boy 61 as flown at Middle Wallop by John Leitch



Glider:

One from the stable of the late Robin Kimber - Toothpick, the World A2 Champ winner in 1951 - is this one of the most inelegant gliders of all time? I guess beauty is in the eye of the beholder.



TOOTHPICK			
Span	...	67 in.	Overall length 78.5 in.
Wing	...	465 sq. in.	Projected area 458 sq. in.
Tailplane	...	71 sq. in.	67 sq. in.
Total		...	525 sq. in.
Total weight	14 oz.
Wing loading	3.12 oz./100 sq. in.
Sinking speed	1 ft./sec.

Model Clear-out

Paul Doidge

I am Club Secretary of Knutsford & District Model Flying Club, I have been given your details by one of our members Ralph Sparrow.

A couple of days ago the club was contacted by a family member clearing the loft of Gordon Seymour who was a very keen free-flyer for many years and a long standing member of our club. Sadly he passed away several years ago, and his wife has passed this year.

On clearing the loft, a large collection of vintage models has been found, some built, many still in their boxes. I have circulated the details to our club, but Ralph has suggested that much of the collection, located in Padgate near Warrington, would be of more interest to you and your members.

The person to contact is Ian Duane, his phone number is 07932 140064

I have attached the photographs he sent me of part of the collection. I hope it is of interest to you, the family really want the models to go to good homes.



Paul Doidge
Club Secretary

Free Magazines

There are:-

Aeromodellers: 7 x 1955, 6 x 1956 and Jan 2013 to Nov 2021 complete.

Sam Speaks 2007

AMI Aug '02 to Apr '04

The 2013 to 2021 Aeromodellers are all in perfect condition except for the removal of some free plans.

The 1955 & 1956 are without covers and consequently a little tatty.

The Sam Speaks are in perfect condition as are the AMI's

I want nothing for them just a good home!

They would need to be collected either from my home or an Area meeting, as three boxes have a total weight of just over 20 Kg.

If interested contact john-richardson@btconnect.com or 01233 668767

Address is still 21 Beaver Road, Ashford

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

PS: Update on competition above

International Postal Competition **July 1st 2021 to February 28th 2022**

Greetings to all! It is now just over four months since I invited participation in this event for:

P30s plus supporting classes for Classic 1/2A and KK Senator.

A lot of positive comment was forthcoming but entries to date have been a little sparse in comparison even though much of favourable northern hemisphere flying opportunity is fading.

To some extent I have been remiss in not encouraging members of groups to fly but I have had very little time to spend in same or on modelling affairs in general due to personal problems.

I thank all who touched base and also those who have sent scores, whose numbers I trust will yet be swelled by others from Southern climes. Remember that scores are acceptable from any time in the July-February period so existing sets of times from any contest or flying sequence are valid, as are multiple entries where different models were flown. As said initially I have not been active in the group of late and time is still limited; I request anyone who may have left me comments or scores therein to please advise me direct at jimoseley@look.ca and use that email for more to follow..... says he hopefully lol.... **Competition rules also available.**

Good flying, wherever in the world you might be.

Jim Moseley jimoseley@look.ca

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

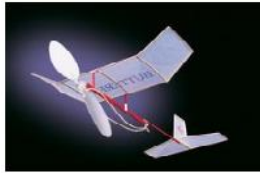
Jan 8th – Feb 5th - Mar 5th – Apr 2nd – May 6th

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



2021/2

Wednesdays: 12.00 noon – 4.00 pm

29th Dec; 19th Jan; 23rd Feb, 23rd Mar; 20th April

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.	Kell 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	sold	£20 ono
4.	MM Skyranger: 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.	Kell Kraft Gypsy - ex John Fox - note on box says "believed complete apart from prop blank, plus few parts already cut but in box Complete?"		sold	£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	sold	£35 ono
4.	Quickstart Products Spitfire diesel: looks new in box, spare cylinder liner included ?	sold	£20 ono
5.	K-Mills 1.3 diesel: - looks new in box but box bit tatty	sold	£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.

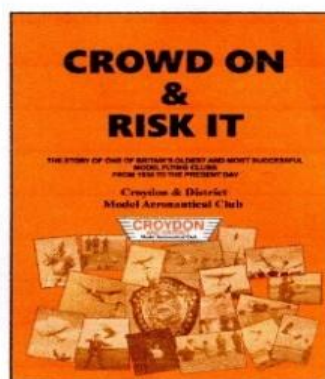
Contact Martin Dilly to order

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 Basingbourn.

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



Just £8 by PayPal or cheque.

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

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.

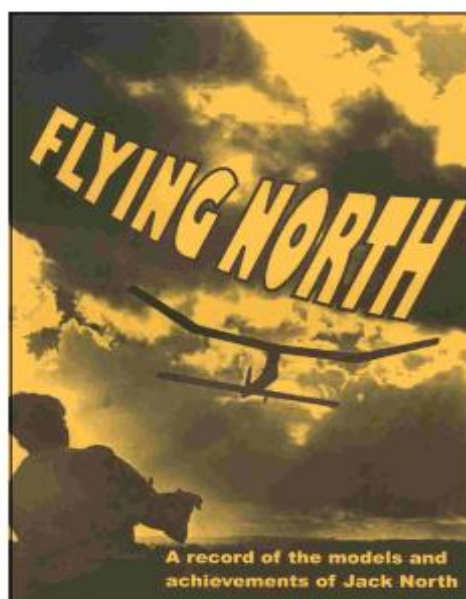
SAM Speaks USA.

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

Or by phone: +44(0)2087775533
 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