

	<h1>NEW Clarion</h1> <h2>SAM 1066 Newsletter</h2> <p>Society of Antique Modellers Chapter 1066</p>	<p>Issue nc042026</p>
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Editorial

Further to the initial investigation of the possible amalgamation of ourselves with SAM 35 during Any Other Business at our recent Annual General Meeting, a face to face meeting was held between representatives of the committees of both organisations early in February. The outcome was positive and both parties are now looking at how the differences between our operating methods could be adapted to form one organisation - **SAM UK**.

What's in this issue?

-)] Nick Peppiatt was first to tender his report, on the Crawley indoor free-flight meeting, therefore his article kicks off this issue.
-)] Model Aircraft April 1957, Pylonius takes a really good look at himself in minute detail.
-)] I dig up another article of my own from the old paperback Clarion of 2004.
-)] I typed Balloons into my browser and came up with quite an informative piece from the USA National Air and Space Museum website.
-)] Early on I was short of copy and resorted to putting the old brainbox into gear to recall a minor model recovery incident from my own somewhat chequered past.
-)] Further digging into the USA National Air and Space Museum archives came up with a detailed piece on Bleriot's crossing of the English Channel.
-)] Ex pat John O'Sullivan in Canada wrote an email to me which I've turned into an interesting article with pictures of some of his models. Also Glen Stride from 2022.
-)] Here and There April 1951 tells of the non-arrival of the South African Wakefield models for the contest in Finland.
-)] Richard Crompton tells of the Hawker Hunter that crashed on the town of Tintagel in 1979 and has dug up a picture.
-)] 1956 Heard at the Hangar Doors reports on the death of Brighton's Arthur Mullett, the abolishment of the ROG requirement and the reduction of rubber weight for Wakefields to 50gms.
-)] Martin Pike reports on the NW indoor meeting in the Manchester Velodrome.
-)] Tony Shepherd completes his restoration article on his Jim together with a few pictures of his 2021 version as well as his restored 2026 model.
-)] Roger Newman provides Part 2 of his investigations into full size Solar powered flight. Supported by his usual plethora of pictures.
-)] Our secretary's Notes for the Month is a catalogue of models lost and lost & found, and details of the up and coming Croydon/SAM1066 contest.
-)] Roger Newman's Plans for the Month.
-)] Events



Jokes courtesy Free Flight Down Under

Editor

SEBMFA 'Crawley' free-flight indoor meeting, 22nd February 2026

This meeting took place at The Triangle, Burgess Hill and followed the well-established 'Crawley' format of various competitions separated by fun-fly slots. As last year, half the hall was used, separated from the other half by a curtain. This year a Karate competition was being held on the other side, so the flying was sometimes accompanied by bouts of yelling and shrieking! As can be seen from the flight times and entry numbers, the conditions for the very lightweight duration models were not as benign as last year, with considerable localised down drafts from some of the vents in the ceiling.

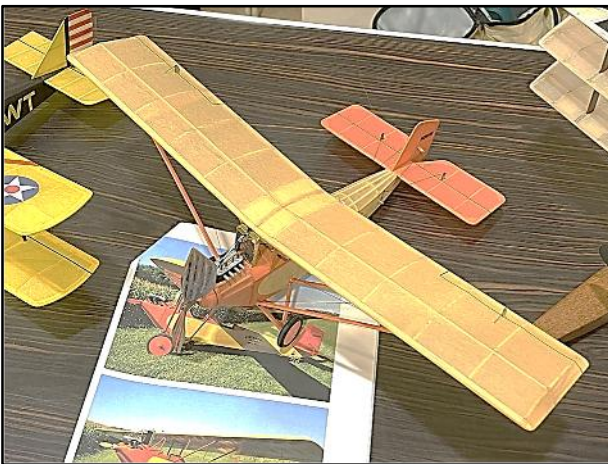


Alisdair Clark explaining his Caproni Ca 60 to judge Don Coe.



Side view of the Caproni CA 60.

In the scale events, some of the more unusual models did not make it into the top three placings. Alisdair Clark can always be counted on to produce something challenging and interesting. This year it was a model of the Caproni Ca 60 Transaereo flying boat, which had three sets of triplane wings and was designed with the intention of carrying one hundred passengers across the Atlantic. The original had eight Liberty V12 engines, and Alisdair used eight 6x12mm coreless motors to power his model. Unfortunately, he had had little opportunity to trim it, and, unfortunately, it did not fly much better than the original.

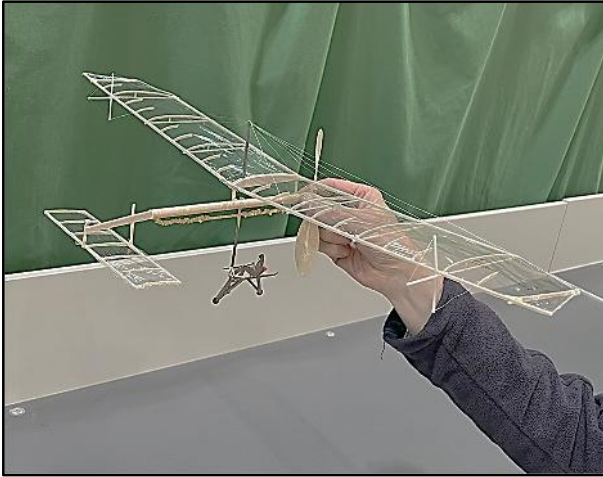


Peter Brown's Pietenpol Air Camper homebuilt, fourth in Open Scale

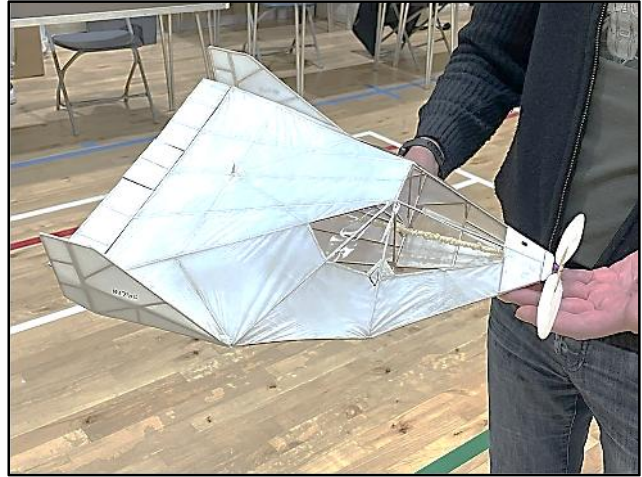


Mike Stuart's beautiful Blackburn Ripon torpedo bomber, second in Open Scale.

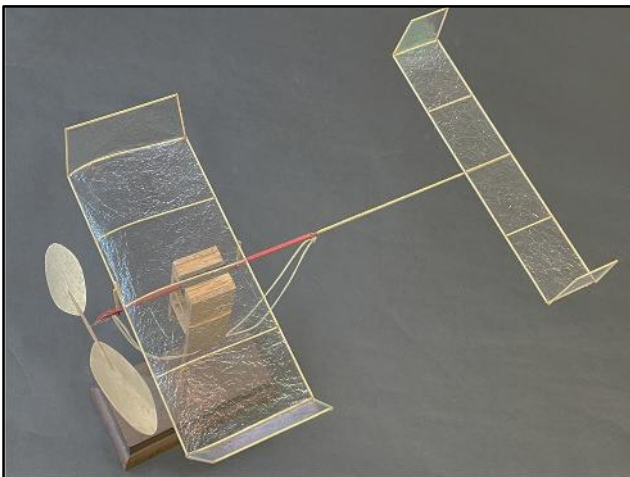
Alasdair also flew his *Gossamer Condor* man-powered aircraft in Peanut Scale and, unlike last year, I managed to take a photograph. Unfortunately, it did not fly as well this time, possibly because of the more turbulent conditions. Ian McGeekin flew a *Wainfan Facetmobile* homebuilt design in this class. This model looks as though it was based on Ken Johnson plans published in the October 1996 edition of *Model Builder*. It was flying well with times of around thirty seconds.



Alisdair Clark's *Gossamer Condor* man-powered aircraft in Peanut form.



Alex McMeekin's *Wainfan FMX-4 Facetmobile Peanut*.



Joe Krush K777 *Living Room Stick* built by Nick Peppiatt



Very light Peanut *Pietenpol Air Camper* (9.8g all-up) built from the Peck kit by Alisdair Clark

As I have mentioned flying lightweights was something of a challenge. In *Living Room Stick*, I flew a Joe Krush K777 design (7" wingspan, stabilizer span and prop diameter). On its first and best timed flight, I was somewhat concerned as it was climbing fast to the ceiling furniture under a relatively high motor torque. However, it had a number of lucky bounces and it eventually escaped to circle down and drift into a folded side curtain, ending less than half way up the height of the hall. On a subsequent flight it did end up on a beam by the curtains separating the hall halves. It was readily dislodged using a pole, but then made its way through a small gap in the curtains to cruise and drift in circles across the other half of the hall, where the Karate protagonists were packing up, much to their interest and amusement. The air was very buoyant in this half of the hall as the model was reluctant to descend and even appeared to be gently rising on some circuits. Eventually, I caught hold of it and took it back where it belonged.

Triangle Indoor 2026 Results

Open Scale (6 entries)			Flight	Static	Total
1	Nick Peppiatt	Sablatnig SF4	27	36	63
2	Mike Stuart	Blackburn Ripon	26	35	61
3	Stephen Haines	Currie Wot	25	29	54
Peanut Scale (6 entries)			Best 2 flight (s)	Static	Total
1	Stephen Haines	Nesmith Cougar	102	53	155
2	Mike Stuart	Vought Kingfisher	97	55	152
9	Nick Peppiatt	Clutton FRED	81	57	138
Legal Eagle (5 entries)			Time (m:s)		
1	Terry Adams		2:54+ 2:51 = 5:45		
2	David Goodwin		3:01 + 2:39 = 5:40		
3	Ian Pearce		2:22 + 1:57 = 4:19		
Gymminie Cricket (4 entries)			Time (m:s)		
1	David Goodwin		3:47 + 2:29 = 6:16		
2	Ken Taylor		2:11 + 2:02 = 4:13		
3	Tom Goodwin		2:46 + 1:26 = 4:12		
EZB (2 entries)			Time (m:s)		
1	Robert Horton		5:20 + 3:21 = 8:41		
2	Stuart Willis		2:05+ 1:54 = 3:59		
Living Room Stick (4 entries)			Time (m:s)		
1	Tom Goodwin		4:53 + 4:36 = 9:29		
2	Nick Peppiatt		4:46 + 3:50 = 8:36		
3	David Goodwin		4:18 + 3:24 = 7:42		
Hand Launch Glider (4 entries)			Time (s)		
1	Tom Goodwin		27.5 + 21.6 = 49.1		
2	Ken Taylor		21.4 + 14.4 = 35.8		
3	Alisdair Clark		18.5 + 14.3 = 32.8		
Catapult Launch Glider (8 entries)			Time (s)		
1	Tom Goodwin		32.2 + 31.4 = 63.6		
2	Terry Adams		30.8 + 29.3 = 60.1		
3	Alex Cameron		28.6 + 26.5 = 55.1		

As usual there were mass launches for Hangar Rats and Ikara Butterflies. Tom Goodwin triumphed in the Hangar Rat and your scribe was last down the Butterfly with a time of 96s. A raffle was held part way through the afternoon, and at the end engraved glasses were presented to the winners, along with BMFA certificates for those who placed in the competitions. As usual, thanks are due to the organisers and judges, in particular the SEBMFA chairman Stuart Willis, Contest Director Alex Cameron, and other members of the Crawley DMAC.



SEBMFA Triangle meeting, competition prizes (left and)raffle prizes (right)

This was the 47th SEBMFA annual indoor meeting, and the third at this venue, The Triangle. Fortunately, costs were covered at this meeting, and the next has been booked for Sunday 21st February 2027. [SE BMFA Indoor Free-Flight Competition 2026 – Results – BMFA South East Area](#)

Nick Peppiatt

Topical Twists

by PYLONIUS

A Nasty Start

Readers of this journal will notice that we have now emerged from the Fearnley Era into the Stillings Epoch. To the beginner the change of dynasty must be a bit bewildering. Having already built his super scale model, he's half-way to installing his fifty guinea radio gear when he's confronted with the ideal radio job. It glares brutishly back at him, blunt as an egg crate, with a dirty big fuel tank where the fully detailed cabin should be glittering in all its crystal glory.

I don't know whom to feel sorrier for, the poor beginner or poor Eric.

Middle-age Spreads

While I am not so ancient as my disillusioned utterings might suggest to the fledgling modeller, I suppose, in the normal evolution of ageing model man, I should be rubbing dinner-jacketed shoulders with all those not-so-oldish fogies who romp their way through the winter months in an orgy of banqueting. In summer I should be taking the brighter model kiddies abroad for their annual outing, and after seeing them happily playing on the flying field retire to the nearest banqueting room.



But, alas, I have remained just an unbanqueted, semi-starved model flyer, scruffily immersed in the boyish and immature pleasures of the flying field, whereas my advancing years call for that dignity of comportment which comes from doing a rock 'n' roll session with the chairman's wife.

Instead of hacking youthfully away at a stick of balsa I should be coming to grips with the serious and urgent issues that confront the model movement. How, for instance, to obtain a liquor licence for Nick's Bar. But being just a scruffy model flyer I can only conjecture on the mysteries of life behind the banqueting hall scene.

As I see it there are some frightening drawbacks in exchanging the frayed modelling jacket for a monkey suit. No longer will you be looked upon as the rather ancient, backward boy whom everyone leaves severely alone, thank goodness. Your avuncular attachment to model flying will earn you the reputation of being a wonder with the kiddies. If there is as much as a suspicion of a children's party on the horizon, you'll be crowned with a paper hat and pushed into the fray before you could say Proper Charlie. Sunday school outings would be a constant peril, so, too, would the anxious mother who brings problem child Bertie along for enrolment in one of the Toy Aeroplane Clubs.

On the other hand, graduation to the dinner jacket class must bring great domestic bliss. Model-hostile wives soften at the thought of exchanging the flying field for a banqueting hall; thankful, perhaps, for all that past model chasing over ploughed fields which has giving her such a good training in rock 'n' roll. If there is one doubt in her mind it is the thought of losing the annual seaside holiday. Hubby will be taking other children on model flying outings, leaving her daddyless children to bury some other daddy on the beach.

This is an important issue. While all the bewildered contest types have been thinking up all sorts of improbable explanations for the cutting down of the International contest

calendar to a two-yearly meeting, they have overlooked the banqueting wives and their seaside holidays. What has happened is simply that the F.A.I. hubbies have received their ultimatums, and like good diplomats have compromised by taking their rebellious wives to the seaside every other year.

Trade Drop

To fill in those boring periods between banquets, the trade boys are opening up their model shops as private saloon bars. There they foregather among the kits and counters for a quiet practice sip in preparation for the next hectic banquet. No doubt they use the occasion to give their after dinner speeches a few test flights of fancy, and round off the evening by drinking a toast to the latest, prefabricated, ready-to-fly kit; and amid the cloud of cigar smoke dream ecstatically of the ready-to-fly only future, when no longer will they be persecuted by the shabby modeller who wastes half the day sorting out sixpenny-worth of balsa.

But the model shop bar could be most disconcerting to the local tipplers. Some thirsty gentleman, looking for a last quick one, might stagger into Nick's Bar, get confused, and roll home with an armful of model stuff. At the sight of this his good lady would drop the rolling pin in horror and flee from the house.



Planned Economy

Tynemouth modellers claim never to use plans. How they manage to produce their models from the bare building board is anyone's guess—though, obviously, a jolly good one on their part.

I can only say I am all in favour of it, for if there is one thing that stops me from building next year's Wakefield winner (or is it the year after next? I'll have to look at the calendar and see if there's a new moon before the next F.A.I. meeting) it is the thought of drawing up the plan of my o/d model. Such a fiddly business scaling up from Frank Zaic's Year Book.

* * *

So youngsters don't know what 'Bobbins' are. Anyone ought to know that they were used to hold the rubber on the shafts back in the days when rubber models used to have rubber motors. Still, why should the younger generation worry? By 1960 all you'll be allowed is a well oiled prop shaft.

Test Flight

The exacting and nerve-racking job of test pilot calls for some soothing form of relaxation. Surprising, then, that so many go in for model flying. For tickling the raw nerves up



the wrong way test flying is only a short head in front of launching that new power job on its initial flight. But the test pilot, no doubt, views the procedure with different feelings from us terra firma types. When his power job comes down in a hurtling dive, splintering itself on the deck with a resounding crash, he just heaves a

nerve-restoring sigh of relief, and says: "Jolly glad I wasn't in that one."

SKETCHES BY ————— ALI

John Andrews at Grantham & Luffenham

Early in July I received a call from Peter Spalding inviting me to an open day and Bar-B-Q at the Grantham club's farmers fields flying site. Wednesday 14th July and I was on my way, past Barkstone and down some country lanes and a farm track into a flying site similar in layout to Old Warden but somewhat larger. The field is a good trimming site and large enough for rally's of some sort or other.

I settled down near the Bar-b, I don't like to be too far away from food. It was more than a little breezy but I was there so I was going to fly. Before I assembled any models I visited the ever present John Hook and, after buying a fuel bottle, I finally remembered to get myself some thinners. I came away with a whiskey bottle full, some guys must have thought I was still on the meths.

I assembled my Stomper and prepared for a short trim flight. I had decided to attempt to straighten out the climb a bit and had fitted a couple of thin washers under the engine lugs to give a little left side thrust. I fired up the motor and launched with about a 4 second engine run. I had straightened out the climb alright, straight up into the wind and over the top. The motor cut when the model was upside down, but the model had just started to roll and I watched with ever tightening cheeks of my bottom as the descent and the roll carried on. Thankfully the roll just beat the descent and the Stomper was almost level when terra-firma arrived, no harm done apart from my blood pressure.

That was enough of that for me, out with the spanners, out with the washers and back to factory settings with the thrust-line. Next attempt, back to normal on the climb but the glide was all over the place and Stomper appeared to be pushed into the floor by some giant hand. The penny dropped, the field was bounded on the upwind side by a huge stand of trees and the very strong wind was boiling over the top creating phenomenal turbulence way down the field.

Stomper was back in the box in short order whilst still in one piece and I thought I would try my rubber model 36-4 which was supposed to be for windy weather. I put quite a few turns on to give enough power to clear the turbulence but not enough. Up goes 36-4, whips round the corner, wallows all over the place and is finally pushed into the ground. John boy does not give up though, more turns try again, same result only higher to start with. Still stubborn, I try even more turns, even higher but same result. This time the prop folded but, with no sign of a glide, 36-4 was pushed into the ground yet again. The balsa and bamboo cabane wing mount did not survive this time and most of it was removed by a wing down arrival on terra firma.

I gave it best and sat in the boot of the estate and cynoed all the bits back together, then off to snack at the bar-b-q. Great stuff, we even had a posh glass of wine to wash it all down, that's what aeromodelling should be like thinks I.

About now I noticed numerous chaps wandering about with Gaz Lanterns and packs of Gaz cylinders, it transpires that Rod Brigginsshaw was emptying out some closed down factory's abandoned stock. I missed the boat as usual. Rod made a couple of attempts to fly his large open electric, but although he went off well down wind to launch, he still was hooked up with the turbulence and any thoughts of trimming soon vanished and he, Bert Whitehead and myself slipped into conversation mode. We moaned about the weather men's mistaken prediction of dropping winds later in the day. As it was about 4 o'clock by this time and Rod had to go back down the A1 to London whilst I had to tangle with the A14, we both would hit the rush hour traffic so we decide to carry on chatting until the roads cleared a bit. What the three of us found to talk about for the

best part of the next three hours I still don't remember but all of a sudden about 7 o'clock the wind died and it went dead still. We had an hour of superb trimming conditions and I found I needed 1/16th packing under the tail to get 36-4 to glide again, no wonder it would not climb in the earlier wind. Finally, those of us who had hung on had a good time although we had had to wait until the death. John Hook was still there, flying one of his folding wing catapult gliders, John's gliders are available to all at about £2 a pop, at least they were when I bought my bundle for the grand-children a couple of years ago.



John Wingate winds his ITZME III
Wakefield at Luffenham

My next three outings were to the delightful bomb site by the name of North Luffenham, the home of cratered runways and waist high grasses that not only hide models but modellers as well. I was returning through the jungle after one check flight when I came across a clearing of beaten down grass containing non other than Ray Monks.

Ray was messing about with a power job and he informed me that he had just blown his folding prop assembly off the front of the motor and actually found all the bits. If you saw the depth of the grass, you would find that difficult to believe. Just look at the background of John Leitch's picture.

The three events, BMFA/Walsall Summer Mini, Brumfly Gala & Timperley Open, seem to have blurred together and I have difficulty in separating the individual happenings at each. One thing I do remember is the, BMFA 4th area do run by the Walsall club where your scribe recorded his first event win. I flew my Stomper in the additional British Power competition and, although I dropped one flight, my bad flight was better than the bad flights of the other contestants. John boy stepped up proudly at the prize presentation for his John Hook voucher.

My win was not without cost. I set up the Stomper and moved out into the grass for an engine warm-up and, in my usual bumble fisted manner, I managed to chew a lump off the end of my forefinger as I turned the model for tuning. Immediately following the bang, as my finger stopped the motor, came a chorus of 'Ouch!' from the majority of the nearby flyers. I get out the first aid kit and fiddle about trying to stem the blood flow whilst left-handedly getting a plaster on the wound. I was still leaking blood so I bound micro-pore tape around the whole shebang. After my first flight, I noticed my injured finger was feeling a little cold and looking very blue on the end. I had to unwind a few turns of tape to get the feeling back. Back at home that evening I unwrapped it and blood still flowed like Billy-oh so I re-wrapped it. Next morning same process, unwraps, blood, re-wrap. I then decided that a visit to casualty at the local hospital was the wisest move. Later that day I'm in the assessment sisters office, sat at her polished desk, and she asks me to remove the wrapping. Looking at the clean desk, I enquire "What about the blood?" Sister puts a wad of gauze on the end of the desk and I expose the wound. Dry as a bone, not a spot of blood in sight, just the white jagged edges of the cut. A couple of cross tapes with dressing and your embarrassed scribe scuttled away.

The same meeting saw my recent new acquaintance from Grantham, Rod Briggshaw in the E30 electric fly-off, with me as timekeeper. The drift had veered by fly-off time and we moved to the end of the main runway as Rod intended to fly straight down it. I set myself up with a towel on the wet roof of the car to rest my elbows in case of a long flight and waited for Rod to launch. I had not seen any of Rods previous flights and only had my memories of his large model's test flights at Grantham. His E30 could not have been any more dissimilar, when he launched, the model potted across the runway towards me and went by me at shoulder height with me thinking, is it going to climb at all? Rod had said he expected to do about six minutes and when the model had completed its first circle, I could not see how. After the second circle, the model was a little higher and, as it carried on down wind, it was slowly getting a little more altitude with each successive circle.

After five minutes the model could not have been much over fifty foot high, then it came slowly down and I clocked it off at 6-17, Rod knows his model. The time was good enough to win, so we both had to step forward for awards at the end of proceedings.

I thought I'd throw in a picture of well-known John Leitch and his electric powered bicycle recovery machine. The box on the back will hold John's models for the trip back to base. John is a real vintage power man and all of his models fly with vintage engines. When I enquired as to what he had, he reeled off a very long string of models and engines that I could not possibly remember, Mcoys, Ohlsson etc. The list was more akin to an engine collection than a competition flyer, but a competition flyer he certainly is. He made the vintage fly-off at the first Luffenham do but declined to compete in the fly-off, as he just could not face another safari through the jungle grasses for recovery.

I failed to compete at the Timperley do and the Brumfly.

My Stomper had a long burble at cut off so I had fixed up a strangler next to the spray bar operated by a lever from the normal squeeze off timer. Snag was, the lever seemed to slow down the action, and cut off was even worse so, when I tested at the Timperley, I opted out. Brumfly was just too windy



Vintage Power flyer John Leitch with his electrified recovery en-semble.

John Andrews - Subtitle – Giggles with Biggles

I just could not resist the sub-title, this tale of recovery of John Cooper's A1 glider (I don't go in for these F1-whatevers) and John Wingate's Wakefield by the Biggles group at the Timperly do.

I had tested my new Stomper cut-off and opted out so I attached myself to John Wingate (He must be getting sick of the sight of me by now). I was acting timekeeper/general factotum and John wound his ITZME III Gosling Wakefield for his one and only flight of the day. We go over to the blockhouse for maximum available distance, light up the fuse, launch into good air and up goes ITZME like a lift. D/T was a bit long and the model was very high so recovery was going to be well off the field. John had a bug fitted so he set off on his cycle round the peri-track sometime about midday. I took a bearing on the line and filled in his card then wandered about passing the time of day here and there together with a lunch break.

An hour or so later I'm chatting to Kath, John's wife, who was helping run control, and still no sign of John. I say to Kath "I'll walk down the line and see if he's in the right place, see you later". I go back to the launch point, pick my bush on the skyline and off I go wading through the jungle. Over the fence at the edge of the airfield, across a couple more fields, and the bush I'm heading for is now a tree on the end of a small spinney. When I arrived John had also found the area and is waving his tracker about with a good signal but could not find the model. Chris Strachan had retuned his own tracker to John's frequency and was also in wave it about mode as the pair tried to locate the errant Wakefield. Eventually it was some other flyer from further away who spotted the model's wing tip in the centre of what I think was a Hawthorn bush cum tree. The model was well out of reach and the tree was not climbable, so we headed back to get some equipment, leaving Chris poking buttons on his tracker trying to retune to his own frequency.

Back at base, I put my 8 Mtr. pole into John's car ready for recovery and we located some ladders in the back of Trevor Payne's van. We then looked in vain for Trevor, not wishing to abscond with his kit. Our dilemma was solved when the Biggles Squadron, led by John Cooper, arrived and purloined the ladder, loaded up their car and set off to recover John's glider. John Wingate and I set off in hot pursuit in his car to claim 'twos up' on the ladder when the Biggles gang were through with it.

John Cooper's glider recovery had all the hallmarks of a Whitehall Theatre farce. The model was the best part of fifty feet above ground in the very top of a slender tree. John was swaying about at the top of the two-section ladder propped up against the adjacent tree and he was wielding a totally unstable thirty-foot long sectional alloy tube rod. The rod had a hook on the end but getting it anywhere near to the model was down to pure chance. The hook caught on everything else and we half a dozen helpless onlookers were all dodging falling branches including John at the top of the ladder. It was getting quite hilarious as the de-forestation took place.

The farmer was continually passing by as he ferried tractor loads of something or other back and forth, giving us the thumbs up each time he passed. It took so long to get anywhere near the model that even the farmer eventually ignored the goings on.

Finally a path was cleared to the main branch and, after much swaying about with the pole, it was hooked. That was not the end of it however, as the model was firmly caught, and, although the branch was shaken really well it was some time before one of the wings slid off its dowels and fluttered down. More shaking and eventually all the bits were at ground level including half of the tree.

Then came the inquest. John Cooper had already wrecked one model in the course of compiling his three maximums so he needed undamaged bits of the retrieved glider to try to make up some sort of composite model for the fly-off. Sadly, he could not find satisfactory bits and decided to give it best.

This decision of John Cooper's however, was good news for John Wingate, as the Biggles recovery squadron now moved lock stock and barrel across the road for the ITZME retrieval.

A similar story unfolded, the tree was not as high but there was no way that the model could be dragged down through the dense foliage. The ladder was placed near the centre of the tree and John invited me to climb, but I quickly declined. I could see it was going to be virtually impossible to get the model down in one piece and I did not want to be the one that knocked it to pieces. Therefore it was John Wingate who was standing on the top rung of the ladder and, using half the pole, he managed to get the hook tangled up in the Wakefield's undercart. Problem was, that he could not drag the model down and could not untangle the hook. John elected to raise the model as high as he could and then attempted to throw the pole and model towards the outside of the tree. We now had the model and the pole out of reach up the tree. I scouted round and found a half inch diameter iron rod with a big hook on each end which we hooked onto the highest branch we could and then three of us shook the tree as best we could. Eventually the bits were retrieved, the weight of the pole attached to the model's undercart brought the Wakefield within reach. The wing and tail survived almost intact but the fuselage was sheared off in front of the wing and the undercart is still up the tree. John was reasonably happy however, as he had his new rubber motor and his bug back.

It was way after five o'clock by now and John and I had been out in the boondocks twice for the best part of five hours but we just made it back to see the fly-offs.

Trevor Payne had returned by now and he needed his ladder, as his model was still up a tree somewhere. He was quite unconcerned however and remarked that the model was safe enough where it was until after the prize presentation.

I'll shut up for this issue, JHA at Wallop next time.

John Andrews, Old 'Clarion' 2004

The invention of the balloon struck the men and women of the late 18th century like a thunderbolt. The Montgolfier brothers, Joseph-Michel (August 26, 1740-June 26, 1810) and Jacques Etienne (January 6, 1745 - August 2, 1799), launched the air age when they flew a hot air balloon from the town square of Annonay, France, on June 4, 1783. Members of a family that had been manufacturing paper in the Ardèche region of France for generations, the Montgolfiers were inspired by recent discoveries relating to the composition of the atmosphere. Joseph led the way, building and flying his first small hot air balloons late in 1782, before enlisting his brother in the enterprise.

Impatient for the Montgolfiers to demonstrate their balloon in Paris, Barthélemy Faujas de Saint-Fond, a pioneering geologist and member of the Académie Royale, sold tickets to a promised ascension and turned the money over to Jacques Alexandre-César Charles (1746-1823), a chemical experimenter whom he had selected to handle the design, construction and launch of a balloon. Charles flew the first small hydrogen balloon from the Champs de Mars, near the present site of the Eiffel Tower, on August 27, 1783. Not to be outdone, the Montgolfiers sent the first living creatures (a sheep, a duck and a rooster) aloft from Versailles on September 19.

Pilatre de Rozier, a scientific experimenter, and François Laurent, the marquis D'Arlandes, became the first human beings to make a free flight on November 21. Less than two weeks later, on December 1, 1783, J.A. C. Charles and M.N. Robert made the first free flight aboard a hydrogen balloon from the Jardin des Tuileries.

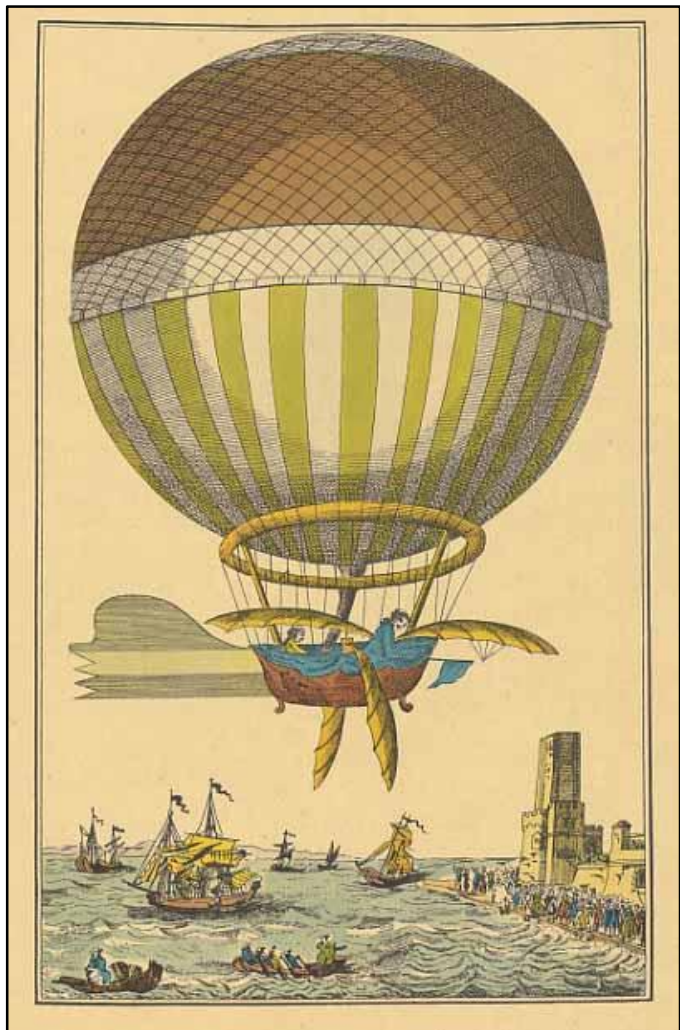
A wave of excitement swept across Paris as the gaily decorated balloons rose, one after another, over the skyline of the city. Throughout the summer and fall of 1783 the crowds gathering to witness the ascents grew ever larger. As many as 400,000 people - literally half of the population of Paris -- gathered in the narrow streets around the Château des Tuileries to watch Charles and Robert disappear into the heavens.

The wealthy and fashionable set purchased tickets of admission to the circular enclosure surrounding the launch site. Guards had a difficult time restraining the crush of citizens swarming the nearby streets, and crowding the Place de Louis XV (now the Place de la Concorde) and the garden walkways leading toward the balloon. People climbed walls and clambered out of windows onto roofs in search of good vantage points.

"It is impossible to describe that moment:" wrote one observer of a balloon launch, "the women in tears, the common people raising their hands to the sky in deep silence; the passengers leaning out of the gallery, waving and crying out in joy... the feeling of fright gives way to wonder." One group of spectators greeted a party of returning aeronauts with the question: "Are you men or Gods?" In an age when human beings could fly, what other wonders might the future hold?

The balloons had an enormous social impact. The huge, seething crowds were something new under the sun. The spectators who gathered in such huge numbers were just becoming accustomed to the idea of change. The old certainties of their grandparent's world were giving way to an expectation that the twin enterprises of science and technology would provide the foundation for "progress."

The balloons sparked new fashion trends and inspired new fads and products. Hair and clothing styles, jewelry, snuffboxes, wallpaper, chandeliers, bird cages, fans, clocks, chairs, armoires, hats,



and other items, were designed with balloon motifs. Party guests sipped Crème de l' Aérostatique liqueur and danced the Contredanse de Gonesse in honor of the Charles globe.

The Americans who were living in Paris to negotiate a successful conclusion to the American revolution were especially fascinated by the balloons. It seemed only fitting that, at a time when their countrymen were launching a new nation, human beings were throwing off the tyranny of gravity. The oldest and youngest members of the diplomatic community were the most seriously infected with "balloonomania."

"All conversation here at present turns upon the Balloons...and the means of managing them so as to give Men the Advantage of Flying," Benjamin Franklin informed an English friend, Richard Price. Baron Grimm, another Franklin acquaintance, concurred. "Among all our circle of friends," he wrote, "at all our meals, in the antechambers of our lovely women, as in the academic schools, all one hears is talk of experiments, atmospheric air, inflammable gas, flying cars, journeys in the sky."

Franklin noted that small balloons, made of scraped animal membranes, were sold "everyday in every quarter." He was invited to visit a friend's home for "tea and balloons," and attended a fête at which the duc de Chartres distributed "little phaloid balloonlets" to his guests. At another memorable entertainment staged by the duc de Crillon, Franklin witnessed the launch of a hydrogen balloon some five feet in diameter that kept a lantern aloft for over eleven hours.

The senior American diplomat in Paris purchased one of the small balloons as a present for his grandson and secretary, William Temple Franklin. Released in a bed chamber, "it went up to the ceiling and remained rolling around there for some time." Franklin emptied the membrane of hydrogen and forwarded it to Richard Price so that he and Sir Joseph Banks might repeat the experiment. The delightful little toy was thus not only the first balloon to be owned by an American but also the first to reach England. Both Franklins were soon supplying little balloons to friends across Europe.

Sixteen year old John Quincy Adams also took note of the small balloons offered for sale by street vendors. "The flying globes are still very much in vogue," he wrote on September 22. "They have advertised a small one of eight inches in diameter at 6 livres apiece without air [hydrogen] and 8 livres with it. .. Several accidents have happened to persons who have attempted to make inflammable air, which is a dangerous operation, so that the government has prohibited them."

There was a general sense that the colorful globes marked the beginning of a new age in which science and technology would effect startling change. The results and the implications of the revolution in physics and chemistry underway for over a century were largely unknown outside an elite circle of privileged cognoscenti. The balloon was unmistakable proof that a deeper understanding of nature could produce what looked very much like a miracle. What else was one to think of a contrivance that would carry people into the sky?

If human beings could break the age-old chains of gravity, what other restraints might they cast off? The invention of the balloon seemed perfectly calculated to celebrate the birth of a new nation dedicated, on paper at any rate, to the very idea of freedom for the individual. In the decade to come the balloons and the men and women who flew them came to symbolize the new political winds that were blowing through France. While some might question the utility of the "air globes," flight was already reshaping the way in which men and women regarded themselves and their world.

Of course most citizens of Europe and America were unable to travel to see a balloon. They had their first glimpse of the aerial craft through the medium of single sheet prints. In the late 18th century it was difficult and expensive to publish anything more than the roughest of woodcuts in newspapers or magazines. In an effort to share the excitement with those who could not attend an ascent, to let people know what a balloon looked like, and to introduce the brave men and women who were taking to the sky, artists, engravers and publishers flooded the market with scores of single sheet printed images. Ranging from the meticulously accurate to the wildly fanciful, these printed pictures were sold by the thousands in print shops across Europe.

The business of producing and marketing such images was nothing new. In Europe, block prints from woodcuts had been used to produce book illustrations and single sheet devotional or instructional religious images since the mid-15th century. In the 15th, 16th and 17th centuries, the technique was used to produce multi-sheet maps, bird's eye images of cities, and other products. In the early modern era, etching and engraving techniques enabled artists from Albrecht Dürer to Rembrandt van Rijn the opportunity to market copies of their paintings. .

In the 1730's. William Hogarth inaugurated a new era in the history of English printed pictures when he published his, "Harlot's Progress," a series of single sheet images charting the downfall of a young woman newly arrived in London. Other sets, including "Marriage à la Mode," appeared in the decade that followed. Other artists used the medium of the etching or engraving to reproduce portraits and offer examples of their work for sale.

By the late 18th century, Thomas Rowlandson, James Gillray and other English artists made considerable fortunes producing sporting prints and satirical images offering biting commentary on the shortcomings of the political and social leaders of the day. Rowlandson was said to have "etched as much copper as would sheathe the British navy." In order to publish his prints and caricatures while they were still newsworthy, Rowlandson worked rapidly. He would water color the first impression, then send it to refugee French artists employed by Rudolph Ackermann, one of his favored publishers, who would color each of the prints before they were hung up in the shop window. In the 1780's a typical print seems to have sold for a shilling, the price being sometimes included on the print itself.

The appearance of the balloon in 1783 provided artists, engravers and publishers in England, France, Germany and Italy a new subject for their efforts. As the wave of balloon enthusiasm swept across the continent, the production and sale of images depicting the great flights and daring aeronauts flourished. In addition to illustrating the birth of the air age, print makers made use of balloon motifs in comic images satirizing political events or social trends.

In the 19th century new lithographic techniques and the advent of improved presses and smooth paper, led to a revolution in the ability to mass produce images. Balloons remained a common subject of interest to readers, and ready material for satire in the talented hands of artists like Honoré-Victorine Daumier.

Today, the balloon prints produced by 18th and 19th century artists remain as a priceless window into the past. They enable us to share some sense of the excitement that gripped those watching their fellow beings rise into the sky for the first time. Engraved portraits tell us something of the appearance, and even the personality, of the first men and women to fly. Satirical prints utilizing balloon motifs help us to understand the impact that flight on the first generations to experience it.

The National Air and Space Museum owes its collection of balloon prints to the generosity of several leading 20th century collectors. The bulk of the prints in our collection come from Harry Frank Guggenheim (August 23, 1890 - January 22, 1971).. The son of industrialist and philanthropist Daniel Guggenheim and his wife Florence, Harry Guggenheim enjoyed multiple careers as a business leader, diplomat, publisher, philanthropist, and sportsman.

Aviation was the thread that tied his diverse activities together. A graduate of Yale and Pembroke College, Cambridge University, he learned to fly before the U.S. entered WW I and served as a Naval aviator during that conflict and as a Naval officer during WW II. In the mid- 1920's, he convinced his father to establish the Guggenheim Fund for the Promotion of Aeronautics, which had an enormous impact on aeronautical engineering and aviation in the U.S.

A collector of everything from fine art to thoroughbred horses, Guggenheim began to acquire aeronautica during the 1920's, gradually focusing his attention of aeronautical prints. His collection had grown to be one of the most complete in the world by the 1940's, when he loaned his prints to the New York museum maintained by the Institute of the Aeronautical Sciences. When the IAS dissolved its museum in the 1950's, Guggenheim donated his own collection to the National Air and Space Museum.

The NASM collection of aeronautical prints also includes items donated by the American Institute of Aeronautics and Astronautics, and by a number of other private collectors, notably Constance Fiske in memory of her husband Gardiner Fiske, who served with the U.S. Army Air Service during WW I and with the USAAF in WWII; Thomas Knowles, a long-time executive with Goodyear Aircraft and Goodyear Aerospace; and Bella Clara Landauer, one of the great American collectors of aeronautica. There can be little doubt that William Armistead Moale Burden was one of the most significant contributors to the NASM collection of furnishings, ceramics and other objects related to ballooning and the early history of flight. . Burden began collecting aeronautical literature and memorabilia during the 1920's, while still a Harvard undergraduate. Following graduation he rode the post-Lindbergh boom to prosperity as a financial analyst specializing in aviation securities. His business success was inextricably bound to his enthusiasm for the past, present and future of flight.

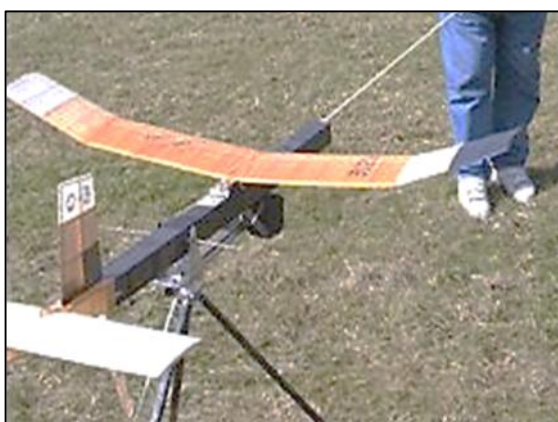
By 1939, Burden was reputed to have built a personal aeronautical library second only to that of the Library of Congress. He loaned that collection to the Institute of the Aeronautical Sciences, an organization that he served as president in 1949. In addition to his library of aeronautica, Burden built a world-class collection of historic objects dating to the late 18th century - desks, chairs, bureaus, sofas, mirrors, clocks, ceramics and other examples of material culture -- inspired by the first balloons and featuring balloon motifs. After a period on display in the IAS museum, William A.M. Burden's balloon-decorated furnishings and aeronautica went into insured off-site storage in 1959. A member of the Smithsonian Board of Regents, Mr. Burden ultimately donated his treasures to the NASM, as well.

USA National Air and Space Museum

One thing that sticks in my memory took place at The Nationals at Barkston in 2012. I was flying BMFA Rubber and had two models with me, O-3 & O-4. Both models were of similar planform but O-4 had a slimmer fuselage (supposed to be lighter than O-3).

Saturday, up with the lark, full English breakfast including black pudding, and limped off (I had a dicky knee) to the airfield for my first comp, BMFA Rubber.

My regular followers will know that I often make mistakes, well I started the Nationals this year with an absolute beauty. I assembled a model for my first flight, inserting a 50gm motor into O-3's fuselage then attached the rear section including tailplane, checked the DT operation, then I dived into the model box for the wing. This is where I went wrong, unknowingly I strapped O-4's wing onto the O-3 fuselage and wound for the flight.



O-3 & O-4, the wings and tails are supposed to be identical in size but decor is different and they're marked. It takes an extremely competent idiot to mix them up

I launched the hybrid model and 2-49 later the model dropped out of sight over the compound. One max in the bag.

Digression, one of my Timperley club-mates Reg had flown his open rubber model a few years earlier with the wing on back to front, still maxed but it flew a little oddly at first. There is no substitute for a good patch of lift.

Back to 2012, it was a little windy and we thought O-3 would be well off the field. Rachel & I set off after it, however we could not find the model, which was odd as other models in the compound had recorded times around the three minute mark. So we returned to base.

I decided to continue with my second model O-4 and this was when I realised that I had mixed up my components. I put the old brainbox into gear and concludes that "if a hybrid worked once it should work again" (wrong) so I assembled my O-4/O-3 bits and wound for flight number two. This combination did not work, the model flew in flat tight circles and failed to gain sufficient height so John Boy had dipped out again and one model (O-3/O-4) was still out in the boondocks somewhere.

I don't recall the competition outcome and the BMFA website results only go back to 2013.

Sunday was a washout for us, although quite a few flyers obviously more hardy than ourselves were out there doing their business.

We paid a quick visit to the hanger for the swap meet then departed to take in the Newark Air Museum, a really good collection of aircraft and well worth a visit.

Monday saw us bright and early on the field in better flying conditions although there was a little light drizzle now and then. I made an early mess of Classic Rubber with my 'Last Resort'.

First mistake, I released the model too square into wind and it looped straight over the top and vertically into the ground. On retrieval I was amazed to find no damage, the over long grass had cushioned the aircraft's arrival.

Second mistake, immediate re-launch, third mistake launched too far out of wind and a couple of hair raising flat turns before climbing away in indifferent air. Did not make requirements. Just to prove that I was not totally incompetent I had a second flight which, of course, was a text book climb to good altitude and DT on the button. Any fool can do it second time.

I started mini vintage with my old 'Hep-Cat' and a perfect first flight, DT'd high-up dropping down behind the campsite hanger. Flushed with success we decided to partake of a burger before we drove around to recover and this proved to be an error as the second flight failed to climb properly and the glide appeared badly under-elevated and failed to max. I conclude that the drizzle and wet grass affected the trim somehow. That was me finished for the 2012 Nationals.

Things then brightened up, I was sitting on the tailgate of the car packing up my models when a Brownhills indoor flyer Russell Lister appeared saying "John have you lost a model?". "Yes" I replied and Russell said that he knew where it was. He had been out looking for models and recognised my colour scheme on a model sticking up in a rape field way behind where we had been searching on the Saturday when we lost it. Rachel went off with Russell to effect recovery as I was still limping with my knee.

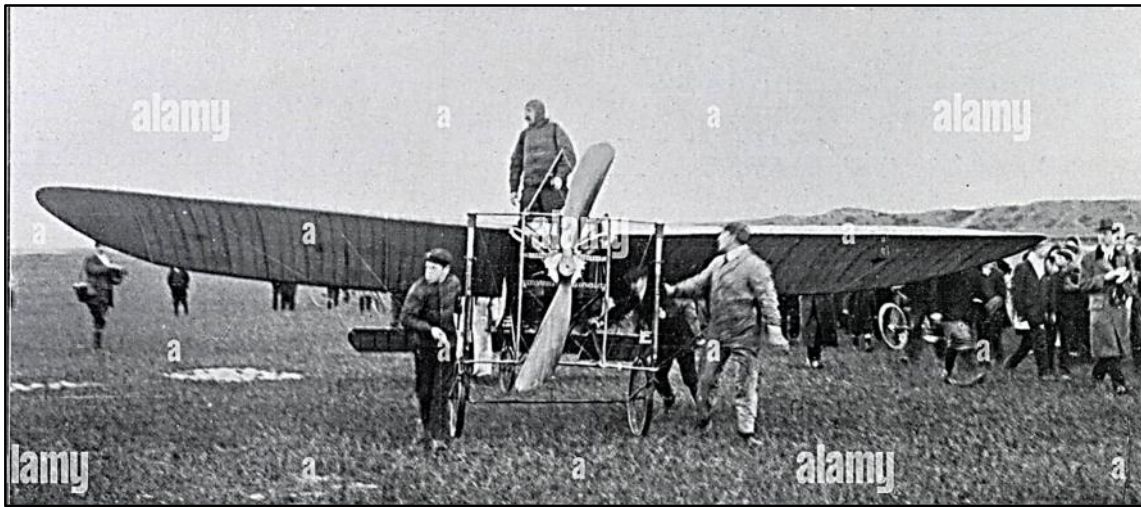
Time passed and I thought I'd better go and see what was going on. I drove to where I knew the model was and I climbed up the bank behind the compound and looked out over the rape field to see two heads bobbing about in the dense crop, one holding my model aloft. Eventually they appeared complete with undamaged model but water filled from two nights out in the rain. They too were both soaking wet from the waist down having had to work their way up and down the tractor paths to reach the aircraft, I owed Russell a bottle of wine for his efforts, I could not have fought my way through that rape.



Russell Lister in the rape and two wet heroes with my undamaged model
A few days in the conservatory at home dried it out fine.

John Andrews

Blériot's Cross-Channel Flight - Jul 25, 2009



Early in the morning of July 25th, 1909 - a hundred years ago - Louis Blériot (1872-1936) crossed the English Channel, a distance of 22 statute miles (36.6 km) from Les Barraques (near Calais) to Dover. There had been longer flights and further flights, but the conquest of the Channel by air was a sensation and brought Blériot instant fame. Blériot had been a successful manufacturer of automobile headlamps who became fascinated by aeronautics in starting in 1901. He brought his latest aircraft to Les Barraques, the Type XI, a little monoplane fitted with a 25-horsepower, 3 cylinder Anzani motor. The London Daily Mail had put up a £1,000 prize for the first airplane flight across the Channel, and Blériot was competing with two other aviators, [Hubert Latham](#) and [Charles de Lambert](#). Lambert, who received his training from Wilbur Wright, had been injured in a test flight and was out of the running. Latham had already attempted a Channel flight - he had made it halfway across the Channel in his [Antoinette IV monoplane](#) on July 19 when engine failure brought him down in a forced landing in the sea. On the morning of the 25th, Latham was ready for another attempt with a replacement aircraft, but was still fast asleep when Blériot took to the air. The flight took 36 minutes, 30 seconds, and was not without suspense. Blériot had also been injured in a test flight and was in pain with a badly injured foot. The photograph above, taken just before the flight, shows the strain that Blériot was under. It began to rain, and Blériot feared that the moisture would cause the Anzani to pack it in. The weather became turbulent, and visibility declined; he later recalled thinking - *I am alone. I can see nothing at all.* At Dover, the wind nearly caused him to crash, and his landing gear and propeller were damaged. But he had made it, and he was declared the winner. It was the first successful flight by an airplane over a large body of water. Hubert Latham was not happy when he finally woke up.



Blériot became a hero, celebrated on both sides of the Channel.

And his Type XI became a best seller - many were produced by the Blériot firm, others by foreign licensees, and many were built by enthusiastic amateur builders in Europe and America.

The Museum has a [Blériot Type XI](#) built by Blériot Aéronautique at Levallois, Perret, France, in 1914 and originally flown by Swiss aviator John Domenjoz.

John, a Blériot company flight instructor and noted daredevil.

Blériot's original Type XI is in the possession of the Musée des Arts et Métiers in Paris, which has [a special exhibit](#) on Blériot's flight.

A replica Type XI built by Pascal Kremer will attempt to repeat the flight.



Hi John:

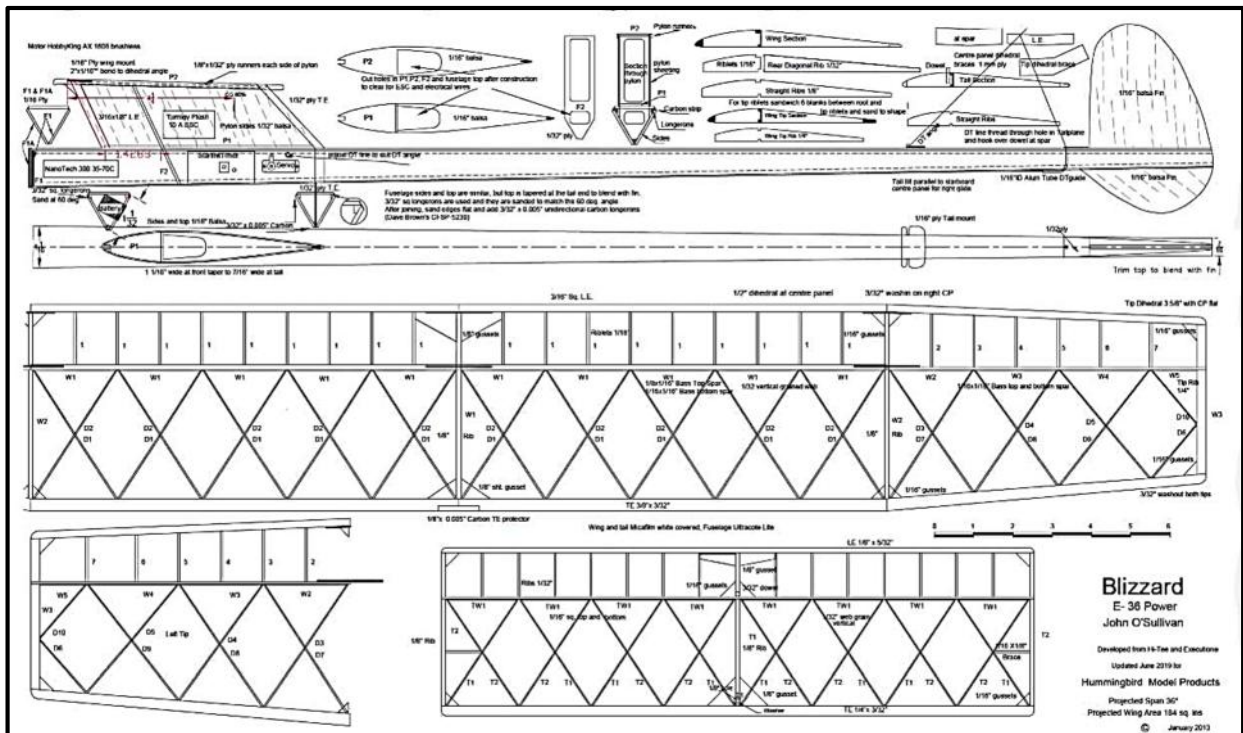
It's wonderful that you continue to produce the New Clarion. You have done much to keep the History of Free Flight alive.

Although we are far away on the east coast of Canada we have a small group of ageing free-flighters still semi active. We are all of British or Irish origin and were active in the UK in the 50's to 70's.

John and Brian Richards are originally from Coventry and John Davies who passed away some time ago was a Welshman and I am a Paddy. We are all in our 80's. I am flying mostly RC Sailplanes now, but Hummingbird Model Products have kitted a Free Flight design of mine:

E36 Blizzard

<https://hummingbirdmodelproducts.com/>

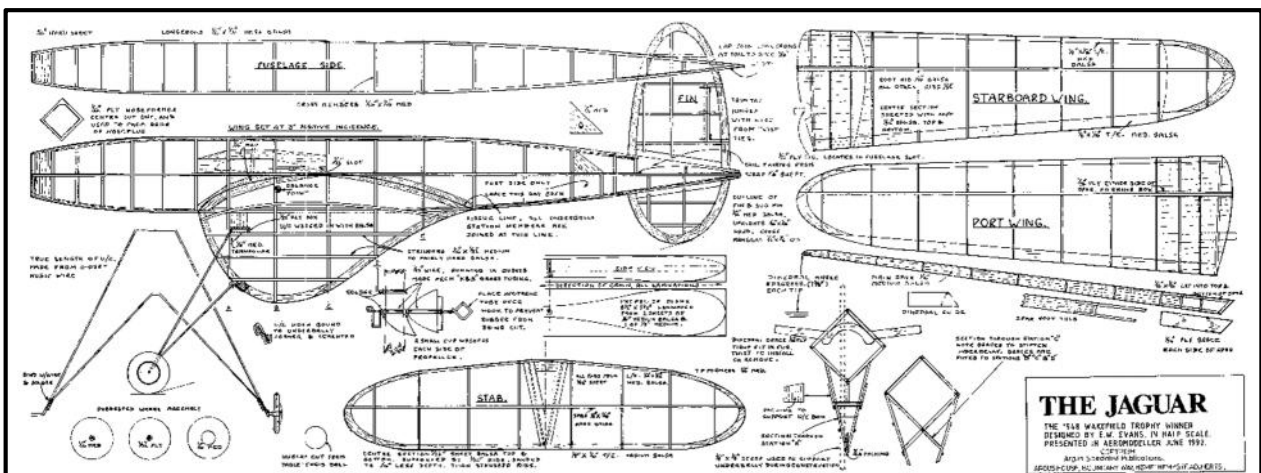


My E20 Blizzard was published in August 2024 Aeromodeller.

John Davies had a number of designs published in the Aeromodeller

His Half Jaguar Aeromodeller June 1922

https://outerzone.co.uk/plan_details.asp?ID=2162



His Pongo P30 Aeromodeller September 1992
https://outerzone.co.uk/plan_details.asp?ID=10281

His Gypsy Half Size Aeromodeller July 1992
https://outerzone.co.uk/plan_details.asp?ID=2940

I flew frequently in the UK with my late friend Maurice Doyle in the 60's and 70's and made many firm friends some of whom I am still in contact with.

Sorry to hear that Rachel passed away. I really looked forward to seeing her positive support for you and the hobby.

I'm just turning 85 in May and fortunately in good health, but slowing down and finding retrieval difficult. That's why it is mostly RC lately.

I'm Just finishing a new 2 metre RES electric sailplane. It is number 4 in my Mayfly series and I get out at least monthly even in the winter. I'm also flying larger 4 metre Ukrainian carbon models.

I have printed up a 3D template with four sides, 5, 7.5, 10 and 12.5 angles to set ribs at dihedral breaks. I also made some 1/16 sq, 3/32 sq. and 1/8 sq. 3D Templates for notching Trailing edges or Formers. I'll send details of these.

Photos of my, 34" electric Leprechaun and some Mayflies.



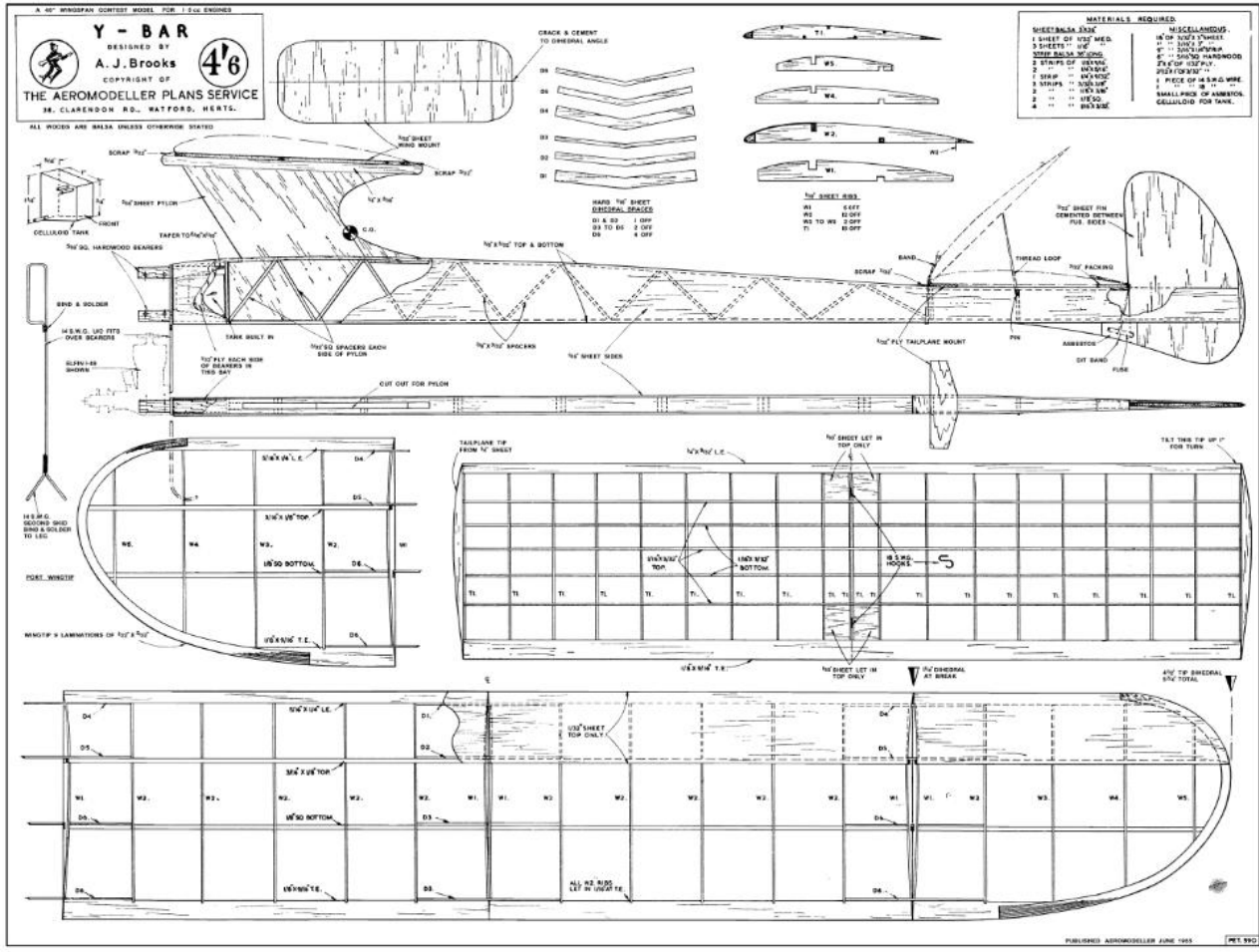
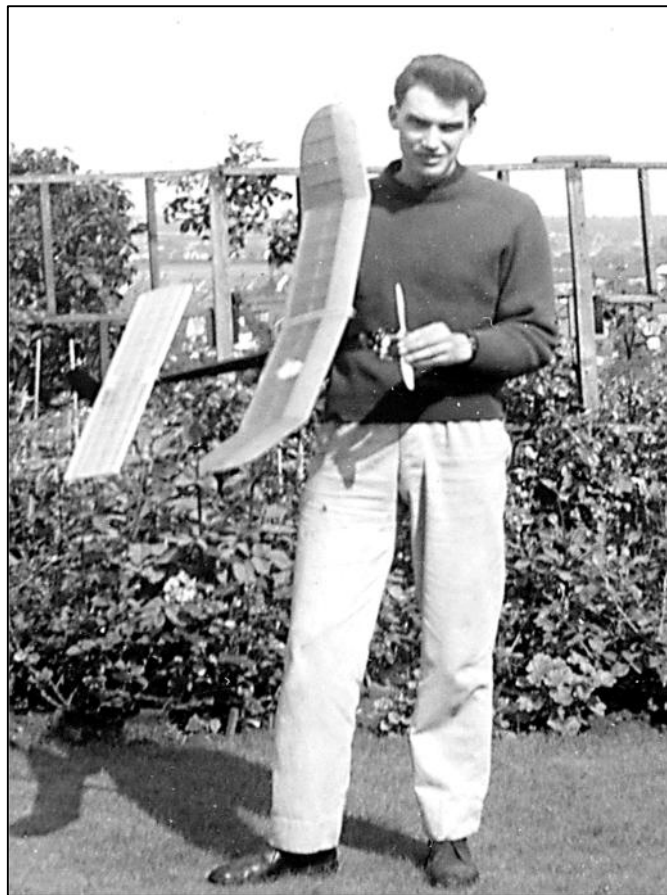
John O'Sullivan (Canada)

I found this letter from 2022 buried in my archive, apologies to Glen for missing it.

Hi John,
Just been reading the June 2022 Clarion.
Spotted Y-bar in Roger Newman's Plans for the month.
This brought back a memory. I built one in 1961-62.
Powered by a Frog 149 vibromatic diesel, which I still have today.
Flew it at Highgate Common near Stourbridge.
It didn't last too long as I was not very experienced in trimming in those days.
See attached photo - taken when still living at home with my parents who lived near Bromsgrove,

Best Regards

Glenn Stride



Here and There

THE EDITOR COMMENTS ON CURRENT TOPICS

SOUTH AFRICAN WAKEFIELD ENTRIES In its September and October, 1950 issues, the South African publication "Flypaper," commented on the fact that the S.A. Wakefield models had failed to reach Finland in time for the Contest. They said:—"The South African Wakefield planes which were airmailed to England and shipped in good time to Finland have been returned to the Union by air, contrary to instructions. . . . Who was responsible for the mistake? What a pity the controlling body in Finland did not cable the Union when the models were not ready for testing. . . . Were they still lying in England?"

The Council of the S.M.A.E. have been very concerned about the implication contained in these reports that they may have been in any way to blame for this unfortunate happening. Enquiries were made in an endeavour to ascertain just what did happen to the S.A. models, but these enquiries drew a complete blank, however. Now the mystery has been solved by a letter which the Editor has just received from the Chairman of the South African Model Aeronautical Association. "Doc" Allen says, "At last we have found our Wakefield models and solved the riddle—it has taken six months, all due to a clueless flight clerk of P.A.N. African Air Charter. They were put on board an unserviceable Tudor aircraft and were left there for three weeks! The models were then flown to the United Kingdom and from there on to Finland. They were later returned by air freight (£44!) and dumped in King's Warehouse in Johannesburg, from where they were unearthed about 14 days ago.

I am writing to Mr. Houlberg and thanking him for his efforts on our behalf, and also to all the other chaps who helped us."

Whilst extending our sympathy to our South African friends, in particular to the owners of the models concerned, we are relieved to learn that for once, at any rate, the S.M.A.E. cannot be blamed!

LET'S HAVE REALISM

The Festival of Britain control line demonstrations call for an attractive type of model. Let us have the stunt and team race machines which look like full size aeroplanes, for this show is being put on primarily for the benefit of the public. It is not just another model flying rally.

Even at the sacrifice of some performance, let us

have cabins, scale pilots and a paint finish which is both decorative and pleasing. Those oil-soaked, white tissue covered "boxcars" may do their stuff—and everyone knows they fly well enough. Without turning the exhibition into a "conours" what would appear necessary is someone at the "gate" who could vet the proposed demonstration models and tactfully reject those without the necessary eye-appeal. These Festival demonstrations can do the movement a lot of good—or a lot of harm. We must make sure that the time given by the individual modellers taking part in the flying has the most desirable result. Those unpainted boxcars will still be good for the model galas.

FACTS ARE FUN

Our contemporary has recently published a list of American records and used these figures to "prove" that we are ahead as regards performance in many free flight classes. What they did not make clear, however, is that from time to time the Americans scrap all their existing records and start again from scratch, as it were, with new record rules. All previous high times are then ignored.

Currently the National A.M.A. Records are for a total of three flights in all outdoor free flight classes, with a limited motor run in the case of power models. There is also a maximum flight limit of 10 minutes. No free flight record, therefore, can exceed 30 minutes. The fact that both towline glider and Class C Power records are currently listed as 30 mins. means simply that the models holding these records have accomplished three (ten minute) limit flights, in succession. What the individual flight times were is not known.

In other words, it is quite useless trying to compare current American free flight records with our own. Only in the control line speed classes and indoor records are the qualifying conditions the same. Our own high time records have been built up from the early 1930's with little change in conditions. The autogiro record, for example, was set up in the mid-1930's. As a matter of interest, American National records in 1938 (calling for "formula" fuselage and a minimum wing loading; maximum line length for gliders of 100 ft. and limited motor run for power models) included:—

Rubber	...	54 mins. 13 secs.	by Dick Korda.
Power	...	50 min. 29 secs.	by Fiske Hanley
Glider	...	23 min. 13 secs.	by Bob File

April 1951

MODEL AIRCRAFT

**RUBBER
FAMINE
AGAIN**

With America stock-piling rubber once more, along with many other "essential" materials, and the world price of raw rubber climbing, we may once again experience a rubber shortage. A few years ago raw rubber was plentiful and selling at a reasonably low price. It was more economic to use natural rubber rather than synthetic. Now world conditions have changed all that and synthetic rubber is again coming into the news—in America, at least. The quantity of rubber used by model flyers is an extremely small proportion of normal "civilian" consumption but this supply should, we feel, be safeguarded if possible. Natural rubber is the only suitable material for making aero-strip, as modellers who have used wartime synthetic strip will confirm.

**THE FOURTH
AUSTRALIAN
NATIONALS**

The 1951 Australian Nationals was scheduled to be held over five days (December 29th to January 2nd) and included no less than 25 different events. Both the variety of contests and many of the official classifications indicate that the Model Aeronautical Association of Australia have been largely influenced by American practice, although it is interesting to note that A/2 glider, Wakefield and Jetex contests were included.

As a matter of interest the programme for the full five days was:—

Friday

Indoor stick (maximum wing area 150 sq. in.) ;
Indoor fuselage (maximum area 150 sq. in.).

Saturday

Control Line Stunt (Junior, Intermediate, Senior) ;
Team speed ; Control line speed, $\frac{1}{2}$ A motor up to 2.5 c.c. ; A motors 2.501-3.5 c.c. ; B motors 3.501-5 c.c. ; C motors 5.001-11.5 c.c.

Sunday

Free flight power, $\frac{1}{2}$ A, A and B, C, same motor sizes as above. Minimum power loading 8 oz. per c.c. Ratio timing (minimum motor run 5 sec.).

Monday

Control line stunt (Junior, Intermediate, Senior) ;
Team speed ; Speed record events ; Flying scale control-line ; Radio control.

Tuesday

F.A.I. sailplane ; A/2 Nordic sailplane ; Hand launched glider ; Wakefield ; Radio control (continued) ; Junior Rubber ; Unorthodox power ; Jetex.

**TO WATER-
PROOF OR
PLASTICISE ?**

After the 1950 Wakefield one of the structural problems uppermost in the minds of many competitors was how to render covering impervious to dampness. Recently an American problem was how to stop dope tightening up under extreme heat and warping the surfaces.

The simple answer to slackening tissue is several coats of dope of the right kind (or alternate coats of acetate and nitrate dope). The answer to over-

tightening dope (in heat) is to plasticise the dope with castor oil. Take the model with covering treated for damp conditions out into a hot sun and it is liable to warp all over the place. Fly the model with plasticised dope in damp evening air and the covering will slacken off to an alarming degree.

Somewhere between there should be the "happy medium." Or do we have to have differently treated models for "hot" and "damp" flying conditions? It is quite an interesting problem.

**NEWS
FROM
B.A.F.O.**

The B.A.F.O. Model Aircraft Association held its first Indoor Flying Meeting and Exhibition on January 13th, 1951, in the Adastral Theatre, Buckeburg, in the British Zone of Germany. We are indebted to S/Ldr. E. G. Couch, M.B.E., D.F.C., the Chairman of this very live Association, for sending to us details of this successful event.

The auditorium of the theatre was cleared of seats for the flying programme and the spectators were able to view the flying in perfect safety—looking down into a cockpit or arena containing the competitors and aircraft.

Events included a control-line speed, speed judging and engine-starting contests. Spectators were also invited to try their hand at control line flying with a Mills 1.3 powered "Vandiver."

At the moment B.A.F.O. Model Aircraft Association clubs are flourishing at R.A.F. Stations, Gutersloh Sundern, Buckenburg, Sylt, Wunstorf, Headquarters (Unit), Hersedorf, Handorf and among the R.A.F. personnel at the Hook of Holland.

Most members are now looking forward to participation in the next Association event, a proposed flying meeting against the American "Wheels & Wings" Model Club, which draws its members from the United States Air Forces in Europe. It is hoped to arrange this as an outdoor event in the early Summer, with competitions in all classes.



Corporal Skinner, member of Headquarters Club, and S. A. C. Way, R.A.F. Sylt, with the latter's team racer at the B.A.F.O. Exhibition mentioned above

Between Christmas and New Year we did a coastal walk based around Tintagel on a sunny and very cold crisp day. The return leg took us past a house interestingly called "Hunter's Rest" which has nothing to do with foxes or hounds.

On 6 July 1979, pilot Alick Nicholson was on a weapons training exercise out to sea in his Hawker Hunter. The jet developed engine trouble and he decided to eject after pointing the jet out to sea. After he ejected for some reason the jet veered to port and hit the ground, west of Atlantic Road, at 150mph. The jet ploughed up the hill shedding debris as it went demolishing garden walls and cars as well as hitting Westmead Guest House. It eventually came to rest in the 4m gap between the Klymiavren Restaurant (now the Olive Tree) and the house next door as shown right.

No-one was killed and the pilot was picked up by a local fishing boat. Further details and pictures can be found on tintagelweb.co.uk just search for "plane crash" on the site.

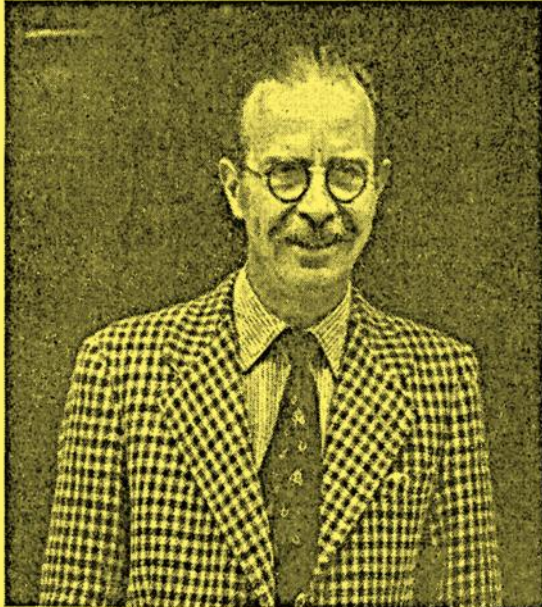


But the most interesting part is the pilots account which can be found here, well worth a read!

www.tintagelweb.co.uk/pilots_account_htm_files/tpc.pdf



Richard Compton



"Model Aviation", official journal of the A.M.A. in the U.S.A. contains a report on the F.A.I. meeting which we quote verbatim:

I.M.A.C. MEETING REPORT

Paris, December 1955 as reported by Mr. A. F. Houlberg, President of the F.A.I. International Model Aircraft Committee.

Organisation of World Championships

It was decided that the question of holding the four championships together was dependent on a National Aero Club being willing to stage such an event. Any National Aero Club applying for permission to organise such an event is to submit full details of a plan of organisation. The final decision is to be made by the I.M.A.C. and will be dependent on whether the holding countries wish to organise their own championships. In short, most countries wish to retain their right of conducting the contest in their own country if they win a championship.

The F.A.I. Sporting Calendar for World Championships for 1956 is, therefore: (Published in our February issue and omitted to save space.—Ed.)

Items Raised by Belgium

A vote was first taken to ascertain if the Committee

Heard at the HANGAR DOORS

A sad loss

It is with sincere regret that we report the sudden passing away on the 25th February of Mr. Arthur Henry Mullett, energetic principal of the Brighton model business that is probably even better known overseas than at home. Coronary thrombosis was the cause of death, and the end came with dramatic suddenness in the matter of a very few hours.

Arthur Mullett was barely 47 years of age, and he will be sorely missed in the trade. Originally dealing in musical instruments, he started his model shop in the post war years, and in a remarkably short space of time had built the business up to one of world-wide fame. Service was the standard on which this success was achieved, and particular attention was paid to the requirements of those keen overseas modellers who cannot walk around the corner to a model shop and make their selections.

A keen model boat man, he was always ready to compete or assist at regattas, but devoted much of his time in recent years to his other hobby of fishing.

Mr. Mullett leaves a widow and three children, to whom we extend our deepest sympathies. We learn that the business will continue under the able managership of Ray Spence, who was Arthur's right hand man for many years.

Those rules

Mail continues to arrive from faraway places, providing yet more comment on the 1957 rule changes. One opinion we value is that of the most unbiased, and certainly the world's greatest all-round flier, Emil Fresl of Yugoslavia. Emil would like to see a 300 gm/cc. rule, or reduction of power run to 10 secs.

was of the opinion that a change in the formulae was desired in 1957. Belgium raised this point in particular because of the results of the Championships last year in Germany. The vote had the following results.

Gliders: No change.

Wakefield: Eight to two votes against increase in the maximum flight time. Eight to two against increasing the number of contest flights. Nine to nothing against increasing the total weight of the model. Six to one for revising the rules for 1957.

A lengthy discussion then took place on the question, which resulted in the following voting:

Reduction of rubber to 50 grams—five for. Reduction of rubber to 60 grams—two for. No change—one for.

The rubber weight will therefore be reduced to 50 grams for 1957.

Power: Six to four votes for change.

A discussion took place on the question of increasing the power loading to 300 or 400 grams per cubic centimeter of displacement. When put to a vote, there were five votes for and three against 400 grams. The voting was the result of the majority feeling that if any change was made, it should be an appreciable change or else the Committee would find itself in exactly the same position again by the end of 1957.

The President pointed out that these were drastic alterations and that the meeting could wither pass them then and there or refer them back to the National Aero Clubs for ratification.

The Committee considered that as each delegate held a mandate from his National Aero Club, the Committee was authorised to make a final decision. When put to vote, six were for making a spot decision and two against.

The power loading for 1957 will, therefore, be 400 grams per cubic centimetre (or double the present power loading).

Championship Jury

It was agreed that it was the prerogative of an organising National Aero Club to appoint a Jury or Stewards Committee. It is preferable that two of the three members

be of a nationality other than that of the organising nation, and preferably chosen from among members of the International Model Aircraft Committee.

Official Languages

It was confirmed that the official languages were French and English, and that the rules of all international contests were to be in these two languages. The text of the rules is to be sent to the F.A.I. Bureau for a check and approval of the translation to avoid misunderstandings.

R.O.G. Requirement

It was agreed by six votes to two to abolish the rise off ground requirement for 1957. This does not affect the requirement that hydroplanes must take off from water or the requirement that control line models take off the ground.

Sporting Code Annex B

After a detailed discussion, it was agreed that it was advisable for the whole of Annex B of the present Sporting Code to be incorporated in the Rules when the Code is reprinted in 1957. This applies to such points as requiring competitors to provide templates of lifting surfaces, requiring competitors to vacate the starting position immediately after a flight, forbidding metal propellers, allowing only the competitor and one assistant at the take-off area, etc.

Great Britain proposed that persons forming a team in an international contest should all be nationals of the country entering the team. In view of the complications arising in connection with colonies and dependencies and the fact that this involved other committees, it was agreed to place this on the agenda for the next General Conference.

The above report is the first *detailed* account of what took place at the F.A.I. meeting (although it does not state who voted for what) and indicates that it was far from the cut and dried affair that some delegates would have their National Bodies believe. All of which emphasises that an F.A.I. delegate carries a heavy responsibility, not only at the meeting itself, but also in presenting on his return a fully detailed account to the people who sent him. A lot of British heads would have been less hot about the rule changes had they seen the above report, which brings us to the 64 dollar question: Why should British modellers have to glean their information from overseas sources when the S.M.A.E. could very easily have issued the above report and cleared the air?

Charles R. Wood, who is Vice President of District XI of the A.M.A. and hails from Seattle has written at length; he generally agrees with the new rules, but he says he is far more perturbed at the splitting up of the World Championships into three separate meetings. This view is also expressed by "Flypaper" one of America's enthusiastic model magazines which says the decision "appears to be a rather selfish attitude on the part of these countries in taking this stand. The U.S.A. for the past two years has strived to combine the three largest events and this was finally accomplished in 1955. Now things have back slid." Mr. Wood also mentioned that he doubted whether the U.S.A. will be able to send teams owing to the high travel cost, and has suggested to the A.M.A. that they declare their

own U.S. Champion in each of the World Championship Classes.

International contests

Our old friend Juste van Hattum invites British enthusiasts to the International Flying Wing Contest organised by the Royal Netherlands Aero Club which will take place on June 8-11 in Holland. Full details and the venue will be communicated to National Aero Clubs in the near future and interested modellers should note that entries must be submitted through the S.M.A.E.

Contests embrace both gliders and power models and this year the wing loading has been reduced to 8 grammes per square decimetre, i.e. 2.621 ounces per square foot.

Also of interest to aeromodellers who wish to combine aeromodelling with a continental holiday is the Monaco Hydromodels event for both rubber-driven and powered waterplanes organised by the Aero Club de Monaco on the 5th and 6th May, 1956. Aeromodellers who are also motoring enthusiasts should take special note that the famous "Grand Prix de Monaco" takes place the following weekend. Again entries must be submitted via the S.M.A.E. to whom an official invitation has been sent.

Gliding holidays

Quite a number of our readers spent a most enjoyable holiday last year at one or other of the Gliding Clubs that run special Holiday Gliding Courses. Fees range from 12 gns. to 18 gns. per week according to Club and season, which includes full board and accommodation, flying membership, tuition, lectures, insurance, and other outdoor activities. There is no doubt that this is the ideal type of holiday for modellers who like the outdoors and who wish to carry their aviation activities a stage further than modelling. For those in the North the Yorkshire Gliding Club offer facilities at Sutton Bank; in the West the Bristol Gliding Club operate at Lulsgate; and in the South the Surrey Gliding Club will look after you at Lasham. Full details can be obtained direct from the clubs whose advertisements will be found elsewhere in this issue.

British Nationals

Lack of an AEROMODELLER has prevented us passing on the unfortunate news regarding the British Nationals which were scheduled for the Whitsun Holiday period, i.e. 20th and 21st May. Waterbeach, that haven of modellers, was the intended flying site but we understand that the R.A.F. have been forced to withdraw this offer owing to the aerodrome going fully operational. Last minute efforts by the S.M.A.E. to find an alternative 'drome have produced R.A.F. aerodrome Hemswell in Lincolnshire which is approximately 10 miles N.W. of Gainsborough, so will all "Nats" enthusiasts make special note of this change as it is a tidy step from Waterbeach to Hemswell!

The BMFA NW Indoor Free Flight Gala

A day at the Manchester Velodrome

This was my second visit to the Manchester Velodrome. It is not the first venue I would have thought of for an indoor meeting, but the centre of the banked track is a large, clear area, separated by netting from the track and spectator seating. This makes for a good flying area with a high ceiling. The netting is a mixed blessing - planes often get stuck in them. The model is safe, but difficult to dislodge, and retrieval can result in damage at slower rate than a wall collision provides. Flying height is restricted to the first layer of girders that hold the lights. This is around 15m up. Above this, numerous gantries and struts form a trap for the over-ambitious model. Flights above the girders do not count.

As an aside, the track is in use as you fly, making for an interesting backdrop. The junior GB team pursuit were training - four riders closely bunched at high speed (40mph??), keeping to a narrow portion of the track to maintain the smallest lap circumference. The leader is relieved each 1.5 laps, in a well-orchestrated manoeuvre where the rider mounts the banking, re-joining at the rear of the pack. Impressive stuff.

The Velodrome is in the centre of Manchester, easy to find with Sat-Nav. It has parking and a basic cafe. There is a large Asda nearby for other supplies.

The organisation of the meeting was effective but relaxed. Flying was on an informal basis rather than rounds. It was up to the flier to determine whether it was reasonable to fly - a system that worked well. I saw no mid-air collisions despite there being a mixture of duration and scale types being flown. Scale judging was from a end table manned by Paul Rich and Martin ##### who managed to do both the static and flying judging without undue delays.

My flying was less than successful - models that had previously flown well had lost their trim or warped, resulting in net collisions and breakages. My hopes of getting them fully trimmed for the Indoor Nationals at the end of April were dashed. These things happen - if it were easy we probably would not do free-flight! I have some repairing and maybe even new building to do before the Nats now.

There were many good flights as well as the occasional incident. Dave and others were on-hand with roach poles to pluck down errant models.

My travelling companion, Allan had sensibly thought to bring a table. Several others had done the same, with collapsible tables that included mounting points for stooges and winders. One is reminded of the engineering background of some flyers when you see their support equipment. Colin Frey stood out in this with an articulated table-top torque meter of his own construction, together with other tools. Attention to rubber length, weight and torque clearly does help gain consistency - particularly for duration classes. I have three basic torque meters and have often said to myself I should use them more. It is something more to think about in a competition, but it seems that it is worthwhile.

Meeting and talking to fellow modellers is more than half the reason behind these meetings, and this was no exception. I think that it is important to feel part of a group and exchange ideas, or just maintain enthusiasm. It seems that men socialise better if they have an excuse to meet up. I think it unlikely that free flight or other traditional aeromodelling will ever be as popular as it was in the 1950s, but there is enough interest, especially among the middle-aged to maintain a movement. I have seen more people returning to or taking up aeromodelling in middle age than in youth. Maybe the desire and patience to build things is something people

develop over time. Aeromodelling information held on the Internet was central to me re-starting in my 30s, I think the same goes for others now.

I spent some time advertising my May Welsh 2026 event, which generated some interest, but also sparked further conversations and contacts.

Picture Parade



General view of the Velodrome



The GB Junior Pursuit Team just released



Pits area, inside the track



Author with Warped Legal Eagle



Participants at the Prize Presentation

Capacitor	Flight Times								Place	Points	
	Name	1	2	3	4	5	6	7			8
Dave Whitehouse	0.49	1.44	1.45							1	3
Ian Lever	1.08	1.20	1.31							2	2
Phil Morrell	0.40									3	1

Pussycat	Flight Times								Place	Points	
	Name	1	2	3	4	5	6	7			8
Dave Whitehouse	0.53	0.39	0.35	1.06	1.18					1	4
Ian Lever	0.36	0.47	0.48	0.53	0.44	0.53	0.48	1.00		2	3
Mark Brill	0.38	0.34								3	2
John Hey	0.23	0.27	0.23	0.31	0.33					4	1
Martin Pike											

Scale Events

No Pistachio Contest

Peanut	Model Type	Scale Points	Flight Scores					Place	Points
			1	2	3	4	5		
M. Stuart	Kingfisher	56	94					1	9
Peter Brown	Found Centennial	35	120					2	8
Stephen Haines	Nasmith Couar	37	117					3	7
D. Horsefield	Luton Minor	33	120					4	6
John Cooper	Fred	38	100					5	5
Tim Milner	Nasmith Couar	37	94					6	4
Peter Brown	Murphy Rbl	31	94					7	
Peter Brown	Andreason BA-4	45	80					7	
Tim Horne	Parnall Imp	42	68					9	2
Dave Crompton	Jodel D9	42						10	1
John Cooper	Piper Vagabond	42						10	
Martin Pike	Lacey M10								

Open Scale	Model Type	Flight Scores				Highest Score	Place	Points
		1	2	3	4			
Tim Horne	RWD10					1690.0	1	19
Dave Whitehouse	Stinson 125					1680.0	2	18
Stephen Haines	Currie Wot					1660.0	3	17
Mike Stuart	Blackburn Shark					1630.0	4	16
John Cooper	Farman PC					1630.0	4	16
Peter Fardell	Stinson Sentinel					1600.0	6	14
Mike Stuart	Blackburn Ripon					1600.0	6	14
Ted Griffiths	Andreason BA-4					1570.0	8	11
Ian Lever	Cessna 170					1570.0	8	11
Peter Brown	Pietenpol Cmp					1570.0	8	11
Peter Brown	Piper Cub					1540.0	11	10
John Cooper	Hawker Hart					1410.0	12	9
Tim Milner	Jodel D9					1400.0	13	8
Mark Brill	Luscome Silvair					1370.0	14	7
Peter Fardell	Bleriot IX					1340.0	15	6
Phil Morrell	Cessna 140 VMC					1290.0	16	5
David Horsefield	SE5					1230.0	17	4
Tim Horne	Stinson Voyager					1200.0	18	3
Peter Fardell	Short S 42					1030.0	19	2
Martin Pike	Lacey M10					0.0	20	1

Mike Stuart	Bristol Superfreighter									0.0	20	
Martin Pike	Auster J4											
Dave Horsefield	SE5											
Harry Twist	Auster AOP9											
Tim Milner	Veron Skyhawk											
John Hey	Cessna 140											
D. Crompton	Piper Vagabond											
D. Crompton	Piper Super Crusier											

Event Championship

	F1M	Lim. Penny	Clubman PP	F1L	P18	Bostonion	Osprey	No Cal	Legal Eagle	Capacitor	Pussycat	Pistachio	Peanut	Open Scale	Total
Stephen Haines						8		3					7	17	35
Dave Whitehouse	1	2				4				3	4			18	32
Mike Stuart						5							9	16	30
Peter Brown						6							8	11	25
John Cooper													5	16	21
D. Horsefield						7							6	4	17
Ian Lever										2	3			11	16
Colin Fray	2	4			3		2	4							15
Tim Milner		3											4	8	15
Peter Fardell														14	14
Ted Griffiths														11	11
Phil Morrell					2	1	1			1				5	10
Mark Brill											2			7	9
Harry Twist					1	3									4
Tim Horne						2		2					2	19	25
John Hey								1			1				2
Martin Pike		1												1	1

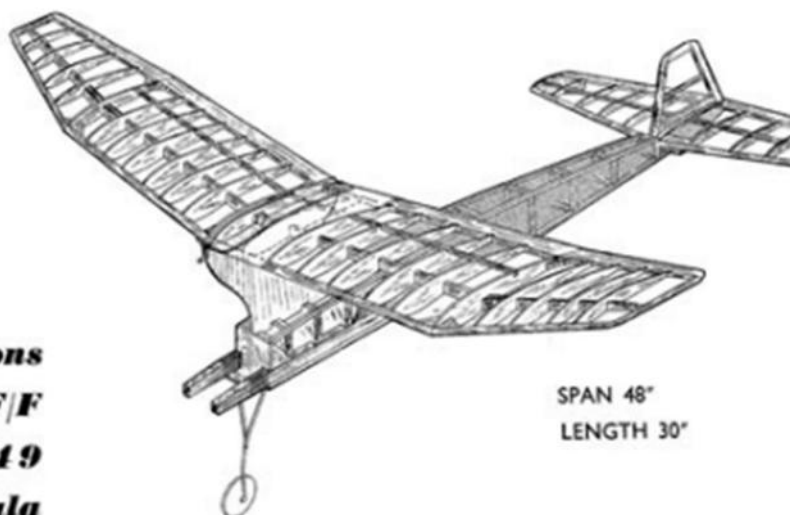


Martin Pike

Jim

by C. A. ALLEN

**Plans and instructions
for building the F/F
winner of the 1949
Northern Heights Gala**



Jim time again. The last time this matter came up was back in February and March last year as I was agonising over what engine to put in my Jim, such that I would create something that just might give Dave Cox a run for his money in Vintage Power comps. You will hopefully remember that Dave has very successfully campaigned what was my first Jim after I gave it to him and he'd fitted a very powerful, modern ASP 15 glow engine in it. I'd originally run it with a PAW149 and it was OK with that, though not spectacular.

Moving on, I'd built a second Jim, possibly with the intention of flying it with an ED Comp Special as per Charlie Allen's 1948 original but before that had flown, I'd gone to Mod State 1 and chopped off the front end of the fuselage to fit an Elfin 249 though I couldn't remember which version. I'd flown it once or perhaps twice on Salisbury Plain but it was something of a pain as the sidewinder mounted engine threw castor oil all down the right side of the fuselage and it was nightmare to hold and launch. The sensible approach to solving this problem would've been to stick on some sort of grip but I just gave up for a while and hung it up in the little modelling room whilst moving on to something else.

Eventually the Jim came back into my mind, and this time back in its previous Mod State Zero form with the Comp Special as per Charlie and once again I cut the front off the fuselage and started to prepare for it. The internal holes for the engine bearers were still there so the only requirement was to stick some in then make a new front bulkhead and we'd be pretty well ready to fly. Of course, Dave Cox tried to put me off this option but I really wanted to give it a go, plus Trevor Hahner had his Comp Special version featured in an edition of the New Clarion to whet the appetite further! The idea then got parked again!



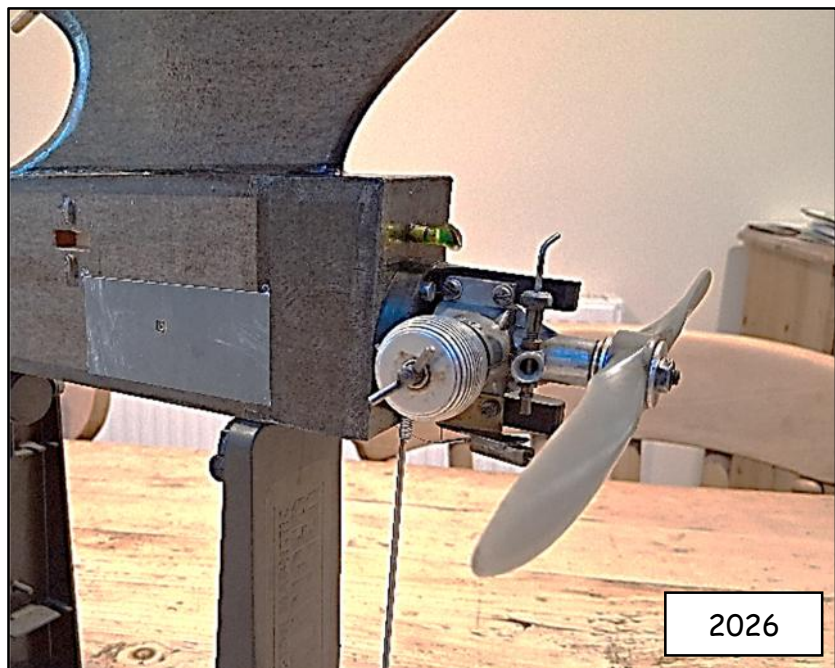
The start of 2026 has seen yet another burst of Jimp enthusiasm as an offshoot to the Free Flight Tech Committee requirement to fit RDT to models weighing over 250g and having to work on some of the other larger IC models that I have. And then the inevitable question came up again - Comp Special or something with more poke? The radial mounted Elfin 249 had been sold on but I still had the beam mount version and a bench test suggested that it was quite powerful. It also appealed to me as it's a 50s engine so not too different from the original model, so I plumped for that.

Fact - I'm a slow builder! So the comparatively simple task of putting a plain bulkhead on the front of the fuselage and adding RDT took far longer than it would've taken many builders, but at the time of writing, the build work is complete and I'm just waiting for the RDT servo to arrive through the letterbox. If the weather is kind then next weekend should see trimming resume. I suppose that this is now at Mod State 2 with Mod State 1 not having had the RDT,

however I suspect that the most important addition is the piece of 400 grit emery paper which has been stuck to the right hand side of the front end of the fuselage. If this means that I can actually grip the model firmly when the engine is running flat out then that will be a seriously good thing as the tips of the fingers on my left hand are almost completely devoid of tread these days and gripping oily models is more of a problem.



It will be ironic if this was all that was needed when the model was in Mod State 1 to turn it into a highly potent Dave Cox-beater. And the irony is even greater as just the other day I found a photo from September 2021 which clearly shows that this model was in fact already fitted with the beam mount Elfin 249 so if I'd left the razor saw and scalpels in the toolbox then much of the rework wouldn't have been unnecessary!!



Oh well, it keeps me off the streets. I wonder if I'll ever get around to building a third Jimp - one with an ED Comp Special on board.

Tony Shepherd

Last month had a quick delve into solar powered aircraft, focused mostly around the model world. This month has an equally quick & relatively superficial look at the progress of unmanned solar powered "proper" aircraft, with a bit of a jaundiced eye on the evolution of modern free flight competition models & these rather unconventional craft.

There is much interesting work going on in increasingly diverse parts of the world regarding the development of unmanned high altitude, lengthy flight duration, solar powered drones - loosely categorised as HALE (**H**igh **A**ltitude Long Endurance) / HAPS (**H**igh-**A**ltitude Pseudo-Satellites) craft. In this context, high altitude broadly encompasses the stratosphere. At this stage it is reasonable to say that none have yet come anywhere near the stage of volume scale commercialisation either for civil or military purposes, albeit much is promised.

What is the difference between the two categories?

HALE craft are (mostly) military drones capable of flying at altitudes around & above 18 kilometres for extended periods, typically many hours, while HAPS craft are unmanned air vehicles that operate at altitudes of 20 to 50 kilometres (the stratosphere), planned to provide observation/communication services for weeks - even months on end. Essentially HALE refers to a specific type of high altitude drone, whereas HAPS encompasses a broader range of high altitude platforms, including both civil & military applications. It is this latter category that has a small synergy to our beloved hobby.

Technical Challenges in developing HALE & HAPS Craft Endurance & Power Management

Energy Sources: Both require efficient energy sources. Solar power dependency currently gives rise to critical energy storage (on-board batteries) & management for long duration flights.

Flight Duration: For HAPS craft which depend on on-board power generation, achieving weeks to months of effective & reliable operational endurance is highly challenging.

Manoeuvrability & Stability

Dynamic Lift: (Fixed wing) HAPS have a degree of "reasonable" manoeuvrability, but at their relatively low air speeds are susceptible to gusts & require highly advanced control systems for good stability in operation, particularly where there is a constant need to reallocate to alternative locations.

Wind Sensitivity: HAPS platforms may be heavily stressed by wind, complicating their operational reliability & longevity.

Payload Capacity & Applications:

Payload Limitations: Current structural limitations limit the capacity to carry significant payloads which in turn limits the potential for applications, creating trade-offs between operational capability, performance & reliability.

Diverse Applications: HAPS platforms are focussed on supporting various cost effective applications, including data communications (alternative to low earth orbit satellites) & surveillance, which necessitate different payload configurations & capabilities.

Regulatory Factors:

Airspace & Telecommunications Regulations: Regulating & navigating uncharted & ill-defined territory for airspace use & telecommunications could well hinder or delay development & introduction into commercial service.

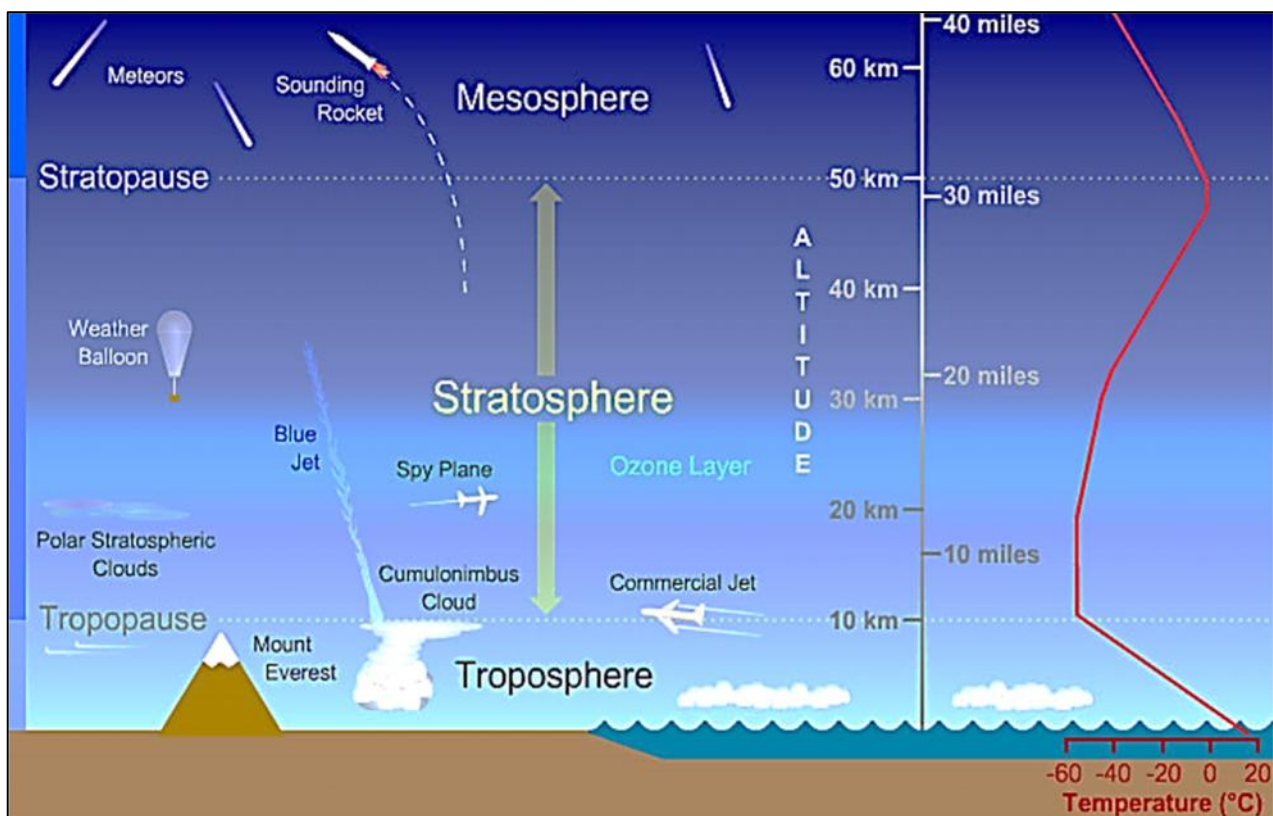
Certification: Yet another step into the unknown by the bodies responsible for flight safety & operations, on top of an already understaffed & overloaded work program.

Technological Advancements:

Material & Component Sciences: further innovations in materials & components are necessary to enhance durability, operations, performance & reliability of HAPS craft in extreme stratospheric conditions before they can enter service with a high expectation of long life cost effective operations.

Automation & AI: the integration of advanced automation & artificial intelligence for flight control, navigation & operational effectiveness will pose significant technical challenges.

However, before venturing down a short look at a few of the most interesting craft - an important diversification must be noted that has the potential for significant impact on the long term success or otherwise of these rather strange craft. That is the topic of stratospheric winds. - the winds that occur in the stratosphere, the second layer of Earth's atmosphere, located above the troposphere. Such winds can reach impressively high speeds - often exceeding 135mph and are influenced by temperature differences and the polar vortex, which circulates cold air around the poles. Such high speeds (which also show quite large variances relative to height within the stratosphere) & the possible accompanying turbulence are not very good bed fellows for lightweight, fragile aerodynamic structures as embodied by HAPS craft. Probably just as troublesome, even possibly more so, is the ascent & descent from launch to "cruising" height & back for what look to be exceedingly flimsy craft. There have been several press releases on "successful" flights by various organisations followed by seemingly long silences, which perhaps indicates that there are many problems to be still resolved before any degree of commercial success can be achieved.



Not in any particular order, here are a few of the HAPS craft in development at present. Unusual as it may seem - quite a lot of the current ongoing published work is of British origin. Several projects in various countries that have commenced in the past couple of decades have been cancelled or quietly abandoned. Probably many developments are kept under wraps & are not well publicised. All are typified by very lightweight construction using the latest materials technology & carrying relatively small payloads in the region of a few kilograms.

Airbus Zephyr

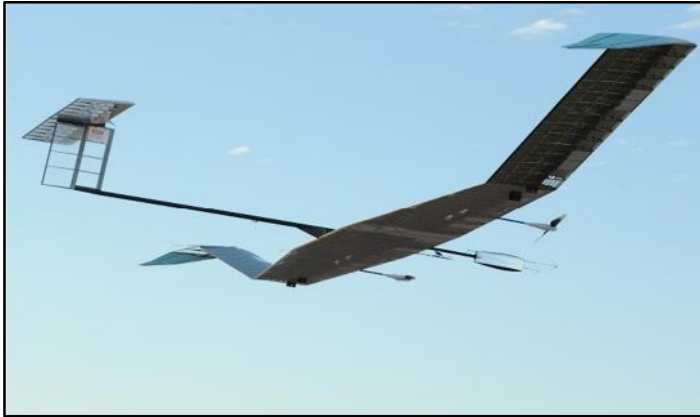


The concept for this craft dates back to 2003, as a development by Qinetiq (spin off from the MoD). As an aside - if you want to be really disillusioned yet again by what privatisation does to the taxpayer, do a search on "History of Qinetiq" & read the Wikipedia article.

First flight trials of Zephyr began in December 2005 at the White Sands Missile Range. Two prototype Zephyrs with wingspan up to 12m were flown to a maximum altitude of 27,000ft and for 4.5 hours and six hours which were the maximum flight duration times permitted under the missile range restrictions. In July 2006, flight trials at White Sands involved three prototype air vehicles with a wingspan up to 16m. A flight of 18 hours endurance was achieved including seven hours of night-time flight. The Zephyr exceeded the world record for the longest duration unmanned flight in August 2008. Zephyr successfully completed an 82-hour flight, reaching an altitude of more than 60,000ft during a trial held at the US Army's Yuma Proving Ground in Arizona. The US Department of Defence funded the demonstration flight under a joint capability technology demonstration (JCTD) programme with the UK MoD. Zephyr was flown on autopilot and by satellite communications.

Suffice to say that the entire program was sold off to Airbus in 2013. Since then, Airbus has been developing and testing the platform in order to prepare it for commercial use. The latest iteration, Zephyr Z8, has a wingspan of 25m while weighing only 75kg. It is designed to fly at around 70,000 ft (21 km), above the weather and commercial airlines. In August 2022, the Zephyr broke a record for the longest flight in history, staying in the air for 64 straight days. A failure on day 64 occurred when the Zephyr dipped below its standard altitude of 70,000 ft to 45,000-50,000 ft, before eventually plummeting to the ground. In Spring 2025 the latest Zephyr 8 concluded 67 days, 6 hours and 52 minutes of continuous flight in the stratosphere on 28 April 2025, but seemingly ending by crashing into the Indian Ocean with an undefined problem, possibly turbulence, according to the published air accident report published by the Kenyan Air Accident Investigation Dept. Despite this, the flight was deemed to be successful. This surpassed Zephyr's previous flight record of 64 days in 2022.

Airbus have spun off a subsidiary Company - AALTO HAPS Ltd to exploit the project. A target date of 2026 has been mentioned for entry into service - whatever that means. Airbus seem to be looking at the project as a long term investment as the subsidiary incurred an operating loss of some \$45M for the financial year ending 2024. For that reporting period, it employed around 200 staff & entered a supply agreement for solar panels over a 2 year period from 2025 to 2027 for over \$21M - so serious staffing & money involved.



Airbus Zephyr "Production" Hanger

BAE Systems - Phasa 35

A competitor to Airbus Zephyr. PHASA-35 was originally designed and developed by engineers who had previously worked on the Zephyr HAPS drone for [Qinetiq](#). When Qinetiq sold Zephyr to Airbus in 2013, these engineers left and formed their own company, named Prismatic, to develop a rival aircraft. Development of PHASA-35 consequently began in 2018, in collaboration with BAE Systems, and a first flight was scheduled for 2019. Prior to this, a quarter-scale model, named the PHASE-8, completed a successful first flight in 2017. In September 2019, BAE Systems acquired Prismatic as a subsidiary, subsequently siting it within the Falcon Works empire of BAE.



Phasa 35

Falcon Works is the BAE centre for advanced research and technology development in the Air Sector. After less than two years in development, the PHASA-35 made its maiden flight on 17 February 2020 at Woomera with support from the UK's DSTL and Australian DSTL.

Further trials commenced and, in October 2020, the aircraft carried out an endurance trial whilst carrying a sensor payload.

The trials saw the aircraft operating 72 hours whilst in a simulated environment of harsh stratospheric conditions.

This craft also has a stated objective of entry into service in 2026. The Phasa has a span of some 35m & a notional weight of about 150kg.

Note the family heritage between the Zephyr & Phasa craft, hardly surprising as they emanated from the same parentage.

Aerovironment (USA)

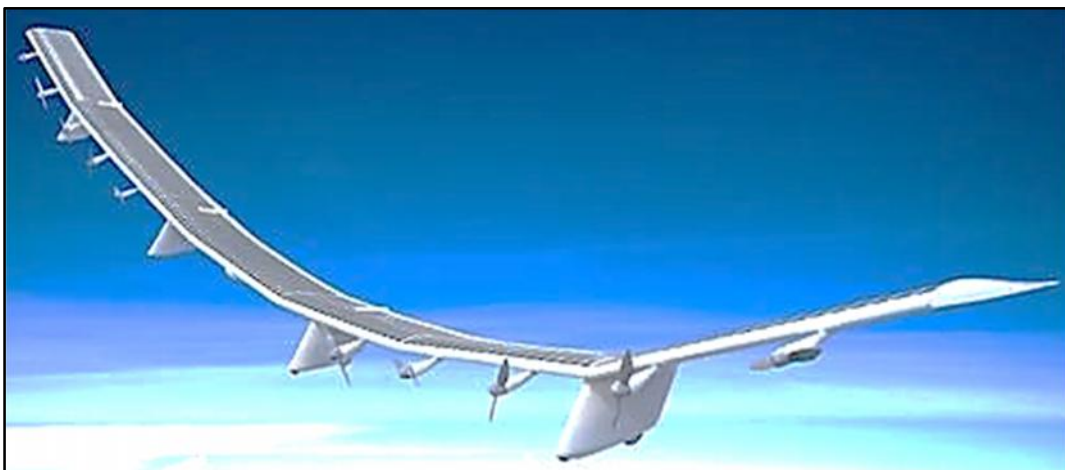
Best known for being founded by Paul McCready of man-powered flight fame, this Company has worked closely with NASA on a variety of craft. Most notable being the original NASA Pathfinder & Centurian, followed by Helios, Horus & HAPSMobile Hawk 30. This latest venture (Hawk30) is to team up with Softbank from Japan to form HAPSMobile. Softbank are a Japanese multinational investment holding company that focuses on investment management. The group primarily invests in companies operating in technology that offer goods and services to customers in a multitude of markets and industries ranging from the internet to automation. HAPSMobile is developing the Hawk30 for stratospheric telecommunications.



Pathfinder in flight over Hawaii



Helios in flight – ultimately crashed.



Hawk30

The Aerovironment craft are distinctive & (I think) unique in that all are flying wing configurations with the Hawk 30 being about 78m span powered by 10 electric motors.

Korea

The Korea Aerospace Research Centre had a program, developing its EAV-3 craft, again after a seemingly successful flight, all went rather quiet but it still seems to be an existing program. The EAV -3 has a span of approx 20m, rather on the smaller side but has since been superseded by the EAV-4 of 30m span & an approx weight of 150kg.



EAV-3



EAV-4

United Arab Emirates

A fairly recent & potentially interesting entrant through MIRA Aerospace - a subsidiary of Space42, the UAE's first SpaceTech company with global reach, has announced the development of two advanced payloads in Earth Observation and Telecommunications.

The payloads were explicitly designed for deployment on Mira's High Altitude Platform Station (HAPS) ApusNeo craft and engineered to operate in the stratospheric environment.

The ApusNeo18 has a span of some 18m. It's first publicly announced successful flight was announced at the Dubai Air Show in late 2025.



ApusNeo 18

New Zealand

New Zealand's first solar-powered aircraft has reached the stratosphere. The Kea Atmos Mk1 has a wingspan of 12.5 metres and weighs under 40 kilograms. Its maiden flight was in March 2023 & its first stratospheric flight was in Feb 2025. It is planned to be superseded by the Kea Atmos Mk2, a long-endurance platform with a wingspan of approximately 30 metres that is intended to use lithium-sulphur batteries. These promise higher energy density and lighter weight compared to conventional lithium-ion packs, in conjunction with solar cells.



KEA Atmos Mk 1

No doubt there is less well publicised work going on in France, Russia & China to mention but a few other contenders & interested parties.

An interesting point regarding the stratosphere, which is not exclusively classified as uncontrolled airspace. As more aircraft, including high-altitude platforms, begin to operate in the stratosphere, regulatory bodies like the FAA and CAA et al will need to develop traffic management systems for this region leading to more structured management and regulation. However that will take yet more time, so one assumes that current flight activities are made with special consent of the appropriate regulatory bodies? Yet greater workloads for an already very busy & overloaded set of people!

Finally, I wonder how many (if any) of the craft designers have ever participated in our ancient hobby of model aeroplanes?

There does look to be some degree of synergy in shape & use of advanced materials between these craft & certain of the FIA free flight categories - particularly F1A, F1B & F1C? Conversely do any of you remember the photo of D A Russell of past Aeromodeller fame launching his rather large sparky from the roof of a moving car? What would he have thought of these oh so modern craft!



Roger Newman

A tale of models lost and (sometimes) found

Roy Vaughn's article in last month's *New Clarion* about retrieving his Coupe at Oxford got me thinking about the models I have lost and sometimes found.

When I was growing up, I lived in Portsmouth and used to go trimming on a playing field adjacent to a golf course, with Langstone Harbour downwind (you could only fly in one direction, other directions were too built up), The first model I ever lost was flown from here. I can't remember whether the DT failed or was too long but the model, an elliptical 1/2 A, a bit like a George French Half-A Train, disappeared in the direction of the harbour, never to be seen again. This would have been about 1962. I was very disappointed because this was the first time I had built a model with elliptical surfaces. It was my pride and joy.

I don't remember any losses over the next few years but in 1969 I built a Wakefield based on Thomas Koster's 1965 World Championship winner. I was trimming it on Chobham Common when it disappeared in the direction of Wentworth Golf Course. After much searching I never found it (no trackers in those days).

Fast forward to the mid 80's and I was flying my one and only A2 at Beaulieu when I had a flyaway in a massive thermal. Again, no tracker so no point in going to look for it. That evening I received a phone call from a gentleman who had been sailing in The Solent. He said the model landed in the sea near him and he rescued it. I asked him where he lived and he said Ruislip which is about 5 miles from where I live in Ealing. I collected it the same evening. Lucky me!

Moving on about 15 years and I was flying a Wakefield in another Area meeting and the model disappeared into the wild blue yonder in a westerly direction and wasn't coming down. On the Wednesday after the comp I happened to be working from home when I got a phone call. "I've got your model aeroplane. Would you believe me if I said I found in France?" I said I'd believe anything. He replied "Well no, I didn't find it in France. I was sailing in The Solent, and it landed in the sea near my dinghy". He said the model was in his office, which turned out to be in Ealing, about a mile from where I live. Lucky me again! Interestingly the model was picked out of the water in a south easterly direction from where we were flying, yet, as I mentioned above, it disappeared in a westerly direction. Strange.

Another example: an Open Rubber fly off at Beaulieu. We had seen the model to the ground and there was a good signal from the tracker. After a while the signal stopped and we couldn't find the model. That evening another phone call. Someone out walking saw the model and took it home. I asked where he lived. He replied South Woodford, about 30 minutes from Ealing. I collected the model the following evening. Lucky again.

One more from Beaulieu: RAFFV disappeared in the direction of the Isle of Wight but this time the model landed on the island and was found by a local. I spoke to the late John White who lived in Totland. He collected the model and returned it at the next Area meeting.

Other examples: the same RAFFV found by a private plane owner on the airstrip at Deptford, south of Area 8; Bilgri Wake found by a farmer near Sway in the New Forest -flying from Beaulieu; Coupe lost at Moncontour in France, found by a local, collected by a French flyer and returned to me in France the following year.

Models lost but not found include two E36's on Salisbury Plain, a Coupe at Odiham and Wakefields at Beaulieu and Poitou in France. I may have missed a few but, on balance, I've probably got back more than have been lost, never to be seen again.

I'm sure there are many readers with similar stories. Perhaps some of you may like to put fingers to keyboard.

Just a reminder that the Croydon /SAM1066 contest is on Easter Monday , 7th April, Salisbury Plain Area 8. Full details follow:

CONTEST NOTICE

Croydon "Cagnarata" Rubber/SAM1066 Day
6th April 2026 (Easter Monday)
Salisbury Plain Area 8. Start 10.00

Croydon Contest-

This will be an all-in contest, with scores adjusted using K factors, for the following classes:
Vintage Rubber, Classic Rubber, F1G, Vintage Coupe, Mini Vintage Rubber, P30 & P20.
F1G and Vintage Coupe scores will count towards Southern Coupe League.

SAM1066 Contests

- Combined Vintage Glider, Classic Glider, A1
- Combined Vintage Power, Classic Power, SLOP
- Mini-Vintage Glider/Power

Motor runs:

Vintage Power 15 sec; Classic Power 12 sec;
SLOP 10sec glow, 12 sec diesels; Mini-Vintage 20 sec.

For further information please contact Ray Elliott at:
ray.elliott8@btinternet.com - tel 07513 649734

K factors

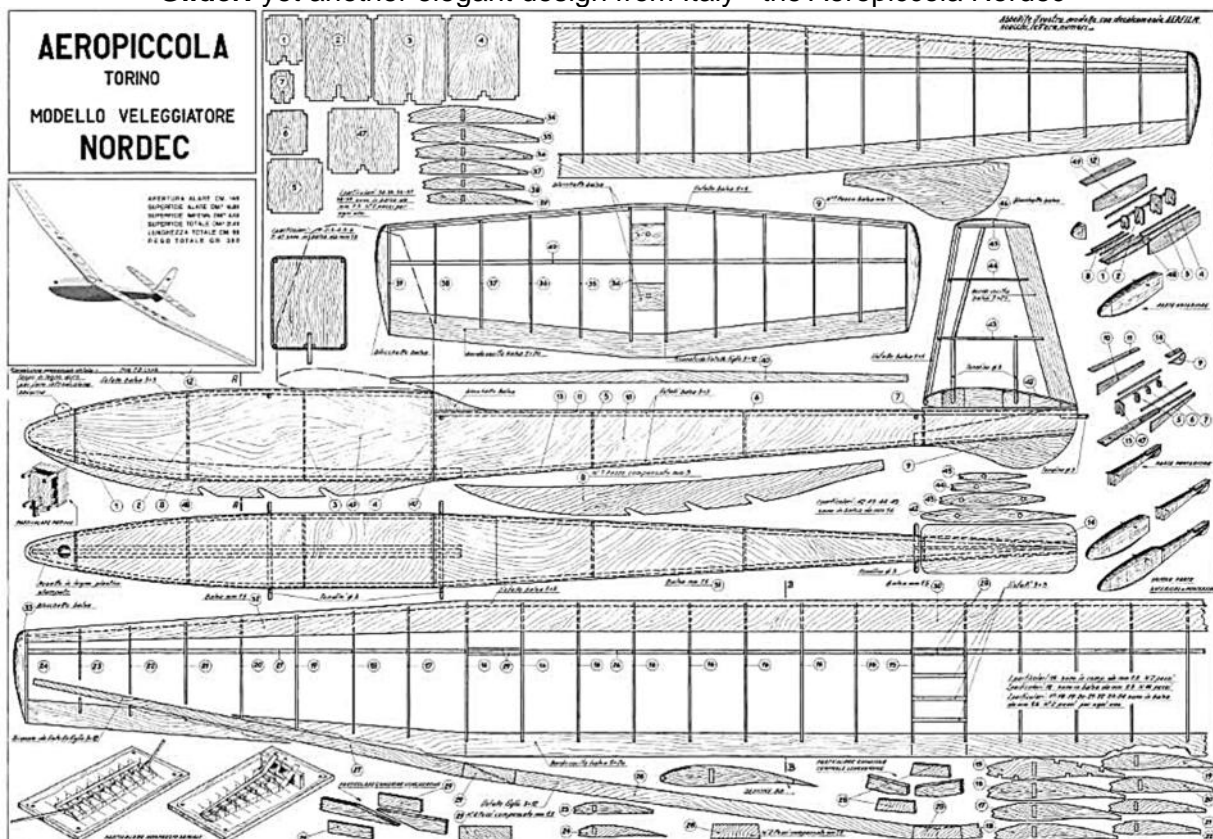
	K factor	Max
Vintage Rubber	1	150
Classic Rubber	1	150
F1G	5/4	120
Vintage Coupe	5/4	120
Mini Vintage Rubber	5/4	120
Tailless Rubber	5/4	120
P30	5/3	90
P20	5/2	60

Ray Elliott

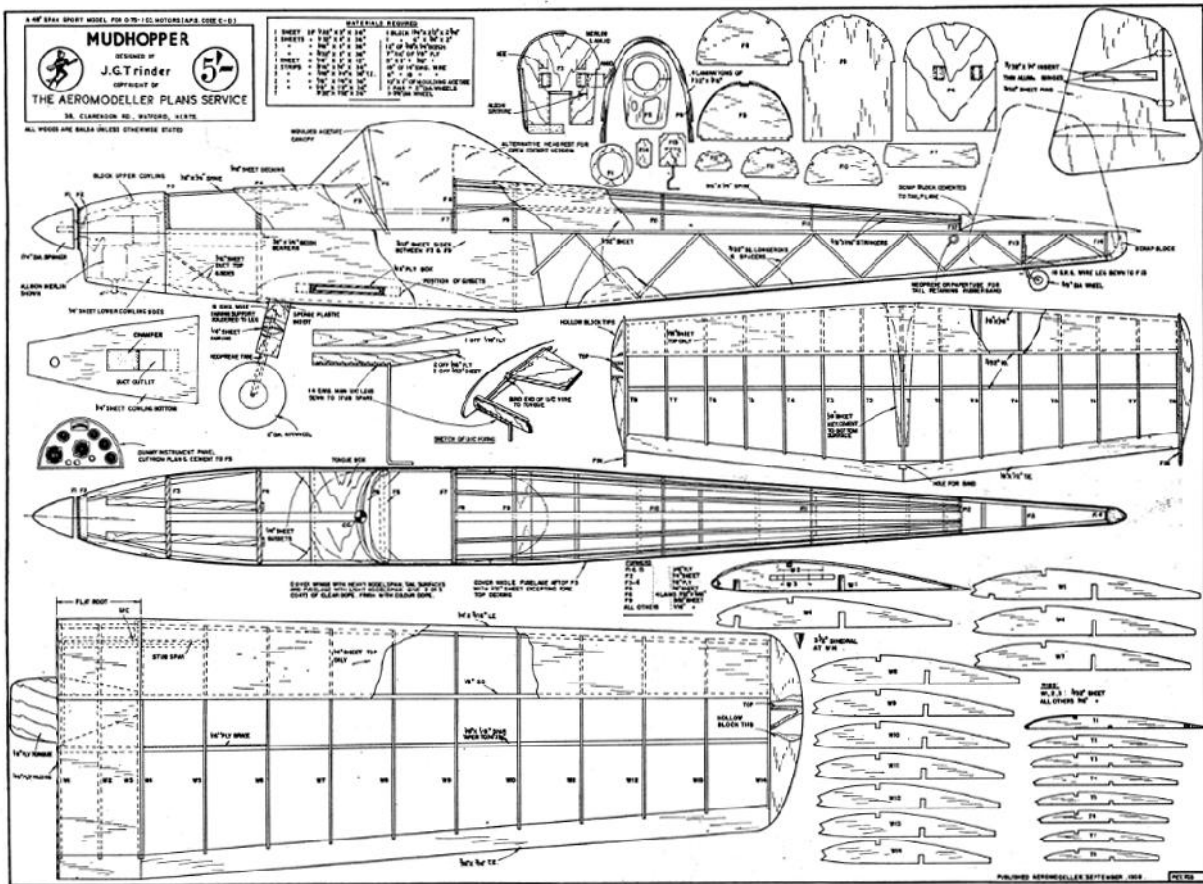
Plans for the Month

Roger Newman

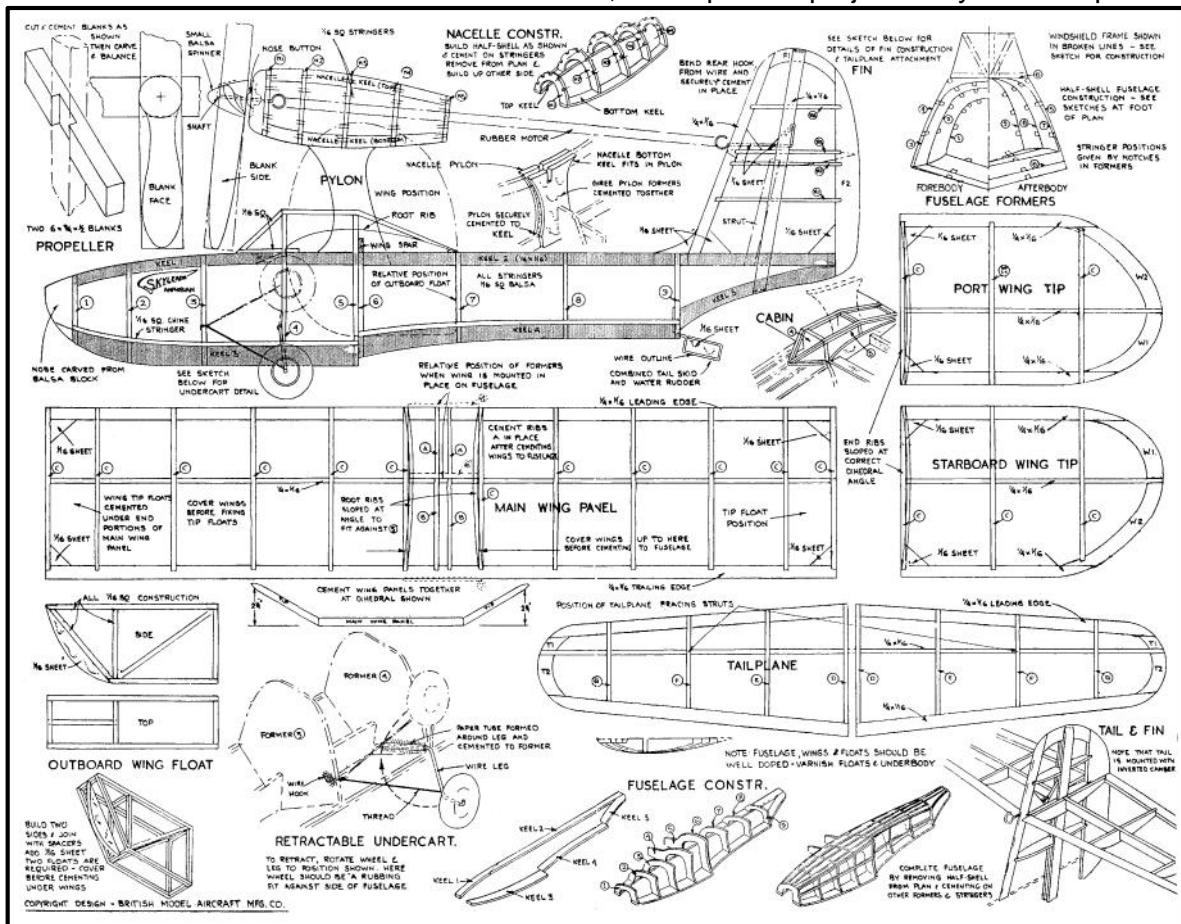
Glider: yet another elegant design from Italy - the Aeropiccola Nordec



Power: Mudhopper - nice little low wing job for Merlin power - from Aeromodeller.



Rubber: as we've had a recent excess of water, an amphibian project - Skyleada Amphibian



Roger Newman

Events & Notices



Spring Duration Competitions & Fun-fly



Sat 16th May

**P30 E20 36" Hi-Start Glider
Under 25" Vintage Cabin
Catapult Glider
Free Flight Fun-fly**

**CD Gary Law 9:30am Start
Port Meadow, Oxford OX2 8PU**

All flyers must be BMFA members and abide by the OMFC club rules
which can be downloaded at oxfordmfc.bmfa.club/membership-information/
Full details - oxfordmfc.bmfa.club/club-events/

MAY WELSH 2026

Sat.23rd.May – Mon.25th.May

May Welsh 2025 was a success, see Aeromodeller August 2025.

As the organiser, I am already thinking of next year's event.

See <https://www.sam1066.org/> for photos of the area and updated details.

We have an excellent, extensive outdoor flying site and a good indoor hall.

The next May Welsh event will be, in Bangor, North Wales, UK. It will follow a similar format to 2025 with both indoor and outdoor flying sessions. As well as the sports flying and the flying-only scale competitions, 2026 will have Mini vintage and P30 competitions.

If you do wish to come and need a place to stay there are many options in the area. I have been looking at accommodation, Snowdonia Mountain Lodge is good and conveniently located. Pant Teg, Tregarth, is also close. There is a Premier inn on the outskirts of Bangor. I'm not an accommodation agent, but if you need help finding a place, contact me.

More details on : <https://www.sam1066.org/MayWelsh.html>

If you are interested in this event, please contact Martin Pike
on martin.pike.xray@gmail.com - or 07831 141418

If you know others that might be interested, do pass the information on

CROOKHAM GALA 2026

11th or 12th July

Salisbury Plain Area 8.

Contests:

Combined Maxi 3 rounds – max 150 seconds
Classic Power (engine run 10s), Vintage Power (engine run 15s),
SLOP

Classic Rubber, Vintage Rubber, Classic Glide, Vintage Glider

Combined Mini 3 rounds – max 120 seconds
1/2A (engine run 8 seconds), E36 (motor run 8 seconds),
E30 (motor run 50 seconds)
Mini Vintage Rubber/Glider, F1H, Modern and Vintage Coupe,
Classic A1, P30, Co2

E20 3 rounds - Max 90 seconds
Motor run 15 seconds Fly Off 8 seconds

Cash prizes will be awarded as follows:

1st, 2nd and 3rd in each of the combined groups

1st place in the E20 competition

George Fuller Trophy and prize for the best score
with a George Fuller design

Glider Trophy and prize for the best glider score
Coupe D'hiver Trophy and prize for best coupe score

Contest starts 10.00 – ends 17.00. - Fly offs soon after.
Entry cost £12.00

The final choice of date will be confirmed on Thursday 9th July,
dependent on the weather forecast. To be sure of receiving the
announcement please register your interest with:

Chris Redrup at chrisredrup@yahoo.com

COCKLEBARROW VINTAGE RALLY 2026

Sunday 19th July - Sunday 16th August

Sunday 20th September

2026

RC all types to 1975

Aldsworth Glos. B4425 between Cirencester / Burford
and off the A40 between Northleach and Burford

What Three Words “ positives arrival calculate “

Contact:- Peter Marsh 07831 193091 / pitvw@msn.com

Paul Howey 07405 164040 / G4BBP@aol.com

B.M.F.A. membership required for flyers

Southern Rally 2nd August 2026

This non BMFA event will be held on Area 8,
Salisbury Plain.

**All entry fees will be returned as cash prizes –
more entries = more prizes.**

Contests:

Combined Power - Combined Rubber
Combined Glider - Combined Electric

Combined Mini

(F1J, 1/2A, F1G, F1H, P30, E30, Co2,
E36, E30, Mini Vintage)

All flown to 2026 BMFA Rules.

Entry Fee £5 + Site Fee £7

Contest starts 10.00 ends 18.00

All enquiries to chrisredrup@yahoo.com

Options for Flying on Salisbury Plain, Area 8

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

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



Permits for Salisbury Plain & North Luffenham

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

The costs are:

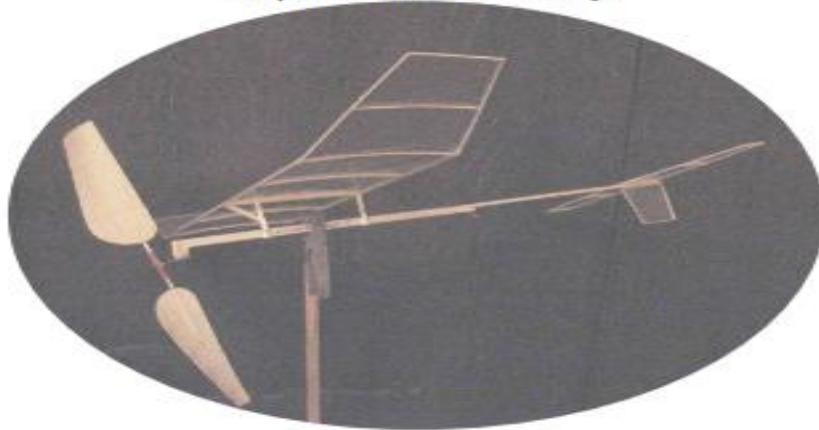
£30 for Salisbury Plain - £35 for North Luffenham

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

Indoor Model Flying In Bangor

Brailsford Centre, Ffriddoedd Road,
Bangor LL57 2EH,
what3words : ///drizzly.chained.neck

Regular flying meetings in a 22x20x9m hall
September to May



- . 01.02.2026, Sunday, 1500-1800, 3 hours
- . 01.03.2026, Sunday, 1400-1700, 3 hours
- . 05.04.2026, Sunday, 1400-1700, 3 hours
- . 03.05.2026, Sunday, 1700-2000, 3 hours
- . 24.05.2026 Sunday 1200-1800 May Welsh.

£20/3hr session - Contact: members@sam1066.org

Beginners Welcome

TWIFF

(Totton West Indoor Free Flyers)

(Free flight only)

Electric and rubber all styles **Sundays**, from 12:00-15:00

Admission for flyers £15.00 Free for spectators and helpers

2025

28th December

2026

25th January

22nd February

22nd March

19th April

17th May

14th June

The West Totton Centre is a good-sized hall, three badminton courts with no obstruction on the wall or ceiling. There is plenty of parking, although there are a lot of people coming and going at Vaccination times.

There is a Tesco Local nearby for coffee and snacks.



Location :- Hazel Farm Road, Totton, Hampshire, SO40 8WU

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](http://playroom.pump.dorm)

Contact Ken Brown 02380578866 or 07913814492 brown53hh@gmail.com

A CENTURY OF BRITISH FREE FLIGHT

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

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

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



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

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!"

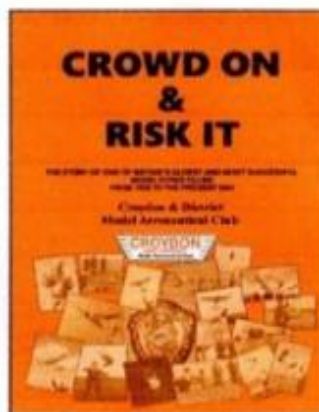
CROWD ON & RISK IT

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.

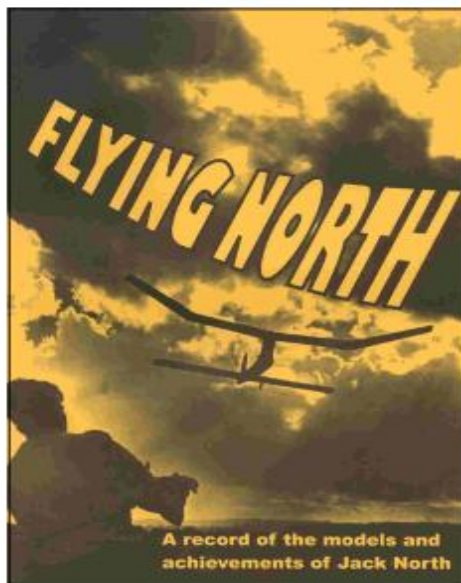
53 designs by Croydon members have been published in the model press and 24 of its members have represented Great Britain in World and European Championship teams. Several have gone on to notable careers in aerospace. Crowd On & Risk It covers all this and more.

Just £10 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.



THIRD RE-PRINT JUST ARRIVED



A record of the models and achievements of Jack North

FLYING NORTH

A goldmine for vintage and nostalgia model flyers -

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

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

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

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

READERS' FEEDBACK

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

"I hope it becomes a classic."

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

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

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

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

"The best aeromodelling book since the Zaic Yearbooks"

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

FREE FLIGHT FORUM REPORT 2021

Indoor Duration - A Challenge To Conventional Design • Tony Hebb
 Coupe In A Box - Gavin Manion
 Building Other People's Mistakes - Stuart Damon
 The Models Of Ray Monks - Simon Dixon
 Simulated 3d Flight Dynamics - An Approach To Gain Insight For
 Trimming And Aircraft Development - Peter Martin
 Building During Lock-Down - Phil Ball
 Tame Your F1b And Related Thoughts - Mike Woodhouse
 What Next For A Lady Flyer - Sue Johnson
 F3 Res • Rc For The Aging Free Flighter - Andy Sephton
 From Wichita To Robin Iii - Mike Fantham
 Further Thoughts On Carbon-Skinned Wings For F1a - Stuart Damon
 Geo Fencing And Electronic Stability - John Emmett



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

Copies are available from: Martin Dilly, 20, Links Road, **WestWickham**, Kent BR4 0QW
 Or by phone: +44(0)2087775533 Or e-mail: martindilly20@gmail.com

FREE FLIGHT SUPPLIES

MICHAEL J. WOODHOUSE

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

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

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

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

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

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

ORDERS and PAYMENT

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

WESTERN UNION, PAYPAL

AVAILABLE

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

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



**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 2026

With competitions for Vintage and/or Classic models
All competitions are provisional. **Check websites before attending**

March 1 st .	Sunday	BMFA 1st Area
March 22 nd .	Sunday	BMFA 2 nd Area
April 3 rd .	Good Friday	Northern Gala, Luffenham
April 6 th	Easter Monday	Croydon & SAM1066 , Salisbury Plain
April 26 th	Sunday	BMFA 3 rd Area
May 16 th	Saturday	Oxford Duration, Port Meadow
May 23 rd to 25 th	Saturday - Monday	May Welsh Bangor (see add)
May 23 rd .	Saturday	London Gala, Salisbury Plain
or May 24 th	Sunday	
June 7 th .	Sunday	BMFA 4 th Area
June 28 th .	Sunday	BMFA 5 th Area
July 11 th	Saturday	Crookham Gala, Salisbury
Or July 12 th	Sunday	
July 26 th	Sunday	BMFA 6 th Area
August 2 nd	Sunday	Southern Rally, Salisbury
August 16 th	Sunday	BMFA 7 th Area
August 29 th .	Saturday	FF Nationals , Sculthorpe
August 30 th	Sunday	FF Nationals , Sculthorpe
August 31 st .	Monday	FF Nationals , Sculthorpe
September 12 th	Saturday	Stonehenge Cup, Sculthorpe
September 13 th	Sunday	Equinox cup, Sculthorpe
September 20 th	Sunday	East Anglian Gala, Sculthorpe
October 4 th	Sunday	BMFA 8 th Area
October 10 th	Saturday	Croydon & SAM10666 , Salisbury Plain
or October 11 th		
October 24 th	Saturday	Midland Gala, Luffenham
October 31 st	Saturday	Buckminster Gala, Buckminster
or November 1 st	Sunday	
or November 7 th	Saturday	Buckminster Gala, Buckminster
or November 8 th	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

Events are open to all BMFA Members
Buckminster events require payment of Centre flying fees

What's on in 2026

- 1 Feb Bangor Indoor Flying from 15:00 to 18:00 predominantly free flight models. Radio models have to be slow-flyers to fly safely in the 25x22x10m hall. Brailsford Centre, Bangor, Gwynedd, LL57 2EH. Coffee machine onsite. Entry £20 Contact Martin Pike martin.pike.xray@btinternet.com 07831 141418
- 1 Mar PMFC Indoor Flying at Bushfield Leisure Centre , Peterborough PE2 5RQ. 10.00 to 14:00 Sport free flight in a large hall with low key comps and prizes. Slow light RC welcome (no Shockies / Helis) Includes Gyminnie Cricket Competition full details at <https://peterboroughmfc.org/events> Brian Waterland 01778 343722
- 1 Mar. Bangor Indoor Flying from 15:00 to 18:00 predominantly free flight models. Radio models have to be slow-flyers to fly safely in the 25x22x10m hall. Brailsford Centre, Bangor, Gwynedd, LL57 2EH. Coffee machine onsite. Entry £20 Contact Martin Pike martin.pike.xray@btinternet.com 07831 141418
- 29 Mar PMFC Indoor Flying at Bushfield Leisure Centre , Peterborough PE2 5RQ. 10:00 to 16:00 Great opportunity for trimming before Indoor FF Scale NATS and time extended accordingly. Also Sport free flight in a large hall with low key comps and prizes. Slow light RC welcome (no Shockies / Helis) Includes Gyminnie Cricket Competition full details at <https://peterboroughmfc.org/events> Brian Waterland 01778 343722
- 5 Apr Bangor Indoor Flying from 15:00 to 18:00 predominantly free flight models. Radio models have to be slow-flyers to fly safely in the 25x22x10m hall. Brailsford Centre, Bangor, Gwynedd, LL57 2EH. Coffee machine onsite. Entry £20 Contact Martin Pike martin.pike.xray@btinternet.com 07831 141418
- 11-12 Apr Sam35 April Spring Gala Buckminster Swap meet on Sunday. Doug Hunt 07899938556 dfhsam35@gmail.com
- 11 Apr Stunt Racing (note updated rules on peterboroughmfc.org), KK Phantom 75 and KK Champ Racing run by PMFC with the Sam35 run Voetsak Tribute racing at Sam35 Spring Gala Bucky. Brian Lever blever@btinternet.com
- 12 Apr Elite Voetsak Tribute racing class run by PMFC at the Sam35 Spring Gala Buckminster Brian Lever blever@btinternet.com
- 12 Apr V20, E20 & under 36" High Start glider run by PMFC at Sam35 Spring Gala Buckminster. Chris Grant 01162510716 freeflight@peterboroughmfc.org
- 13-14 Apr Sam35 Power Strugglers Buckminster contact Andy Brough 07472079777 acbrough@hotmail.com
- 3 May Bangor Indoor Flying from 17:00 to 20:00 predominantly free flight models. Radio models have to be slow-flyers to fly safely in the 25x22x10m hall. Brailsford Centre, Bangor, Gwynedd, LL57 2EH. Coffee machine onsite. Entry £20 Contact Martin Pike martin.pike.xray@btinternet.com 07831 141418
- 4-5 May Sam35 Power Strugglers Buckminster contact Andy Brough 07472079777 acbrough@hotmail.com
- 24 May The May Welsh Scale/Fun-fly event. Indoor and Outdoor flying. Outdoor sites and a large sports hall (25x22x10m). Bangor, North Wales. Early applications welcome. Contact Martin Pike martin.pike.xray@btinternet.com
- 30-31 May Modelair Mayfly at Buckminster <https://www.modelair.info/contact-us/>
- 1-2 June Sam35 Power Strugglers Buckminster contact Andy Brough 07472079777 acbrough@hotmail.com
- 12-14 June Sam35 Retro Fest Buckminster Swap meet on Sunday (Monday available to Sam35 members) Contact Doug Hunt 07899938556 dfhsam35@gmail.com
- 13 Jun Stunt Racing, KK Phantom 75 & KK Champ Racing run by PMFC with the Sam35 run Voetsak Tribute racing at Sam35 Retro Fest Bucky. Brian Lever blever@btinternet.com
- 14 Jun Elite Voetsak Tribute racing class run by PMFC at the Sam35 Retro Fest Bucky. Brian Lever blever@btinternet.com

Please email details of your event and your contact details for inclusion in "Whats On" to Andy Green at sam35events@gmail.com





In this edition Andy Brough updates us on the 2026 programme of SAM35 events at Buckminster, including the Bucky Power Struggler meetings. There are to be a number of themed BPS meetings, including one for David Boddington designs. Looking forward to that, Andrew Boddington has penned an excellent piece remembering his dad's Galloping Ghost sports aerobatic models. Finally, I give an update on the RC competition programme for the year.

The SAM35 Buckminster events 2026

April	11&12	Spring Gala and Swapmeet
	13&14	Power Strugglers
May	4&5	Power Strugglers - Boddo theme on Monday only
June	1&2	Power Strugglers - Modern Vintage Models demo
	12,13&14	RetroFest and Swapmeet
	15	Power Strugglers
July	27&28	Power Strugglers - Keil Kraft theme
August	17&18	Power Strugglers - Vic Smeed theme
September	7&8	Power Strugglers
	28&29	Power Strugglers - APS plans theme
October	10&11	Autumn Gala and Swapmeet
	12&13	Power Strugglers

Note that the June 1&2 BPS meeting directly follows the May 30/31 Modelair Mayfly event.

There is going to be a lot of SAM35 flying at Bucky in 2026, with 24 listed flying days and even more evenings.

Last year we had a successful DB Tyro themed Power Strugglers meeting thanks to Andrew Boddington. We intend to repeat this but with a wider remit to include all Boddo designs. Also, I had it in mind to have a KK designs theme, for which I have a Trophy engraved by Eddie himself. Another theme that came to mind is Vic Smeed designs. This could also include the actual models that Vic himself made, which are in the care of some of us. Charlie Jefferies and I have distributed a number of them. They can be gathered together for a group fly and photo session to honour him. A suitable trophy can be made, I'm sure. Andy Sephton has suggested an APS plans theme, which gives great scope from Model Aircraft, Aeromodeller and RCM&E magazines

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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 Kit's	-	www.belairkit's.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
Model Flying New Zealand	-	www.modelflyingnz.org
Raynes Park MAC	-	www.raynesparkmac.c1.biz
Sweden, PatrikGertsson	-	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