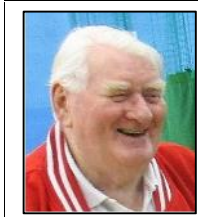


	<h1 style="color: red;">NEW Clarion</h1> <h2 style="color: red;">SAM 1066 Newsletter</h2> <p>Society of Antique Modellers Chapter 1066</p>	<p>Issue nc022024</p>
		<p>February 2024</p>

Affiliated to
SAM 1066 Website:



Club No. 2548
www.sam1066.org



Editor:- John Andrews
12 Reynolds Close
Rugby
CV21 4DD

Tel: 01788 562632
Mobile 07929263602
e-mail
johnhandrews@tiscali.co.uk

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

Contents	Page
Editorial	2
SAM1066 AGM	3
Couprofile: Ivan Taylor	6
Topical Twists	8
The Gipsy's Curse	9
News Review	12
Indoor Isn't for Everyone 73	13
Heard at the Hangar Doors	17
Editorial FF Montage	19
Ray Malmstrom's IVCMAC	22
Invicta	23
DBHLibrary (Magazines)	25
Gossamer Condor	29
Internet Videos of Joshuaw Finn	32
Engine Analysis: DC Manxman	33
Chairman's Note re AGM	35
Secretary's Notes for February 2024	35
Plans for the Month	36
Events and Notices	44
Provisional Events Calendar	51
Useful Websites	52

Editorial

February, where is all the good flying weather? As I write we have had gale force winds here in the Midlands day after day. The BMFA 1st Area event is on the 10th of next month so I hope your winter builds and repairs have been made and some calm spells for trimming have been found. We can but soldier on. Idyllic calm spells must come soon one would hope.

Right, what have we got this issue?

-) First and foremost we have our retiring secretary Roger Newman's report on the 2023 SAM1066 AGM.
-) Peter Hall gives us another of his Coupfiles, this time the victim is Ivan Taylor, an experienced modeller with a number of strings to his bow.
-) Pylonius has a dig at lost R/C models with no address labels, Introduction of 'The Scottish Rally' and a few observations on bent wire undercarriages.
-) I've dug up another of my master pieces from a 2001 Clarion, this time my Keil-Kraft Gipsy is the subject. It's a catalogue of trials and tribulations that can occur when a good design gets into the wrong hands.
-) News Review from 1949 Reports: The development of International Decentralised Competitions: The continued expansion of the SMAE Areas: And the forthcoming Model Engineer Exhibition.
-) The 'Trinity' Indoor meetings are the subject of Nick Peppiatt's piece this month, supported with pictures galore.
-) Heard at the Hangar Doors from 1954 comments on: The SMAE Annual Dinner: Difficulties in obtaining Aviation apprenticeships: Review of Sir Frank Whittle's book 'Jet': And the Wright Brothers 50th anniversary of their first flight.
-) A couple of pieces from Ray Malmstroms book '60 Years of IVCMA': an appreciation piece by Terry King : and another of Rays models, 'Invicta'.
-) Roy Tiller continues his look at Eagle books.
-) I delved into Wikipedia and offer you the 'Gossamer Condor' story of man powered flight and the two Kremer Prizes for fig.8 flight and Channel crossing.
-) I was guided by my daughter to the website of one Joshua Finn who has a lot of good videos on youtube. A lot of indoor and good interesting stuff.
-) Engine Analysis is the DC Manxman, I've never come across one of these myself. In my control-line days we were looking for 3.5's for combat and I am surprised that non of us acquired one.
-) Our Chairperson Tony Shepherd, in response to questions raised at the AGM, has produced a list of questions as to the future direction for SAM1066. He requests input from the membership in order that our association moves in the right direction.
-) Our new secretary Ray Elliott has penned his first 'Notes for the Month' and introduces himself with a bit of a biography.
-) Roger Newman's Plans for the Month has been expanded to comment on models he himself has built in the past. He promises to write similar articles for future editions of the new Clarion. One subject being EVTOL, electric vertical take-off & landing, particularly man carrying.

Editor

SAM1066 2023 AGM - Minutes of the meeting

The AGM was held as a Zoom meeting on 10th Jan 2024. Officers reports had been previously circulated to members who signed up to Zoom to participate.

The Chairman opened the meeting at 7.00pm. Apologies for delayed log-in had been received from NC Editor who joined the meeting during proceedings.

Reports were accepted by the meeting with the following comments: Chair – weather & comps affected badly, poor participation & low entries were consequence; Accounts & Treasurers Report – question from Mike Woodhouse regarding carry forward of prizes from Croydon Wake Day answered by Hon Treasurer. Accounts as presented accepted by meeting. Hon Treasurer commented that finances were in a healthy state, due mainly to proceeds received from the estate of the late Lindsey Smith. Hon Treasurer proposed that comp entries & prizes should be free of charge for 2024, agreed unanimously. Membership Secretary's report accepted by meeting, possible exploration of website update was commended, any suggestions would be gratefully received..

Library – meeting accepted suggestion from Magazine Library Officer to digitise selected copies & plans of recently gifted MRA (French) magazines, cost approx £80.

Election of Officers – all Committee members re-elected except retiring secretary. Ray Elliott proposed as new Secretary by Ken Brown & seconded by Roy Tiller, accepted by meeting & welcomed in post by Chairman.

Annual Subscriptions; the meeting unanimously agreed that subscriptions for 2024 should remain at no cost.

AOB:

(I) the Chairman initiated a short discussion on the future activities of the club. It was felt that an alternative venue to Salisbury Plain Area 8 could encourage more flying, particularly if meetings could be a mix of social (fun) flying & comps. The difficulty – as always, is finding such an alternative. Buckminster was briefly discussed but distance & relative smallness of site is potentially a problem. Luffenham could be a possible alternative – to be further explored, as could Odiham.

(II) Meeting agreed that joint Croydon / SAM1066 meetings in Spring & Autumn should continue. The Chairman suggested that consideration is given to possible combined venue & postal comps as a means of attracting more entries.

(III) A short discussion on the disposition of trophies indicated that the BMFA probably would not be receptive of holding more, but Hon Treasurer will contact Doug Hunt to verify. In meantime, the meeting agreed that winner of any comps that carry a trophy may keep that trophy.

The meeting was then terminated by Zoom time running out. The Chairman has asked that a vote of thanks be given to all officers of the Committee.

Officers Reports

SAM1066 Chairman's Report for AGM 2023

As per last year, I started to write this report by looking at what I had written the year before. The first thing that really drew my attention was this sentence:

Whether it was wind, rain or even excessive heat, there so often seemed to be something that popped up in time to put a spanner in the works and I've desperately missed the chance to get out and have a few days sport flying where vintage models just stooge around overhead.

No change there then!

For me in isolation it hasn't been a particularly good year following back surgery in February which was a far bigger job than I'd expected and therefore took much longer to get over than I'd hoped. As a result of this my first outdoor flying of the year was early in November when one of those lovely, Autumn days turned up on Salisbury Plain. It was great to be back flying again and enough to rekindle some interest.

Going forward into 2024 it would be good to think that we could run a few organised events with perhaps some contests but as I write this I am at a bit of a loss as to know what format these should take in order to prompt some interest and participation. The days of hundreds of us at Middle Wallop are nothing more than a fading memory. Even if we still had the access, we just don't have the flyers. I was communicating with a member the other day and he said that due to health issues he now flies indoor and quiet flight R/C electric over in Essex. Others are finding it difficult to drive so easily and the idea of getting up onto Salisbury Plain is of major concern to them. There are still the regular BMFA area, area centralised and nationals events so do these already provide sufficient flying days for the needs of our members?

What do you want from SAM 1066 in the future? Our list of members is now around 330 and whilst, within that, we have names of those who are no longer with us due to passing on or just retirement from the hobby, I'm sure that there are still a reasonable number that fly, so what can we do to get you out with your models to join us at future meetings? Would postal competitions be a good option? Or is it that you are all quite content to just receive the New Clarion each month? I'd really like to know.

SAM 1066 has kept going through the year much as ever with the New Clarion going out each month. We started the year in the knowledge that Roger Newman was intending to stand down as our long serving secretary but had agreed to stay in the post until a willing volunteer has been found to replace him. I'm pleased to say that that has now happened (subject to the approval of the AGM attendees).

So now it's time to thank those that do the work! Editor, John Andrews who puts together the New Clarion every month has carried out the task admirably as always. Some months he is overburdened with new articles whilst in others he trawls back through past editions to find something that is worthy of a second look. You do a great job for us John so thanks to both you and Rachel and indeed to all those who write for the NC.

Now at the end of his first year, Martin Pike has done a great job of keeping the website up and running and the membership list in order so thank you for that. I was concerned that we would have difficulty in filling Mike Parker's shoes but Martin has just slipped smoothly into the role.

Nick Peppiatt has once again kept control of our finances and we are still in a healthy state on that front as detailed in his annual report. Thank you to Nick for this work and also to Dave Cox for doing the auditing.

Roy Tiller, ably assisted by Barbara, is still busily maintaining the library and we thank you for your continued work. A recent donation came in the form of the first 50 editions of the French magazine Le Modele Reduit d'Avion courtesy of a visitor from France and we are now in the process and looking at how to make them available to the membership.

And finally to Roger. Over the years he has worked so tirelessly for us. Whether it has been reading the latest CAA documentation and advising us on its impacts to our hobby or standing on Salisbury Plain in umpteen layers on a cold, windy day keeping scoresheets up to date he's been the man. Thank you so much for all you've done for SAM 1066 and its members and I'm just pleased to know that you'll still be at the end of the phone just in case I need to ask you about something.

So to finish off, let's hope we all have a healthy 2024, blessed with idyllic flying conditions.

Tony Shepherd

SAM1066 2023 AGM: Secretary's Report

A report that is quite short & in truth little different from last year. The weather has been spoiler through the year. Very little competition activity, exacerbated by poor weather & inevitably a reduction in numbers participating.

As per last year Area 8 of Salisbury Plain remains the only viable flying site for competitions in the central south of the country. Even Indoor flying is seeing a reduction in attendees.

However the New Clarion continues to provide us with a staple & interesting monthly diet of news & information. We owe a great deal to John & I thank him very much, as indeed I do for all other Committee members who contribute their time & energy to keep us going. Following the AGM, we should see a new Secretary in post. Please give him all your support, as you have done for me over the years.

Roger Newman

SAM 1066. INCOME EXPENDITURE AND PETTY CASH ACCOUNTS, 1ST OCTOBER 2022 TO 30TH SEPTEMBER 2023							
INCOME		EXPENDITURE		AMOUNT	AMOUNT	CHQ. No	BNK BAL
Date	Details	Date	Details	IN	OUT		
01/10/2022	Balance carried forward from 2021/22						1170.85
	Sales of Lindsey Smith's effects			603.95			1774.80
			Post and packaging for sale of above		6.44		1768.36
	Sales of Roy Tiller's donations			134.46			1902.82
		24/03/2023	Wine prizes Croydon Wakefield day		38.89		1863.93
		23/05/2023	Renew Daily linux home pro		86.26		1777.67
		14/06/2023	90th Birthday gift for NC editor		73.00		1704.67
		05/09/2023	Domain renewal sam1066.org		15.54		1689.13
			BALANCE AT BANK 30/09/2023				1689.13
SECRETARY'S CASH ACCOUNT							
INCOME		EXPENDITURE		Amount	Amount		BALANCE
Date	Details	date	Details	In	out		
01/10/2022	Balance b/f from 2021/22						31.24
			Post and packaging for sale LS effects				5.50
			BALANCE IN CASH ACCOUNT 30/09/2023				25.74
Signed <i>Nick Peppiatt</i>							
Nick Peppiatt Treasurer							
I have reviewed the SAM 1066 accounts for 2022/2023 as presented to me and find them accurate.							
Signed <i>David Cox</i>							
DAVID COX							

SAM1066 Treasurer's Report for AGM 2023

2023 again sees the SAM1066 accounts in a healthy position, thanks to the generosity of the late Major Lindsey Smith in the donation of his aeromodelling effects to the Society, as reported last year. The first BMFA auction, last October, was successful for us, thanks to Roger Newman's efforts; Lindsey's items raising nearly £400, and the generous donation of articles by Roy Tiller raising a further £134. Other items from Lindsey's estate have been sold on an ad hoc basis, raising a further just over £200. Further items have been donated as raffle prizes at the Indoor Scale Nationals, an event that Lindsey always liked to support and participate in.

Unfortunately, as far as model flying contests were concerned, the weather was very much against us. Both the competitions on the Easter Croydon Wakefield day and the July Cagnarata were cancelled. The only events that took place in this financial year were on the Croydon Coupe day, 9th October 2022, which was very breezy.

As a result, expenditure was limited to that necessary to maintain the SAM1066 website, some wine prizes, that were eventually used for the SAM1066 competitions on the recent Croydon Coupe day, 8th October 2023, and a much deserved 90th birthday gift to Our Esteemed Editor of the New Clarion, John Andrews.

With the current healthy state of the accounts, membership of the society can remain free, as can competition entry. Many thanks to Dave Cox for reviewing the accounts as presented.

Nick Peppiatt

Website and Membership Secretary Report AGM 2023

Goodness, a whole year has passed. I had some success in electric outdoor scale, and was not last on all the Nijmegen indoor classes I entered - the standard was very high.

The website has been maintained, but not overhauled. The current format is dated, but functional. The content could be transferred to a more modern-looking site. Do people feel that would attract more members?

The New Clarion appears as if by magic each month- thanks John. The usual access is via the website, but this month I had to send it out by email. Do you have a preference?

If an email address is not used for a long time, a 'box full' message is sent back. I do not know if that member has a different address or has died. If you know of the latter, do send me a message, I don't want to upset the relatives.

Martin Pike

DBHL (Magazines) Report to Committee on year 2023

This year the library has spent money on book purchases to enhance the collection which has reduced the working funds to £5.21.

Donations of magazines and books to the library this year have included a most welcome set of the French magazine Le Module Reedit d'Avion from issue No 1 to No 50, which are now stored in archive boxes together with other, rather later, copies of MRA.

These magazines have been listed on my working copy of the spreadsheet "Magazines held" and the plans in the magazines have been listed in my working copy of the spreadsheet "Plans in magazines" I expect to have these spreadsheets ready for forwarding to our webmaster, for the usual annual update of the spreadsheets on the website, during first quarter 2024.

A quick look at the usual magazine and plan websites found only MRA issue No. 1 to be available within the No. 1-50 range and a sample check of 10 of the plans found none. It must be concluded that both the magazines and the plans are quite rare, certainly in any easily accessible resource.

It has been suggested that we scan these magazines such that they are readily available to our members. Thanks to advice from our retiring Secretary and our Editor, a satisfactory, and not too time consuming, procedure for this scanning has been determined. I would expect to complete this scanning by mid to late 2024.

The magazines from issue number 10 to 50 include a loose insert plan.

None of the plans have title boxes or indication of magazine issue date or No. and some have no identifying name whatsoever. Identification of the model name, designer etc. often relies on reference to the associated magazine.

In light of the rarity of these plans it may not be wise to risk them in the post. This and the lack of clear identification on the plans leads me to suggest that I have then scanned by my local copy shop who have quote a price of £1.80 per plan for scanning. They would copy the files to a mobile hard drive unit and/or provide a link for their download.

I will await the Committee decision on the scanning of the plans and advice on where the scanned files of the magazines and the plans should be sent in order to make them readily available to members.

Roy Tiller

SAM1066 2023 AGM: DBHL Library Report

DBHL (Magazines) Report 2023

As my previous report, this year the library has spent money purchasing some books to enhance the collection which has reduced the working funds to £5.21.

Donations of magazines and books to the library this year have included a most welcome set of the French magazine Le Modele Reduit D'Avion from issue No 1 to No 50.

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

DBHL (Plans) Library Report 2023

Minimal activity on the pdf plan request front, a sure sign that people are building less. However through the year, a dialogue has been forged with the Bergamo Club in Italy, who have an extensive digital library. Through the good offices of Paolo Rossi (Secretary) the content has been made freely available for on line downloading of a wide variety of magazines, plans & publications concerned with Aeromodelling. Links have been published in the New Clarion as appropriate.

A few members have taken up a recent offer to request the complete DBHL plan library on a memory stick, which is good. The offer remains open to all.

Roger Newman

Couprofile 18 Ivan Taylor



Having just done an article for the Aeromodeller about my Coupes it's not easy to put together much new stuff. I hope all you Coupe buffs subscribe and will see the article.

My competition interest in rubber power started in 1974. Straight into Wakefield with the help and encouragement of Joe Barnes, one of the top Aces in those days. A great guy. In 1977 I had good year, especially with a 3rd at the Pierre Trebod against 71 entrants which included the world's best Wakefielders. A real boost that was. '83 was my first W/champs, 7 more team places followed. Best results were 11th and 12th. Also some good placings at open International events.

Later the introduction of purchased models en masse left me feeling not so competitive but wishing to remain an Aeromodeller! So I have been heavily involved in FF Scale in recent years, which has helped improve my building skills and to understand some aerodynamic issues not previously encountered. But the wonder of duration has been rekindled with Coupes. I am also keen to do better in 2024 with my 50g models. So along with some scale flying I should be kept busy with repairs.

I have built two new Coupes since the first one, but have only flown the first in competition. The latest was only completed just after my A/M article, so I can mention that! All three are more or less the same.

A final check on the weight of the latest, before placing the pylon in the correct place for 60% CG gave 71g. It must have dried out a bit having previously been 74g. This includes a Ruyter bug.

The prop assembly is a massive 25g so this gives the sort of nose length Wakefield modellers dream of - I did, anyway. So the prop tips are only 1" from the wing TE when folded, excellent, I think?



This Wakefield 'look alike' is not as Coupes are supposed to appear in public, so I'm told. Honestly, they weren't intended to be so. The design is only based on my experiences of what I believe works well for rubber driven duration models. Whether this short nose model is successful or not remains unknown as I write, and that's the pleasant tease when trying something a bit different.



My thermal picking technique? Well that brings a smile to my face. It's a messy, anxiety ridden business, I have no clear understanding really, I'll use anything that's on offer! Now bubbles I like, on the right day, but they seem to have gone out of fashion!

Insects are very reliable.

Other ramblings will be on sale from good bookshops soon.

Australia 1993, Martin Dilly steadies the winding tube of the 90" span Wakefield prior to the 1st round.

Flight time 2.59!

I finished 11th. We got gold in the team placings.

Ivan Taylor/Peter Hall

TOPICAL TWISTS

by pylonius

Extract from Model Aircraft February 1955

Lost Cause

We trust that the bod who lost his large R/C model into the blue, without first providing it with the customary "if found" label, was able to control his emotions better than his departed model. Anyway, the incident does remind us how essential that label is; in fact, it is discourteous to leave it off. After all, the lucky finder is always curious to know how far the model travelled

but was understandably discouraged by the endless processions of Everest explorers scrambling all over the flying area. Now that things have quietened down a bit in the area he can at last lay out his lines in peace.

Having been given this warning, the future Everest explorer should not be unduly surprised if he hears a stentorian voice thundering across the glacier: "Mind those abominable lines!"

seeking forms of D/T fuse other than the popular lamp wick. A necessary step since the acute shortage of wick has been responsible for a serious decline in Scottish model building—well, it's not so easy by candlelight.

Tail-Enders

Since modellers have given up using undercarriages in favour of collapsible bits of bent wire, the r.o.g.-ing business has been getting completely out of hand. Providing you are not crude enough to give the model a too obvious shove you can get away with almost anything; even in this country, where, unlike some others, the stringent system of eliminators precludes anyone getting into the team merely by using a little push.

Sleight of hand methods vary, of course. The praying mantis type of release is as popular as any: a ritualistic flurry of hands so mesmerises the timekeeper that a waist high launch is readily achieved by the more adept. For the really ambitious, who aspire to a full, shoulder high launch, it is necessary to have a retracting mechanism of

Topical Twists

before it became his property, and in the case of a large R/C model it can be more than discourteous, it can be downright cruel.

The finder of a reasonably small model can at least get some fun out of the thing, even if it's only a matter of gliding it down from the bedroom window, but a large R/C model can be a positive embarrassment. The kids start crying because it is too heavy to chuck about, there's no room in the garden shed to store it, and any suggestion of lumbering the thing round to the nearest police station is met with wifely hysterics at the thought of getting mixed up with the police. How much more human would it have been to have put an owner's tag on the thing. Relieved of his suffering the finder would be on the doorstep in no time at all, aglow with the expectancy of a large fat reward. And, who knows, some worthwhile odds and ends might be salvaged from the wreckage.

Large Order

From the Himalayan Foothills comes a letter asking this journal to recommend a suitable engine for use on control line models at a height of 6,000 feet. Now, since our model engines are a little on the small side for this sort of line length no doubt the enquiry will be duly forwarded to one of the larger jet manufacturers.

Even so, it's encouraging to hear that our old friend, the Abominable Snowman, has been bitten by the model bug. Possibly he would have tried his hand at the game years ago

Flying Scotsmen

We are informed that next year's biggest spot of homely fun will be the newly instituted Scottish Rally. Thus, model flying, which used to be an old southern tradition, has moved to the rugged northern wastes in search of pastures new, or, come to that, any pastures at all. Down south, rallies have become little more than static exhibitions on pocket handkerchief airfields (though even these are not to be sneezed at) with just an occasional bod sending up a sacrificial model as a sort of defiant gesture.

Now with the emphasis having shifted north of the border, a crushing answer is provided to all those sly, Sassenach digs about the primitive state of life in the Land of the Thistle. More and more "Macs" are banding themselves into MACs, and all the feverish model heaving has given a new significance to the Highland fling. Most types of model can now be seen flitting over the burns and braes, but, naturally, there is evidence of a strong preference for free flight.

Which raises another point. It is generally believed that thermals cannot survive in the rigorous Scottish climate, but it is now known that a hardy species, able to survive without direct sunlight, were imported from an airfield near Manchester. So active have they become that the more modest of the kilted Scotsmen have been obliged to flout tradition by affecting underwear. Another indication of their abounding vigour is that Scots modellers are now



such complexity that sufficient helpers can be called upon to completely obscure the model from the timekeepers. The procedure calls for careful organisation, since all helpers must be at least six feet in height and trained to rise from the crouching to vertical position at one and the same time.

Of course, we might again remind the bent wire brigade that, in the event of a disqualification, they wouldn't have a leg to stand on.

Pylonius

Re-print of an article of mine from the old paperback 'Clarion' December 2001

John Andrews
&
The GIPSY's curse

Well hello folks, I thought I might inflict something a little more up to date onto your goodselves in the shape of a blow by blow commentary on the contest John Andrews versus Bill Dean's Gipsy.

First a bit of recent background of myself. Senile decay being what it is, my chronological memory of more recent events is more than suspect. When I took early retirement in, I think, 1992 I was still a radio flyer, more in theory than in practice and with my new found freedom I was soon very active but three or four models later and interest waned. However during this period I had taken my grandson to the freeflight nationals and had awakened my old love of open rubber. I built a couple, re-met Peter Martin who introduced me to vintage, built a Senator, and was looking for a vintage Wakefield. The local hardware/model shop had closed down and one of my radio clubmates had picked up a KielKraft Gipsy kit and I eventually took it off his hands, vintage Wakefield here I come.

I opened the box and inspected the contents, I think I had got me a late Friday afternoon kit for, having read somewhere about wood selection and matching stripwood, I supported the 1/8th strip on the end of the bench looking for matching bend and stiffness for longerons. All the strips were different so what the hell, I grabbed four that looked the same colour and started to build. Historically I did not build from kits or plans so vintage with its specific designs does not gel with my make it up as you go along methods. The first thing I did not like was the splice in the lower longerons with doubler reinforcement. I built it that way cos its vintage but left to my own devices I would have put the doubler up the front where the undercart is. The 12 swg kit fixed undercart was replaced with plug in alloy tubes and 14 swg legs, the plan said 14 swg anyway. The only real problem with the build was the cabin glazing, on the Senator I had dodged the issue by using white tissue. I failed completely with the Gipsy, the kit window was ruined in short order with cement and cyno all over the place and the replacement met the same fate. I chickened out, fitted a few stringers and black tissueed it. The final item was the prop, the kit had the part shaped saw cut blank which I used and although it finished up with very little helical twist it had nice big paddle ends.

Next step trimming, lord knows how old the kit was but there was about 12 yds of black rubber in the box so I made up a 12 x 1/4 pretensioned motor. Why I only used 12 strands I don't know, the last Wakefield I flew before rubber restrictions came in was a 4 ft fuselage with a motor of 16 strands of 1/4 weighing 5 ozs and 24 inch prop. Needless to say the GIPSY's performance left more than a little to be desired but basic trimming was accomplished without difficulty. Round one to JA.

Realising the 12 strand motor was useless and not being one to take small steps I moved up to Tan II 16strands x 1/4 weighing in at 100 gms.(there aint no substitute for altitude and to my simple mind rubber is altitude) Performance changed dramatically, to quote from my flight

logbook (don't you just hate people who are organised?) "Warwick 9th. May 98, breezy, Gipsy 300turns, added downthrust, spin on wing tip 2 circles then stalled, glide looks OK/wide turn." This was the first sign of Gipsy resistance. Next log entry "Warwick 19th. Aug 16 x 1/4 400T, tight power turn needs 1/32 left side thrust." Round two drawn.

Luffenham 30th. August 98, first competition. Flight 1 only 700 turns text book flight 3-40 D/T. Flight 2 700T spin on wing tip 2 circles (where had I read that before) climbed away hooked lift again, D/T, another max. When I set up camp I had the good fortune? to park alongside John Billam and you know John he'll talk to anybody. Incidentally this was my first visit to Luffenham and it was before we entered by the backdoor. The following year I really thought my luck was in when I was met at the gate by a gorgeous uniformed female of the species who politely informed me of the rear entrance. I didn't argue, I had seen the sub-machine gun strapped across her bosom. Sorry, first digression, not too bad though. Flight 3 John had been taking interest in my progress and suggested that I skew the wing slightly to advance the R/H wing equivalent to wash-in, this I duly did and wound up for flight 3, thinking fly-off here I come. Now Mr. Billam had all the gear, pole, streamer and temperature indicator and he offered to indicate the right time to launch. Who was I not to take advantage of his vast experience, I waited, this looks OK says John and off goes the GIPSY. As I watched her zoom up into a monumental stall it suddenly occurred to me that I had already put 1/32 left sidethrust to open up power turn before skewing the wing on John's advice (we all know you don't make two adjustments at the same time). Muggings had dipped out big time, the GIPSY helicoptered about and turned in something under two minutes. Round three, early lead by JA but late come back by GIPSY, round drawn.

The next competition outing was late '98 at Wallop, probably Croydon Wakefield Day and the GIPSY began to get sneaky. I wound up for the first flight, the usual conservative 700T and because the wind had swung round I had to walk a long way out to the centre of the field to launch. The freewheel mechanism I use is a pivoted bar on the side of the prop with a single bar on the prop shaft and as I walked across the field the pivot bar on the prop was being pushed into the prop and it gave way. BANG!, the front end disintegrated, the spinning prop shaft took a few bits out of the ends of my fingers and I dropped the writhing mass onto the deck. After a few seconds the death throws subsided and the prop had retreated down the fuselage and stopped at the cabin. Round four to the GIPSY hands down.

It took a while but I rebuilt the front end and '99, looking through the flight logbook (still recording) saw me messing about with open rubber. This meant a certain amount of rebuilding as I'm a bit bumble fisted, I actually set fire to one of my 36" jobs lighting the D/T. I just saw the flame on the tailplane, tried to snatch it off, too late, the fuselage was away but I just managed to smash it in half and saved the wing. I could not believe the heat, the rubber at the rear was actually burning and all in about three or four seconds. I digressed again didn't I. Trimming sessions seemed to be the order of the day for the GIPSY through '99 and all entries in the logbook seemed to finish up "OK but". The best entry finished up with what could

be described as a definite maybe, quote "500T Bang on trim? a bit less turn". I think that about sums up round five, drawn.

Wallop 16th April 2000 was the next attempt at competition, first flight 700T launch and away goes GIPSY with a rocket climb to about 100ft. then BANG!, the prop had retreated into the fuselage again (Don't think the GIPSY likes Wallop). There followed a lovely falling leaf descent and a flight time of 1 minute plus. The freewheel was still OK as I had reinforced the prop with a piece of ply, so I can only assume the long motor had bunched and knocked some spacers out of the front or was it the GIPSY's curse. Round six GIPSY

The front end was rebuilt again and 11 days later logbook entry states "475T OK may need R sidethrust". Barkston was the next comp with no more trimming, three flights but only one max. I was still only using 700 turns where my turns table from CLARION Apl '96 indicates 850 but having dropped the first flight with a 2-15 I just went through the motions to finish. The GIPSY was obviously getting heavier, the rocket climb was still there to a good height but unless the air was good the GIPSY was gliding somewhat bricklike. I think I read somewhere this is a characteristic of flat bottomed tapered wings. Round seven drawn.

The eighth and final round was this years Euro Champs at Wallop, I made a few check flights and the glide turn was a bit tight. There was a strip of 1/8 on the fin and I was progressively trimming it away to no apparent effect which, as it turned out, was quite likely as the 1/8 strip was on the left side of the fin and I fly right right so I was just making things worse. However muggins hadn't noticed this and as the event required ROG I thought I'd better try one. Off goes GIPSY up to about 10ft. or so then the good old 2 turns spinning on wing tip (seen that before) then flew into the ground flat. Not to be beaten I set about rectification and there followed a series of repairs and check flights with each successive flight revealing yet another fault. The faults in turn were: tissue and spacer damage, cracked prop hub, torn out U/C. Each fault was rectified in turn and the test flight would reveal the next fault. The final undercart fault was a real challenge, the plug in legs were spread outside the fuselage and rubber banded in place over the top. What a mess but time was running out and the GIPSY was wound up and I prepared to take-off. Final mistake, I tried to ROG off the grass, wobbly U/C snagged grass, prop clipped the deck, broke, motor cut loose and fuzz evaporated. The wing and tail bowled off downwind leaving the writhing ball of tissue rubber and piano wire dancing about in the grass. Cremation of the meagre remains followed. GIPSY wins by KO in the eighth.

This was supposed to be a one page Clarion filler, but I tend to go on a bit don't I. I trust you managed to get this far cos I am not beaten yet I've built a new fuselage and trimming has already started and I'm preparing for the return fight. I intend to use less rubber and seek out thermals next year as I am not convinced of my GIPSY's capabilities without assistance. If you see a big guy, with Gipsy in hand, wearing a red shirt, floppy white hat, gore-blimey trousers and standing nose in the air with legs apart, that will be me sniffing for thermals not bodily odours.

John Andrews

NEWS Review

Decentralised International Contests

An interesting type of international model aircraft contest has been developing of late which affords the participants much interesting sport without involving them in the heavy expenditure normally associated with contests of an international character. It also results in pleasant and entertaining individual contacts and the opportunity of exchanging ideas which adds greatly to its attraction.

In these contests certain British clubs have contacted a club in a foreign country and arranged a contest for a specific type of machine, the actual flying being carried out on each club's own ground on the same day, and the results subsequently exchanged, much after the style of the S.M.A.E. decentralised contests.

The first of these which came to our notice was one between the Pharos Club and the Cleveland Balsa Butchers some years ago which resulted in a win for Pharos. Now we learn of two more similar contests which have taken place recently.

First of all, the Reading Flying Dutchman's Club of Pennsylvania, U.S.A., invited the Reading and District M.A.C., of Berkshire, to send models for proxy flying in the Rubber and Power events held in connection with their Bi-Centenary celebrations.

The Reading (Berks) Club decided to send two models over by air and the rubber model selected was a "Contestor" constructed by Hugh Macphee which had distinguished itself by qualifying for the Wakefield "100" but failed to get into the final team at Fairlop.

The rubber contest was of an open type admitting a wide selection of types ranging from lightweights to Wakefields and the model was handled in the contest by Robert A. Gable with considerable success.

Starting cautiously until he had the measure of our British rubber, he returned the following performance, to win the contest:—

- 1st Flight, 1 min. 50 sec. (500 turns).
- 2nd Flight, 2 min. 10 sec. (700 turns).
- 3rd Flight, 10 min. out of sight (1,000 turns).

The result of the contest was promptly sent over the radio, and the permanent trophy has now reached this country safely.

In recognition of his effort, the "Contestor" has been presented to Robert A. Gable.

The latest contest of this nature to be reported to us is one between the Croydon Club and the Utrecht Flying Club, of Holland. This was held on successive days at Epsom Downs, Surrey, on Sunday, October 24th, and at Utrecht on Saturday, October 23rd, in weather which was far from good. The result was a comfortable win for Croydon with a total of 1,755.2 sec. to Utrecht's 492 sec.

We learn that the Croydon Club, who are our National Champions, have made all the members of the "Thermal Thumbers," of Los Angeles, the American Champions, members of the club and that they are expecting to engage in a contest during the coming season.

These friendly contests add greatly to the interest of the clubs' activities, in addition to cementing long-distance friendships, and can do nothing but good.

We hope other clubs will follow this example and we shall be pleased to assist contacts where this is desired.

Area Development

The Area Scheme of the S.M.A.E. continues to grow steadily and we are pleased to be able to announce that the South Midland Area has been successfully launched and shows evidence of developing into a very healthy group.

The inaugural meeting was held in the Central Library, Luton, on Saturday, December 11th, when a team of temporary officers was elected to run the Area business until such time as the various clubs in the group have had the opportunity of getting to know each other more thoroughly and thus able to assess the value of their respective members eligible for duty as officers.

As over 40 per cent. of the clubs in the Area are already affiliated to the Society, it starts in a strong position and it should not be long before this new limb of the Society asserts itself both on the field and on the Council.

"The Model Engineer" Exhibition

The Society of Model Aeronautical Engineers are again co-operating in the organisation of the Model Aircraft Section at The Model Engineer Exhibition, which will be held at the New Royal Horticultural Hall, Westminster, London, S.W.1, from the 17th-27th August, 1949.

Last year over 100,000 model enthusiasts came to the Exhibition, which provides an unrivalled opportunity for model craftsmen to show their work. It is, therefore, important that the Model Aircraft Section should be well supported in order to uphold the status of the movement. This year the S.M.A.E. is to make a special effort to encourage its affiliated clubs to send in entries, particularly for the Club Championship.

Full details of the model aircraft classes will shortly be announced and all enquiries should be addressed to the Exhibition Manager, The Model Engineer Exhibition, 23, Great Queen Street, London, W.C.2.

Activities at Trinity
November World War I competition



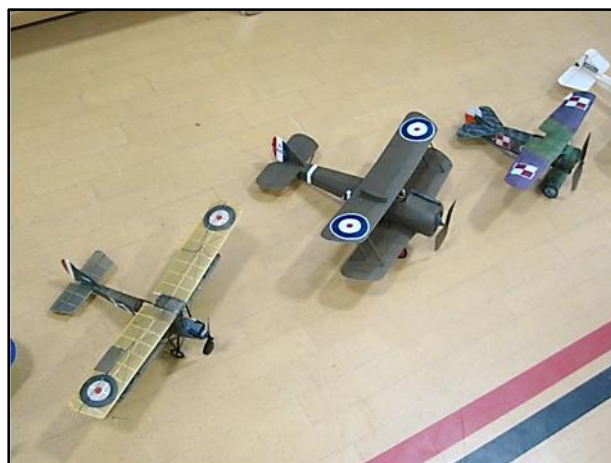
WW1 model line-up at the November Trinity meeting.



From left, Jon Markovitz's Halberstadt D.II, Steve Haines' SE5a and DH 6.



Peter Smart's BE2c, John Winfield's Fokker D.VII and Junkers D.1.



Peter Smart's BE2e, Mike Stuart's DH 5 and Dave King's Fokker D.VIII.



Dave King's B.A.T. Monoplane, your scribe's BAT Baboon and Lurk's BE2c.



Chris Brainwood's Sopwith Pup and SE5a

In recent months some well supported low key competitions have been held by the Trinity Indoor Flyers group in Newbury. In November a World War 1 event was held and the following is a summary of the relatively simple rules, which were devised by the CD, Andy Blackburn: -

1. Eligible models; military aircraft that flew between the official WW1 dates of 1914 and 1919.
 2. Flight score. The total of three nominated flights (duration).
 3. Static score. Calculated from the ratings (1-5) given by all in attendance.
 4. Placing given by combining the flight ranking and the static ranking of the model. In the case of a tie, the higher position goes to the model with higher flight score.
- The entries, all rubber powered, can be seen in the photographs above, and, remarkably for a scale competition, ten achieved flight times. The top results were remarkably close: -

Name	Model	Three Flight Total (secs)	Flying Ranking	Static Total	Static Ranking	Combined Ranking
Nick Peppiatt	BAT Baboon	133	2	28	5	7
Mike Stuart	Airco DH 5	72	5	44	2	7
Lurk	BE2c	62	7	44	2	9

There were several obscure types amongst the entries. In the case of Dave King's B.A.T. Monoplane, B.A.T. stands for British Aerial Torpedo. This aircraft started life as an early drone, designed to be a radio-controlled weapon to target attacking Zeppelins. It was later modified to accommodate a pilot. In the case of the BAT Baboon training aircraft, BAT is the British Aerial Transport Company Limited.

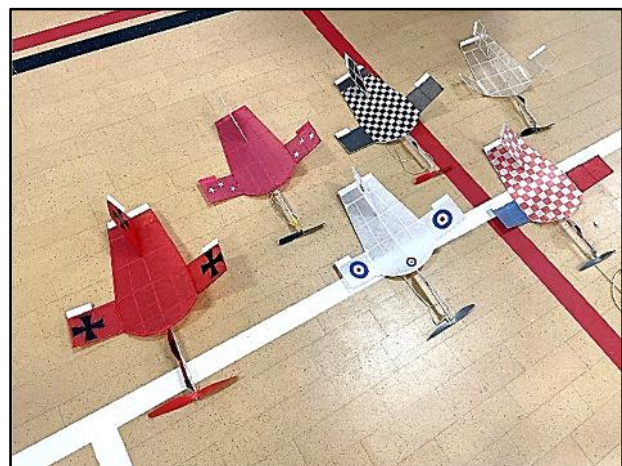
A number of the entries have been feature plans in recent editions of the AeroModeller. Peter Smart's 16" span BE2c and BE2e, with Lurk's drawings, was in February 2023, Chris Brainwood's wall foam Peanut SE5a in September 2023, which achieved the highest flight total of 136 s, and my BAT Baboon Pistachio in January 2024.

And so to the December event

The Malmström Mêlée in December



A line-up of some of the Ray Malmström designed entries. Which ones do you recognise?



The Space Ace was the most popular entry. Plan in the book, Ray Malmström, 60 years of IVCMAC.

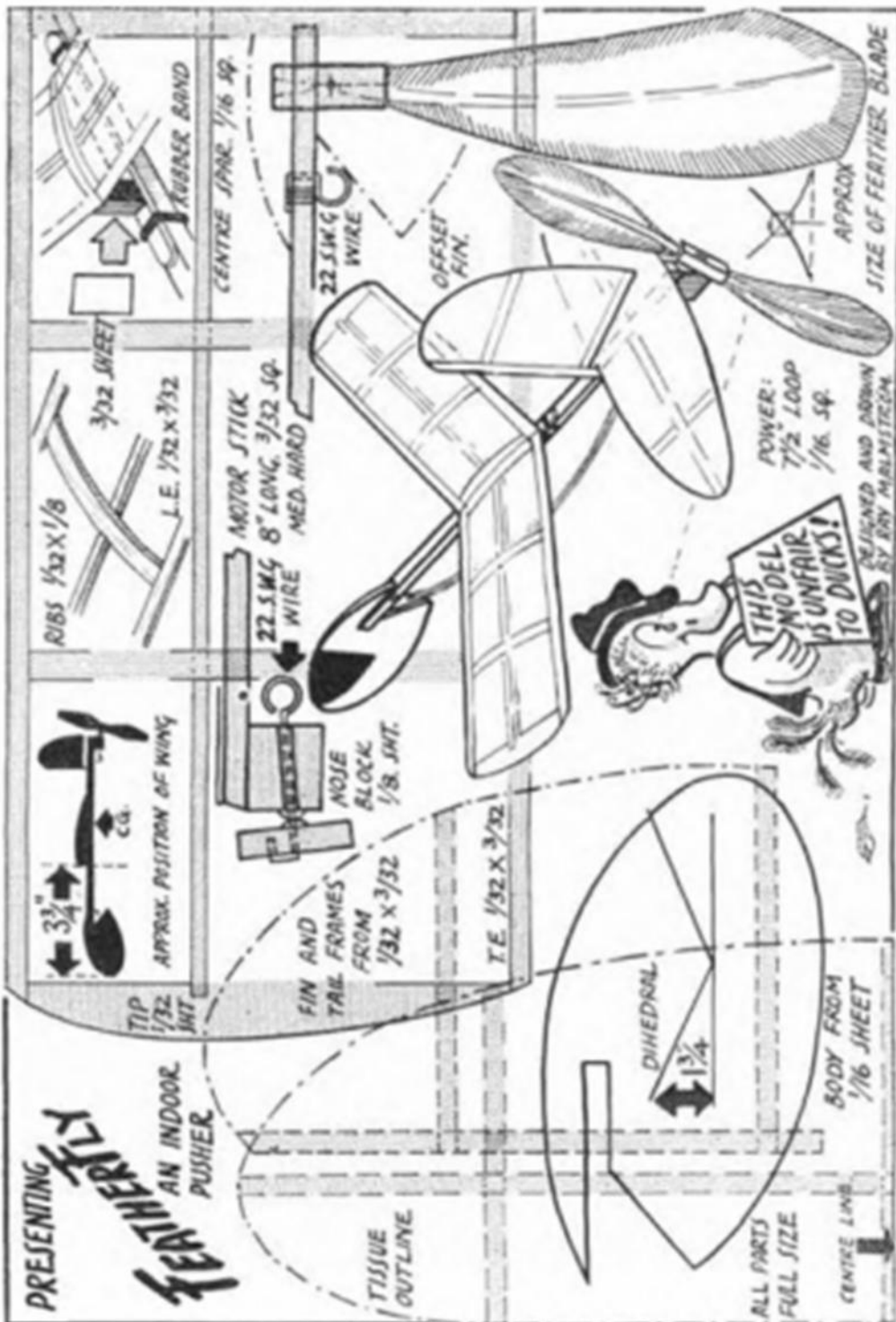
Again this event, which I mentioned in my report of the November Henley indoor meeting (IIFE 71, NC December 2023), featuring some photographs of potential entries, was very well supported with 23 entries (multiple entries by one competitor were allowed). The competition was run on similar lines to the November World War 1 event, but the flight score was the total of the best two. CD Lurk's intention was to run the event on Christmas party lines and to maximise the distribution of prizes. That was more than achieved, great fun being had by all!



Mike Stuart's winning 80% Bi-Star.
Plan published in AeroModeller, December 1973



I rather liked Ray Goodenough's Flier Phil's Flier,
but, unfortunately, it didn't! Plan in the IVCMAC book.



Mike Stuart's beautiful 80% Bi-Star placed first, with Steve Haines 'The Wren' biplane third (see model photo in IIFE 71). My entry was a FeatherFly, plan published in the December 1956 AeroModeller, see Ray's delightful drawing above, which, much to my surprise, came second.



Mick Langford's SAAB Viggen
(plan from Meccano Magazine, May 1967).



Paul Masterman's Viking (plan in IVCMAC book)
and your scribe's FeatherFly.

This model achieved good flight times, placing third here, with 104s total, but being a rather ugly duckling, gained a surprising number of points in the beauty parade (ie. more than zero!). Ray made his propeller blades from one of his younger daughter's shuttlecocks. In my case, YogurtPotFly would be a better name, as the blades were made from an old styrene yogurt pot!

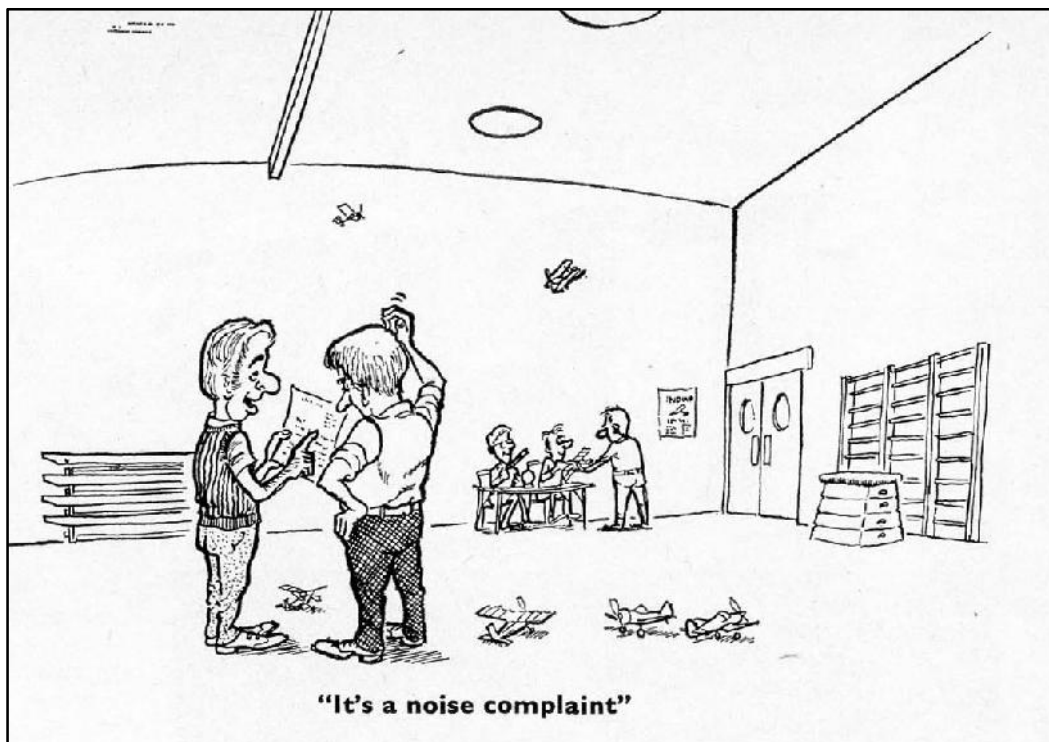
Forthcoming indoor events

The third BMFA South Midland Indoor Flying Extravaganza will be held on 25th February 2024 in the large Wycombe Leisure Centre Sports Hall (three times the size of the hall at Trinity). Full details can be found on the BMFA website

[BMFA South Midland Indoor Flying Extravaganza 2024! - BMFA Contests & Events](#)

As in previous years there will be a mixture of both free-flight and radio flying in 20min slots. This is a nice hall and event, so please attend if you can.

Nick Peppiatt





February, 1954

Cries of "Shame"!

A recent press release on behalf of the Avro firm gives interesting statistics in respect of aircraft apprenticeships. Of the 70-80,000 boys leaving school each term-end, a large number seek training in the aviation world, and it is getting to be as difficult to obtain an apprenticeship as it can be to get into some of the better known public schools.

Heard at the Hangar Doors

An Annual Spree

Held once again at the famous "Horseshoe Hotel," the 1953 S.M.A.E. Annual Dinner and Prizegiving repeated its success of former years; in fact this annual function seems to be achieving such popularity that more and more non-modellers are attracted to the Tottenham Court Road venue, to the possible exclusion of actual members! It would appear that some form of selection will have to be introduced in future, as the demand for tickets this time far exceeded the number of seats.

Such sardining did not affect the spirits of the jolly crowd attending, and it is probable that some learnt new ways of getting a spoonful of jelly to the right opening by studying the amazing contortions of one of the cabaret turns! (We have not yet succeeded in lighting a cigarette by means of our pedal digits, but have high hopes of adding this feat to our abilities in time for the new flying season. What a useful attribute to be able to light the d/t fuse whilst still fully occupying the hands with putting on the turns!)

In the unfortunate absence of Sir Sidney Camm and S/Ldr. Neville Duke, who were to have been guests of the evening, Miss Barwood of the Royal Aeronautical Society presented the growing list of "hardware" to the successful 1953 competitors. Speeches were happily brief and to the point, and the evening passed all too quickly for all concerned in dancing, etc.—the "etc." covering all those activities found where the breed *Homo Aeromuddulus* congregates.

(Note: 'Orrible 'Orace, our tame office boy, suggests that here is the opportunity to introduce a further Area Eliminator, with the top 25% qualifying for their places by virtue of a public demonstration of their gastronomic abilities. "Fuse-lage" cross sections would have to be below a given dimension, and processing—particularly of wetted area—should be most diverting!)

Avro's received thousands of applicants—the "short list" was 1,500—for 130 vacancies in 1954. We mention this because Mr. Lomas, head of Avro's training schemes, ascribes the boys' interest in aircraft to parental influence, a statement which, we respectfully submit, is unutterable balderdash, as any of the country's thousands of aeromodellers will tell him. Parents may encourage their children when they express a wish to apply for an apprenticeship—after all, the aircraft industry has a future—but the *interest* is already in existence and is largely so, we are convinced, because of the tremendous growth in aeromodelling activities in recent years. Most model flying clubs have had several members secure apprenticeships in the full-size world, and nearly every aircraft factory has a very strong model club. To name but four, what about De Havilland, Bristol, Vickers-Armstrong and (sssh!) Avro? We suggest Mr. Lomas firstly reads the following paragraph concerning Sir Frank Whittle's earlier days; and secondly he has a word with the present Avro apprentices, who will no doubt assure him of the great part aeromodelling played in their introduction to aviation.

Passing of a Pioneer

The sudden death was reported on Wednesday, 9th December, of Mr. C. G. Grey, founder and former editor of the *Aeroplane*. Born in 1875, he became one of the earliest members of the staff of the *Autocar*, and in 1909 accepted joint editorship of a penny weekly called *Aero*. In 1911, with the co-operation of Sir Victor Sassoon, the *Aeroplane* came into being, and C. G. Grey remained editor until 1939. From 1912 onward much of the F. T. Jane *All the World's Airships* (later changed to *Aircraft*) was compiled in the *Aeroplane* offices, until an unfortunate caption compelled Grey's resignation from the editorship in 1941. In addition to being Air Correspondent for several well-known papers, Grey wrote a number of historical and technical aviation books; although he never

appreciated model aircraft enough to allow them any space in his columns, he was not unfamiliar with them—in fact, Harry Hundleby recalls employing C. G. Grey as an assistant when flying a glider at a G.T.C. demonstration in 1941! With his death, aviation has lost one of its most loyal champions, a man who, perhaps, did more than any other to bring aircraft into the layman's home.

Unsolicited Testimonial

A review of the recent publication "Jet," by A.Cdre. Sir Frank Whittle, K.B.E., C.B., F.R.S., appears this month in our book review columns, and we feel that the following quote, with due acknowledgments to the author, will interest all modellers, especially those younger enthusiasts who have yet to convince their parents of the value of the hobby. The writer, who surely needs no introduction, refers to his early R.A.F. days at Cranwell (1923-6) and states:

"My dislike of the strict discipline and barrack-room life was tempered by my association with the Model Aircraft Society . . . It would be difficult to over-emphasise the importance of the Model Aircraft Society on my subsequent career, partly because of the absorption of the large amount of aircraft engineering knowledge which went with it, and partly because my abilities in model making compensated in the eyes of authority for certain shortcomings in other directions. There is little doubt that my model work had much to do with the fact that I was one of the five apprentices to be awarded cadetships at the R.A.F. College . . ."

Sir Frank then goes on to describe a team project, a 10 ft. 6 in. power job fitted with a petrol motor made by a laboratory assistant named Westbury (surely the renowned Edgar T.?), and the failure of the plugs during an attempted demonstration before a high-ranking audience draws the remark: "Possibly my strong prejudice against piston engines dates from this event." The Editor, incidentally, clearly remembers seeing this model under construction during a model meeting at Cranwell in that year.

Wright Brothers Jubilee Exhibition

A special exhibition commemorating the 50th anniversary of the first successful flight by the Wright aeroplane is running at the Science Museum and remains open until approximately the beginning of March.

It should be of great interest to aeromodellers as there are models, books, aeronautical relics and diagrams displayed, illustrating early contemporary thoughts and ideas on powered flight by a man-carrying machine; and how this was ultimately achieved by Wilbur and Orville Wright on the 17th December, 1903. A series of 16 large, and in some cases dramatic photographs, emphasises the many hazards faced by the early aeronautical pioneer. Amongst the exhibits is one that will be familiar to "AEROMODELLER" readers—the original painting by our cover artist C. Rupert Moore of

the Wright brothers' historic flight; this painting was, incidentally reproduced on the front cover of our June 1945 issue.

Facts of interest about the Wright brothers' flight make interesting reading. Apparently the two brothers tossed a coin as to who should have the privilege of being the world's first power driven aviator and Orville won. Wilbur ran alongside and steadied the wingtip until the machine became airborne. Their power plant they made themselves, and consisted of a four cylinder in-line water-cooled petrol motor, that developed some 12 h.p. Airframe of the machine was constructed of ash and spruce, covered with rubberised cotton fabric. Almost an aeromodelling job, in fact!

Hours of opening at the exhibition are as follows: weekdays:—10 a.m. to 6 p.m. Sundays 2.30 p.m. to 6 p.m.

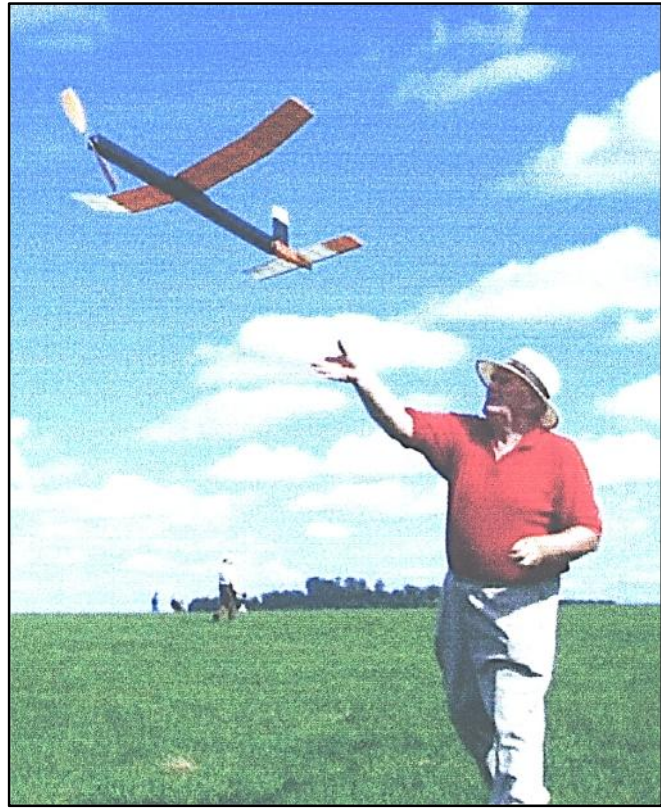
A New Trophy

For many years we have felt it an embarrassment when the annual prizegiving of the S.M.A.E. only called upon certain of the Trials winners to receive a tangible token of their prowess. For many years, only the winner of the Wakefield section received acknowledgment through the Premier Shield, donated in 1936 by the late F. R. Barnard, Esq., and in 1950 the "AEROMODELLER" presented a trophy for annual award to the top man each year in the A/2 Trials for model gliders.

This still left the best Power man "out in the cold," and the Model Aeronautical Press Ltd. have now rectified this condition by presenting the silver gilt trophy depicted to the S.M.A.E. for annual award to the top man in the Power contests staged to pick the team to represent Great Britain in the increasingly popular World Contests.



Getting a bit short of actual home brewed content, so I thought a few pictures from my stock of things past when I was still active might be of interest.



These are a couple of scans of photographs from my Open Rubber days. The first being my first competitive model 'O-1' way back in the distant past, late 50's I think. It was lost at Middle Wallop when it D/T'd over the wood and could not be found. The second is quite a bit later and is my development into 'O-3' which was the best model I ever had, 90 to 100 gms of rubber maxing most of the time.



I eventually cut 2 bays off the nose and moved the rear dowel point forward to cater for the change to 50gms. Still flew well and lasted for a number of years until it finally disintegrated through old age. The replacement '0-4', was both slimmer and lighter but was never as good.



The demise of '0-3'



Slimmer '0-4'

I had a somewhat less than serious dabble at Coupe. I cobbled together a model using an old wing and tail and a built-up fuselage using an old arrow shaft for the boom. The old wing was too small, flat bottomed and heavy so I soon had to make a new larger and lighter one. I used a small double bladed prop assembly that our founder David Baker gave me quite a few years back. This model was reliable but not really competitive, although I did achieve third place nationally in one area event, what the other competitors were doing beats me.



The makeshift Coupe



The retrieval system was reliable but the model did not normally go far

My first power model was a 'Slicker 50' way back in the early 50's. It was powered with a Frog 160 glow. I was new to proper free-flight and had only seen sports power models so, I knew not of engine timers and D/T's etc. ie. no D/t, no engine timer.

First time start, full fuel tank, the model climbed too well for too long and was long gone never to be seen again.

My efforts at Free-Flight Power were relatively insignificant, but I did win a British Power competition with my first PAW 1.5 powered 'Stomper'. I lost the first 'Stomper' at a Nationals, D/T'd over a field of high weird grass and although the field was full of modellers no 'Stomper'.



The Slicker 50



My 'Stomper No.2

I found the 'Stomper' a very easy model to trim, both of mine needed very little deviation from the initial set-up. Mainly a little weight on the tail to get the glide nearer the stall. This was probably due to the PAW 1.5's being heavier than the Elfin the model was designed for. The model is really under powered by modern standards and keeping the warps in is sometimes difficult when the model gets a little older and tissue repairs have taken place. George Fuller, the designer, told me he had had the same difficulty.

I did get round to building a 'Dixielander' with Frog 2.49 power. Wing folded on initial trimming, repairs were affected but it still remains untrimmed, it's in the garage somewhere.



Yours truly with the 'Dixielander' in the car park at Warwick Racecourse.
I used to do my trimming there, on the racecourse that is, not in the car park

Well that's filled a few pages, hope it's not been too boring

John Andrews

In the beginning

Not many people can claim sixty years of unbroken membership of a hobbies club – but Impington Village College Model Aeroplane Club can boast of a number of members who have been around since the beginning. One of those members is Terry King who was among Ray Malmström's art pupils when the Model Air Squadron was formed by "Commanding Officer" Ray in 1946. Terry tells us what it was like building and flying models in those far-away days.

I was 11-years old when I started my secondary school career at Impington Village College during September 1945 – the same day that Ray began his 40 year association with the building as an art teacher.

I was not aware of Ray's interest in aeromodelling until that fateful day when I was seen reading a copy of the Aeromodeller magazine in one of his art classes. Ray challenged me for not paying attention and asked in his booming voice, "What have you got there boy?" Shyly I admitted that it was the latest copy of the magazine. With a nod of approval, Ray just said, "Carry on reading lad, it will do you some good".

My interest in aeromodelling was kindled the previous year when I



The 'Commanding Officer' stands by his caravan, named Yagabond at Dales Barn, Barton, where many early models were built.

had watched models being flown on fields behind my house. It soon all became clear to me why Ray disappeared from time to time into a store room at the back of the art class after setting us a task that would take half an hour or so. One day on some pretext or another I walked into the store room and saw Ray carving a balsa propeller. This encounter was to be the start of a long friendship.

In early 1946 Ray invited all those interested in starting a model club at the college to a meeting after school in the art room. At this meeting the Club was formed and is still going strong.

First ever one minute

I remember when one of Ray's rubber models did his first ever one minute flight. It occurred in a field behind the caravan at Histon which was his temporary home. I held the model while he piled on the turns of the rubber motor. His delight was very vocal. As with all his modelling he had a passion and enthusiasm which he passed on to us young brood of aeromodellers.

From Histon, he moved his caravan to a site at Barton. His encouragement and help was always at hand. I cycled frequently to Barton with my latest creation under my arm and always I received the warmest of welcomes.

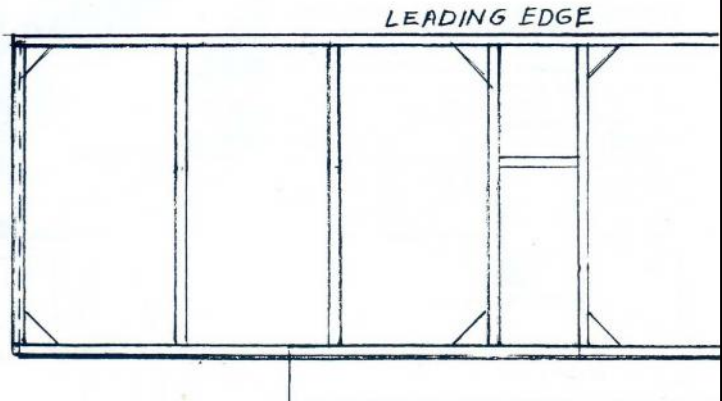
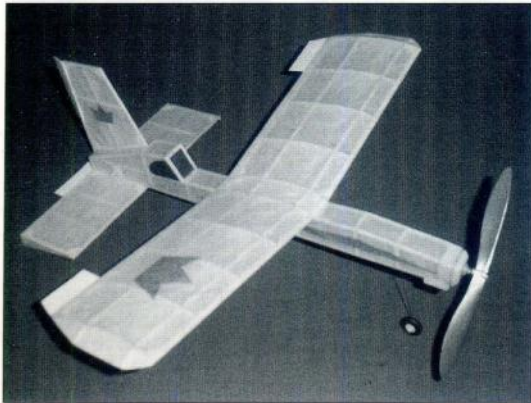
On a number of occasions I helped Ray with his test flying. I remember the day he test flew his Mimi biplane. The ED Baby motor was started up and away the model went spiralling ever higher on a full tank of fuel. Ray realised he could



Ray holds his out of this world looking Voltam design while Terry King holds Long John and an own design on the steeply sloping hill at Harlton.

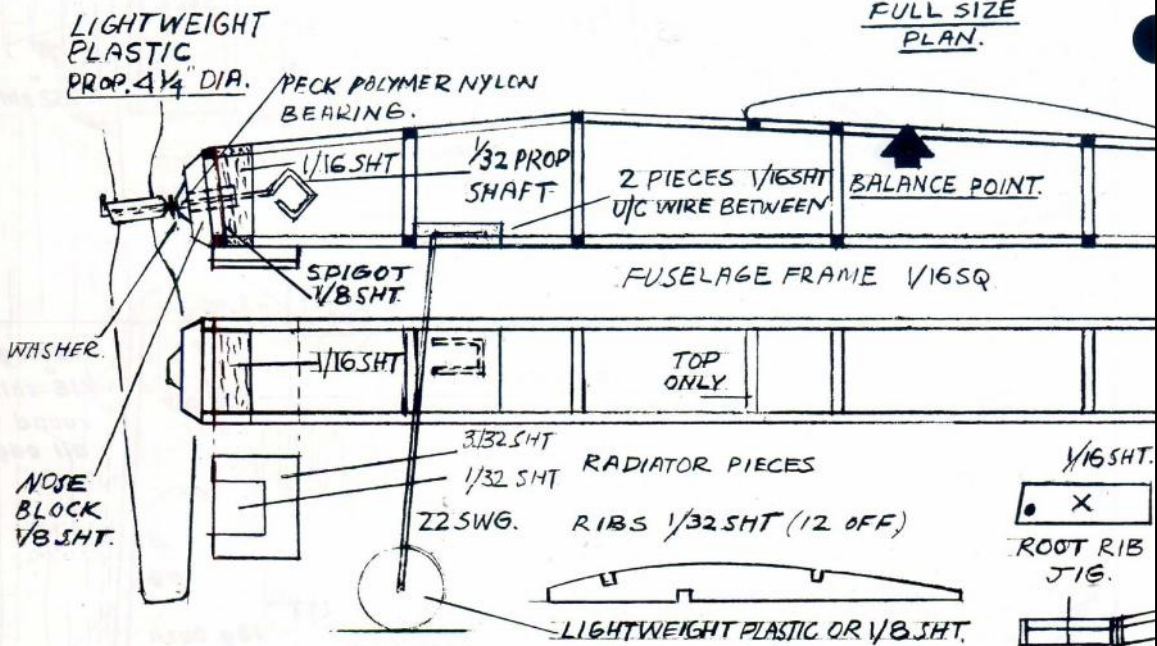
lose his new creation, so away we went across the fields in hot pursuit. We eventually found Mimi, which was to become one of Ray's most successful designs, sitting among sugar beet. Whenever I see a Mimi flying at a meeting, the sight always brings back memories of that early adventure.

The Club was often invited to give flying demonstrations at village fetes where we flew rubber, glider and the odd Jetex thrown in. Ray took great pleasure in arranging these events and the sight of models flying out of the fields and into the trees always caused amusement among the spectators. They were such carefree days with no noise, health and safety or insurance worries. Happy memories!



LEADING EDGE

FULL SIZE PLAN.



LIGHTWEIGHT PLASTIC PROP. 4 1/4" DIA.

PECK POLYMER NYLON BEARING.

1/16 SHT 1/32 PROP SHAFT

2 PIECES 1/16 SHT U/C WIRE BETWEEN

BALANCE POINT.

FUSELAGE FRAME 1/16 SQ.

WASHER.

SPIGOT 1/8 SHT

TOP ONLY

NOSE BLOCK 1/8 SHT.

3/32 SHT

1/32 SHT

RADIATOR PIECES

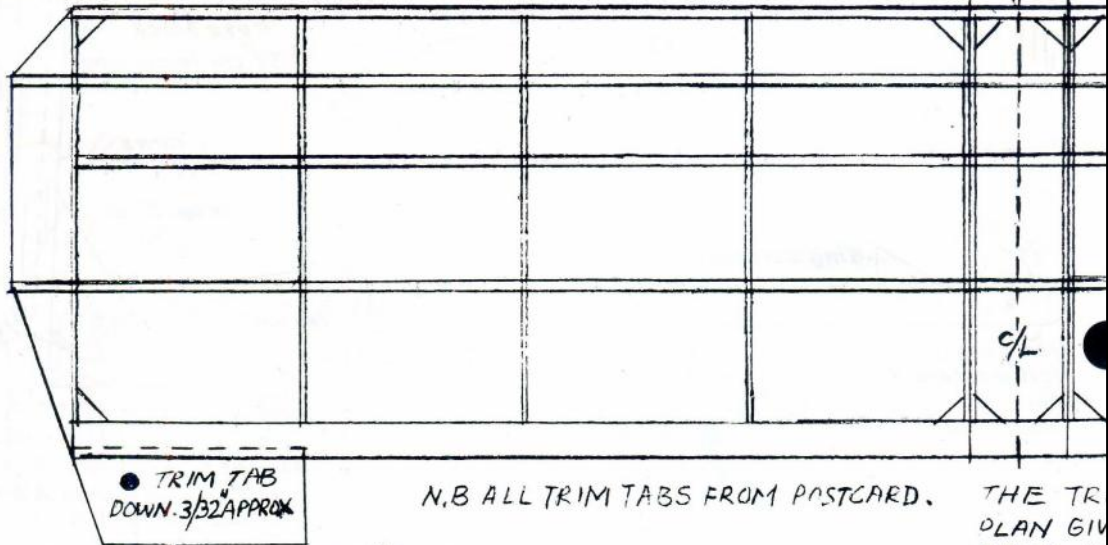
22 SWG.

RIBS 1/32 SHT (12 OFF)

1/16 SHT.

X ROOT RIB JIG.

LIGHTWEIGHT PLASTIC OR 1/8 SHT.

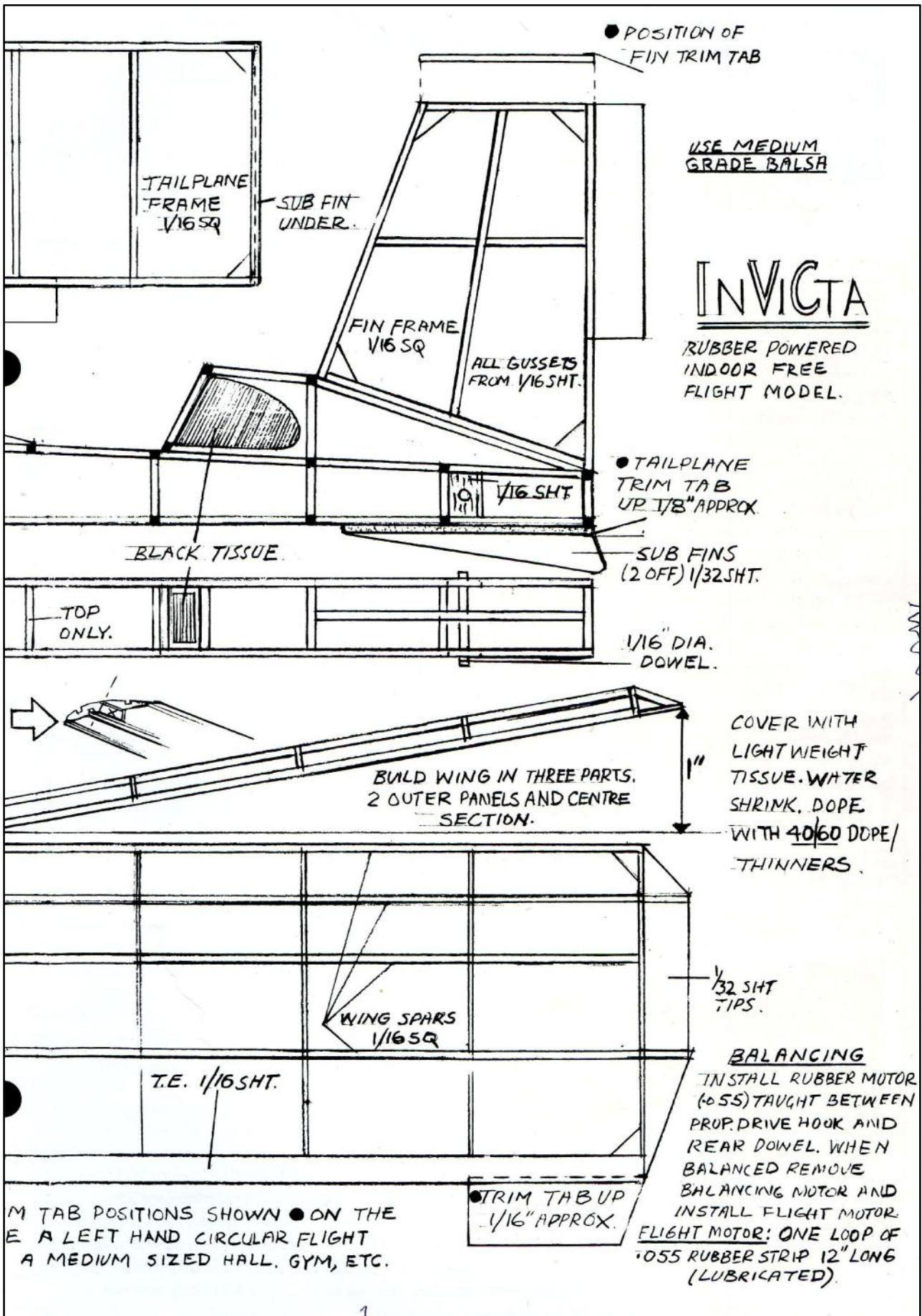


● TRIM TAB DOWN .3/32 APPROX

N.B ALL TRIM TABS FROM POSTCARD.

THE TR PLAN GIV PATH IN

DESIGNED BY RAY MALMSTRÖM



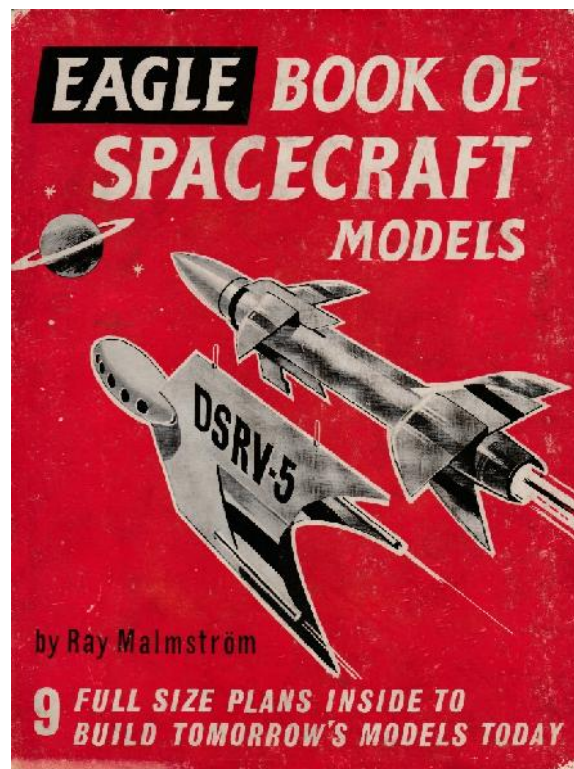
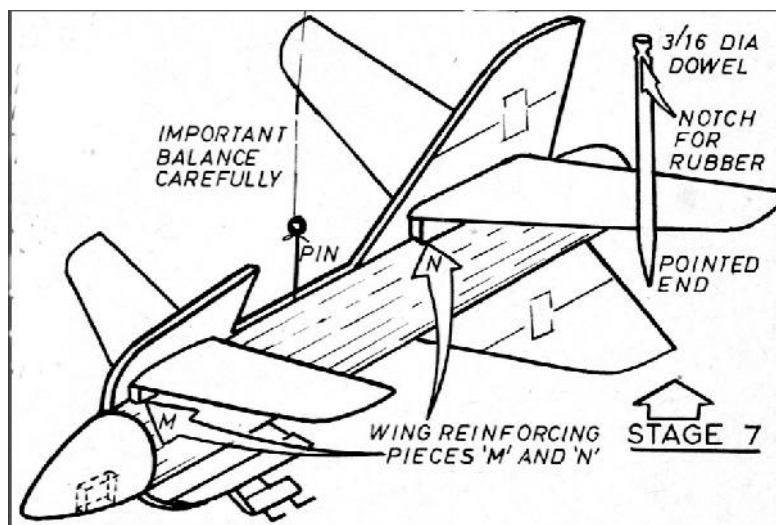
Report No.156 Eagle book of.....

Last month we referred to two books edited by Ray Malmstrom, the "Eagle Book of Hobbies", published in 1958, and the "Eagle Book of Model Aircraft", published in 1959. Ray was on a roll and, in 1960, edited the "Eagle Book of Spacecraft Models".

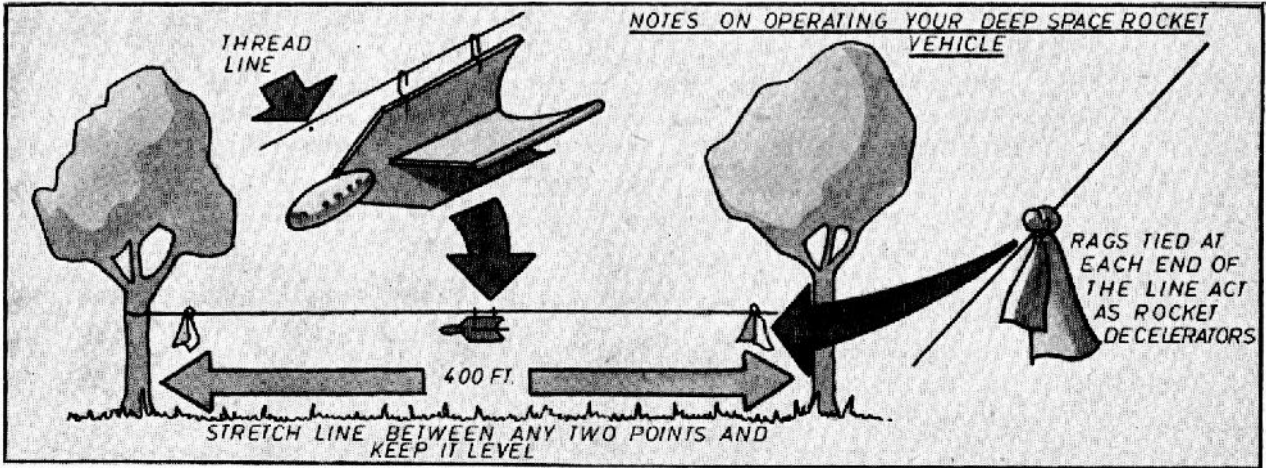
The first chapter is an overview of the various types of spacecraft models. The next two chapters cover Materials and Tools required, all pretty much the same as covered in the previous year's book, so perhaps it is best to move straight into a look at the designs offered.



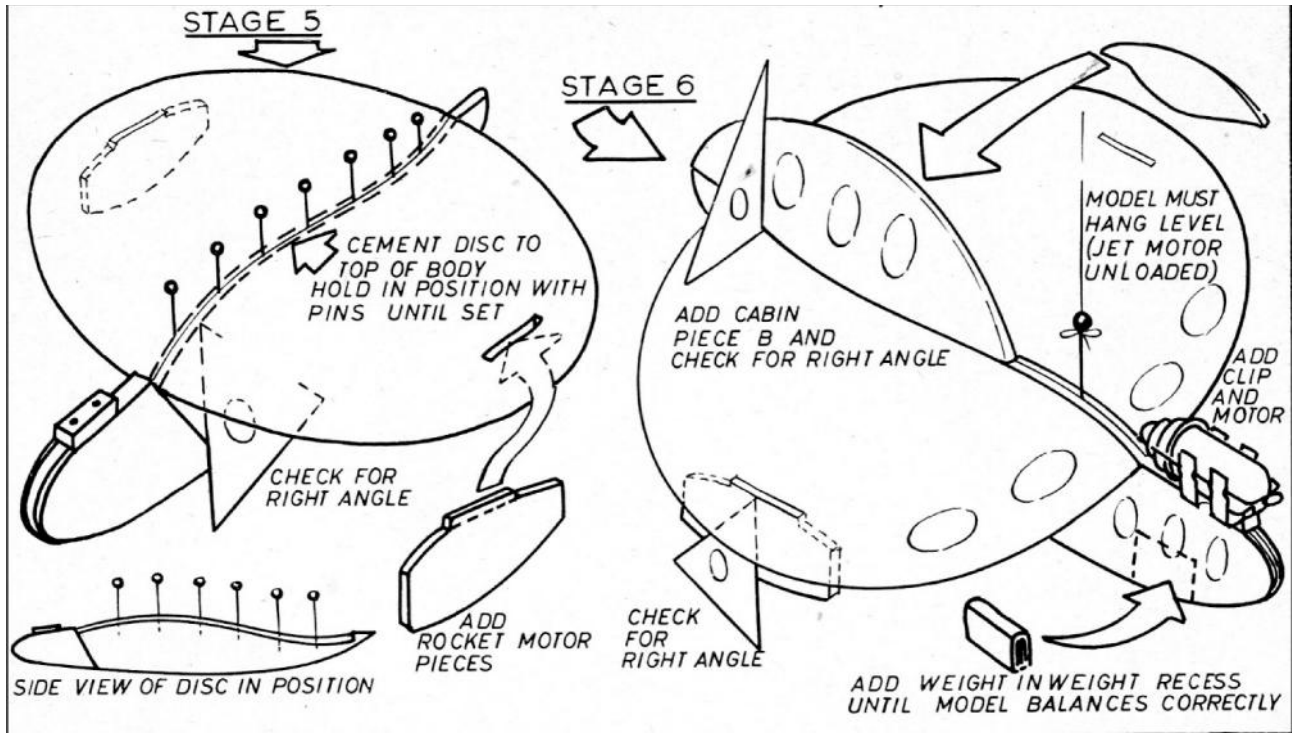
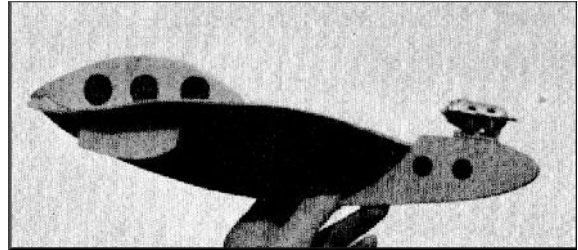
The *Moon Rocket* is a 13" wingspan glider designed to be easy to build, which for the most part it is. The pair of half round fuselage sides, scored and bent from 1/16" sheet balsa, being the main challenge. Ray emphasizes the importance of balancing the model by adding lead (rolled up old cement tube) to the nose-cone such that the model hangs level. The launching catapult comprises the peg shown in drawing "stage 7" which is to be driven into the ground with 10ft of 1/8" rubber, 20ft of thread and a paper clip attached. A 4" X 2" piece of old handkerchief is to be tied to the line, 6" from the paper clip, to "help you to locate your line on the flying field." Trimming instructions are given for the initial test hand-launch flights which are to be carried out over "long grass". Initial catapult flights are to be made using the front hook and pulling back about 12ft, progressing to 24ft, or more, pull back and, in calm conditions, the use of the rear hook may prove to be beneficial.



The 5" wingspan *Deep Space Rocket Vehicle* is, as you will see from the picture and the operating instructions, designed to "fly" along a level line stretched between two trees when powered by a "Jetex 50C" power unit. No trimming required, just load up, hook up, light up and off she goes!

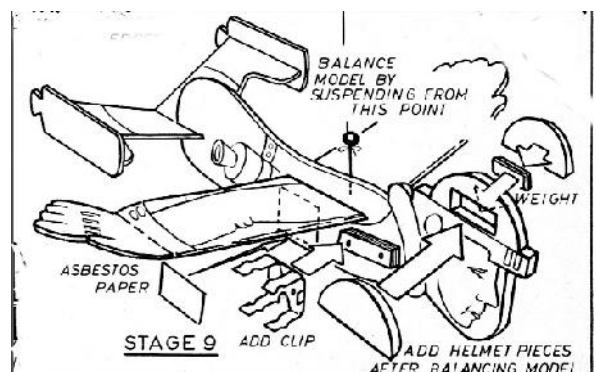


The **Martian Flying Saucer** is a true free flight power model of 10" span (and diameter) again fitted with a "Jetex 50C". Ray reasserts the importance of the balance of the model. This is to be checked with an "unloaded Jetex 50C" as stated both in the article and on the assembly drawing.

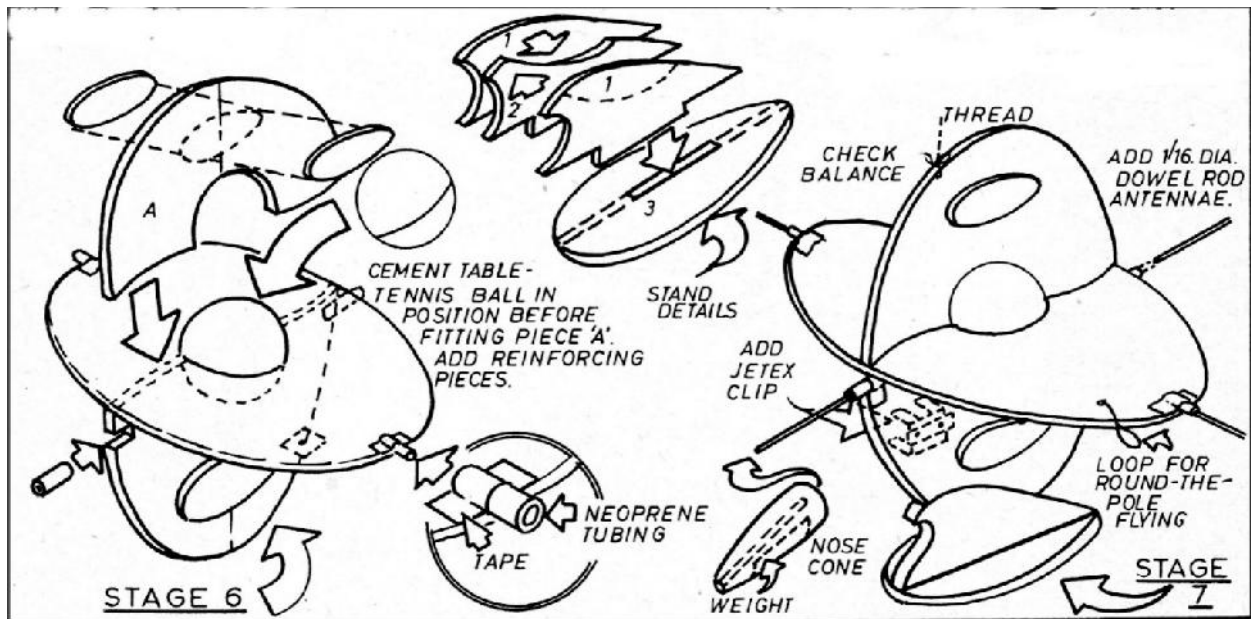
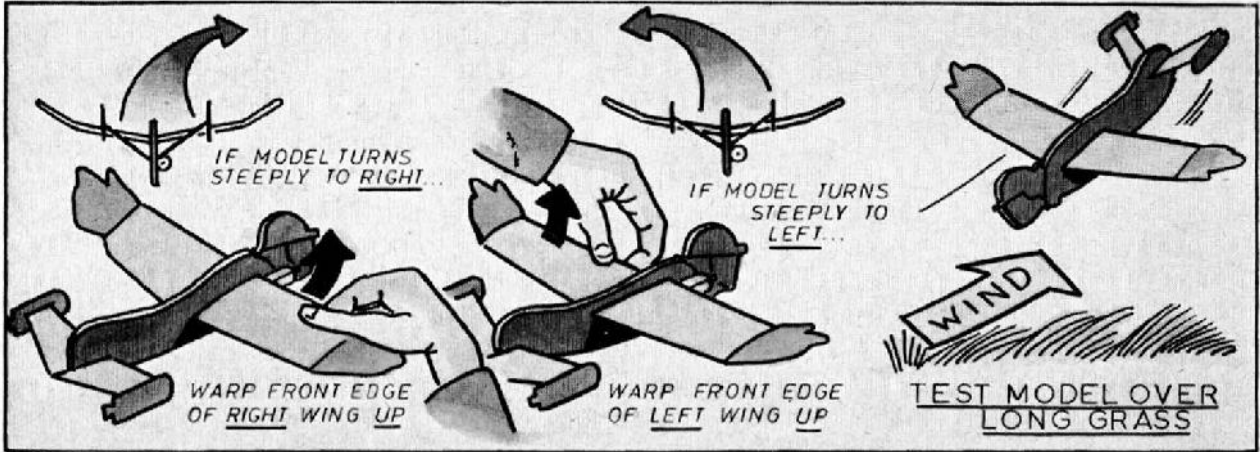


Test glides are to be made with an unloaded Jetex motor. To achieve a shallow glide, adjustments are to be made with the nose weight, and for a straight glide, weight added to the wing on the opposite side to the turn. Power flights, with just one pellet fitted to the motor, may then be tried, being very careful to launch the model with the wings level and "do not throw the model—push it away from you." Having achieved a successful flight, "if anyone tells you that flying saucers do not exist—well, you know what to reply!"

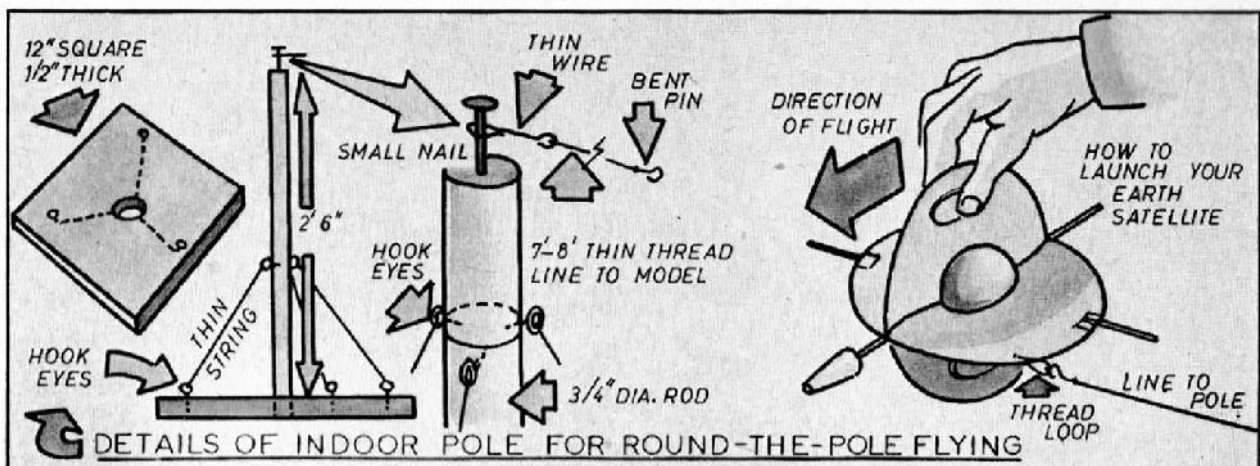
The **Man in Space** spreads his arms to a full 15" wingspan if we measure right to the tips of his fingers. His power pack is the well-used Jetex 50C.



Pre-flight checks are as with the previous models and flight trimming has its own series of sketches complete with wind blowing gently over long grass.



The Earth Satellite is a Jetex powered, saucer designed for indoor Round The Pole flying.



"With lots of ventilation flying this model indoors is plenty of fun"

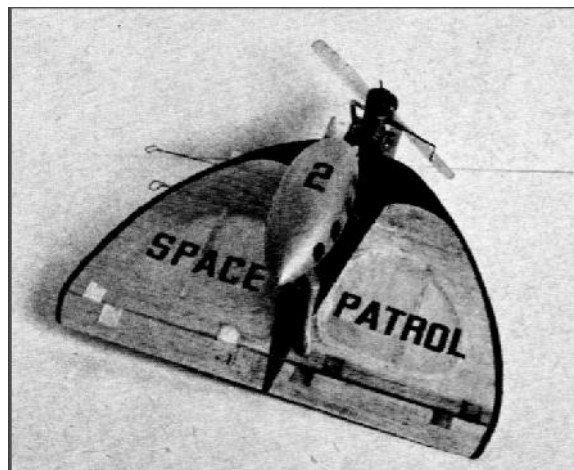
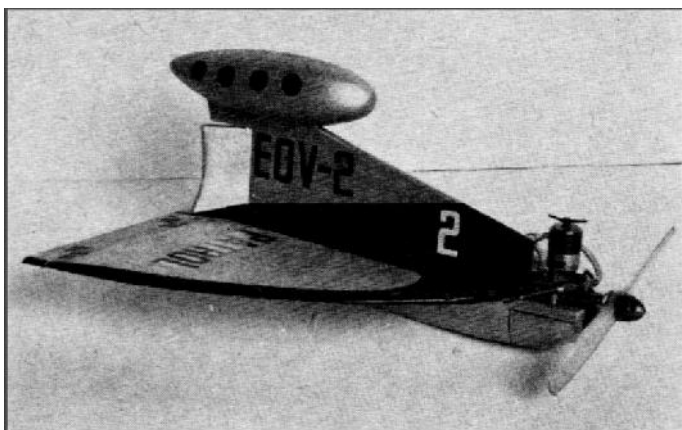
"Load your Jetex motor, insert it in the clip and light the igniter wick with a piece of smouldering balsa wood. Hold the model by the top and, with the line fairly taut, push it smartly forward as shown in the sketch. Your satellite will orbit the pole until the charge or charges are expended. The landing is fairly hectic but, as it is an all-sheet model, repairs are easy and quick—and remember that the real sputniks burn up when re-entering the earth's atmosphere!"

Next it is control line flying with an introductory chapter which we will skip and move on to the two designs offered to the "Orbital Flying" enthusiast.

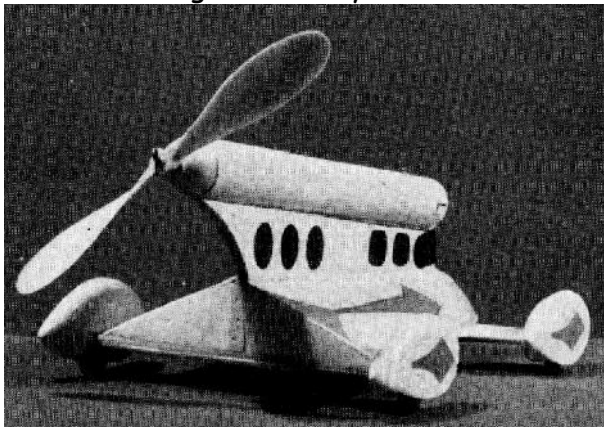
"Out of This World" is the author's description applied to his **Heli-Saucer** and yes, it is a combined helicopter (or more correctly autogiro) and flying saucer of just 10" span and diameter. All you need to make your own is a DC Merlin engine, a few bits of balsa and some C/L bits and pieces.



The **Space Patrol Craft** is also a control line model powered by a DC Merlin engine, in this case perhaps best described as a tailless model.



Should the urge to "Go Fly a Model" have disappeared then Ray has something to interest you.



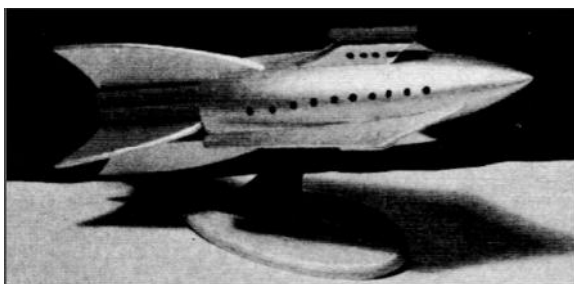
The **Terradelta** is a rubber-powered, four-wheeled car, fitted with a pusher propeller and measuring 16" in overall length.

This is no "light weight", with plenty of sheet and block balsa in its construction: a good home for all those rather too heavy sheets of balsa and old bits of balsa block which seem to accumulate in most aeromodeller's workshops.

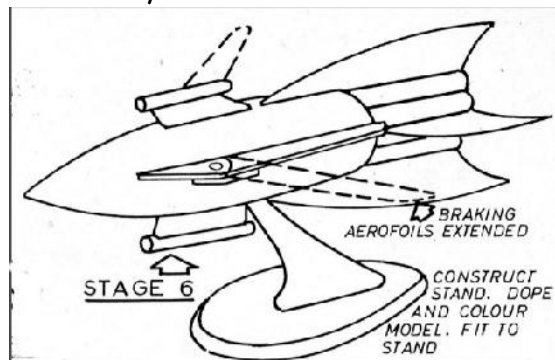
The motor consists of 6 strands of 1/8" rubber 16" long which is initially wound to 100 turns and gradually increased to 500 turns. Run the car on

a smooth surface and, if your space is restricted, you can add guide hooks beneath the axles and pass a thread through the guides with the ends secured at the required route.

The **Inter Planetary Spaceliner** display model may suit the stay at home modeller.



The full article and plan for all the designs in the book available by email.



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

Roy Tiller

MacCready Gossamer Condor



Data	
Role	experimental aircraft
National origin	United States
Manufacturer	AeroVironment
First flight	1976
Status	On display
Number built	1
Developed into	Gossamer Albatross



The MacCready Gossamer Condor was the first human-powered aircraft capable of controlled and sustained flight; as such, it won the Kremer prize in 1977. Its design was led by Paul MacCready of AeroVironment, Inc.

Design and development

The Kremer Prize had been set up in 1959 by Henry Kremer, a British industrialist, and offered £50,000 in prize money to the first group that could fly a human-powered aircraft over a figure-eight course covering a total of one mile (1.6 kilometers). The course also included a ten-foot pole that the aircraft had to fly over at the start and at the end. Early attempts to build human-powered aircraft had focused on wooden designs, which proved too heavy. Very early attempts – notably the HV-1 Muffli [de] and Pedaliante – used catapult launches.

In 1961, Southampton University's Man Powered Aircraft SUMPAC took to the air at Lasham Airfield on 9 November, piloted by Derek Piggott, achieving a maximum flight of 650 metres (2,130 ft). One week later, on 16 November, the Hatfield Puffin flew, and eventually managed a maximum flight of 908 metres (2,979 ft) but it was difficult to turn. The Jupiter managed 1,239 metres (4,065 ft) in June 1972. The Nihon Stork B achieved over two kilometres (1.2 mi) in 1976. In the early 1970s, Paul MacCready and Peter B. S. Lissaman, both of AeroVironment Inc., took a fresh look at the challenge and came up with an unorthodox aircraft, the Gossamer Condor. He took his inspiration from hang gliders, increasing wing area so that the drag of the wire bracing needed would be reduced. The Gossamer Condor is built around a large wing with a gondola for the pilot underneath and a canard control surface on a fuselage extension in front, and is mostly built of lightweight plastics with aluminium spars.

Operational history

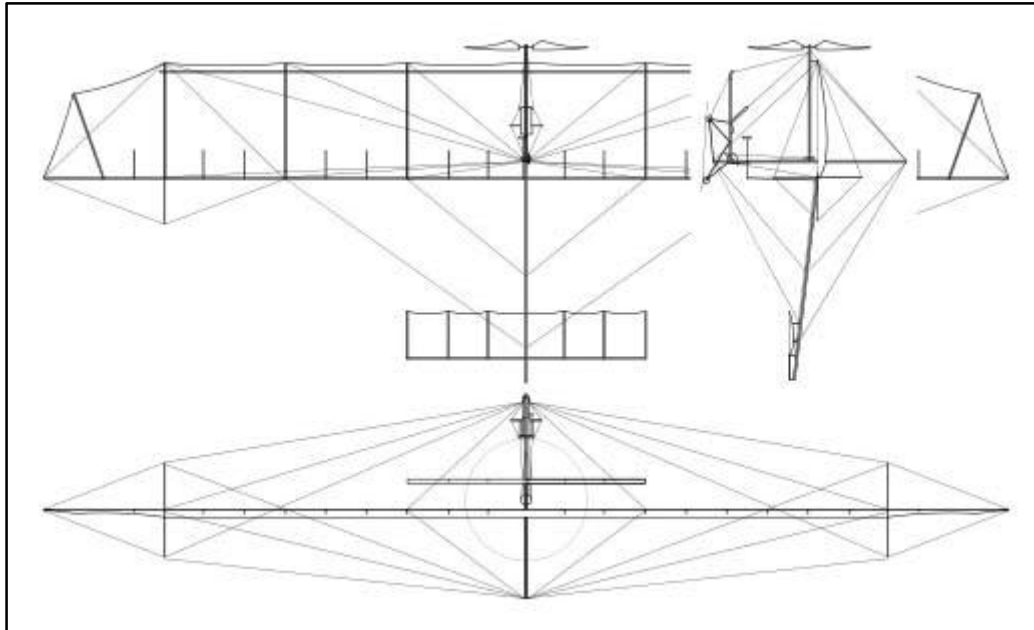
The Gossamer Condor evolved over a period of time through three distinct versions. The first version, known by MacCready as the Pasadena version, was a proof-of-concept aircraft which flew only once, in the parking lot of the Rose Bowl in Pasadena. The first aircraft carrying the name Gossamer Condor was known as the Mojave version, without pilot fairings and other niceties, flown at Mojave airport by MacCready's sons on 26 December 1976. The record-breaking version, known as the Shafter version, included improvements such as a pilot nacelle and double-skin airfoil sections, allowing the aircraft to fly long distances as well as manoeuvre.

The aircraft, piloted by amateur cyclist and hang-glider pilot Bryan Allen, won the first Kremer prize on August 23, 1977, by completing a figure-eight course specified by the Royal Aeronautical Society, at Minter Field in Shafter, California. It was capable of taking off under human power.

On September 22, 1977, Maude Oldershaw, wife of the chief construction engineer Vern Oldershaw, became the first female to pilot a human-powered airplane under her own power.

The aircraft is preserved at the Smithsonian National Air and Space Museum.

The success led Paul MacCready and AeroVironment to carry on with experimental aircraft: the Gossamer Albatross, which crossed the English Channel; the Solar Challenger, a solar electric-powered version that also made an English Channel crossing; and NASA's Pathfinder/Helios series of unmanned solar-powered aircraft.



General characteristics

Crew: one (pilot-engine) - Length: 30 ft 0 in (9.14 m) - Wingspan: 96 ft 0 in (29.25 m) - Height: 18 ft 0 in (5.49 m)
Empty weight: 70 lb (31.75 kg) -- Powerplant: 1 × Human

AeroVironment Celebrates the 43rd Anniversary of the record-setting, prize-winning 1979 flight

On June 12, 1979, the Gossamer Albatross became the first fully human-powered aircraft to cross the English Channel. The 70-lb aircraft completed the 26-mile flight in 2 hours, 49 minutes, clinching the second prestigious Kremer Prize for Dr. Paul MacCready.

A follow-up to 1977's Kremer Prize winning Gossamer Condor (first sustained, controlled, human-powered flight), the Albatross came about after two years of human-powered flight experiments. The main differences between the two aircraft were a reduced wing area and shorter wing chord on the Albatross, along with the switch from an aluminium main structure to carbon fibre-reinforced plastics.

"The initial construction and load-testing of the Albatross components was particularly interesting, since carbon fibre was at that time a somewhat exotic material and there was very little practical knowledge of how to craft parts out of it," said Albatross pilot Bryan Allen. "There was a lot of camaraderie in the team, amusing stories of past experiences, and a fair amount of brainstorming about how to solve particular problems on the airplanes and come up with better and lighter and more-reliable solutions."

Albatross test-flights began in the summer of 1978. Early flights at Shafter airport near Bakersfield, CA, yielded positive results; however, flying near the ocean at Long Beach proved more challenging, with a series of malfunctions requiring repairs and improvements. Eventually, the Albatross became able to make 15-minute flights, twice the length of previous attempts. Following further improvements, including a new propeller design, Allen piloted the Albatross for a 13-mile, 69-minute flight over Harper Lake in April 1979. "The one-hour, nine-minute, three-second flight at Harper Lake was my favourite single flight," Allen said.

As a long-time long-distance cyclist, Allen was built for the kind of challenge presented by the Gossamer aircraft. In order to prepare for the Albatross's English Channel flight, Allen trained both on the road (40-80 miles per day) and using an ergometer (stationary) training bike. The ergometer training enabled Allen to quantify his performance and improvement. The years of development and months of training came to a head very early on the morning of June 12, 1979. The media began to gather around Paul MacCready at around 2:30 a.m., where the Albatross was being assembled in the dark. Without hesitation, Paul calmly and slowly explained the progress of the preparations. According to Allen, "He said that shortly, the plane would take off and fly from England to France." There was no drama or uncertainty. Paul always had a fundamental grasp of what is possible and what is not.

Just before 6 a.m., with Allen pedalling at the rehearsed 75 rpm, the Albatross lifted off the make-shift runway at The Warrens near Folkestone, Kent, and headed out over the English Channel. Calm seas and lack of wind foretold a

potentially worry-free flight, but soon after take-off, the trouble began. "I got a triple-whammy of failures," Allen said. First, the transmit button on the radio failed, leaving Allen unable to talk to control personnel in the chaser boats. He was still able to receive communications from them, however, and could communicate with them using hand and head motions. Second, Allen's water supply ran out. Due to unexpected headwinds, the flight took 49 minutes longer than planned. Without adequate water later in the flight, Allen suffered leg cramps from dehydration. Finally, the airspeed instruments and acoustic altimeter failed when their batteries expired. Again, this was due to the flight taking longer than predicted. Without these instruments, Allen could not know his height above the water or his speed.

As the headwind increased, so did uncertainty among onlookers that the flight would be successful. With the far shore nowhere in sight and turbulence taking its toll, the trailing Zodiac pulled into position to hook onto the aircraft and abort the flight. When he increased the aircraft's altitude to allow the Zodiac to pull underneath the Albatross, Allen discovered the air was less turbulent higher up. As the Zodiac got closer to the plane, Bryan kept moving away. Bryan requested another five minutes, and then another five minutes, and then another five minutes. This went on for over an hour.

The surface wind calmed slightly and the Albatross continued toward Cap Gris-Nez, France. Persisting through equipment failures, exhaustion, and careful negotiation of the rocky French coastline, Allen landed the Albatross on the beach at Cap Gris-Nez. "There were so many unknowns on that flight that I could not be certain we'd make it, but I was certain I'd use every resource in trying," Allen said. Beyond the pouring of champagne and the Kremer prize, the flight of the Gossamer Albatross remains a story of ingenuity and heart, 30 years later.

When the Kremer prize was originally announced, it was assumed that 20 years would pass before it was won. Paul's optimism was what kept the project moving at such a momentous pace. He kept saying, "We'll win it next week." "The Condor and Albatross were dealing with fundamental physics, right at the edge of the possible. So it seemed to me they would be remembered and written about for a good long while" said Allen. He went on to say, "I am very pleased to see that finally some of the things about efficiency and quality of life that Dr. MacCready was talking about and advocating 30 years ago are making it into our societal discourse."

The Gossamer Albatross is currently on display at the National Air and Space Museum in Washington, DC. and the Gossamer Albatross II is on display at the the Museum of Flight in Seattle.

AeroVironment, the company that Dr. Paul MacCready founded, remains committed to his philosophy of "doing more with much less," and today is the leader in unmanned aircraft systems.



<https://youtube.com/@joshuawfinn?si=eAy5r3a0XA4YPrxW>

As you can see this is a youtube website run by Joshuaw Finn.
When you open it up you will get the image seen below.

This guy has put many videos together and these appear to be his latest. Everything this guy does is fascinating and all his videos are worth a look. He is particularly interested in indoor flying and has made many models and he demonstrates in all sorts of locations from his living room to huge hangars.

If you copy and paste the site ref into your web browser,
it should take you to the site.

It's well worth a look.

Search

joshuawfinn
@joshuawfinn · 26.2K subscribers · 734 videos
Joshua and Hope Finn's adventures in model aviation. Most content regards Free Flight mo... >

Subscribe

Home Videos Shorts Playlists Community

Videos ▶ Play all

Video Title	Duration	Views	Time Ago
AMA Alpha rubber powered airplane starter set	8:46	980 views	3 hours ago
"You don't need dihedral!" Science Olympiad Flight...	57:07	4.2K views	9 days ago
Tech Flyer 2024-2025 for TSA Flight Endurance!	10:12	2.2K views	2 weeks ago
Science Olympiad Flight Review 2024: Freedom Flig...	52:29	3.9K views	4 weeks ago
Science Olympiad Flight Review 2024: Retro RC, Div. ...	54:22	2.4K views	1 month ago
Science Olympiad Flight Review 2024: Guru...	53:41	2.7K views	1 month ago

Shorts

Short Title	Views
Tim Batiuk 2023 Nats winning glider! #flying...	2.6K views
Caleb fires off his national champ E36! #airplane #bals...	5.4K views
New Science Olympiad plane!	3K views
This kid is 8 years old and launching straight into...	4.3K views
Busy airspace at the 2023 Science Olympiad Nationals...	4.3K views
Polly C Freeflight Glider	3.9K views

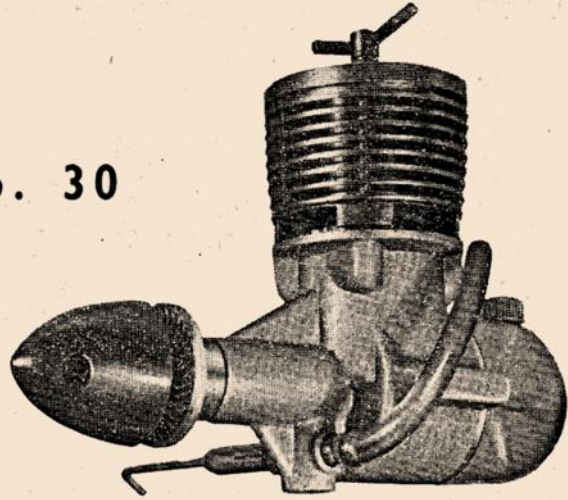
AERO
MODELLER

94

Engine Analysis No. 30

Davies-Charlton
MANXMAN

reviewed by R. H. Warring



IMMEDIATE IMPRESSION on opening the box was—what a nicely-made, attractive engine. After a total of some three hours running time we can only endorse that its performance is well up to the standard promised by its initial appearance.

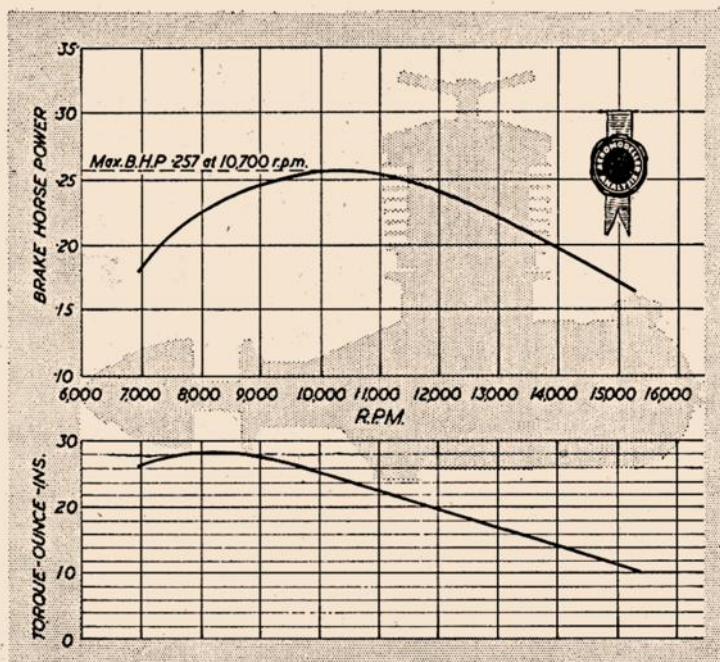
Essentially the new "Manxman" is similar to the original D-C "350", with the same bore and stroke and similar overall appearance. The most striking external difference is that the cylinder finning is now incorporated on a separate jacket and anodised bright red. On the old model the crankcase casting was extended to the top of the cylinder with cast-in fins and a separate head. On the "Manxman" the crankcase casting terminates in a flange at exhaust port level with a cylinder jacket locking the steel cylinder proper in place by means of four screws through the head (integral with the jacket), terminating in four lugs cast into the new crankcase unit. Another difference in the crankcase casting is a slight increase in metal thickness at the front end, which was the weakest point on the old model.

With the bore and stroke substantially unaltered (the bore is actually slightly down on the old model), similar

exhaust and transfer timing appears to have been retained. In common with the old D-C "350" the piston just uncovers the bottom of the exhaust for sub-piston induction at top dead centre, although fractionally less than before. The induction entry porting is slightly larger, *i.e.*, the hole in the crankshaft is about $\frac{1}{4}$ in. up and the timing slightly modified to give approximately 15 degrees more overlap.

Despite the very substantial steel cylinder assembly it is possible to produce distortion and subsequent binding by tightening down the hold-down screws too much. The cylinder itself is not located circumferentially and so, if dismantled, may result in a slight loss in performance when reassembled, if not exactly the same way round as originally. It is therefore an engine which should not be taken to pieces unnecessarily. Also we found that for minimum friction it paid to have the head hold-down screws a little on the slack side, rather than too tight. Even in this state they have no tendency to work loose at the speeds at which the engine will most usually be run.

Essentially the "Manxman" is an engine for moderate



SPECIFICATION

Bore: .680 in.
 Stroke: .5625 in.
 Displacement: 3.444 c.c. (.21 cu. in.)
 Bore/Stroke ratio: 1.17
 Bare weight: 6½ ounces (including tank)
 Max. B.H.P.: .257 at 10,700 r.p.m.
 Max. torque: 28.2 ounce-inches at 8,250 r.p.m.
 Power rating: .075 B.H.P. per c.c.
 Power/Weight ratio: .0395 B.H.P. per ounce

Material specification:

Crankcase: Light alloy die casting
 Cylinder: Hardened steel
 Cylinder jacket: Almn. (anodised red)
 Piston: Meehanite
 Contra-piston: Meehanite
 Connecting rod: Aluminium alloy
 Crankshaft: Nickel chrome alloy steel
 Crankshaft bearing: Plain
 Spinner nut: Dural (anodised red)

Manufacturers:

Davies Charlton Limited,
 Hills Meadows,
 Douglas, Isle of Man

Retail Price:

66s. plus 14s. 11d. P.T.
 Total £4 0s. 11d.

speed running. It reaches its peak power just before 11,000 r.p.m. on Mercury No. 8 fuel and whilst possibly higher speed running might be improved by a little experimentation with fuel mixtures it is definitely "sweetest" running within the speed range of 10,000-11,000 r.p.m. Below 10,000 r.p.m. it becomes rather less happy about holding consistent r.p.m. and at the very high speeds it becomes more and more critical on compression and needle valve setting for best performance. Vibration also tends to build up as the speed passes 12,000 r.p.m. Starting characteristics similarly deteriorate beyond about 13,000 r.p.m. That is to say, whilst the engine is still easy enough to start (using a rich mixture or generous prime and compression slackened well off), it has a pretty vicious "snap" on a 7-inch diameter propeller.

One rather interesting characteristic was that it was not possible to stop the engine by slackening the compression off to its limit. All this did was to cause the engine to slow down, but even backing the compression off as far as it would go, the "Manxman" still kept on running. This characteristic was maintained right through the speed range. The fuel supply has to be shut off or the needle valve turned down to stop it.

Strangely enough the actual compression setting required for optimum performance with any propeller load was fairly critical. The higher the speed the more critical the setting became. Similarly with the needle valve, it also being necessary to progressively richen the mixture (i.e., open up the needle valve more and more) as the speed went up. The engine runs quite well with almost any propeller load, except the smaller sizes, over a range of settings, but there is a definite combination of adjustments which gives the very best with any particular propeller. Two propeller sizes, incidentally, which we found the "Manxman" did not like on our tests were the 8 x 8 and 8 x 9 Team Racer props. This may have been a characteristic of the individual propellers used.

General handling characteristics of the "Manxman" are excellent. It is a noisy, powerful engine, but starts

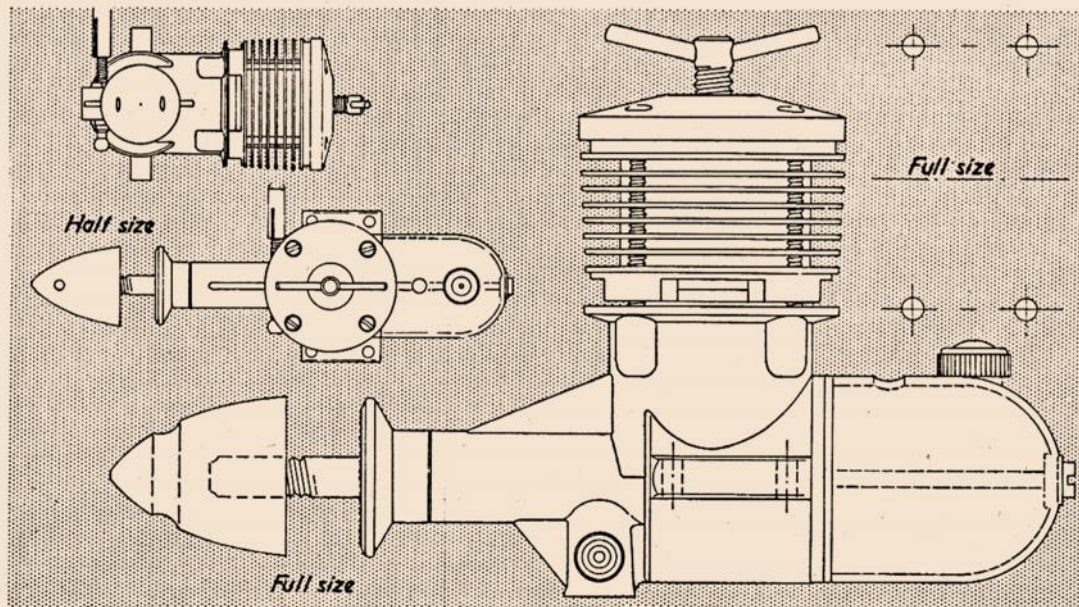
All Stant wooden propellers. Mercury No. 8 fuel.

Performance essentially similar on Allbon Diesel fuel and Mercury RD.

PROPELLER—R.P.M. FIGURES	
Propeller dia. x pitch	r.p.m.
11 x 5	8,000
10 x 6	8,200
9 x 8	8,600
10 x 4	10,400
9 x 5	10,500
9 x 4	11,000
8 x 6	11,200
8 x 8	10,000
8 x 5	12,250
8 x 4	13,000
7 x 6	13,300
7 x 5	14,000
8 x 9 (TR)	9,600
8 x 8 (TR)	10,900
7 x 9 (TR)	11,000

readily with either finger choking or a prime through the exhaust and the compression turned back slightly. Provided the mixture is not excessively weak the engine will start and run continuously within a couple of flicks, with ample time to make final adjustments to the settings. The compression control is stiff without being difficult and can be grasped without fear of burning the fingers. The needle valve assembly is quite a sensibly-sized unit with a long thimble, split to provide locking action. With the choke tube pointing vertically downwards the needle valve position is immediately in front of the right engine bearer, in a practical installation, which means cutting the bearer off quite short. It does have the advantage, however, of bringing the needle valve well back from the propeller disc.

The brake horse power curve is quite flat so that there is not a great deal of difference in power output over a range of from 9,000 to 12,000 r.p.m. There is no specific advantage in running the engine fast, in fact rather the reverse is true. Hence our personal preference would be for propeller sizes giving a static r.p.m. of around 10,000. For sports flying and/or radio control work, a static r.p.m. of 9,000 would probably be better, equivalent to something like a 11 x 4 or 10 x 5 propeller.



What does the membership want from SAM1066?

At our recent Annual General Meeting the subject of future events arose and what format these should take. In the end, this this year we've elected to hold a couple of competition days again in conjunction with the Croydon club on Salisbury Plain - classes will be those which have brought reasonable levels of entries in the past though 2023 was a bit of a wash out and we desperately hope that things are much better this year. This exercise has raised the question of what the SAM 1066 membership actually want from our organisation so in an attempt to get some ideas on what we do in the future we would be most grateful if you would take a few minutes to have a look at the following questions and send your answers and opinions to me.

1. Is Salisbury Plain a venue to which you would travel for a day's flying?
2. If the answer to Qu 1 is "No" then where would you go to?
3. Do you want contests?
4. Do you fly sport models - free flight, radio control or control line?
5. If we held a gala event with both sport flying and contests would you come?
6. Are you interested in free flight or have other flying options taken over?
7. If you compete then do you fly more modern classes rather than vintage and classic?
8. Would you enter postal competitions?
9. Do you only fly indoor?
10. Are you happy to receive the New Clarion each month and want nothing more?

Answers, comments and opinions to me at chair@sam1066.org

Tony Shepherd

I would just like to thank Roger for all his efforts over the last 12 years and to provide some info on my background for those who don't know me.

I am a retired civil engineer, born and brought up in Portsmouth but have lived in London for many years.

I started aeromodelling in the late 50's and I recall the first "proper" model I built being a Keil Kraft Ajax (or maybe it was an Achilles). From that time, except for one control line model, I have only ever built free flight duration models. My primary interests have been the various rubber classes 'though I did build some IC power models and a few gliders in the 60's and 70's. About 20 years ago I built the first of several vintage models and that is when I became aware of SAM1066 and flew in many of the great contests at Middle Wallop.

In more recent years I have taken a keen interest in the emerging electric classes (E36, BMFA Electric, F1Q). I have been a member of the Croydon and District MAC since 1967.

I look forward to doing my bit to keeping the 1066 show on the road.

We have two contests this year jointly with the Croydon club. These are to be held on the 1st April and 13th October on Salisbury Plain. See details below.

Ray Elliott

Notes from North Wales

Your esteemed Editor has gently persuaded me to keep writing something for the Clarion other than my Secretary's Notes of late, which are now in the capable hands of our New Sec. So this time, I've combined the usual plans for the month with a step back in time to when life was very different.

The three plans for the month are all of Keil Kraft designs & being of the first three models that I ever built for each of the primary categories of rubber, glider & power free flight.

The first was a rubber powered model - one of the KK Flying Scale series - an Ercoupe, probably covered with the white tissue that was included in the kit as I didn't know that coloured tissue existed - can't remember the exact date but it would have been around 1952 or 1953. The poor Ercoupe was likely very badly built but it was my very first model so I had an excuse. Test glides & attempts to get it in the air took place in the local Rec but it never flew - nor did any other of the rubber powered Keil Kraft Flying Scale series that were subsequently built, they all inevitably ended up in bits. I had more later success with the Jetex 50B powered flying scale models. But we were persistent in those days, with earnings from the morning paper round squandered on multiple rubber powered Flying Scale models - all with the same fatal end results.

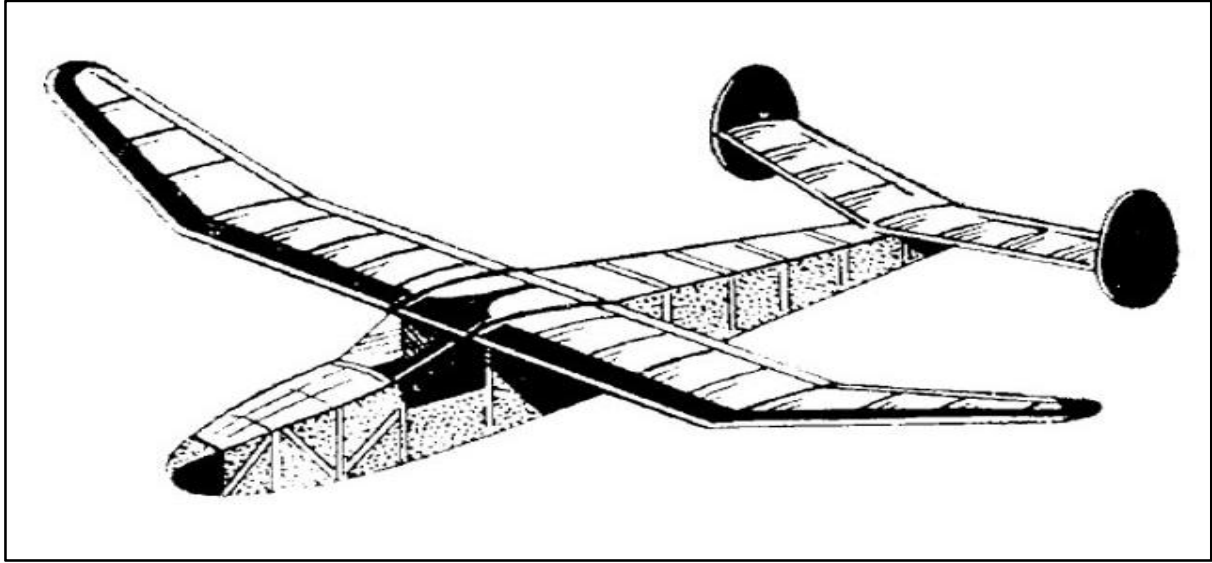


No doubt many SAM1066 members experienced a raft of similar experiences.

Then gliders were discovered. My friend built a Keil Kraft Dolphin, but I aspired to greater height, saved the extra pennies & purchased a Keil Kraft Invader kit. By this time, coloured tissue had been discovered & a sheet of red lightweight Modelspan was acquired - I think for about 2 or 3 old pence a sheet. This was a big model - all of 40" span but of course no auto rudder & twin fins to boot. So the art of towing became a mission, with early lessons that one doesn't have to run as fast as possible without observing the model to get the thing in the air, otherwise disaster strikes very quickly. However the plus side was that one learned how to repair a model quite well & in the end, success was achieved in as much that a good flight would go all the way across the Rec & most likely end up up in one of the big trees on the boundary of the field. Accomplished tree climbing became mandatory for both the Dolphin & the Invader. Curiously no fly-aways ever happened, probably because the models weren't anything like

trimmed well enough to glide properly. Then we discovered that there was a local Club - the Wolverton & District Model Aircraft Club where juniors were accepted & even tolerated with occasional pearls of wisdom being passed down!

The next glider was an A2 Corsair but that's another story.



Keil Kraft Invader

The first venture in the realms of power modelling was eventually made after saving up for the inevitable second hand Mills 75 & once again going through another learning curve of how to start an engine without knowing anything about what to do, at the expense of painfully battered & cut fingers. Once again, persistence won out, engine starting became "easy" & a choice of model was made. My friend decided on an ED Bee & a Keil Kraft Pirate, but I was hooked at around the age of 14 by the looks & glowing words of the advert for the Keil Kraft Skylon.



Skylon

This is (I think) the first ad that appeared on the back page of the June 1952 Aeromodeller.

Skylon



Just in time for the Contest Season!

SUPER
PERFORMANCE
CONTEST
Model!

DESIGNED BY BILL DEAN

The last word in modern free flight power design, the Skylon is typical of the present light loading/large wing area trend. Many outstanding construction and design features make this model a worthy successor to the famous Slicker—winner of countless contests.

The kit contains plans and parts for either long nosed (DART ·5, E.D. ·46, ELFIN ·49, FROG 50) or short nosed (AMCO ·87, MILLS ·75, E.D. BEE) versions.

EASY-TO-BUILD
CONSTRUCTIONAL FEATURES
.....
ALL SHEET PARTS—RIBS,
FORMERS, PYLON, FIN,
etc.—ARE DIE CUT



FUZE OPERATED
TIP-UP TAILPLANE
DETHERMALISER

Wingspan 38 ins.
Wing Area 195
sq. ins.
Tailplane Area
81 sq. ins.

DESIGN FEATURES

- Anti-warp sheet leading and trailing edges
- Polyhedral wing
- Thinned Clark Y wing and tailplane sections
- Triangular fuselage
- Single leg u/c.
- Upright or side, beam or radial engine mounting

PRICE

12/10

Inc. tax

FUSELAGE



Basic Fuselage (including pylon) is built flat on plan, a few half formers are added to each side, and the fuselage is half finished in next to no time. Nothing could be simpler to build than this triangular sectioned fuse.

WING



This simple rugged wing structure features anti-warp sheet leading and trailing edges. Thanks to the ready-cut wing ribs, it is fast and easy to build. Thinned Clark Y section.

BUILD A SKYLON—and start winning those Club Comps!



Manufactured by E. KEIL & CO. LTD., LONDON, E2
(Wholesale only)

Distributors for E.D., ELFIN and AMCO engines : JETEX motors and kits :
ELMIC and BAT Accessories : SOLARBO : E.C.C. Radio Control Equipment

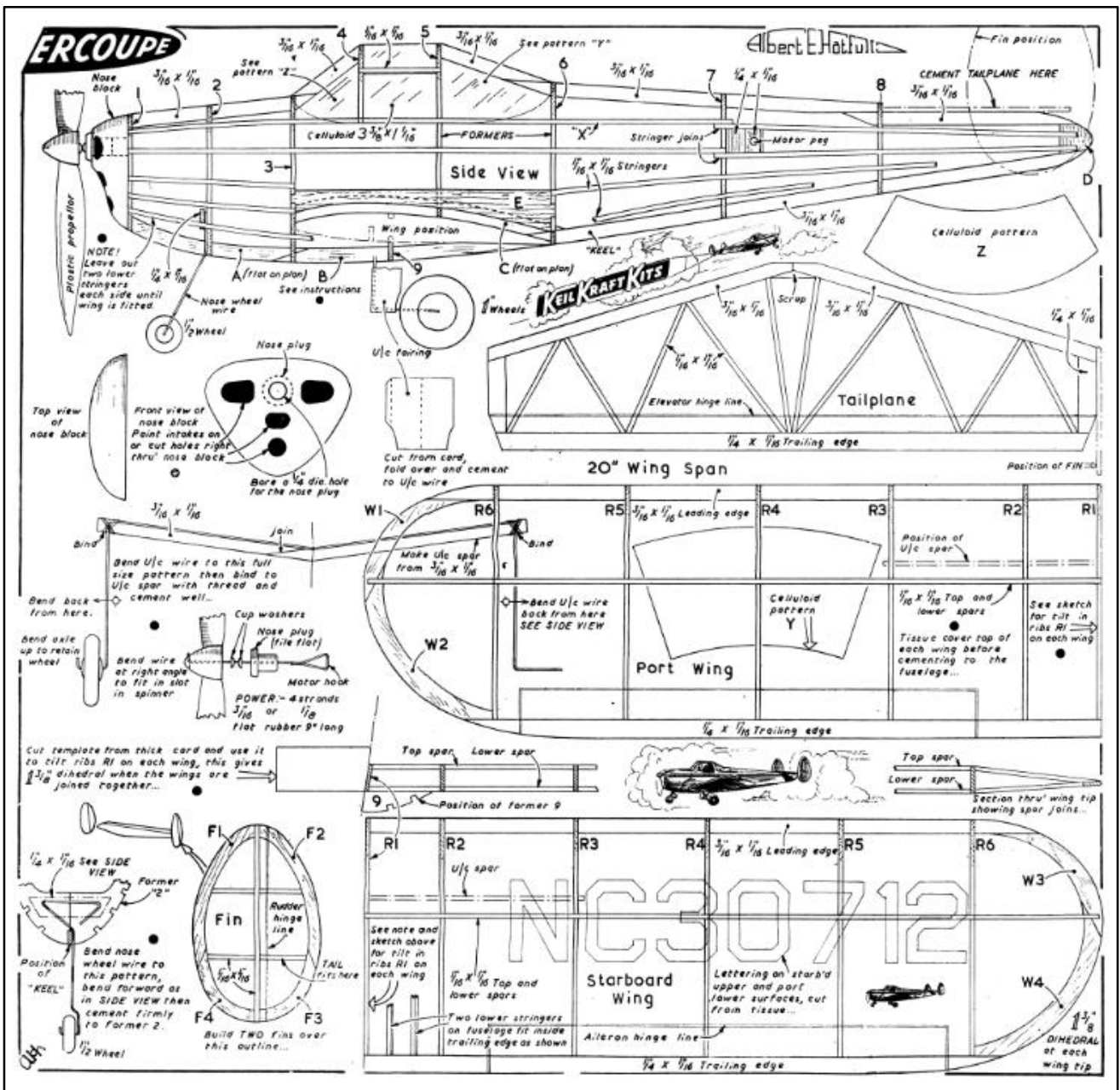
Note the price of the kit but it must have been 1954 when I bought the kit, so it was probably a little more expensive, however my paper round earned 10/6 a week so it wasn't too much effort to save up for it. With a bit of help from WDMAC seniors, the kit became a model. Yellow tissue adorned the wings & tailplane & blue tissue the fuselage, coated by high gloss fuel proofer. Did it fly - well yes but never as a competition aeroplane as I must have been too nervous to wind up the Mills to its modest top revs. Instead, we were content to fill up the tank with the engine just popping over & it would make stately ascents in large circles to great

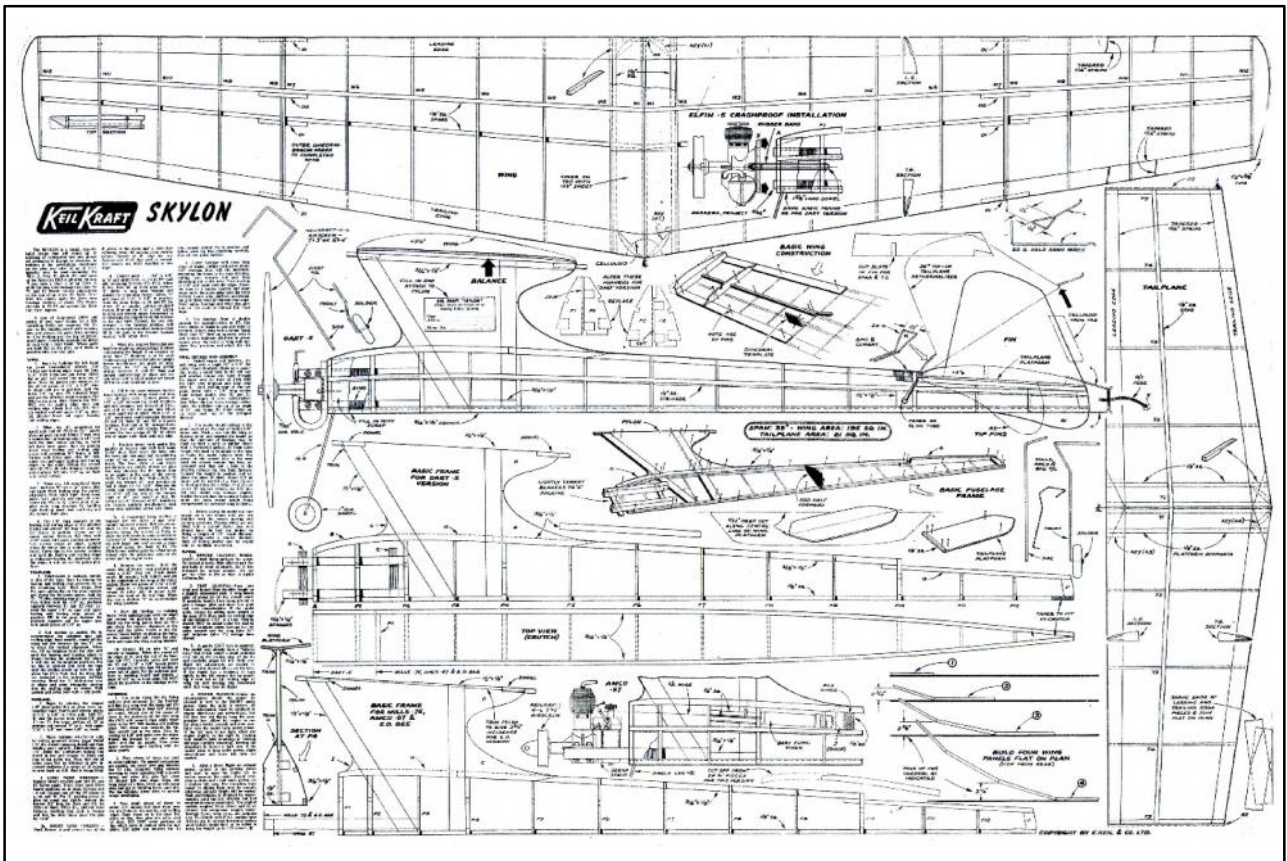
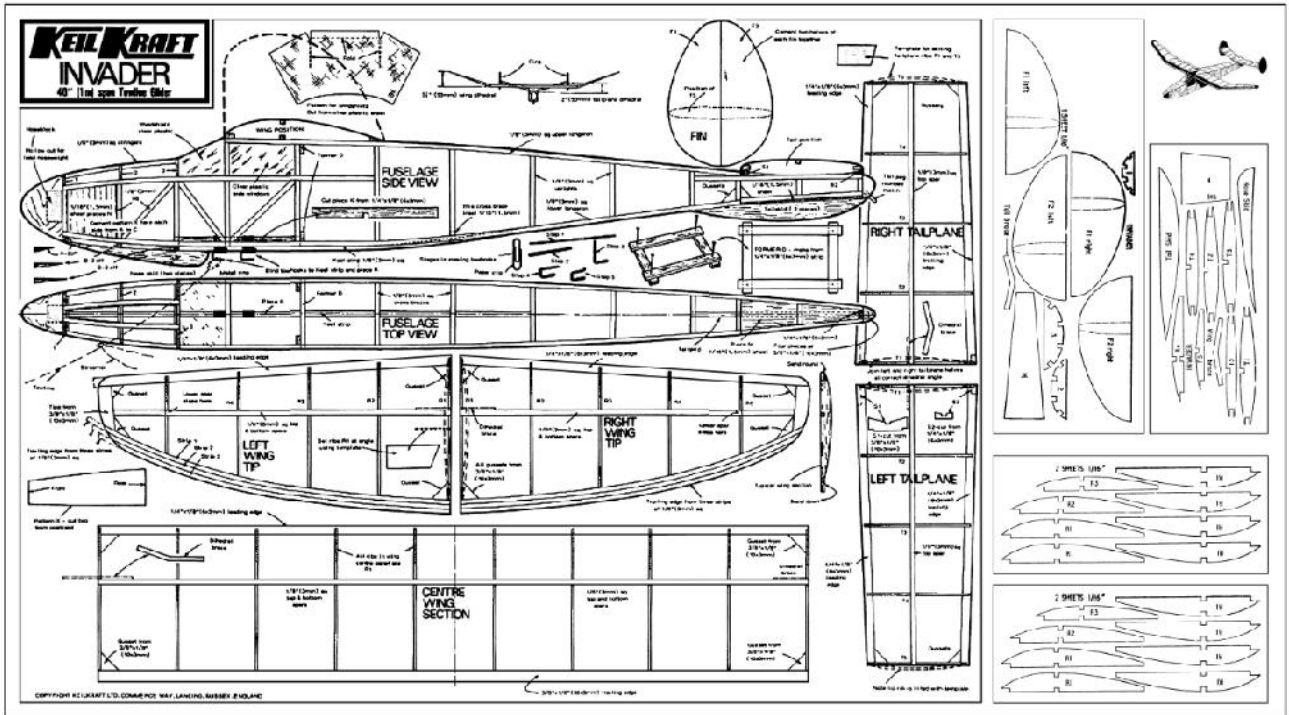
heights which was very pleasing & we still really didn't know about thermals. So one day, the inevitable happened & it flew away - never to be seen again much to my chagrin. All part of life's rich pattern but hugely enjoyable at the time.

There we have three plans for the month. Perhaps other members have equally fond memories of their trepidatious footsteps into the world of free flight to relate?

Next month, something quite different, perhaps a venture into the present & the future with a short look at EVTOL creations of our current age, as they - for sure - will very much affect the future of all model flying (well perhaps not control line). Their impact on aviation regulations will be as profound, if not more so, than the current drone environment.

PS: EVTOL seems to be the modern day acronym for a relatively small flying object capable (hopefully) of carrying a few people that can take off, hover, transition to forward or backward flight and land vertically thanks to an electric propulsion system. It may be autonomous (without pilot) or with pilot & of course stands for "electrical vertical take-off & landing aircraft".





Roger Newman

Free Flight Nationals 2024 – Official Notice

Venue

All three days to be at Salisbury Area 8

Facilities

There will be no camping or other facilities except for the provision of toilets.

Awards

- Certificates and medals for all events will be awarded.

Details

- There is no pre-entry requirement. Entry will be on the day. The fee will be a simple £10.00 per day charge. This fee would allow the entrant to fly in as many events/classes as they desire on the day. There is no exemption for season ticket holders.
- A payment of £25.00 will cover all three days entries.
- Number of flights and maxes to be decided on the day. There will be no rounds for FAI.

Free Flight Open FAI classes and mini classes – Salisbury Area 8

Saturday 25 th May Start 10:00 – 18:00	Sunday 26 th May Start 10:00 – 18:00	Monday 27 th May Start 10:00 –18:00
Combined Glider	F1A Glider	F1H glider
Combined Rubber	F1B Rubber	F1G rubber
Combined Power	F1C Power	F1J Power
Combined Electric	F1Q Electric	BMFA 1/2A Power
Classic Rubber/Power	Vintage Rubber/Power	E36 Electric
Women's Cup	Slow Open Power	P30 Rubber
Catapult Glider	Classic Glider	E30 Electric
Frog Junior (J)		Mini Vintage
Tailless		CO2 Duration
Vintage Glider		Catapult Glider
		Hand Lunched Glider

Provisional Southern Coupe League Calendar 2024

The calendar this year is a little different to normal with the delayed Coupe de Birmingham within calendar year, dates of some host events shuffled round, only one Coupe event in the Areas rather than the usual two and Coupe (F1G) absorbed into the new "Combined Mini" class at the London Gala. Combined Mini should be won by an F1J so League points will be awarded in accordance with the scores of Coupe entrants in isolation. Scoring will remain as now with nine league points for first place on the day then six down to one point for the following places with five highest score to count toward final placings. The League trophy will be presented at Coupe Europa. Here's hoping for better weather.

Round	Competition	Date	Location	Notes
1	Coupe de Brum	24 or 25 February	N.Luffenham	Ask organiser for notification of selected date
2	London Gala	14 April	Salisbury Plain	Coupe scores in Combined Mini to count
3	2 nd Area	28 April	Area venues	
4	Nationals	27 May	Salisbury Plain	
5	Crookham Gala	23 June t.b.c.	Salisbury Plain	
6	Southern Gala	18 August	Salisbury Plain	
7	Coupe Europa	13 October	Salisbury Plain	

Croydon / SAM 1066 Contests 2024

1st April (Easter Monday); Croydon Wakefield Day / SAM1066

Salisbury Plain Area 8. Start 10.00

Croydon Classes:

F1B (in rounds), 4oz and 8oz Wakefield (combined),
Marcus Lightweights, P30

SAM1066 Classes:

Mini Vintage to BMFA rules,
Vintage / Classic Glider (combined)
Vintage / Classic Power (combined) to SAM1066 rules.

Contact; Ray Elliott tel 07513 549734, email ray.elliott8@btinternet.com

13th October: Croydon Coupe Europa / SAM1066

Salisbury Plain Area 8. Start 10.00

Croydon Classes:

F1G (in rounds), Vintage Coupe

SAM1066 Classes:

Mini Vintage to BMFA rules,
Vintage / Classic Glider (combined) Vintage / Classic Power (combined)
to SAM1066 rules.

Contact; Ray Elliott tel 07513 649734, email ray.elliott8@btinternet.com

Options for Flying on Salisbury Plain, Area 8

The flying of competitive events on Salisbury Plain occasionally requires the launch site to be changed from the usual trimming field to the north east side of the airstrip. This is often problematic as in the past access has proved difficult but a new route has now been found which has proved to be much easier, even after wet weather. The image below shows the route.

It is hoped that on competition days organisers will place their entrance marker flags in whichever entry to Area 8 is appropriate to the location of the day's launch point.



Permits for Salisbury Plain & North Luffenham

There is a tab on the free Flight Technical Committee website
Where you can apply and buy the permit that you require on line

The costs are:

£20 for Salisbury Plain - £35 for North Luffenham

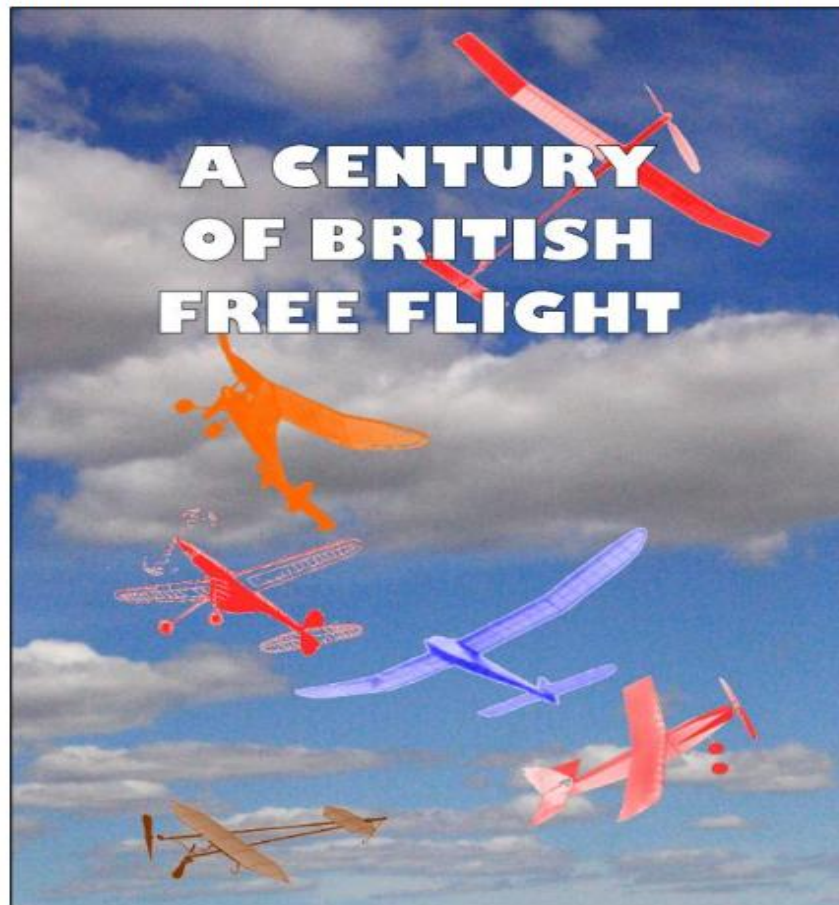
The details of the Conditions of Issue
And Code of Conduct are included with the application
And must be strictly followed

A CENTURY OF BRITISH FREE FLIGHT

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

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

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

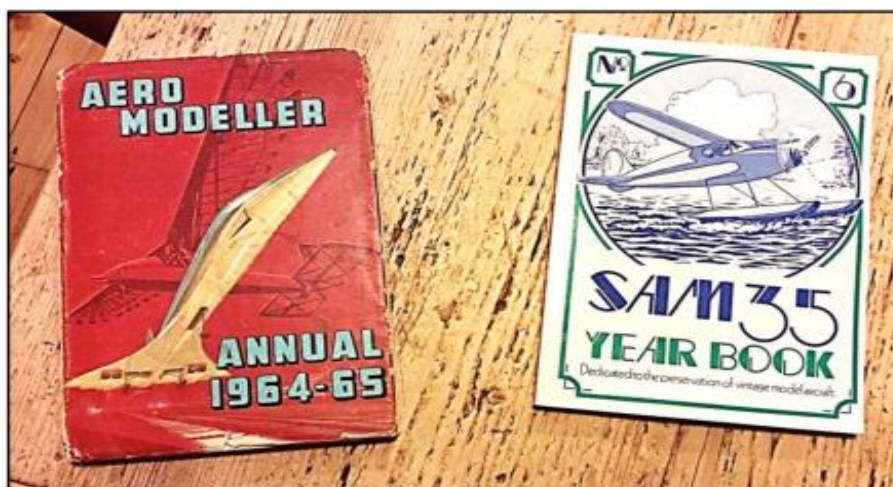


Copies are available from:
Martin Dilly, 20, Links Road, West Wickham, Kent BR4 OQW
or by phone: (44) + (0)20-8777-5533,
or by e-mail to martindilly20@gmail.com .

Aeromodeller Annuals and SAM35 Yearbooks

Over recent years we have received numerous publications from the estates of deceased members and from those who have retired from the hobby. As a result of this we are now holding a collection of about 30 SAM35 Yearbooks covering the whole series from 1-16 and in excess of 20 Aeromodeller Annuals covering the period 1954-75. These must go so if any of you want one, or a few, or all of them then please let me know. Sending one edition will probably cost about £3 by the time I've bought a Jiffy bag but if you want more then obviously the cost will depend on how many. A donation of a couple of quid per copy would be great which would go to the Naomi House Charity who we have supported in the past.

Please contact me on chair@sam1066.org if you want any of them, letting me know which ones you want and I'll see if they are available.



BIRMINGHAM MAC events 2024

The **Grande Coupe de Birmingham** which I had to cancel for personal reasons will now take place on Saturday 24th OR Sunday 25th February. Confirmation of the chosen date will be sent out on the evening of Thursday 22nd February to those who have informed me that they may attend by email to gavin.manion84@gmail.com. All details are as previously advertised in the modelling press and elsewhere. If you previously registered your interest with me then you don't need to do it again. You are on "my list" if you received a personal email from me at the time the event was postponed. If you didn't get an email then you do need to register with me if you are considering attending.

2) **Le Petit Classique de Brum** will take place on either Saturday 16th OR Sunday 17th March. If neither day is flyable (we are talking March after all) then we will postpone until the following weekend if we have to. The format will be generally as last year's event but a detailed notice will be issued in the usual places in the new year.

London Area Indoor Meeting

Sunday 21st April

at

Sports Centre, Bromley Campus,
Rookery Lane, Bromley BR2 8HE
51.387069°N 0.035389°E

1100am till 1500pm.

Slots for free-flight and RC flying,
+ low-key events for Hangar Rat & 12" Catapult Glider.

Hall is 70 ft x 120 ft with a 30 ft ceiling.

Access is from the lower car park
via door marked Life Centre.

£8 for flyers (£4 for under 18s) and £2 for spectators.

Cash only please. Open to all BMFA members.

Contact Martin Dilly (martindilly20@gmail.com)
or call 02087775533 for more details.

Bloxwich Indoor Flyers

Free Flight & lightweight RC
Sneyd Community School

Vernon Way, Sneyd Lane,
Bloxwich, WS3 2PA

Saturdays 12 noon until 4pm

Flyers - **£8** Spectators **£2**

2024 dates

3rd Feb - 2nd Mar - May ?

Contact:-

Peter Thompson: peter.thompson7408@gmail.com

Crawley Indoor Meeting

Maybe it's a result of the relatively poor weather, but judging by the reports and the number of meetings advertised, indoor flying in the UK seems to be thriving. So, don't forget the:

SEBMFA 'Crawley' indoor free flight meeting
at its new venue,

the Triangle Centre, Burgess Hill,
on 28th January 2024.

Full details are on the events page of the BMFA website
<https://events.bmfa.uk/event/free-flight-sebmfa-crawley-indoor-free-flight-meeting-2024>

Wishing all readers larger indoor flying sites
and a Happy New Year.

Nick Peppiatt

Indoor Model Flying Bangor, North Wales

at the

Brailsford Centre LL57 2EH

2024 Dates:

14 Jan - 1700-1900:

04 Feb - 1600-1800

10 Mar - 1600-1800

07 Apl - 1700-2000

05 May - 1700-2000

Free-Flight Models & Lightweight R/C

Beginners Encouraged

Contact: Martin Pike, 07831 141418

Email: martin.pike.xray@btinternet.com

TWIFF

(Totton West Indoor Free Flyers)

Please bring all your toys (Free flight only)

Wednesdays, from 12:00-16:00

Admission for flyers £10.00

Free for spectators and helpers

2023

20th September - 18th October

15th November - 20th December

2024

10th January - 21st February - 20th March

17th April - 15th May

The West Totton centre has plenty of parking, although there are a lot of people coming and going at Vaccination times.

There is a Tesco Local and the world's best Card shop on site (no commission!)

The centre has a café with hot drinks and meals.

Location

www.google.com/maps/place/West+Totton+Centre/@50.9103094,-1.5097122,15.5

Or, if you like, car park entrance at
///playroom.pump.dorm

Contact: Ken Brown:

email - brown53hh@gmail.com

Tel: 07913814492 or 0238057866



Waltham Chase Aeromodellers

INDOOR F/F MEETINGS

Waltham Chase Aeromodellers have booked the Main Hall at **Wickham Community Centre, Mill Lane, Wickham, Hants PO17 5AL** for a series of twenty events on the following Thursday evenings:

2023:	September:	21st.
	October:	5th., 19th.
	November:	2nd., 16th., 30th.
	December:	14th.
2024:	January:	4th., 18th.
	February:	1st., 15th., 29th.
	March:	14th., 28th.
	April:	11th., 25th.
	May:	9th., 23rd.
	June:	6th., 20th.

All meetings will run from 7.00 p.m. to 9.30 p.m. The Main Hall at Wickham Community Centre is particularly suitable for indoor free flight models of all types, with a ceiling free of obstructions. Tables and chairs will be available in the hall, the organisers are always grateful for assistance with moving furniture. A hot drinks machine is available on site.

Admission to the meetings will be £6 for fliers and £1 for spectators and junior fliers, whilst accompanied junior spectators and parents of junior fliers will be admitted free. Fliers will be required to show proof of insurance.

No R/C models may be flown at these events.

Waltham Chase Aeromodellers look forward to welcoming all indoor F/F fliers to these events.

For further details please contact:

Alan Wallington, "Wrenbeck", Bull Lane, Waltham Chase, Southampton, Hants.
(Tel. 01489 895157)

(e-mail: indoor@wcaero.bmfa.club)

or see our web site: <https://wcaero.bmfa.club>

E30/RDT/BMK/E20 Batteries

The 75mAh lipo's which I sell for E30 now come with Micro JST plugs which make them suitable for BMK timers etc. Since they do not have the current limiter, they work well with the Band Burner and can also be used as lightweight E20 batteries. Just send me £10 and I will put 4 in a Jiffy bag
Ron Marking, Pros Kairon, Pennance Road, Lanner, Redruth TR16 5TF. Alternatively, use PayPal but e-mail me your address. ron.marking@btinternet.com

FREE FLIGHT SUPPLIES

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

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

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

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

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

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

ORDERS and PAYMENT

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

WESTERN UNION, PAYPAL

AVAILABLE

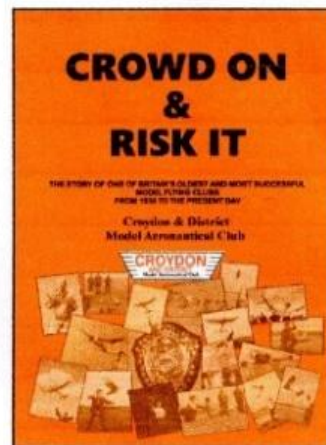
LIGHTWEIGHT COVERING MATERIALS - HI-TECH MATERIALS - FIXINGS - RUBBER - RUBBER MODEL PROPELLERS - TIMERS - KP AERO MODELS - TOOLS - PLANS - KITS - "HOW TO DO IT" PUBLICATIONS - BOOKS.

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

CROWD ON & RISK IT

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

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



Just £8 by PayPal or cheque.

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

DILLY JAP IS BACK -AGAIN

Well, that seventh roll of tissue went pretty fast, 300 yards in a bit under three years. I've just received a new roll; almost inevitably there's a slight price rise but it's still only £15 for a five yard roll a yard wide, or £17 by mail to the UK, folded. I normally sell it in rolls at contests, but if you want yours mailed in a roll let me know and I'll sort out a length of plastic pipe and find a courier price. Doing the sums, there's now well 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.

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

INDEPENDENT REVIEW OF DILLY JAPANESE TISSUE

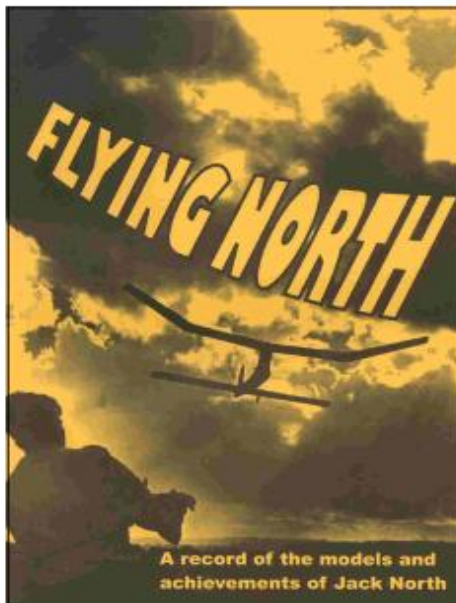
The following appeared on the Hip Pocket Aeronautics Builders' Forum. Nine different tissues were tested, doped and un-doped.

"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 Silk-spans tested. Doped Dilly Jap has nearly double the strength of doped Japanese Esaki tissue and yet doped Dilly Jap weighs 0.1 grams per square foot less than doped Esaki. Dilly Jap can't be beat for weight critical contest models requiring the torsional rigidity afforded by tissue papers!"

THIRD RE-PRINT JUST ARRIVED



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.

READERS' FEEDBACK

"... no other modeller's life and times can ever have been so comprehensively covered"

"I hope it becomes a classic."

"I am glad I bought Flying North. such a huge chunk of nostalgia"

"... am immensely impressed. A splendid effort"

"A fitting memorial to an unforgettable personality. I am sure the book will become an instant classic, treasured by aeromodellers all over the world"

"A very balanced record of Jack's modelling and professional activities"

"The best aeromodelling book since the Zaic Yearbooks"

Price £22.00 in the UK, £26 airmail to Europe and £32 elsewhere.
Contact Martin Dilly on +44 (0)208-7775533 or e-mail martindilly20@gmail.com

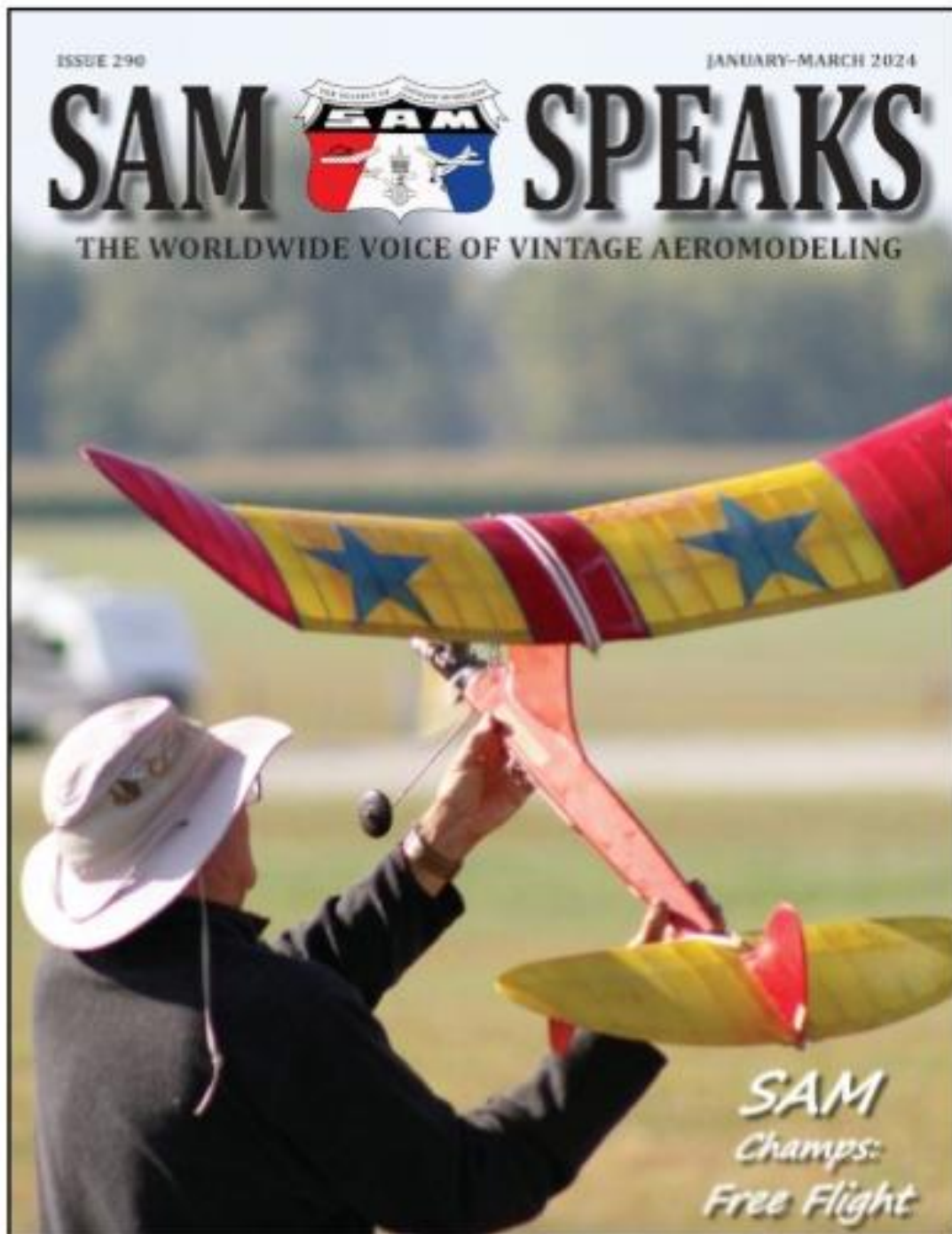
FREE FLIGHT FORUM REPORT 2021

Indoor Duration - A Challenge To Conventional Design • Tony Hebb
Coupe In A Box - Gavin Manion
Building Other People's Mistakes - Stuart Damon
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 Damon
Geo Fencing And Electronic Stability - John Emmett

The UK price is £13 including postage; to the rest of Europe its £16 and everywhere else its £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 UMFA 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





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!

Provisional Events Calendar 2024

With competitions for Vintage and/or Classic models

All competitions are provisional. **Check websites before attending**

February 25 th or February 26 th	Saturday Sunday	Coupe De Brum, Luffenham
March 10 th March 16 th or March 17 th March 29 th	Sunday Saturday Sunday Good Friday	BMFA 1st Area Le Petit Class'Q de Brum, Luffenham Northern Gala, Barkston
April 13 th April 14 th April 28 th	Saturday Sunday Sunday	London Gala, Salisbury Plain London Gala, Salisbury Plain BMFA 2nd Area
May 18 th May 25 th May 26 th May 27 th	Sunday Saturday Sunday Monday	BMFA 3 rd Area FF Nationals , Salisbury Plain FF Nationals , Salisbury Plain FF Nationals , Salisbury Plain
June 16 th	Sunday	BMFA 4 th Area
July 7 th July 21 st	Sunday Sunday	BMFA 5 th Area BMFA 6 th Area
August 3 rd August 4 th August 18 th	Saturday Sunday Sunday	East Anglian Gala, Sculthorpe East Anglian Gala, Sculthorpe Southern Gala, Salisbury Plain
September 1 st September 14 th September 15 th	Sunday Saturday Sunday	BMFA 7 th Area Stonehenge Cup, Salisbury Plain Equinox Cup, Salisbury Plain
October 6 th October 19 th	Sunday Saturday	BMFA 8th Area Midland Gala, Venue, Barkston
November 5 rd or November 17 th	Sunday Sunday	Buckminster Gala, BMFA Centre

**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 website
www.SAM35.org

Useful Websites

SAM 1066	-	www.sam1066.org
Mike Woodhouse	-	www.freeflightsupplies.co.uk
BMFA	-	www.bmfa.org
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
South Bristol MAC	-	www.southbristolmac.co.uk
Vintage Model Co.	-	www.vintagemodelcompany.com
John Andrews	-	www.johnandrewsaeromodeller.webs.com

control/left click to go to sites

Are You Getting Yours? - Membership Secretary

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

P.S.

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

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

Your editor

John Andrews