NEW Clarion

SAM 1066 Newsletter

Society of Antique Modellers Chapter 1066

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SAM 1066 Website: www.sam1066.org

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

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

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Editorial

As I write the first event of the year, Coupe de Brum, should be taking place at North Luffenham. The weather here in the Midlands appears to be pretty good for flying but too cold for Rachel and I to venture forth. I hope someone will report on the meeting.
It is unlikely that I will be able to get to the 2nd Mar. Sneyd indoor meeting due to family commitments which means that I will not know if there is to be a May meeting.
Don't know much do I?

What have we got in the magazine this issue?

- We kick off with my report on Peter Thompson's February meeting at Sneyd, Bloxwich.
- Pylonius has a dig at 'Pot Hunters' then bemoans the loss of Hugh'y O'Donnell to the junior ranks and finishes up commenting on modellers travelling to international competitions.
- Nick Peppiatt reports on the loss of the pioneer of the Tonbridge Gassers and Rubber Fanciers indoor meetings in the death of Stuart Taylor.
- Engine Analysis is the Byra 1.5, an engine unknown to me but seemingly a useful motor.
- I weigh in with a vintage article of mine from the Paperback Clarion of 2003 charting my indoor experiences.
- The 'News Review' from 1949 seeks support for the international Wakefield Trophy contest, urging members to get models ready. There are reports of some city council Parks Committees imposing restrictions on model aircraft flying and urges members to take care when flying, however there are large numbers of unattached flyers who have little regard for responsible flying. The introduction of purchase tax on modelling goods is reported and in response the model traders have formed a new association to deal with such matters.
- Nick Peppiatt has prepared a detailed report on the January 'Crawley' indoor meeting including pictures galore and competition results.
- Heard at the Hangar Doors from the Aeromodeller in 1954 highlights the first contest of the year with observation that Wakefield models are more than holding their own against other models in open contests. Falling membership is touched upon. A collection of design articles from the Aeromodeller has been published in book form in response to requests.
- The canard 'Rutan VariEze' is the full size aircraft highlighted. Incidentally the singer John Denver was killed whilst flying a 'Long EZ' and crashing into the sea.
- I was still struggling for content so I've had another dip into my picture files, this time it's from my earliest Middle Wallop files.
- Roy Tiller's contribution continues with his look at the 'Eagle books of whatever'.
- I have again picked up the continuing story of Zeppelins.
- A book review by Roger Newman, one he read during his recent hospitalisation, is of a fantastic wooden build of a Spitfire. What a project?
- Our new Secretary writes his report for the month, quite a short piece but there is little activity at this time of year.
- Finally from Roger Newman, who is now back home from hospital, introduces three more plans from the archive.

Editor

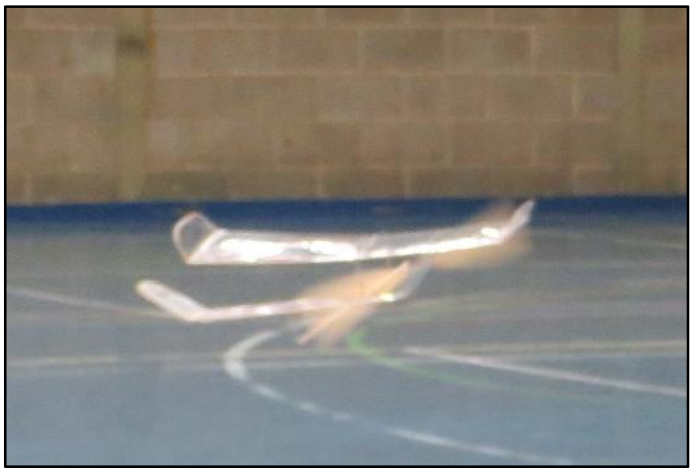
February Sneyd Indoors - John Andrews

3rd February, Bloxwich, Sneyd Indoor Meeting

Sunday Feb 3rd. saw Rachel and myself float up the M6 to Bloxwich where Rachel disembarked at our daughters and I steamed on to the Sneyd sports hall for the indoor meeting. The meeting had set sail at 12 noon but I was 2 hours late so my report is a little brief and the pictures I took from my chair leave more than a little to be desired. Must check camera settings.

View of one corner of the hall over Colin Shepherds shoulder. Entrance doors right center.

Attendance at the event looks to be more than adequate, I did not count but there must have been 20 plus attendees which keeps the meetings viable. There is some doubt as to a meeting in May. Peter Thompson, the event organiser, will take a poll nearer the day to see if there will be enough takers for a May booking.

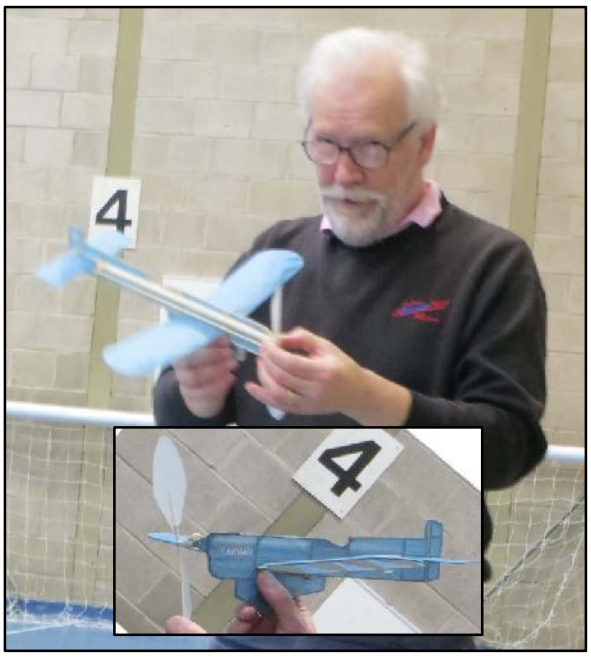


There were quite a few serious lightweights being flown, but I did not get any decent pictures. Organiser Peter's 'Plank' design being a popular choice, that's one on the right in the R/H pic above.

Directly across the hall from me was one Alan Price, the previous organiser of these Sneyd meetings. Pictured here, he is keeping a very serious eye on one of his two 'Legal Eagles', which were both performing well.

Ever present Mike Brown on right with one of his ½ size Wakes on table

Here with Canard in hand.



Two newcomers to me, fighting to try to trim a No-Cal 'Farman' of some sort.

Another new face flying a lightweight which went well

They also had a tissue covered ready built, about Penny Plane size, which was being flown by the younger of the pair. The model managed to climb up to the girders once or twice but with the high initial turns the first part of the flight was far from stable. It looked to me like side thrust fighting wing warp. I had a look at the model and there was slight negative wing warp on the inside wing so I suspect side thrust was pulling the model into the circle whilst the wing was trying to go the other way, hence the wallowing flight path.

We all have our own trimming set-up and for me, flying L/H circles, it's significant wash-in on the inside wing left wing and slight left side thrust. That is the way I go.

4pm, left the meeting, back to Daughters for cup of tea and toast, then set sail back down the M6 to Home Port, Rugby-on-Canal. A nice afternoon out with friends.

John Andrews

Extract from Model Aircraft March 1955

Topical Twists

Potty Behaviour

The S.M.A.E. seems somewhat disturbed by the maltreatment its precious cups and trophies receive at the hands of the proud recipients of the annual hardware hand-out ; complaining that the yearly repair bill is costing the Society simply pots of money. From which can be inferred that those contest types who pursue the ancient art of pot-hunting have a bent for their vocation.

But it would be unfair to blacken the pot-holder without first considering the peculiar plight of the few who are always first. Imagine the domestic dilemma of the comp. fanatic as, frustrated in his search for an extra building board for his tenth reserve Wakefield, he moodily contemplates the overloaded state of the family sideboard. Eventually, practical considerations triumph over mere empty pride, and it is at this point that the dispossessed pots tend to enter more fully into the domestic life of the family.

Those that are not too thickly coated in the congealed dregs of the prize-giving festivities are put to useful service in the kitchen, where constant egg boiling operations eventually cause the handles to drop off.

Now, since the only pot I shall ever acquire is a middle aged one, I suppose I am the last one to offer the Society advice in this matter. Even so, it cannot be denied that the average cup mangler does at least show some delicacy of feeling towards anything of a tissue and balsa nature ; and for this reason the society may, perhaps, be interested in my special range of Kwick Bild Kup Kits, each complete with imitation self-propelled engraving tool and large bottle of silver dope.

Kits to overseas markets are dry, but for home consumption a small bottle of lager is included. Two sizes are at present available : the Klub Goblet at 12s. 6d., and the National Champ Special at 25s., the latter being complete with full presentation speech and cardboard cut-out effigy of the V.I.P. who never turns up.

I notice in Club News a heading : Ware D.M.A.C. Is this the name of a club, or is it a warning ?

The Young in Heart

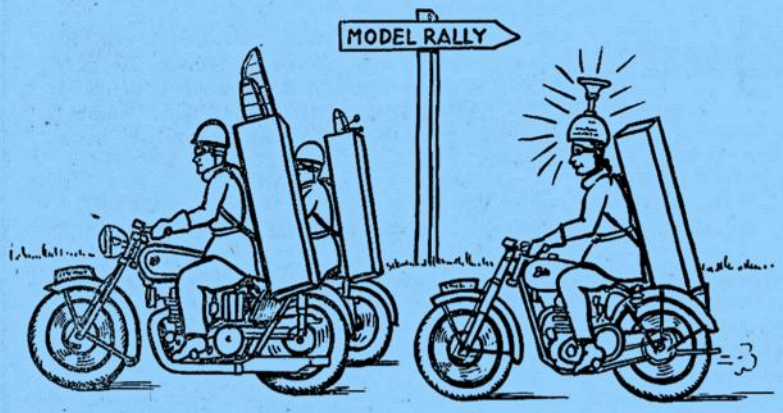
By the ascension of Junior Champ, H. O'Donnell, into the ranks of seniority, the movement loses its star performer in the under-sixteen class. A pity, in many ways, but Old Father Time cannot be denied, and is perhaps only getting some of his own back for all the time he's hung around waiting for Hughie's models to come down to earth.

It occurs to me at this point that he was an exceptional junior in more ways than one. He is, so far as I can recall, the only junior ever to graduate to a senior membership. An unprecedented step, which may well cause an outcry among all those oldish juniors who firmly believe that the status, once acquired, is theirs for life.

In a way they must be admired for the tenacity with which they cling to this principle even in the face of extreme adversity. The contortion act of struggling into the school blazer on club nights is but one of the regular ordeals they bravely face in the cause ; another is the stoic resistance against all wifely attempts to dispose of that invaluable pimple cap to the dustman.

Yet there is more than a mere principle at stake in the matter ; there is the question of hard cash. The lower junior club fee is of vital importance to the clubman, who can thus more vigorously pursue his favourite hobby : picture-going.

And, speaking of subs, reminds me that it's about time I looked into the state of my own club card. Now, who's been messing about with my school blazer . . . ?



It seems that one club at least has some sensible ideas about the weather, announcing that it intends to hold a " covered rubber model winter competition." Obviously the main advantage of this watertight project is that the solution to all model problems can be found in the puncture outfit.

Left in the Wake

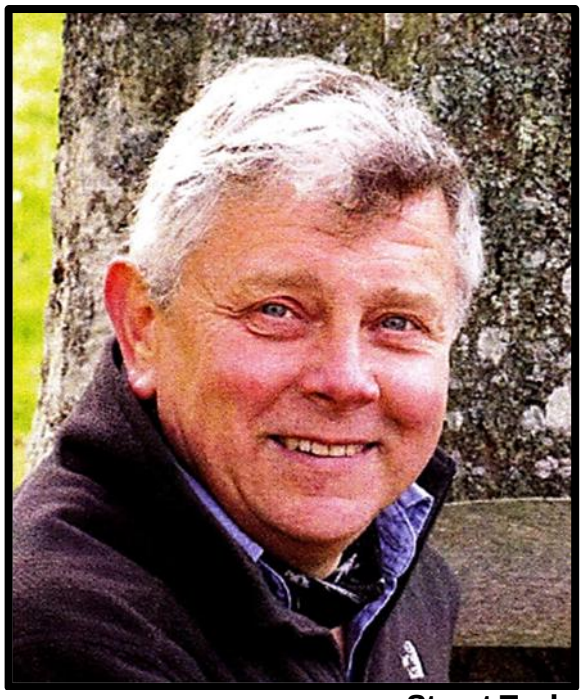
Apparently, certain ambitious types, for whom life in this country is full of frustration, have been driven to the extreme of emigrating abroad in a last desperate attempt to compete in the Wakefield event. Bods who have only previously flirted with fame by way of a third place in a club chuck glider contest have, in this way, achieved international recognition of their inability to fly a Wakefield model.

Such courage and determination is worthy of the highest praise, and for this reason it does seem rather churlish of the powers that be to question the validity of this roundabout method of entry. Already the dismayed emigrants are thumbing their various ways back to the homeland, while yours truly has reluctantly decided to cancel his passage to North Borneo.

Pylonius

Aeromodeller Departed: Stuart Taylor - Nick Peppiatt

We lose yet another.



Stuart Taylor 1955 – 2023 R.I.P.

It is with great sadness that I report the death of my old pal Stuart Taylor at the end of December last year. Stuart was the founder and, for many years, the leading light of the Tonbridge Gassers and Rubber Fanciers, with meetings held initially at the Strood Sports Centre, then at the Angel Centre, Tonbridge and currently at the King's Rochester Sports Centre. Who else, but Stuart, could have come up with such a name for a group of indoor flyers? This started as a gathering of free-flighters, but with the advent small practical radio systems, RC flying also takes place. His film of the activities of a typical evening at the Angel Centre can be found on you tube: -

Indoor Flying (youtube.com)

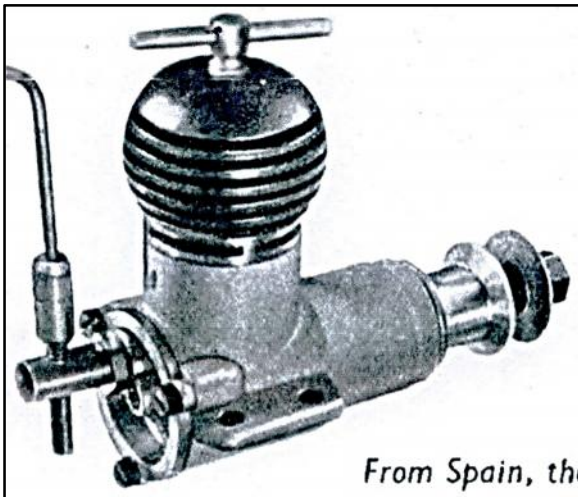
Stuart's own aeromodelling interests were mainly free-flight scale and indoor, but he did indulge in some CL flying in his youth. His other interests were walking and writing. He wrote a series of 'Peanut Profiles' that were published in BMFA News starting in October 2007 with Richard Crossley. He asked a series of questions to a number of indoor flyers, including some aeromodelling greats, such as Bill Hannan and Lew Gitlow. From late 2009 this column expanded to cover broader aeromodelling interests under the title 'The Plane Makers', running until 2015. Stuart also wrote and had published his Austin series of three novels for older children, which are still available on Amazon. Unfortunately, a stroke in 2014, during necessary heart surgery, put paid to many of his activities, but he still attended the monthly TG&RF meetings, mainly as a spectator.

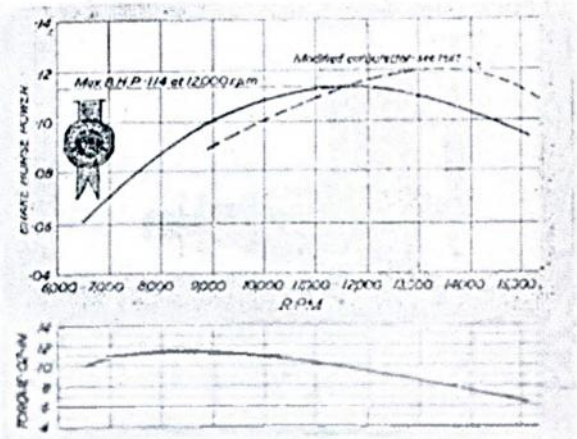
He will be greatly missed by many, especially his partner, Ali, and the Tonbridge Gassers and Rubber Fanciers.

His funeral was held at Medway Crematorium on 23rd January.

Nick Peppiatt

Engine Analysis: Byra 1.5 - Aeromodeller April 1957





From Spain, the

Byra 1·5

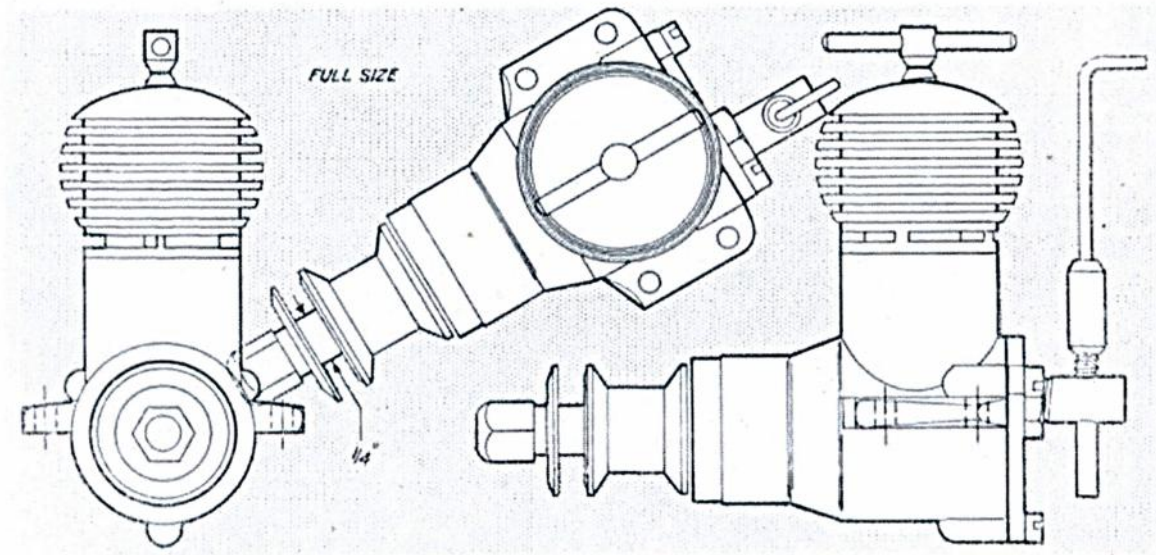
ENGINE ANALYSIS

NUMBER 32

A double feature with two Continental engines reviewed by *R. H. Warring*

THIS SPANISH ENGINE is, in effect, a scaled down version of the 2·5 c.c. "Byra" (reported in the December, 1955, issue of THE AEROMODELLER) and had a similar fault in that wear on the driving slots in the back rotor disc was very high. We have long since come to the conclusion that light alloy rotors are quite unsatisfactory, but in the Byra wear is undoubtedly aggravated by the fact that the slotted end of the crankpin is not truly radial and so produces rapid wear by virtue of the fact that it does not line up perfectly with the slot in the rotor. The resulting motion also reduces the life of the rotor bearing, so that after some half an hour's running time there is appreciable play between the rotor and the back cover. However, despite this the Byra continued to run quite satisfactorily, started easily and turned in a very creditable performance.

As received the engine was set up for clockwise rotation. The rotor disc has two slots for alternative positioning of the crankpin pick-up. To change from one direction of rotation to the other the pin is engaged in the opposite side slot and the whole back cover rotated 120 degrees when refitting. This corresponds to the intake tube coming at the top left hand side for clockwise rotation and the top right hand side for anti-clockwise rotation. Unless the cover is rotated during the change over the resulting timing is 120 degrees too far advanced. In this state the Byra will start and run quite well, and also run in both directions, but r.p.m. is some 2-3,000 down on any propeller size. Set up properly, the Byra cannot be started in the opposite direction. The best check on the set up is to remove the intake pipe and view the port opening as the engine is turned over to ensure that intake opening and closing occurs at the proper time.



For a ball race engine the "Byra" proved quite stiff and needed an appreciable amount of running-in time to free properly. Starting and general handling characteristics are excellent, the contra piston holding its setting at high speeds without working back (a fault found with the larger engine) and with little falling off in power as the engine warmed up. Mercury No. 8 fuel appeared to suit the engine very well.

Constructionally, the Byra features a gravity die-cast crankcase unit carrying two ball races to support the shaft, and a conventional screwed-in cylinder. The cylinder is of substantial wall thickness, the four transfer ports being formed on the inside. These are a little unusual in being quite wide and terminating under the exhaust ports, i.e., not corresponding to the "pillar" positions in the exhaust flange. Both the cylinder and piston are of hardened steel, which is again different from conventional practice where a soft rubbing surface is usually used against a hard one.

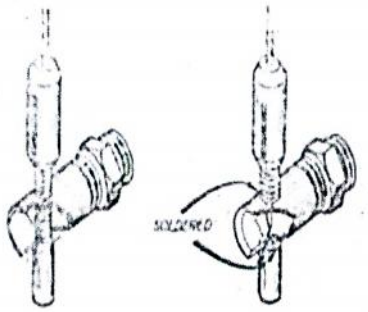
The connecting rod is a relatively crude casting (or possibly a rough forging), but more than generous in size. Piston fit is generally excellent; also the fit of the mild steel contra piston. The cylinder jacket follows orthodox practice in being turned from dural and is anodised black. The quality of the anodising is somewhat higher than that usually found on contemporary British engines.

The hardened steel crankshaft has a diameter of 6 mm. (·236 in.) reducing to 5 mm. (·197 in.) at the front. The crankshaft thread is 4·5 mm. metric size. The propeller hub fitting screwing on to the crankshaft is of steel, the depth of thread cut on the inside being inadequate and as a consequence the threads are easily stripped.

In general, however, the workmanship throughout is high, considerable care having been taken with regards to fits and alignment.

Being a symmetrical engine (provided the rear cover is rotated 120 degrees in changing the direction of running), performance is virtually the same in either direction. R.p.m. figures for clockwise running cannot be given since these would necessitate a set of opposite-hand propellers, but torque output figures were similar for similar speeds. Hand starting (for a right-handed person) with clockwise rotation and a small propeller is a little hazardous for after all this is a racing type engine! Performance is somewhat higher than the 1·5 c.c. plain bearing engines.

Standard spray bar and modified carb. for Byra which provided comparison figures as below



Propeller R.P.M. Figures		Propeller R.P.M. Figures with Modified Carb.	
Propeller dia. x pitch	*r.p.m.*	*Propeller dia. x pitch*	*r.p.m.*
8 x 5 (Stant)	9,500	8 x 5 (Stant)	8,200
8 x 4 (Stant)	10,400	8 x 4 (Stant)	9,500
7 x 8 (Stant)	10,300	7 x 6 (Stant)	9,900
7 x 4 (Stant)	11,500	7 x 4 (Stant)	11,200
6 x 4 (Stant)	13,600	6 x 4 (Stant)	14,200
6 x 4 (Frog nylon)	16,000	6 x 4 (Frog nylon)	16,000

Fuel used: Mercury No. 8

THE BYRA WAS subsequently re-tested with a new "straight through" carburettor unit (*see* diagrams) which appreciably modified the performance. Performance was similar at about 11,000 r.p.m., fell off as compared with the original at lower speeds, but gave better results at all higher speeds up to 16,000 r.p.m. The approximate equivalent power curve is plotted on the main graph as a dotted line, where it will be seen that the peak is pushed up to the ·12 B.H.P. mark and occurs at 14,000 r.p.m.—some 2,000 r.p.m. up on the original figure.

DATA

Bore: ·494 in.
Stroke: ·455 in.
Displacement: 1·43 c.c. (·087 cu. in.)
Bore/stroke ratio: 1·085
Weight: 3¼ ounces
Max. B.H.P.: 114 at 12,000 r.p.m.
Max. torque: 11·4 ounce-inches at 8,500 r.p.m.
Power rating: ·08 B.H.P. per c.c.
Power/weight ratio: ·0314 B.H.P. per ounce

Material specification:
Crankcase: light alloy gravity die casting
Cylinder: hardened steel (D-3)
Piston: hardened steel
Contra piston: mild steel
Crankshaft: hardened steel (A-4
Crankshaft: hardened steel (A-4)
Connecting rod: light alloy
Main bearings: two ball races
Cylinder jacket: light alloy (anodised black)
Rotor disc: aluminium

Manufacturers: F. Batllo, Barcelona, Spain *Price:* 515 Pesetas

John Andrews Goes Indoors – Part 1 - John Andrews

Extract from the Old Paperback Clarion February 2003

John Andrews - Goes Indoors - Part 1

I think I have mentioned before that I get writers block, that's fancy talk for "don't know what to write about". However, after a bit of head scratching, it occurred to me that this time of year I start doing the rounds of the Sports Centre Indoor Meetings so I'll inflict some of my thoughts and experiences of this sphere of aeromodelling onto your goodselves.

I have tried to get to as many different venues as I can, to date I have visited the following Sports Centres: Coventry, Oadby, Nottingham, Bicester, Oxford, Wallingford, Swindon, Oundle, Cradley Heath, Alumwell, Impington and Moulton. They are all excellent facilities, two of the larger ones are Swindon and Alumwell which I think are 10 badminton court size. I fortunately live in Rugby which is close to the M1 and M6 motorways which enables me to get to most of the venues in an hour or so.

Lets get vintage to start with, I think I mentioned in my first attempt at Clarion fodder that the Rugby Model Engineering Society Aeronautical Section (if you want a club name get a good one) had an indoor club night in the local scouts HQ in about 1950. Apart from the suicidal jetex RTP speed model I did not feature with any distinction in the evenings activities. Around that era the club also had a static display at a local hobbies exhibition and during the day we gave RTP demo's using our outdoor rubber jobs with the motors restranded to half cross section. We managed flights of around two minutes or so if memory serves correctly, can you picture an eight ounce Wakefield fizzing round on 10ft of cotton thread with a safety pin through the wing tip.

Indoor flying did not feature in my modelling activities again until around 1970. I was well into radio control flying by this time and had been working for the Dunlop Aviation Division for a couple of years when a group of us started messing about during the lunch hour flying indoor models, free flight that is, in empty factory buildings.

Counting up there were at least seven of us as I recall, I seem to have the knack of interesting folk in various activities that I follow. Previously I had run an interdepartmental cricket team and a smallbore rifle team at the AEI Rugby Engineering Works.

Back to Dunlop, there must have been an article and plan in the Aeromodeller for I built an Easy B with condenser tissue covering and eventually managed a 2min. 40sec. flight. This was achieved by the fluke of launching from floor level, climbing up to the roof truss, banging on it and diving back down, recovery at floor level, then back up to roof truss for the second time to complete the flight with a good let down over a clear floor space.

We built one or two odd ball things, I remember a helicopter built by Mick Blunt (he got me into match fishing but that is another story, I did win my first fishing match though' with the Dunlop Angling Club at goose tree corner over towards Ely. I bagged 14lbs of bream).

(12)

Digressed again did I not. Mick's copter was a 12" built up square tube fuze with built up rotors top and bottom. He had, I think, one loop of 1/4 for the motor which was no use at all so we doubled it and wound it up. Mick held the two rotors then released, the copter wobbled for a second or so then up she went quite sedately to the roof.. Now the roof was a typical factory zigzag and the copter squared itself up on the slope and began to walk along the ceiling. We waited for its arrival at the roof truss at the end of the bay. No problem for the chopper, the rotor stopped, the chopper dropped down, walked under the truss, up the other side and walked on through the next bay. One more bay and she ran out of steam and down to the floor, Mick was more than pleased, he'd only built one other model before.

I built a rather heavy ornithopter and once again the 1/4 motor required doubling . It startled a welder one lunch hour on its one and only successful flight by fluttering by him whilst he was still welding, he was still under his mask and didn't hear it coming. Next flight it just blew apart when we piled on the turns. We had quite a good run until we ran out of buildings to fly in. In the process I had crossed swords with microfilm, scum round the bath, cellulose smell through the house, and an irate first wife. I did manage to cover a model though' and it was very satisfying to have achieved it using only dope and castor oil. When eventually activities petered out, the remaining models were confined to the loft. The EZB in a cardboard box and the microfilm job in a very old suitcase.

Indoor did not raise its head again until late 1996 or early 1997. I had retired, got fed up with radio, started free-flight again, re-met Peter Martin and was into vintage. Peter was promoting informal vintage meets during the winter months on Warwick Race Course at that time and one afternoon he mentioned that he was going to Coventry Sports Centre on the next Saturday evening to fly indoor. "Great" says I, "I think I have got two up in the loft somewhere."

Up into the loft goes I and emerges with the cardboard box and the old suitcase. This was a miracle in itself, since I had last seen them I had been divorced, remarried and moved house. The EZB emerged intact from the cardboard box complete with a packet of Micro-X rubber. The rubber must have come from Laurie Barr in the seventies, I seem to recall that he supplied bits and bobs in those days. The microfilm job however was a different story, the rolled tube fuselage and balsa prop were the only recognisable bits, the wing and tail were little piles of sticks with little or no evidence of microfilm covering. I re-assembled the framework and covered with pink and blue tissue. It must have looked very pretty because it was photographed on my first visit to Cardington later that year and appeared in the Aeromodeller. The effect was spoiled though, it was in black and white.

I had a really good time with the Coventry lads and the indoor bug bit me. I built three or four condenser tissue EZB's and a Penny Plane or two.

(13)

Coventry ran several meetings through the 96/97 winter and I honed my skills to a level of mediocrity such that I contacted Laurie Barr and extracted details of indoor meetings at the hallowed halls of Cardington. I keep an A4 indoor logbook (don't you just hate people who are organised) and it records that on April 13th.1997 I paid my first visit to No.1 hangar. That first visit was a real eye-opener but I'll keep Cardington exploits for next month.

My indoor interest continued to expand and after I procured some Mylar from Mike Woodhouse things began to look better. Eventually I managed a 5 minute flight with a large Mylar covered job using the old rolled tube fuz from the original Dunlop model, incidentally I am still using that fuselage (waste not want not). In the early days the Coventry lads were flying Hanger Rats and having informal competitions so I badgered Brian Roberts for a plan. I built mine and on Brian's advice added a little more down-thrust than the plan. I also put some under camber on the prop I just could not bring myself to make a flat plate prop .

My logbook reads as follows
Comment 'No proper flights, dived in when motor ran down'.

The next outing however was a different story, logbook details as below

Coventry 9th.Jan 99

Motor	Turns	Time	Comment
			More down-thrust, Pinned posts
1/8 x 18"	1000	2-14	
"	1200	2-18	With time out for hang up
1/8 x 20"	1600	-	Hung up
1/8 x 20"	1600	2-46	Banger

I had increased the down-thrust, I don't remember what the 'pinned posts' means, I assume that as I had made the wing removable with tissue tubes they may have been a little slack. John boy had made the winning flight and went home a happy bunny.

I don't fly at Coventry any more as around 1999 indoor radio was beginning to become popular and as more and more people were flying it it became unrealistic to mix free flight and radio. My last visit to Coventry resulted in my Polystyrene Hanger Rat being chopped into pieces by a tethered electric helicopter. The radio boys now have sufficient support to run their own meetings so its free flight only meetings for me now.

For anyone who is contemplating indoor free flight for the first time I would strongly recommend starting with the Hanger Rat. Its big enough to make trimming reasonably easy and strong enough to take more than a little abuse. It can be flown on 1/8 rubber strip which makes motors easy to get. John Hook can supply Kits and ready builds and he attends a lot of indoor events so visit one and get going. The best results from a Rat will always come from a scratch built one to plan. The plan was re-published in the Aeromodeller Vol.63 No.757 Nov./Dec. 1998.

Advice I would give on Hanger Rat construction is :-

a. Build in at least 5 degrees of downthrust
b Make wings plug-in using tissue or flattened alloy tubes.
c Fly in R/H circles with about 20 degrees of rudder.
d Have obvious wash-in on R/H wing, say 1/4" down at T/E.
e Don't forget the pilot (I've got John Hook piloting my Poly Rat, I fitted him for John's Birthday Bash at Swindon last year)

If you want maximum performance then build as light as you dare, leave out the wing braces and use single cabane struts in the centre.

I think four pages is as much as you lads can take in one dose, I'll quit now and next month I'll put you to sleep with my exploits in the Cardington Airship Sheds, the Mecca of indoor flying. (15)

John Andrews

NEWS Review

The Wakefield Contest

The S.M.A.E. continues to receive indication of the very considerable interest which is taking place in the 1949 event and requests for information are being received from all sources.

Already France, Belgium, Switzerland and Sweden have indicated that they are contemplating sending teams so that a strong foreign challenge is ensured, and the home team will have its work cut out to retain the trophy.

Wakefield Cup aspirants should therefore lose no time in evolving their 1949 designs, building their models and tuning them to contest pitch.

The clubs must also lose no time in organising functions to help the Society's Wakefield fund, as this aspect is equally important if the 1949 meeting is to be a success.

With half a dozen or more foreign teams to look after, for the period of the contest, considerable funds will be required to meet the situation and make the contest worthy of this country, the trophy and the S.M.A.E.

All clubs are expected to co-operate in this direction.

As we go to press, we learn that America is already getting busy with the preparations for the selection of their team under the able guidance of Frank Ziac, so they are losing no time and sparing no effort on the other side of the Atlantic.

Annual Dinner and Prizegiving

In the past the Society's Annual Dinner and Prize-giving has always managed to be a "last moment" affair. It is with some satisfaction, therefore, that it is noted that the Council have taken this matter in hand early this year and have settled on the date for this important event.

The dinner and prizegiving will take place on Saturday, November 19th, 1949, The probable venue is Londonderry House, Park Lane, London, W.1.

The annual general meeting of the Society is scheduled to take place the next day, Sunday, November 20th, 1949, so you might as well make a note of this at the same time.

The Parks Situation

We have received reports from all parts of the country of restrictions being imposed by local Parks Committees on the flying of models in the parks under their control,

While most Parks Committees are reasonable, there are a few who are only too ready to take objection to anything which is the least bit out of the ordinary, particularly if they think it is likely to involve the slightest danger or annoyance to other users of the parks.

It is, therefore, imperative for all aeromodellers to continue to take the utmost care when they are flying on public grounds and to be as considerate as possible.

It is an unfortunate fact that there are a large number of model flyers who are not club members and who are, therefore, ignorant of the damage they may do by careless and inconsiderate flying and it is these who are the greatest menace to our present freedom. Every effort should be made to draw them gently into the fold and initiate them to the elements of safe and reasonable flying.

This is just as important a function of any club as flying itself, since a continuation of mass indiscriminate flying can only result in irksome restrictions for all.

Too much care and attention cannot be given to this aspect of club organisation and development at the present moment.

"The Model Engineer" Exhibition

As announced in our last issue, this Exhibition will be held at the New Royal Horticultural Hall, Westminster, London, S.W.1, from August 17th-27th. The competition classes in the Model Aircraft section will this year be as follows :

Section F. Club Team Championship

Clubs may nominate three entries in any of the undermentioned sections for consideration. The winning Club will win outright the silver Championship Cup.

Section G. Seniors

Class 20. Rubber-driven Models.
,, 21. Free-flight Power-driven Models.
,, 22. Control-line Models.
,, 23. Sailplanes.
,, 24. Non-flying Models.

Section H. Juniors

Class 25. Rubber-driven Models.
,, 26. Free-flight Power-driven Models.
,, 27. Control-line Models.
,, 28. Sailplanes.

MODEL AIRCRAFT *Prize*

A special prize of a 5 guinea voucher exchangeable at any of the stands at the Exhibition will be awarded for the best model made from a MODEL AIRCRAFT plan. Entry forms will be available at the end of this month and an early application for same should be made to the Exhibition Manager, "The Model Engineer" Exhibition, 23, Great Queen Street, London, W.C.2.

Purchase Tax Situation

The decision to impose a 33 1/3 per cent. Purchase Tax on all model aircraft engines and accessories is a matter of very vital interest to all model aircraft enthusiasts and the following review of the negotiations which have taken place between representatives of the Trade and the Commissioners of Customs and Excise will, we trust, enable our readers to understand this very complex situation.

For Customs and Excise purposes model aircraft kits have in the past been classified as toys and games, and those kits which were purely of a constructional nature were free from tax. In September, 1948, however, as a result of the re-classification of the toys and games section of the appropriate Customs and Excise notice model kits of every description became chargeable without any exceptions.

A meeting of the Model Aircraft Traders' Association was called to discuss this new situation and a sub-committee consisting of Messrs. E. Keil (E. Keil & Co.), J. Ballard (Electronic Developments Ltd.), A. L. Harding (Mills Bros. Ltd.) and H. J. Nicholls (Mercury Models Ltd.), was formed to arrange a meeting with the Commissioners of the Customs and Excise to go into this matter.

A number of meetings were held and the sub-committee presented the case in which they stated that as model aircraft had been non-chargeable in the past it was unreasonable that they should now become chargeable. The Commissioners subsequently agreed that all kits which had not previously been subject to tax should again be non-chargeable, but they insisted that parts and accessories including engines, power units of all kinds, propellers, spinners, wheels, and in fact every kind of accessory or part that could be used in conjunction with a model aircraft should be subject to tax. The Delegation pointed out that it was anomalous to have a chargeable part to a non-chargeable whole, but this view was not accepted by the Commissioners. The sub-committee had to accept this decision under protest and made it clear that they intended to fight the case.

Legal advice on the matter was obtained and in this connection it may be mentioned that the notices published by the Commissioners for Customs and Excise have no weight in law except in so far as they are an interpretation of the Act of Parliament.

The sub-committee and their counsel offered to arrange an exhibition of model aircraft of all types in order that the Commissioners and their solicitors could compare them with ready-made models. The exhibition was held at Londonderry House, Park Lane, W.1, on December 29th, and, with the co-operation of the S.M.A.E., a fine display of power models, rubber-driven models and gliders were shown.

Certain models which require no construction before being ready for flying and which were, therefore, known to be of a chargeable nature were also shown for the purposes of comparison. The Commissioners were very impressed by this exhibition and promised to reconsider the position and announce their decision without delay. After the exhibition there were strong grounds for feeling that not only would the tax be taken off, but that the relief from tax would be anti-dated to January 1st, 1949. Since that time, however, despite repeated applications and enquiries no further decision has been received from the Commissioners, with the exception of a letter in which they stated that they still considered Purchase Tax was payable on *complete* model aircraft —a fact which had never been denied by the Trade, whose argument was that it was *not* payable on model aircraft kits, engines and accessories.

The view taken by the traders' legal advisers is that the Commissioners' interpretation of the Act is incorrect, and it would definitely be inadvisable in the present circumstances to pay Purchase Tax. The Commissioners have, therefore, been invited to institute a test prosecution against Messrs. E. Keil & Co., but despite several enquiries the solicitor acting on behalf of the traders has been unable to obtain any acknowledgement from the Commissioners of the fact that they have been invited to institute such a prosecution. We understand that direct representations to the Chancellor of the Exchequer, Sir Stafford Cripps, have now been made with a view to ending the present deadlock in the negotiations.

New Trade Association

Members of the Manufacturing and Wholesale Branches of the Model Aircraft Industry have felt for some time that the Model Aircraft Traders' Association, catering as it now does almost exclusively for the retail side of the business, is not able to deal effectively with major problems affecting the industry. The recent Purchase Tax negotiations have strengthened this view and at a meeting held at Londonderry House, Park Lane, W.1, January 24th, 1949, it was decided to form a new Association. A further meeting was held on February 7th, 1949, for the purpose of putting this into effect, and the Federation of Model Aeronautical Manufacturers and Wholesalers was formed. The objects of the new Federation are : "To promote the development of the Model Aircraft Industry, and to unite all those interested into a Federation for their common benefit." The following officers were elected :

Chairman : Mr. E. F. H. Cosh (MODEL AIRCRAFT).
Vice Chairman : Mr. D. A. Russell (*Aero-Modeller*).
Secretary and P.R.O. : Mr. H. J. Nicholls (Mercury Models Ltd.).
Treasurer : Mr. J. E. Ballard (Electronic Developments Ltd.).

Messrs. W. Foster (Model Aircraft [Bournemouth] Ltd.), E. Keil (E. Keil & Co.), J. N. Mansour (Wilmot, Mansour & Co.), C. A. Rippon (Premier Aeromodel Supplies), and J. V. Paterson (Plantation Wood Co.), were elected to serve on the Committee.

The Federation has already expressed its desire to co-operate with the S.M.A.E. in all matters in which they have a mutual interest.

Indoors Isn't for Everyone 74 - Nick Peppiatt

SEBMFA 'Crawley' free-flight indoor meeting, 28th January 2024

This was a very welcome return of this meeting after a hiatus of four years, caused initially by the covid pandemic and then by the previous venue, the Crawley K2 sports hall, becoming impossibly expensive. The new location was in the Triangle Centre, Burgess Hill, which is good sized hall, and not so far from the K2. You would think it relatively easy to find sports hall sizes on the web, but the data I found was conflicting. However, I would say this hall is 32m by 48m, only half had been booked for this meeting, the two halves being separated by a moveable barrier, about 1.3m high. The other half was not being used on the day, so, unofficially, it was made use of.


Two views of the Triangle Centre sports hall

With the tables moved away from the barrier, the size of the half hall was quite adequate for most models. The major problem for lighter models was the ceiling vents which pointed vertically downwards, the air from them sometimes acting as a very effective DT. Otherwise the ceiling furniture was quite kind, with models bouncing off, rather than being entrapped.

This was the 45th SEBMFA annual indoor meeting and the competitions followed the usual Crawley fare of catapult glider (max span 12 inches), HLG, EZB, Living Room Stick, Gymminie Cricket, Open Scale, Peanut Scale and Legal Eagle. There were also mass launches for the Butterfly and Hangar Rat. The event followed the established format of alternate slots for competition and fun flying.

Unfortunately, the previously mentioned vents really upset the lightweight models, with EZBs being particularly affected. Even my fourth placed Living Room Stick got a better total flight time than the best EZB, and it wasn't flying well. My best LRS flight barely got above head height, and spent ages cruising around in ground effect.

In regard to the scale entries, you can always count on Alisdair Clark coming up with something challenging and unusual. This time it was a 1923 Cycleplane, originally constructed by William F. Gerhardt with seven wings! Alisdair built his from the information in Bill Hannans 1996 book Plans & 3-views International.
Terry Adams entered an updated version of his Bristol Wayfarer, from his plans, which were published in the April 2000 edition of AeroModeller.
In Peanut, Steve Haines won, again showing that Peck Nesmith Cougars can fly very well, Mike Stuart entered his fine Heinkel He 45 and Alasdair Deas flew a Nieuport 11 from a Nowlen Aero kit, beautifully finished in an Italian colour scheme.

Open Scale from left: - 1923 Cycleplane,
Dave Prior's Reggiane, DH 5, Sablatnig SF4

Terry Adams' Bristol Freighter

Alisdair Clark's 1923 Cycleplane

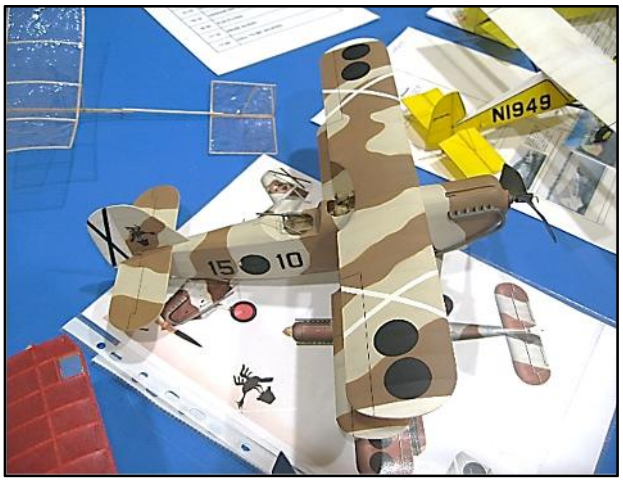
Mike Stuart's Airco DH 5

The mass launch events are always entertaining.
In the Hangar Rat, it was close between Alasdair Deas and your scribe. I had lost some height, because of a vent, and Alasdair was higher, but, unfortunately too close to a wall, which the Rat drifted into terminating his flight.
Rob Funnell reigned supreme in the Butterfly mass launch. All in all, an excellent day out, thanks to the SEBMFA and the Crawley club.

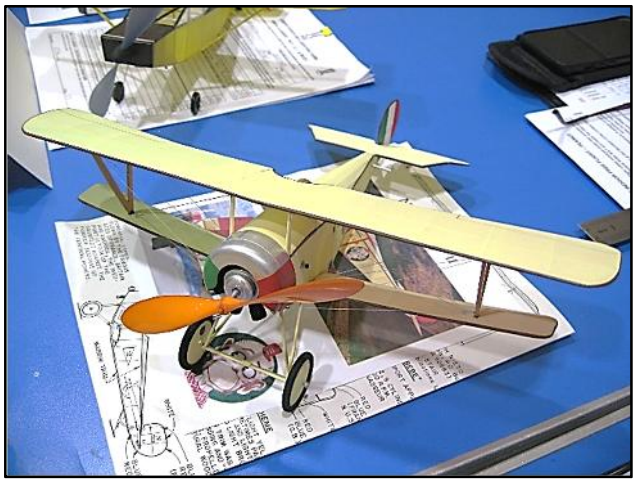
Next year's date has already been booked
Sunday 23rd February 2025.

Peanut Scale entries

Steve Haines' Nesmith Cougar



Mike Stuart's Heinkel 45


Alasdair Deas' Nieuport 11

Results

Open Scale (5 entries)			Flight	Static	Total
1	Nick Peppiatt	Sablatnig SF4	9	36	45
2	Terry Adams	Bristol Freighter	9	33	42
3	Alisdair Clark	1923 Cycleplane	6	34	40

Peanut Scale (6 entries)			Best 2 flight (s)	Static	Total
1	Steve Haines	Nesmith Cougar	102	37	139
2	Mike Stuart	Heinkel He 45	81	50	131
3	Alasdair Deas	Nieuport 11	66	52	118

Legal Eagle (6 entries)		Time (m:s)
1	David Goodwin	2:41 + 1:23 = 4:04
2	Alasdair Deas	1:35 + 1:29 = 3:04
3	Robert Horton	1:38 + 1:10 = 2:48

Gymminie Cricket (2 entries)		Time (m:s)
1	David Goodwin	4:09 + 2.33 = 6:42
2	Alfie Davis (J)	2:01 + 2:06 = 4:07

EZB (2 entries)		Time (m:s)
1	Robert Horton	3:08 + 2:30 = 5:38
2	Rob Funnell	1:26 + 0:55 = 2:21

Living Room Stick (5 entries)		Time (m:s)
1	David Goodwin	5:27 + 3:58 = 9:25
2	Terry Adams	4:00 + 3:40 = 7:40
3	Tom Goodwin	4:01 + 3:27 = 7:28

Hand Launch Glider (6 entries)		Time (s)
1	Gary Oulds	28.5 + 21.2 = 49.7
2	Alex Cameron	26.5 + 20.5 = 47.0
3	Tom Goodwin	20.5 + 19.7 = 40.2

Catapult Lauch Glider (6 entries)		Time (s)
1	Terry Adams	29.4 + 25.8 = 55.2
2	Tom Goodwin	27.3 + 26.5 = 53.8
3	David Goodwin	24.9 + 24.2 = 49.1

Nick Peppiatt

Heard at the Hangar Doors

First of the Year

Run by the Blackheath Club, the "Bill White Memorial Trophy" and Winter Glider Cup are now traditionally established as first of the season events. Each year we make tracks for the bleak chosen site and on every occasion we are ever hopeful of finding a few new season's developments to witness on first outing. Without exception we are always disappointed—for these are the events where last year's models receive their final turns and a flyaway last flight of the day is rarely chased for recovery. After all—the bitter chill of January winds across exposed Epsom Downs is hardly conducive to first tests of a new design.

With the prior eliminators for new rule Wakefields last September, quite a number of '54 Wakefields converted from old-rule models are in current use for "open" contests and contrary to first beliefs, they are giving the old-established 5 ounce motor jobs a long run for their money, especially where the 3-minute maximum is stipulated. John Gorham topped the fly-off at Epsom with one such model. A standard "Ghost" Wakefield, ballasted and with 2½ oz. motor flew 4 : 11 o.o.s. against the nearest approach by Bruce Rowe's lightweight at 3 : 52 and the top old-rule Wakefield time of 3 : 32 by Hugh O'Donnell.

John Gorham's same model, fitted with floats, won the floatplane contest at Radlett last year with a double maximum, again with ballast and a 2½ oz. motor, so the performance in winning the Bill White may well be taken as its normal average. Where then, shall we be with the five, 3-minute flight rules for the next eliminators? A multiple fly-off is assured, especially when we consider that all the really new models with improved details and higher performance have yet to be aired. What say the competitors???

R.A.F. in Miniature

The heading picture shows two of the "Hunters" whose neat formation flying made the R.A.F. stand so attractive at the Schoolboy's Exhibition, held in the Horticultural Halls, Westminster, during the first few days of this year. The Hunter models went through a routine synchronised to a recorded explanation, and were able to taxi out, take off, fly, land, and taxi back to dispersal either singly or in formation, to the correct R/T patter and light signals from the caravan. The 30ft. platform and gear required for this first-rate show knocks down for transport from one exhibition to another, and the project took a total development time, including research, of about twelve months. Most of the work was put in by Corporals Burch and Barker, prominent members of the R.A.F.M.A.A.

Arthur Burch told us that the actual models were modified from Jetex Hunter Kits, and total flying weight was about 14½ oz., most of which arose from the ingenious retracting mechanism. Air pressure at 150 lbs/sq. in., led out through neoprene tubes, escaped down a standard augmenter tube from the crimped end of a 5/32 in. copper pipe, producing 8 oz. thrust. At full power, incidentally, a handkerchief can be sucked into the intakes with no trouble at all! The whole programme is controlled from a desk fitted with throttles, push buttons, etc.

We imagine that this display put serious thoughts of joining the R.A.F. into many young heads, and certainly a R.A.F. apprenticeship has much to recommend it. To anyone wishing to make a career among aircraft, no finer opportunity of training exists, and when their term of service is finished very few ex-apprentices find difficulty in obtaining excellent jobs in "civvy street." Many of the men in the top ranks of the industry started in this way. Add to the fine training the opportunity for travel, the excellent sport facilities, the general standard of life in the premier service, *and* the increasing activity of the R.A.F. Model Aircraft Association and you have a combination which many young modellers would do well to think twice about.

"Design for Aeromodellers"

Throughout the publication of that popular series of articles in "AEROMODELLER" "It's Designed For You" we were deluged with letters from readers urging us to produce them collected in book form. This we have now done as the first of our new 5/- series under the title of "Design for Aeromodellers." The text has been thoroughly edited,

and the opportunity taken of incorporating the latest views on certain aspects of design, so that readers can be assured of a completely modern approach.

For the benefit of the many thousands of new readers who never saw the original series of articles we would mention that this new book covers in seventeen chapters every type of model aircraft built and flown today, from gliders through the whole range of rubber models to free-flight and control line power, radio control and tailless models, together with some useful appendices on engine data, formulas, and metric conversion tables.

This is definitely not a "pure theory" book, but provides the basic information in simple practical style to design successful models that will—or should—"fly off the board" with the very minimum of mental effort in evolving them, whether they be high or low wing, cabin or contest models, PAA-load or Radio Control.

There really is a whole library of information in this book, which we recommend to every reader hovering on the brink of "own designs."

Fairlop Again?

Latest news on the subject of Fairlop Aerodrome, once the venue for all London model flying, is included in the following quote from the "Daily Telegraph," the italics are ours.

"CITY MAY SELL AIRFIELD"

> Ilford Borough Council, Essex, is negotiating for the purchase of Fairlop airfield from the City of London Corporation for use as a *public open space*. City Corporation officials said yesterday it was hoped that the negotiations would be completed by March.
>
> No indication of the purchase price is available. The 932 acres at Fairlop were acquired by the Corporation before the war for an airport. In 1952 the Ministry of Civil Aviation decided the airfield was not required."

A New S.M.A.E.

Recent comment by our contemporary "Model Aircraft" apropos membership of the S.M.A.E. gives serious food for thought to all those with the interests of the hobby at heart. Certainly the news that membership of the Society has dropped to a mere 3,000 members is disturbing, and we endorse "M.A.'s" remark that the new membership scheme in itself will not provide an immediate cure unless aeromodellers are informed of its advantages.

In company with our contemporary we are therefore donating space in "AEROMODELLER" in order to give the widest possible publicity to the new membership scheme. On page 161 readers will find an S.M.A.E. announcement, together with an application form, and we take this opportunity of emphasising the salient points.

Firstly, let us emphasise that membership of the Society is now open to *all* aeromodellers, whether club members or not. This means that the non-competition flier who wishes to support the Movement, and at the same time insure himself against third party risks can do so as an Associate Member at nominal cost.

Again the lone competition flier, who is so, either by choice, or because he is not situated within easy reach of a club, can join as a *Country Member*. He enjoys the full benefits of Society membership, with reduced competition entry fees, and again is insured against third party risks.

Finally, the true clubman is offered full membership and increased insurance cover at an all inclusive figure, which is less than he paid previously.

We have long felt that the narrow "Club attitude" which has so long dominated the Society's policy has restricted expansion, and prevented the S.M.A.E. from taking its rightful place as a truly national body. This new era of membership, catering as it does for every type of modeller, opens the way to a bigger and better aeromodelling movement.

A Model Card Player

The Banker they called him in the Casinos of Europe. A thousand pounds on the turn of a card meant nothing to him as he justified his name by only playing the fashionable game of Ecarte when he held the bank.

House detectives at the casinos were suspicious but eagle-eyed and experienced croupiers scoffed at the idea of him being a card sharp. Although he played against all the generally accepted rules and won, not once did he betray by facial expression, or any other outward sign of nervousness, the slightest qualms. His eyes were always on the cards except when he wanted to bid.

Special gaming squad detectives trained as croupiers sat by him and watched him, game after game. A specially trained detective hid in the roof above him and maintained a constant watch using a powerful telescope. Still no suspicious signals!

In the end the police, still convinced that the laws of chance could not be contradicted so often, invited "Monsieur le Banquier" to the police station and he finally decided to come clean.

How did he work? He amazed his accusers by confessing that he had cleaned up hundreds of thousands of pounds—as the first card sharper to operate by RADIO CONTROL.

The method was simple, he had a receiver in his clothing and an accomplice who watched the cards of the other gamblers and sometimes backed against him had a noiseless transmitter in his pocket. They used a special code and the system of operation was via copper electrodes clipped to his thigh. These gave a mild shock when the receiver was on signal.

It took two years to perfect the outfit which he had made by a specialist firm, under the pretext it was required for a stage thought reading act.

On reading the above paragraph in the "Daily Mirror" we were a little sad to know that someone had at last put into practice one of our private money making schemes. We also reflected how much quicker "Monsieur le Banquier" would have been found out, had there been an aeromodeller in the local police force!

The Rutan VariEze - Wikipedia

The Rutan VariEze is a composite, canard aircraft designed by Burt Rutan. It is a high-performance homebuilt aircraft, hundreds of which have been constructed. The design later evolved into the Long-EZ and other, larger cabin canard aircraft. The VariEze is notable for popularizing the canard configuration and moldless glass cloth composite construction for homebuilt aircraft.

Overview

Work on the VariEze design, which grew out of Rutan's experience designing and building the VariViggen, began in 1974. The first prototype, designated Model 31 and registered N7EZ, first flew on May 21, 1975 after four months of construction. This aircraft used a Volkswagen engine conversion. Three months later it was shown at Oshkosh where Dick Rutan piloted it to an under 500 kg class distance record of 1,638 miles (2,636 km). Rutan believed that by engaging in a program of breaking class records he could further fine-tune the design.

The aircraft was so popular at Oshkosh that Rutan redesigned the aircraft so that it could be sold as a set of plans. A second prototype, the Model 33, N4EZ, built using a larger wing, a Continental O-200 engine, and many other detail changes, was shown at Oshkosh in July 1976 and plans were offered for sale. Approximately 2000 aircraft were under construction by 1980, with about 300 flying by late 1980. Ultimately more VariEzes and Long-EZs (a derivative, slightly larger design) were constructed than any other homebuilt type of the time. The sale of plans ceased in 1985.

Rutan's stated goals for the design included reduced susceptibility to departure/spin and efficient long range cruise; these goals were achieved. The use of a canard configuration allowed a stall-resistant design, at the price of somewhat increased takeoff and landing speeds and distances relative to a similar conventional design with effective flaps. The holder of the CAFE Challenge aircraft efficiency prize briefly was Gary Hertzler, set using a VariEze.

The prototypes flew originally with elevons on the canard for both pitch and roll control but the design was changed to pitch control with the canard elevators and roll control with mid span wing ailerons after a few aircraft were built.
While the airplane was resistant to pitch departures, a few builders discovered a potential for a novel lateral departure mode resulting from one winglet stalling at large sideslip angles. An outer wing leading edge droop (and later vortilons on some examples) was added to alleviate this problem and rudder travel was reduced.

The design's stall resistance did not appear to translate to a lower accident rate than for other home-builts; a review of the NTSB database from 1976 to 2005 shows 130 total accidents and 46 fatal accidents out of a fleet of about 800 (691 registered in 2005). Precise comparisons are difficult, however, because of the haphazard nature of data collection and analysis for accidents involving homebuilt airplanes.

The VariEze is subject to a 2.5g positive, 1.5g negative, maximum load factor limit applied after the discovery of problems with some VariEze wings.

In lieu of a parking brake, the nosewheel retracts and the nose rests on the ground. Referred to as kneeling, this eases access to the cockpit. Resting the nose on the ground also prevents the plane from tipping onto its rear when the pilot's seat is unoccupied.

Specifications

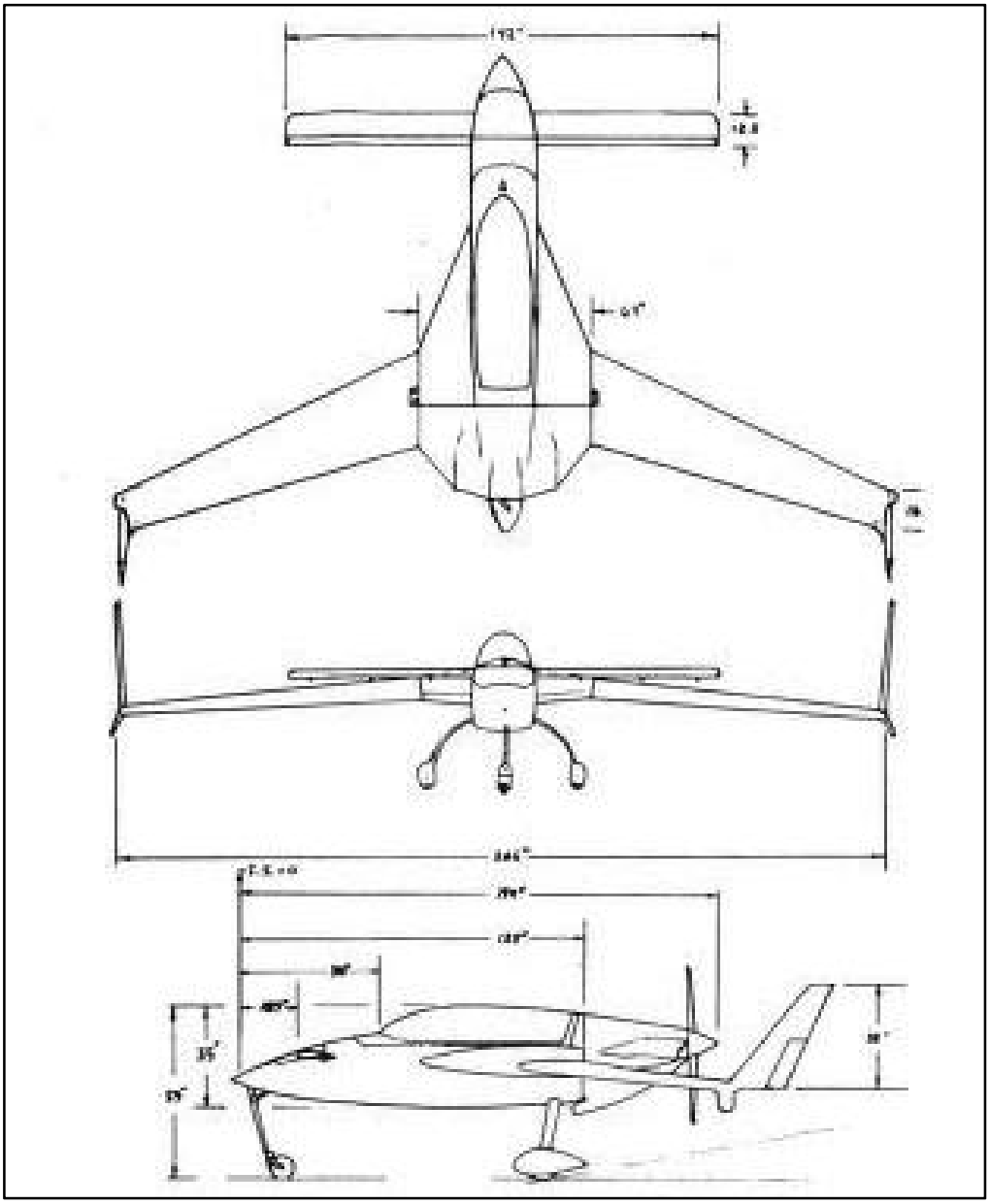
Data from Jane's All The World's Aircraft 1982–83.

General characteristics

- Crew: 1
- Capacity: 1 passenger
- Length: 14 ft 2 in (4.27 m)
- Wingspan: 22 ft 2.5 in (6.77 m)
- Wing area: 53.6 sq ft (4.98 m^2)
- Empty weight: 580 lb (263 kg)
- Max takeoff weight: 1,050 lb (476 kg)
- Fuel capacity: 24 US Gal (91 L)
- Powerplant: 1 × Continental O-200-B air-cooled flat-four engine, 100 hp (75 kW)

Performance

- Maximum speed: 195 mph (314 km/h, 169 kn) (max cruise)
- Cruise speed: 165 mph (266 km/h, 143 kn) (econ cruise)
- Stall speed: 55.5 mph (89.3 km/h, 48.2 kn)
- Range: 850 mi (1,370 km, 740 nmi) at econ cruise
- Rate of climb: 1,600 ft/min (8.1 m/s)



Wickipedia

Wallop Early 2000's - John Andrews

Being a little short of home brewed content again for this issue I thought that a random dip into my picture files might fill a couple of pages. I started taking photographs at meetings around 2003, prior to that I had been using a video camera to record the goings on at meetings. I'll pick out a few pictures at random from my 2003 to 2009 Middle Wallop files., I probably know who or what they all are excepting the canard where your guess is as good as mine.

2003 - Coventry Club's Brian Roberts' example of an early Ted Evans 'Clipper' design.

2003 – Your Editor picking up the second place and best diesel Tomboy award from the delectable Carol Farley

2007 – Richard Wykes, Timperley, and his huge 'Top Banana'
It reached a phenomenal height on the 18 second engine run of those days
His engine was a bog standard .35 bought off ebay

2007

2007 – The Timperley Club gang

2008 - A delightful Canard

2008 – Editor with his ‘Korda’

2008 – Editor launching ‘Jaguar’ ex Colin Shepherd

2009 – Peter Martin winds odd looking vintage coupe using indoor grinder winder.

2009 – Peter gets the coupe up and away.

2009 – Brian Conroy, ‘Fieseler Storch’.

2009 – Brian Conroy, ‘ABC Robin’.

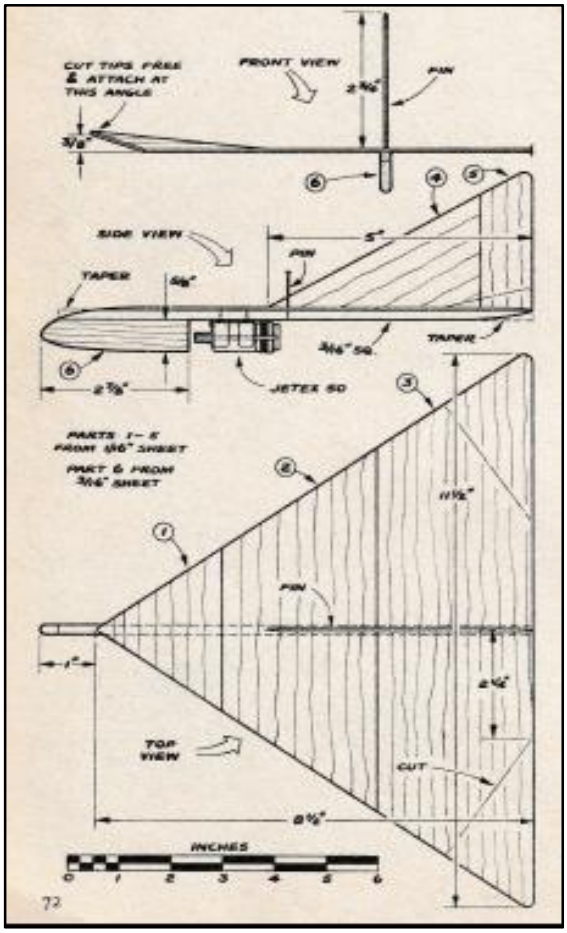
2009 – The Pig Roast (yum yum)

John Andrews

Report No.157 Eagle book of…….

A couple of reports back I put in a plea for scans of the aeromodelling content of some Eagle Annuals that we do not hold in the library.

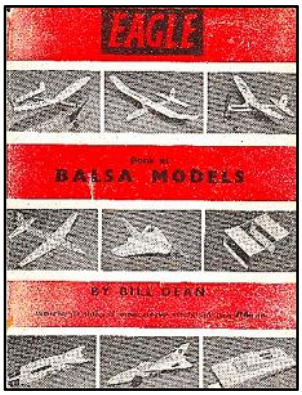
Many thanks to Howard Thompson for the following response.
"Hello Roy - I've just read your article in New Clarion about aeromodelling content in Eagle annuals and, having checked, find that I've still got, annuals 1 and 3. Both the articles you refer to are by Bill Dean and, unsurprisingly, are indeed concerned with flying models.
'A Jet Powered Dart' in annual No1 is a Jetex 50 powered sheet balsa delta wing, with building and flying instructions and 1/3rd size plan; 'How to Build Model Planes' in annual No3 is a full and detailed introduction to the hobby, effectively selling the concept to potential modellers and includes a full-size plan headed 'Make this Jet-Powered Hawker Hunter', again, for a Jetex 50. If you'd like scans of the articles sent to you please let me know. Howard Thompson"



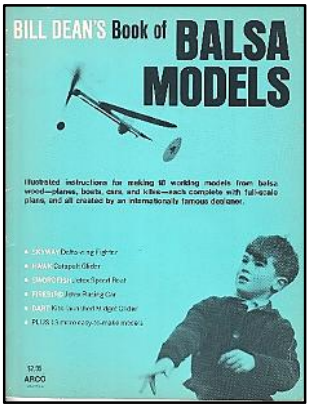
Obviously, I replied "Yes please." to Howard's offer, and the one page from Eagle Annual No. 1 and five pages from No. 3 promptly arrived by email.

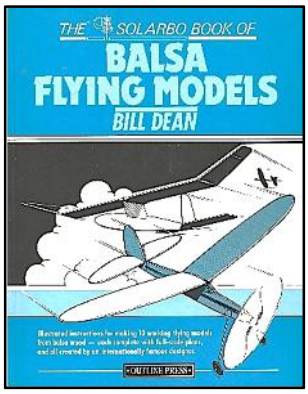
The article in Eagle Annual No. 1 shows Bill Dean's 11½" span **Dart**, which was designed to represent the then current jet fighter layout. Bill advises glide trimming first, this is by adjusting the nose weight for level flight and warping the wingtips to correct any turn. Following this, powered flights may be tried. All flights should be made over dry grass as any damp conditions will cause wing warps.

The article in Eagle Annual No.3 also by Bill Dean features his 11" span **Hawker Hunter** for Jetex power. This plan has subsequently been published in SAM35 Speaks April 1994 and December 2005 editions, SAM Yearbook No.11 and, most recently, in Aeromodeller June 2023 so will be quite widely known and not needing repeating here.



These two Bill Dean designs are a most appropriate precursor to our next Eagle publication, edited by Bill Dean. The "Eagle Book of Balsa Models" was published in 1959 by Hulton Press Ltd. London, and printed in Great Britain. A second edition (or first U.S. edition) was published in 1970 by Arco Publishing Company Inc., printed in U.S.A., and titled "Bill Dean's Book of Balsa Models".

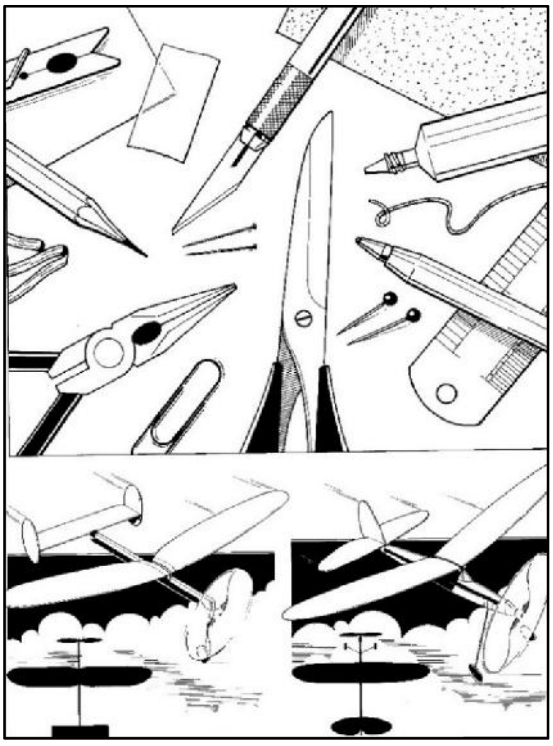




A third edition appeared in 1990, published by Outline Press, London, printed in Yugoslavia and titled "The Solarbo Book of Balsa Flying Models". Bill Dean dedicated this book "With affection to all my model building friends, including Carl Goldberg - Eddie Keil - Al Lewis - Ray Malmstrom - Ron Moulton - Dallas Sherman - Cal Smith - Bill Winter"
All three books are of much the same page size and are exactly the same page count. All the models featured are of all sheet construction, with full size drawings, and are aimed at the relative beginner.
The first edition has plans for 13 flying models, two boats, one car and two kites. This edition also includes an advert for "Solarbo" balsa.

The second edition is very much the same, but with only one kite plan and the balsa wood advertisement is now by Sig Mfg. Co. Inc. Iowa, U.S.A.
The third edition has far more revisions and only includes ten of the earlier editions' flying models. The plans for boats, cars and kites have all been removed, fitting the book's title of "Balsa Flying Models". This reduced number of models allows more space for each design which combined with a change from photographs to line drawings makes for a much clearer guide to building the models. So which flying models were left out? The **Supermarine Swift** at 4 ½" span and the **Bristol Britannia** at 11" span were perhaps, as flying scale hand launched gliders, just too difficult to trim when in inexperienced hands. The **Space Scout** fails to qualify as it does not fly, it just Jetexspsspsps's along hanging from a taught string.

The first chapter in all editions is devoted to an introduction to materials, tools and types of models. The two extracts below illustrate the change in style.



Below is the list of all plans featured in edition number one.

MODEL PLANE TRAINERS
HAWK Catapult Glider
SWALLOW Towline/Catapult Glider
VULTURE Jetex Semi-scale
BUZZARD Rubber Model
CONDOR Towline Glider
FALCON Cabin Rubber Model

SCALE MODEL PLANES
SWIFT Swept-wing Fighter
SKYRAY Delta-wing Fighter
BRITANNIA Airliner

UNORTHODOX MODEL PLANES
FLYING WING Glider
CANARD Tail-first Glider

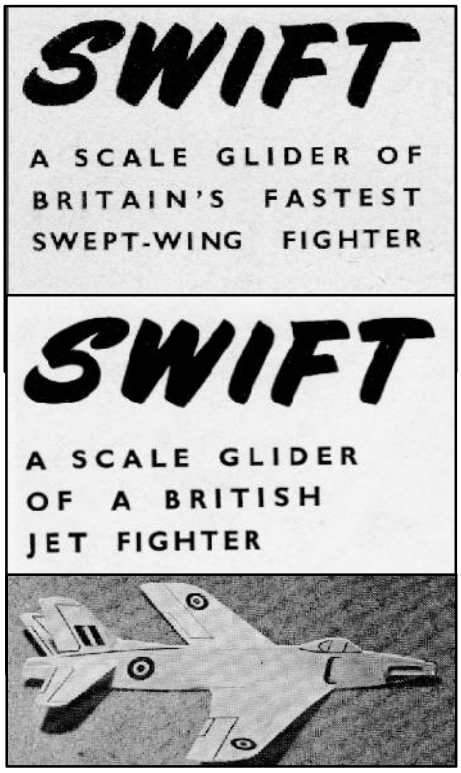
MODEL BOATS
SWORDFISH Jetex Speed-boat
NOMAD Sailing Sloop

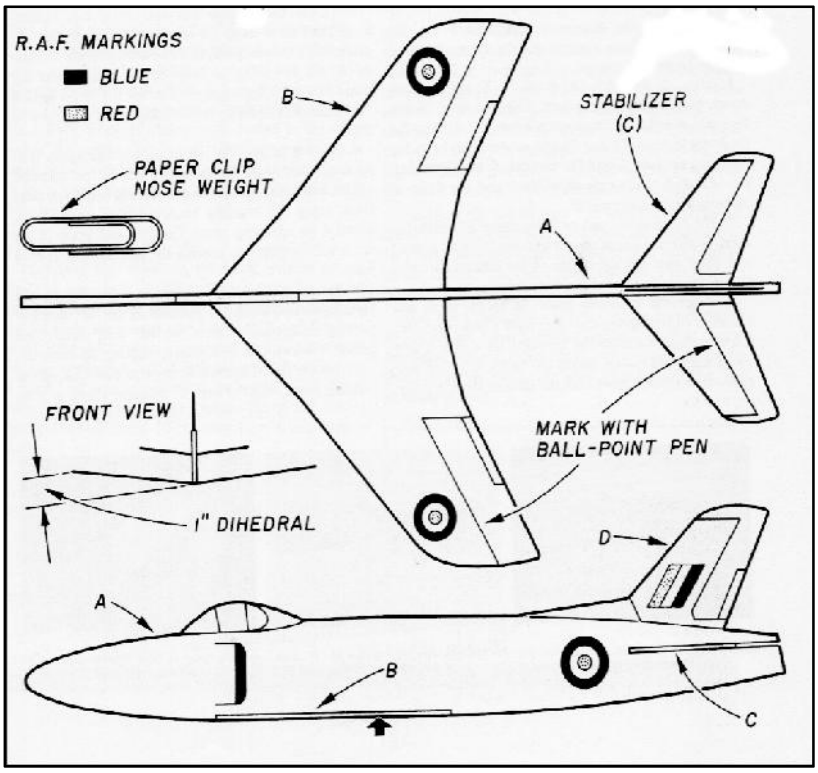
MODEL CAR
FIREBIRD Jetex Racing Car

KITES
CIRRUS Flat Kite
CUMULUS Box Kite

MISCELLANEOUS
SPACE SCOUT Jetex Powered
DART Kite-launched Midget Glider

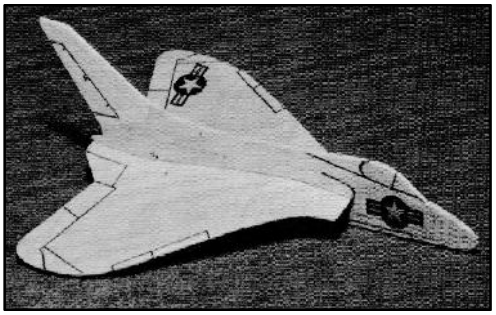
Most of the plans in the edition number one list have appeared in earlier issues of Clarion or New Clarion but here are a few that might be new to our readers.



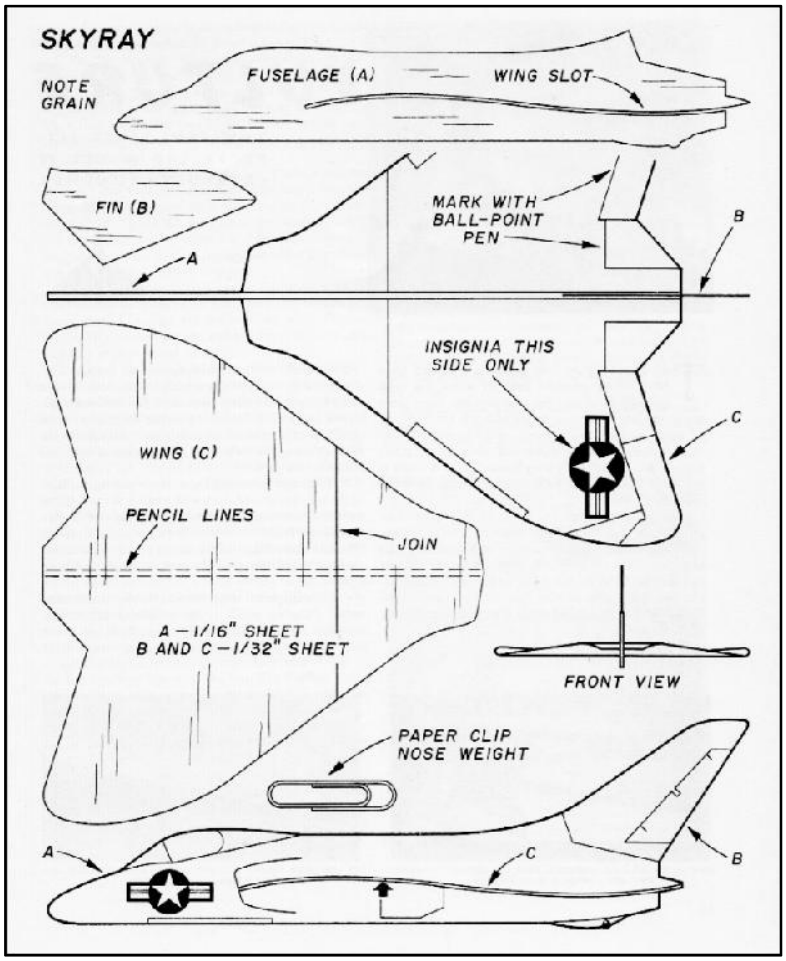


Edition No. 1 wording at the top and beneath that, as seen a decade later in the U.S.A. edition No. 2.

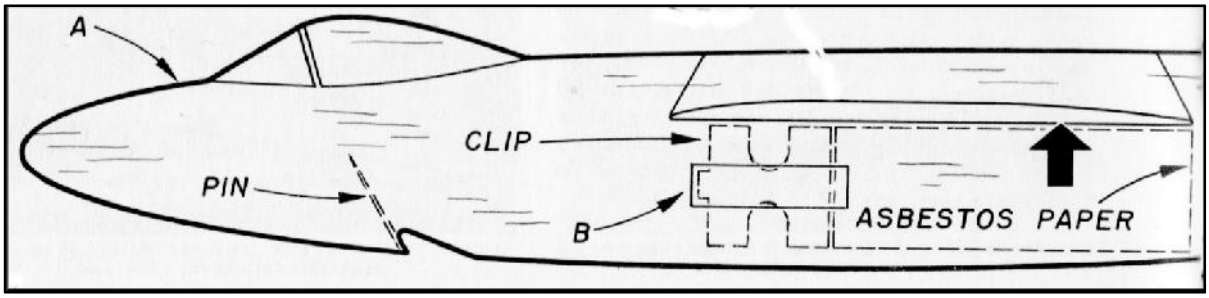
The SWIFT



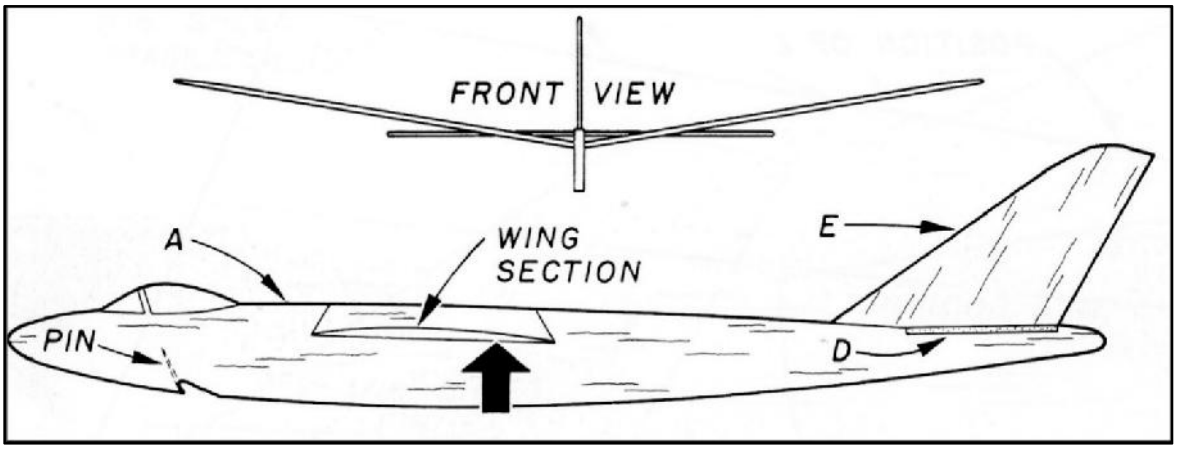
The **Douglas F4D Skyray**



The **Vulture** as shown in Edition No. 1 Jet-propelled and catapult launched.

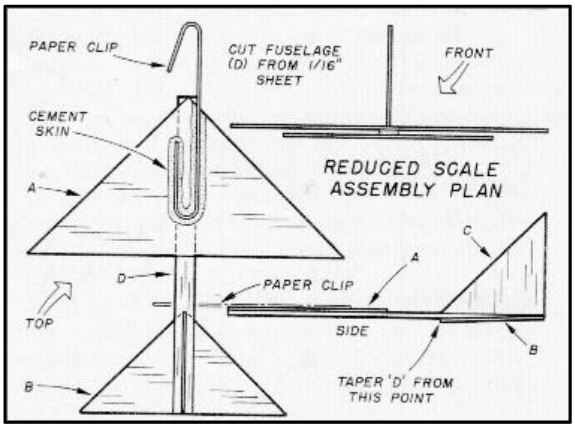


On the left and below, as shown in Edition No.3. Now a glider,with no form of power So what caused the change? No availability of Jetex units? Don't mention the Asbestos? Note also: Metric has arrived!.



The **Falcon**, a 22" wingspan rubber-powered profile cabin model.

The final plan in all three issues is the **Dart**, a very small, 3" alternatively 4", span double delta glider for "Hand or kite launch". "Tie a one inch loop in the kite line near the "bridle" and get your helper to hook on the **Dart** before releasing the kite When the kite is well up, a jerk on the line will shake the model free and allow it to glide back to earth."



My next words were to be "No more Eagles, until something turns up." and then-

An email from Peter Appleyard and a flurry of emails from members of the Trinity Indoor Flyers Group, Nick Peppiatt, Paul Eggleton and C.(Lurk) Greenock sorted "Eagle Annual No. 4", "The Eagle Book of Hobbies" and "The Eagle Book of Make it Yourself". Thank you all Chaps for your input which completes the library collection of aeromodelling content in Eagle Annuals and Books. Next month, the plans from these latest arrivals.

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

Roy Tiller

Zeppelin (continued) - Editor

From the book 'The Zeppelin Story' by John Christopher

FLYING AIRCRAFT CARRIERS

I don't see how long-distance reconnaissance is going to be carried out without using dirigibles, and the rigid appears to be a better type for that than the non-rigid... There certainly does not seem to be any very great promise in aeroplanes for long-distance scouting. It would appear that you have to go into dirigibles for that purpose.

Captain E.J. King, reporting to the General Board of the US Navy, 1918

During the 1920s a number of schemes to create home-grown passenger airship services in the USA, many promoted in partnership with the Zeppelin Company, came to nought and the large rigid airship remained the sole province of the US Navy. The airship's proponents within the Navy saw them as airborne scouts for their fleets – an 'eye in the sky' – but with the exception of the LZ126 *Los Angeles* their involvement seemed blighted right from the start.

The first American rigid airship, the ZR1 *Shenandoah* (Daughter of the Stars), was basically a close copy of the Zeppelin L49, a wartime height-climber. With components built by the naval aircraft factory in Philadelphia, and assembled at Lakehurst, the ZR1 was slightly longer than the Zeppelin, giving it a greater gas volume of 2,151,200cu ft (60,915cu m). This additional volume was vital as the airship was to be filled with helium which is slightly less efficient as a lifting gas than hydrogen. The airship first flew on 4 September 1923, and photographs reveal a slender ship with obvious First World War ancestry, featuring

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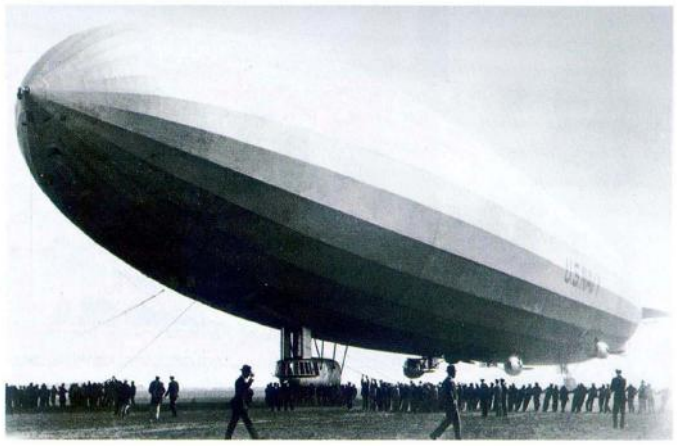
a control cabin slung below the hull. Over the next two years the ZR1 was flown extensively until, on 3 September 1925, she broke apart in mid-air after encountering a line squall while on the way to a state fair in Ohio. The airship snapped into three pieces and the nose section spun like a top as it

American recruiting poster featuring biplanes, an observation balloon and airship. (US Library of Congress)

The US Navy's first rigid airship, the ZR1 Shenandoah, was a copy of a wartime Zeppelin.



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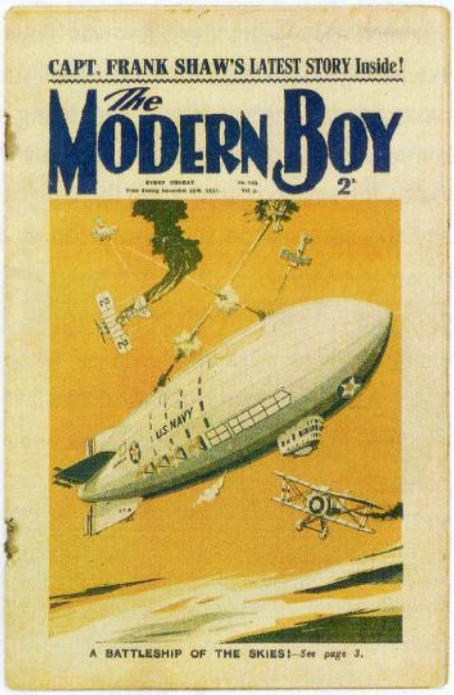
➤ *This 1931 magazine depicts a US Navy airship as 'a battleship of the skies', complete with attacking biplanes and guns blazing away.*



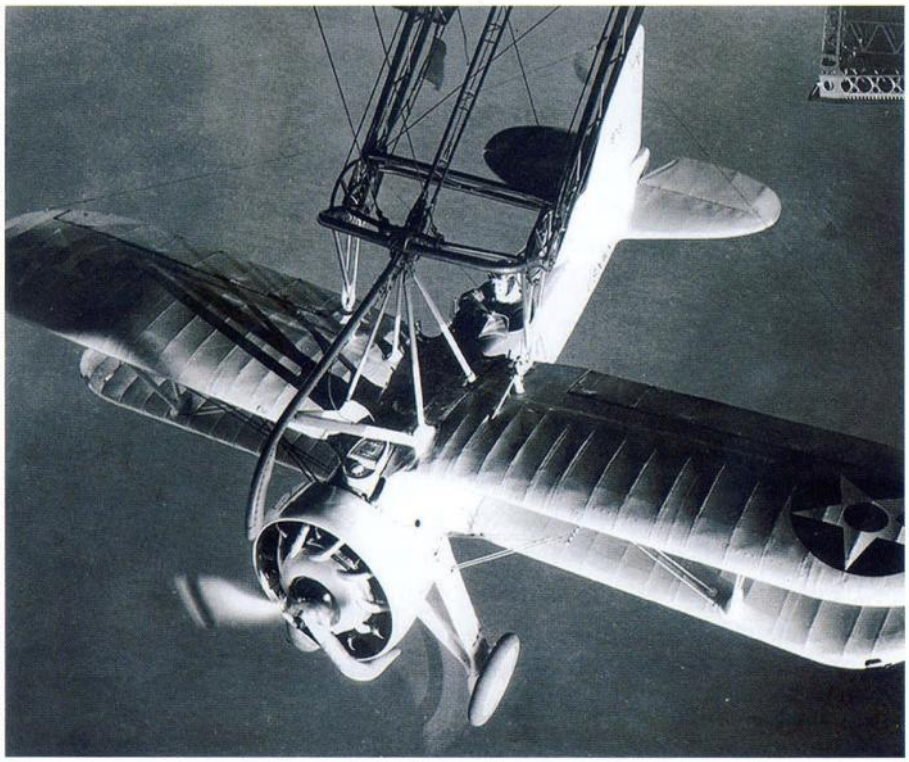
rose to 10,000ft (3,050m) and then slowly fell back to earth. In total twenty-nine men survived in the two larger sections.

Incredibly the ZR2 had already suffered a similar fate. Unable to get their hands on a German reparations airship, the Americans had turned to their British allies to build them one. The R38, which was the British designation for the ZR2, had been undergoing pre-delivery trials when she snapped in two over the Humber on 24 August 1924. It is thought that extreme rudder movements, designed to simulate the stresses likely to be encountered in severe weather over the Atlantic, caused the framework to fail. On board were seventeen Americans and thirty-two British crewmembers. Only five survived.

Thankfully, for the lighter-than-air faction within the US Navy, their next airship, the

➤ *The ZRS4 USS Akron was the first of two almost identical rigid airships built for the US Navy by the Goodyear-Zeppelin Corporation to act as flying aircraft carriers.*

Zeppelin LZ126, performed outstandingly well and proved to be the most long-lived of all the rigid airships. By 1926 confidence had returned sufficiently for the US government to give the go-ahead to build two massive airships, the ZRS4 and ZRS5, which would serve as flying aircraft carriers. Designed by the former Zeppelin engineer Dr Karl Arnstein they were built by the Goodyear-Zeppelin Corporation, which had been formed as a joint venture between the two companies to allow for airship construction in the USA after the First World War The identical airships would be 785ft (239m) long and have a volume of 6,850,000cu ft (193,970cu m). The largest helium-filled airships ever built, they were just



➤ *A Curtiss Sparrowhawk aircraft hoisted aboard the USS Akron after mating its hook in the trapeze mechanism, photographed in 1932. (US Navy)*

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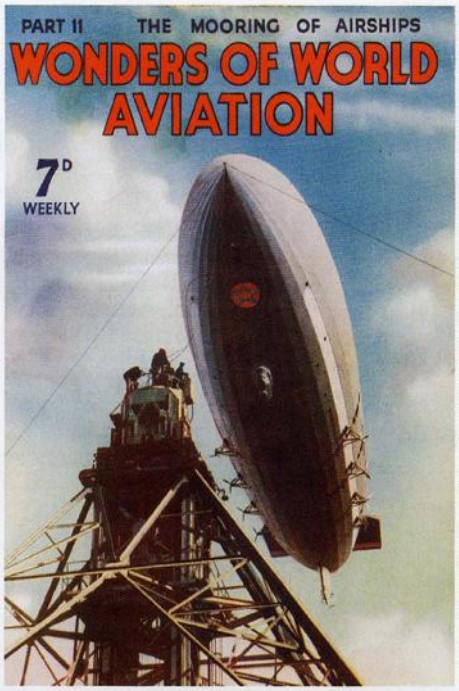
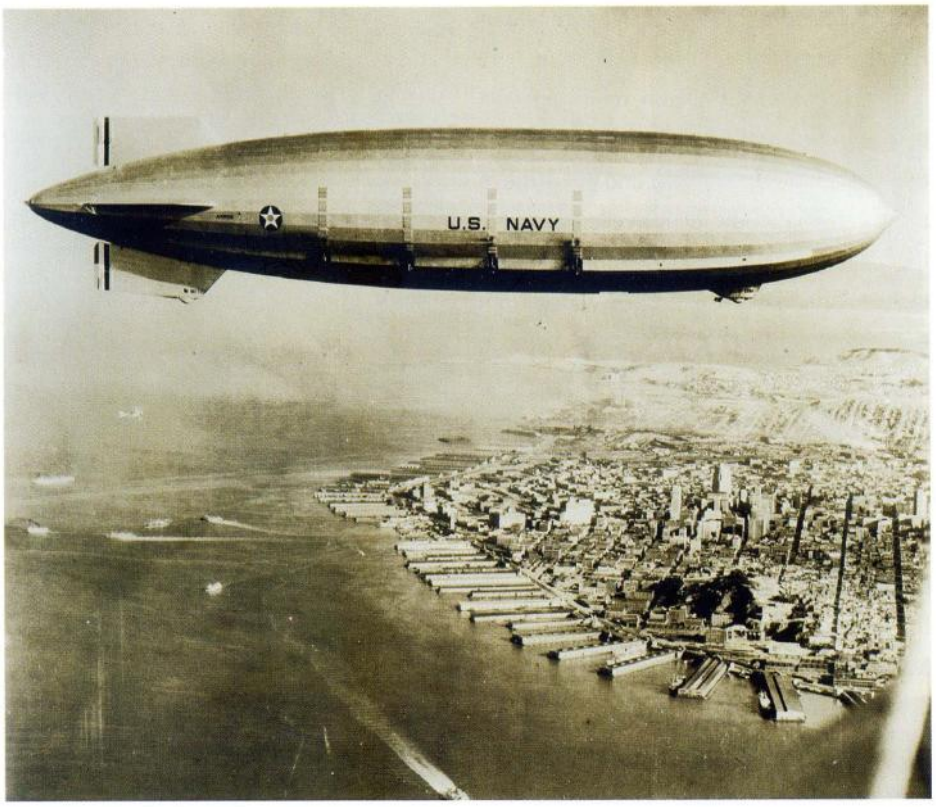
20ft (6m) shorter than the hydrogen-filled *Hindenburg*.

Inflated with inert helium, it was possible to locate the engines inside the hull instead of within individual pods, and they drove propellers that could be swivelled to direct their thrust. Another innovation was the use of equipment to recover water from the engine exhaust gasses to be used as ballast to compensate for fuel burnt in flight. But perhaps the most noteworthy aspect of the design of both the ZRS4 and ZRS5 was the system for launching and retrieving aircraft in-flight from the airships' bellies. This was a concept pioneered by the British, and greatly refined with the US Navy rigids. Both airships had an internal hangar space which could accommodate up to four Curtiss F9C-2 Sparrowhawk biplanes fitted with skyhooks to their upper wings. On approaching the airship the pilot would push the skyhook through a looped trapeze hanging beneath the airship



➤ *The ZRS5 USS Macon – a wonder of world aviation.*



➤ *The USS Akron flying over Manhattan, New York.*

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and it could then be hoisted aboard The advantage of this concept was to massively increase the footprint that the airship and her Sparrowhawks could patrol. In addition, the aircraft would have been deployed to defend the airship from attack.

Christened the USS *Akron* the ZRS4 was launched in 1931 and was in service for two years before it was caught in bad weather off the Atlantic coast of New England. The tail hit the water and the airship broke up with the loss of seventy-three crew members. The USS *Akron*'s sistership, the almost identical ZRS4 USS *Macon* was launched at Lakehurst just three weeks after the crash. In an extraordinary case of history seeming to repeat itself on 12 February 1935 the *Macon* fell into the Pacific after wind shears caused a structural failure at the point where the upper fin was attached. It is likely that the framework had been weakened at this point in a previous incident. The USS *Macon* came down on to the water's surface relatively gently and as a result all but two of the crewmen were saved.

In 1991 the debris field of the USS *Macon* was located by the Monterey Bay Aquarium Research Institute and subsequent investigations were carried out in association with the National Oceanic and Atmospheric Administration (NOAA) in 2006. Cameras fitted to remotely operated vehicles working at depths of 1,500ft (460m) have returned remarkable images of the airship's remains, including the Sparrowhawks. Now listed on the US National Register of Historic Places, the *Macon*'s final resting place is designated as a US Navy grave site.

Did you know?

The word hangar comes from the French. In the UK an airship hangar is known as a 'shed' while in Germany they are called '*halle*' or '*zeppelinhalle*'

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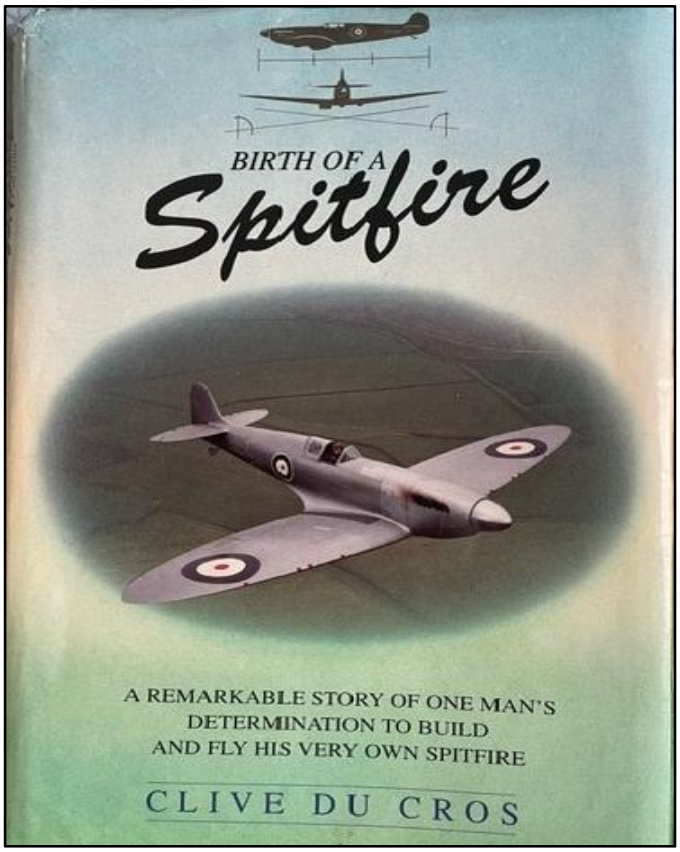
Editor

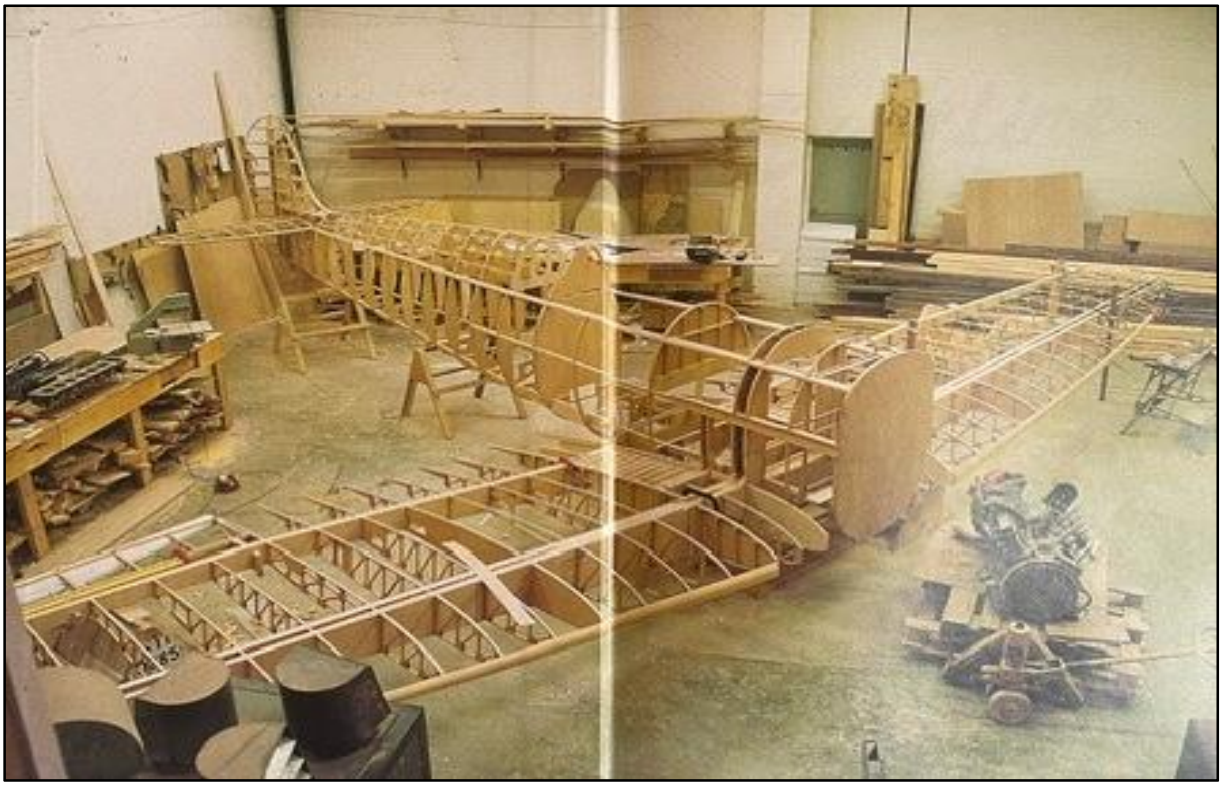
Book Review - Roger Newman

Birth of a Spitfire by Clive du Cros



Whilst recently in hospital for an unexpected & unwanted stay, I was loaned this book to read. It encompasses the build of a largely wooden full size replica of the prototype Spitfire that used a highly modified Jaguar V12 5.3 litre engine as the power source.

It transpired that the author was at one time an aeromodeller, flying free flight models, which he continued to do sporadically during the construction of this aircraft. He possessed the capability, skills & wherewithal to be capable of building & flying his very own Spitfire True dedication & a highly commendable achievement. Whilst on the journey – which as he acknowledges, took considerably longer & proved to be rather more expensive than anticipated, the author also acquired & restored a Miles Messenger, learnt how to fly and ending up by flying his very own Spitfire to fulfil a long held ambition. The Messenger turned out to be a Kings Cup winner in 1954 so a very worthwhile acquisition. Truly an enterprising & self-motivated man.



The text takes the reader through the trials & tribulations of the complete project inclusive of how the V12 Jaguar engine was modified, with liberal mono illustrations & colour pictures.
It makes for a highly interesting and entertaining account of one man's obsession & is thoroughly recommended. There are several references to his modelling activities inclusive of a flyaway & the build techniques used in constructing the Spitfire relative to modelling.

Messenger on the starboard beam!


The Spitfire's engine fires up for the first time on 13th February 1990

I'm guessing the book was a limited print run as there seem to be very few available when searching on line. Although I found some, the price was quite high, but if you get a chance to come across one, it makes for an exceedingly entertaining read. All pics here are from the book with due acknowledgement to the author.

Roger Newman

Secretary's Notes for March 2024 - Ray Elliott

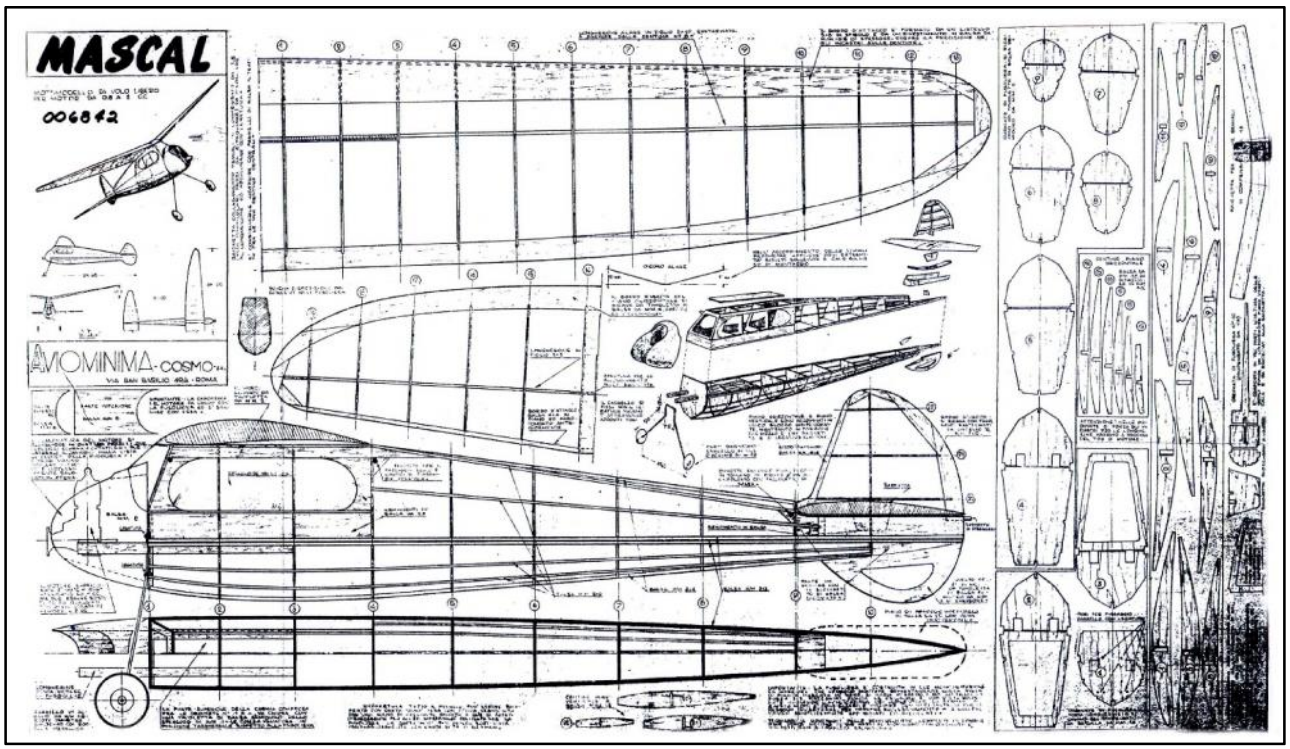
A fairly slim report this month due to it being a quiet time of year plus I'm still getting my feet under the table.
The outdoor Free Flight competition season has just kicked off with the re-arranged Coupe de Brum held at North Luffenham on the 24th February. Gavin Manion will be reporting on this. The season gets into full swing with the first Area meeting on 10th March, quickly followed by Le Petit Classique de Brum on the 16th or 17th (exact date dependent on weather forecast), then the Northern Gala on Good Friday and the Croydon Wakefield / SAM1066 Day on Easter Monday.
In Roger's last report in January mention was made of proposed rule changes for 2024. Correspondence between Chris Redrup and the and the FFTC has resulted in the following statement from the FFTC (see FFTC News 127 dated 14th January).

"We have received responses about the 2024 rule changes following their publication in FFTC News 126. We had actioned points that members had requested but now realise that the formal procedure of consultation had not been adhered to. For this reason there will be no changes to the rule book for 2024. The 2024 amended rule book will be published without the changes from 2023. Proposed rule changes for 2025 will be published later in the year with plenty of time for comments to be considered before any decision is made to incorporate them into the rule book"

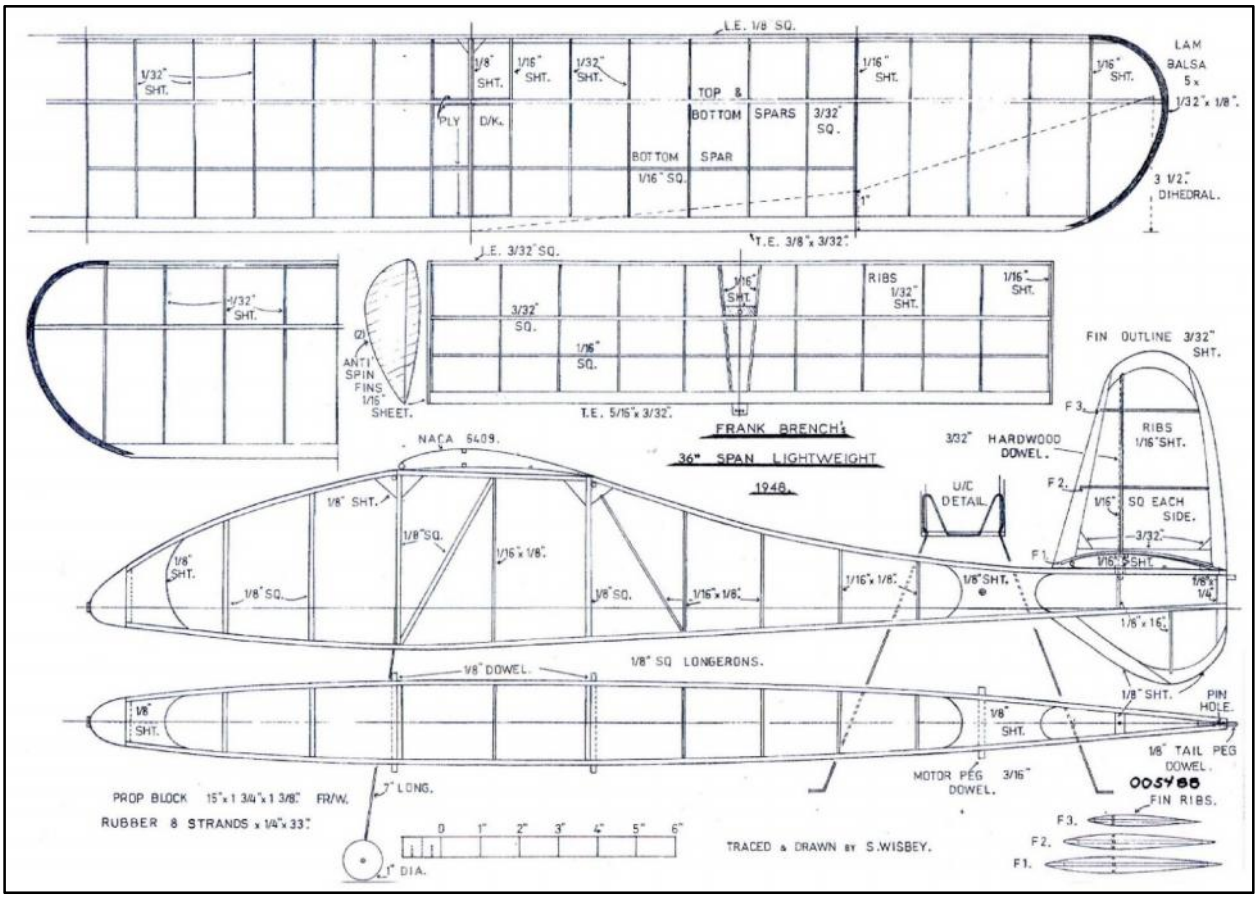
Ray Elliott

Plans for the Month - Roger Newman

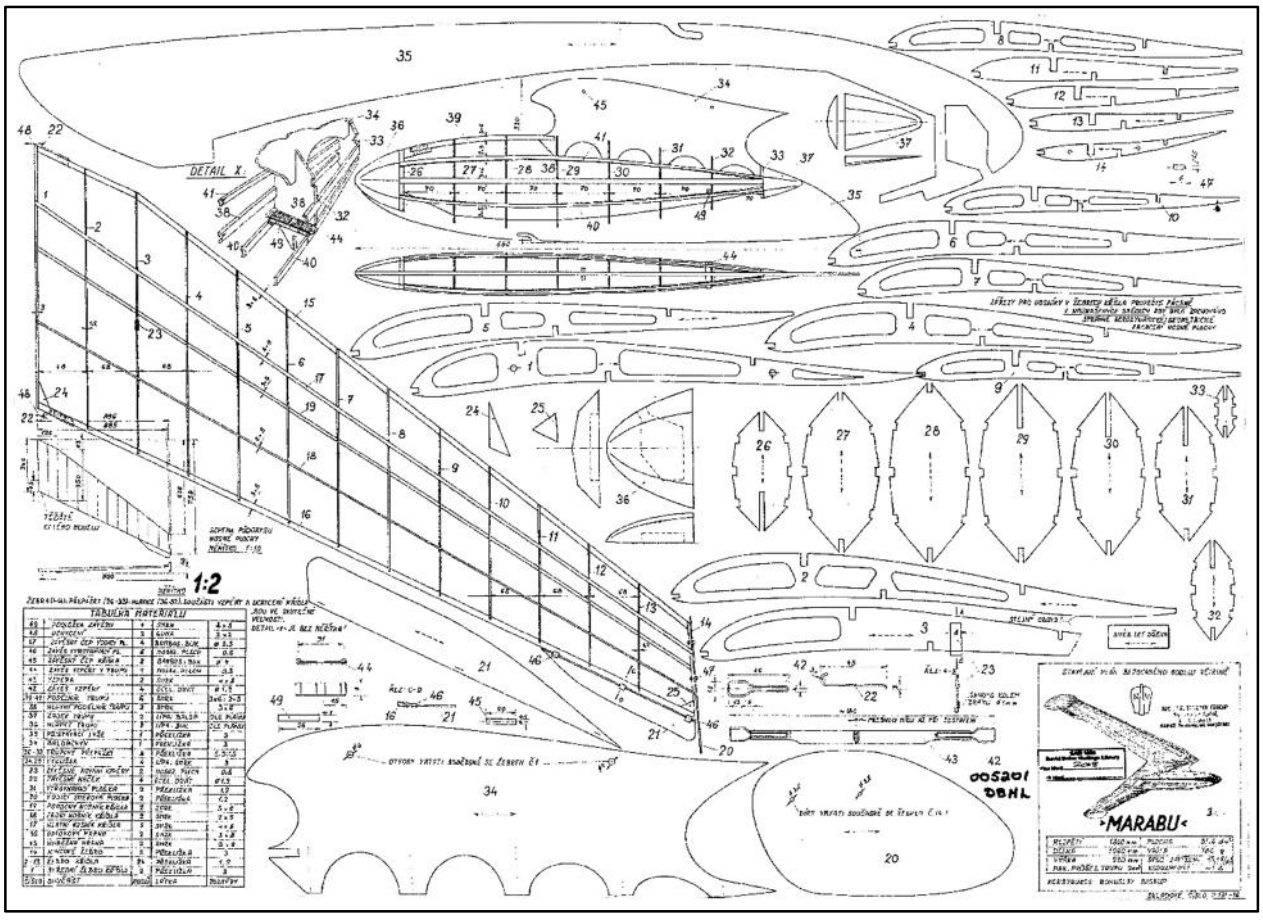
Power: *Mascal – Aviomiima elegant small model for 0.8cc motors from Italian stable*



Rubber: *Brench's Lightweight – shades of a Senator – maybe? From 1948*



Glider: *Marabu – Czech flying wing*



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 25th May Start 10:00 – 18:00	**Sunday 26th May Start 10:00 – 18:00**	**Monday 27th 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	2nd 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	

Petit Classique de Brum

MOD North Luffenham,
Sat 16th OR Sun 17th March 2024

A relaxed day out – or will we be Mad March Hares?
A competition of 3 flights, no rounds. Start 10.00 end 16.00, followed by Fly-offs as required.
Max and Fly-off (not DT) to be determined by the CD on the day with regard to weather and other conditions.

Classes will be

pre 1970 Coupe (incl. Vintage Coupe), - Classic A1, - Mini Vintage.
Combined E36 + 1/2A power (both 8 second run), - Classic Glider (50m line)

Competitors may enter two models, separately, in each event. Highest placed entry to count, NO SUBSTITUTION of parts nor model permitted.

Entry £10 for the day, prizes for 1,2&3 in each class.

Note To Potential Fliers: -

March traditionally comes in like a lion and goes out like a lamb so what weather this weekend will bring we don't know. If the forecast is for VERY INCLEMENT weather on both days, then WE WILL POSTPONE to the following weekend.
To avoid an unnecessary journey if you think you'll be there PLEASE let GAVIN MANION know BY EMAIL. The decision whether we go ahead will be notified by email by the evening of Thursday 14th.

Gavin Manion gavin.manion84@gmail.com
Stu Darmon tel 01858 882057

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

CROOKHAM GALA 2024

This year the Crookham Gala will be held on either the

22nd or the 23rd of June

on Area 8, Salisbury Plain.

An announcement will be made 48 hours in advance to confirm which day, based on the weather forecast.
There will be the usual mix of classes, offering something for everyone plus trophies and prizes galore.

CLASSES:

Modern and Vintage Coupe combined
(3 flights only. Prize for best vintage score.)
Combined Glider (prize for best Classic A1)
Combined Power (including George Fuller Trophy for best placed Dixielander)
Mini Vintage & E36

Comps start 10.00am. Finish 17.00pm.

If you intend coming, please let me have your email address so that I can contact you 48 hours before the event to confirm the day.
Chris Redrup 07544 533509. chrisredrup@yahoo.com

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

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.

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.

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 .

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

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

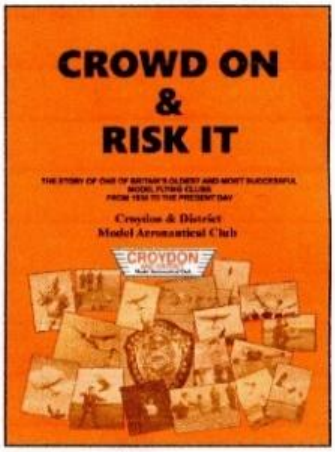
Place your order by telephone, by e-mail, CASH, DIRECT TO FREE FLIGHT SUPPLIES BANK ACCOUNT, CREDIT/DEBIT CARD, MORE!
WESTERN UNION, PAYPAL

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

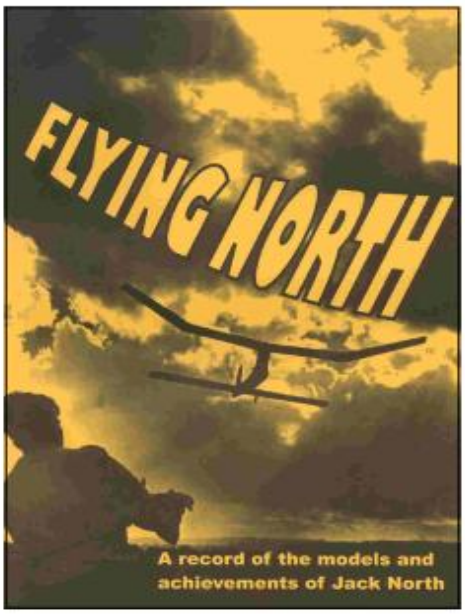
The following appeared on the Hip Pocket Aeronautics Builders' Forum. Nine different tissues were tested, doped and un-doped.

"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"

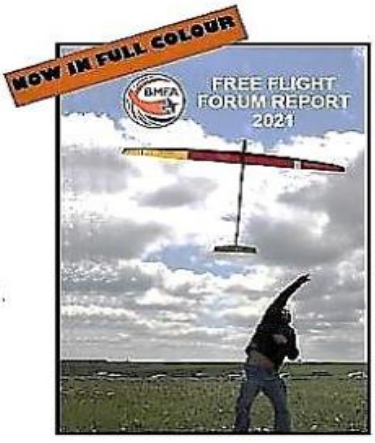
"A very balanced record of Jack's modelling and professional activities"

"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

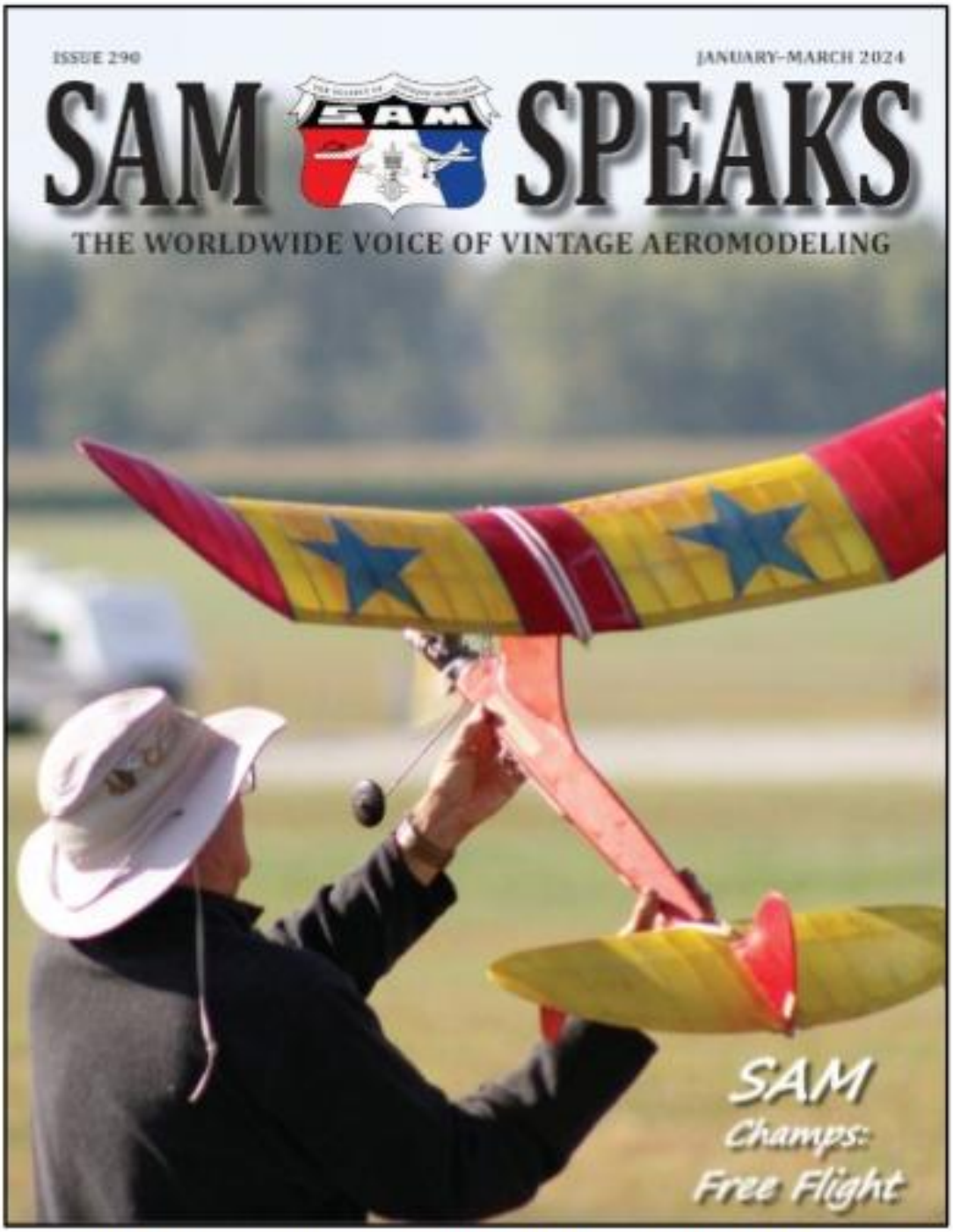
FREE FLIGHT FORUM REPORT 2021

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 Tor A Lady Flyer - Sue Johnson
F3 Res • Rc For The Aging Free Flighter – Andy Sephton
From Wichita To Robin Iii – Mike Fantham
Further Thoutghs On Carbon-Skinned Wings Tor F1a - Stuart Darmon
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, **WestWickham,** Kent BR4 OQW
Or by phone: +44(0)2087775533 Or e-mail: martindiHy20@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 24th	Saturday	Coupe De Brum, Luffenham
or February 25th	Sunday	
March 10th	Sunday	BMFA 1st Area
March 16th	Saturday	Le Petit Class'Q de Brum, Luffenham
or March 17th	Sunday	
March 29th	Good Friday	Northern Gala, Barkston
April 1st	Monday	Croydon Wakefield day + SAM1066 - SP
April 13th	Saturday	London Gala, Salisbury Plain
April 14th	Sunday	London Gala, Salisbury Plain
April 28th	Sunday	BMFA 2nd Area
May 19th	Sunday	BMFA 3rd Area
May 25th	Saturday	**FF Nationals,** Salisbury Plain
May 26th	Sunday	**FF Nationals,** Salisbury Plain
May 27th	Monday	**FF Nationals,** Salisbury Plain
June16th	Sunday	BMFA 4th Area
June 22nd	Saturday	Crookham Gala, Salisbury Plain
or June 23rd	Sunday	
July 7th	Sunday	BMFA 5th Area
July 21st	Sunday	BMFA 6th Area
August 3rd	Saturday	East Anglian Gala, Sculthorpe
August 4th	Sunday	East Anglian Gala, Sculthorpe
August 18th	Sunday	Southern Gala, Salisbury Plain
September 1st	Sunday	BMFA 7th Area
September 14th	Saturday	Stonehenge Cup, Salisbury Plain
September 15th	Sunday	Equinox Cup, Salisbury Plain
October 6th	Sunday	BMFA 8th Area
October 13th	Sunday	Croydon Coupe Europa + SAM1066 - SP
October19th	Saturday	Midland Gala, Venue, Barkston
November 5rd	Sunday	Buckminster Gala, BMFA Centre
or November 17th	Sunday	

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*