NEW Clarion

SAM 1066 Newsletter

Society of Antique Modellers Chapter 1066

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I Pad users: If you are having trouble opening the New Clarion, hold your finger on it to display a menu, then select "open in new tab". You will find the new tab to the right of the sAM1066 tab.

Contents

Editorial

FF season well underway, 2nd area had good conditions on Salisbury Plain.
Our chairman Tony Shepherd has found an event reporter name of Paula Butler and has submitted two of her reports to be found elsewhere in this issue. I hope Paula will continue her good work, I need regulars.
This issue is a bit larger than usual, contains a lot of pictures so I 've had to dumb down quality to keep file size down to manageable proportions and keep loading time down.

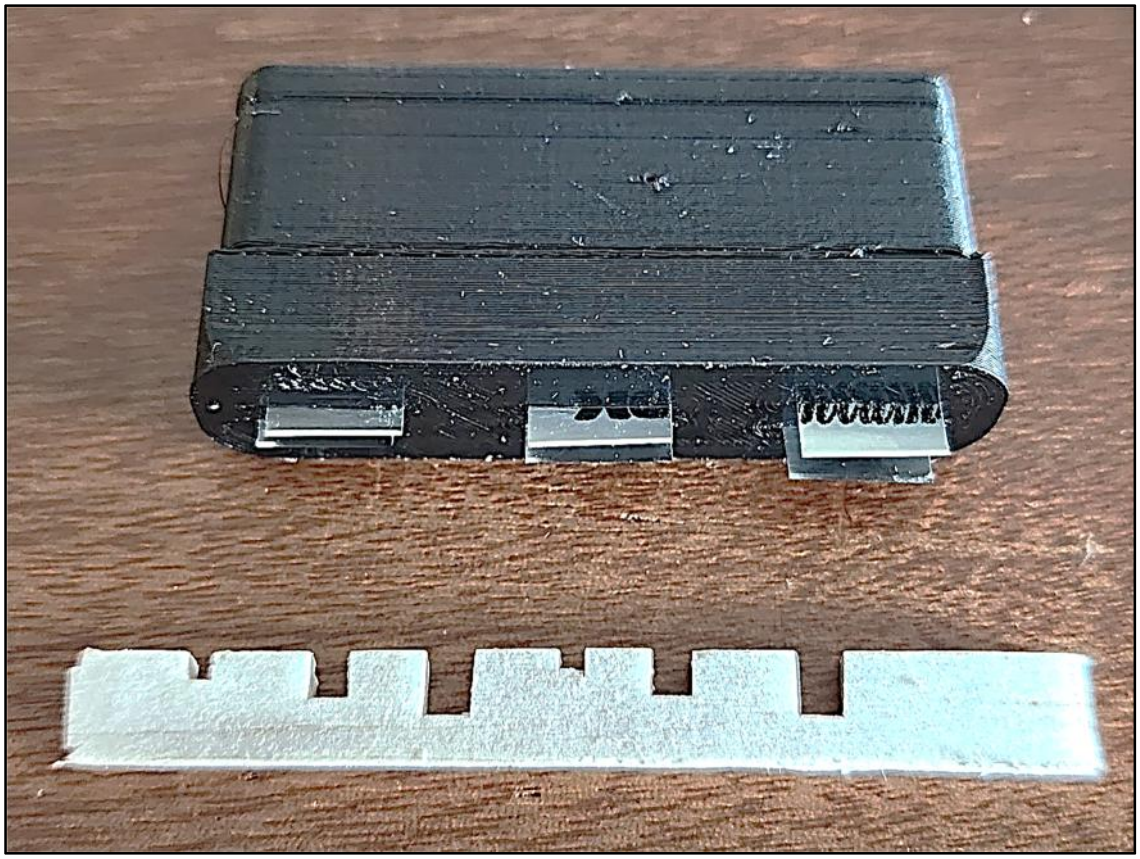
Right, what have we got in this bumper issue:

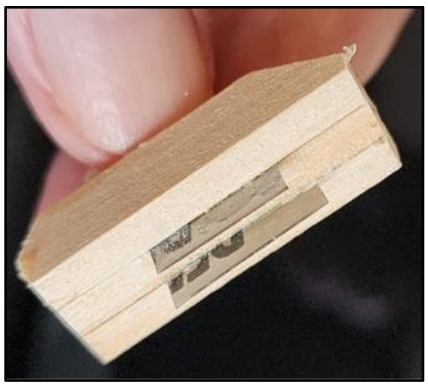
- John O'Sulivan from Canada has followed up his article in the last issue with a description of a few bits and bobs he's made for his modelling.,
- Pylonius makes a few cutting comments on our international teams' new sporting apparel.
- Once again I've dug out another of my old articles first published in the old paperback 'Clarion' in 2004.
- Engine Analysis is the Australian SABRE 2.5 from Aeromodeller 1951. The engine gives, normal for these days, high power output at high revs but is a particularly smooth runner with flat output curve.
- Here and There from Model Aircraft of 1951 discusses the variation in timekeepers abilities and cites some of the problems. It offers no solution but asks for comments. It also offers opinions on whether models should circle to the left or the right for best results.
- Nick Peppiatt, for a change, offers details of the making of the pilots in his scale models. They are masterpieces of the modelling art in their own right.
- Heard at the Hangar Doors from 1955 highlights the much needed book for non technical aeromodellers, 'Simple Radio Control' and hopes it will encourage advancement in Radio Controlled model aircraft.
- Seeing the scale model of the Caproni Ca60 in Nicks article last month inspired me to search the internet for details of this unusual aircraft. As usual Wikipedia provided a wealth of detail.
- A flashing beacon advertisment Martin Pike found somewhere.
- I dip into my picture archive to make another page filler.
- Canard-Air, another of Ray Malmstrom's little masterpieces.
- New writer Paula Butler, via Tony Shepherd, reports on the Croydon Cagnarata event on Salisbury Plain together with our SAM1066 event. She supplied many pictures and Tony identified them.
- Secretary Ray Elliott supplied the results of the above event.
- Once again Laura, via Tony, reported on the BMFA second area comp on Salisbury Plain. Together with more pictures and Tony's IDs.
- Our North Wales correspondent Roger Newman, taking a rest from research into modern full size aircraft development, penned a few notes on various subjects model wise.
- Secretary Ray Elliott offers his thoughts on May 2026.
- Roger Newman wraps up this issue with his usual three plans for the month.

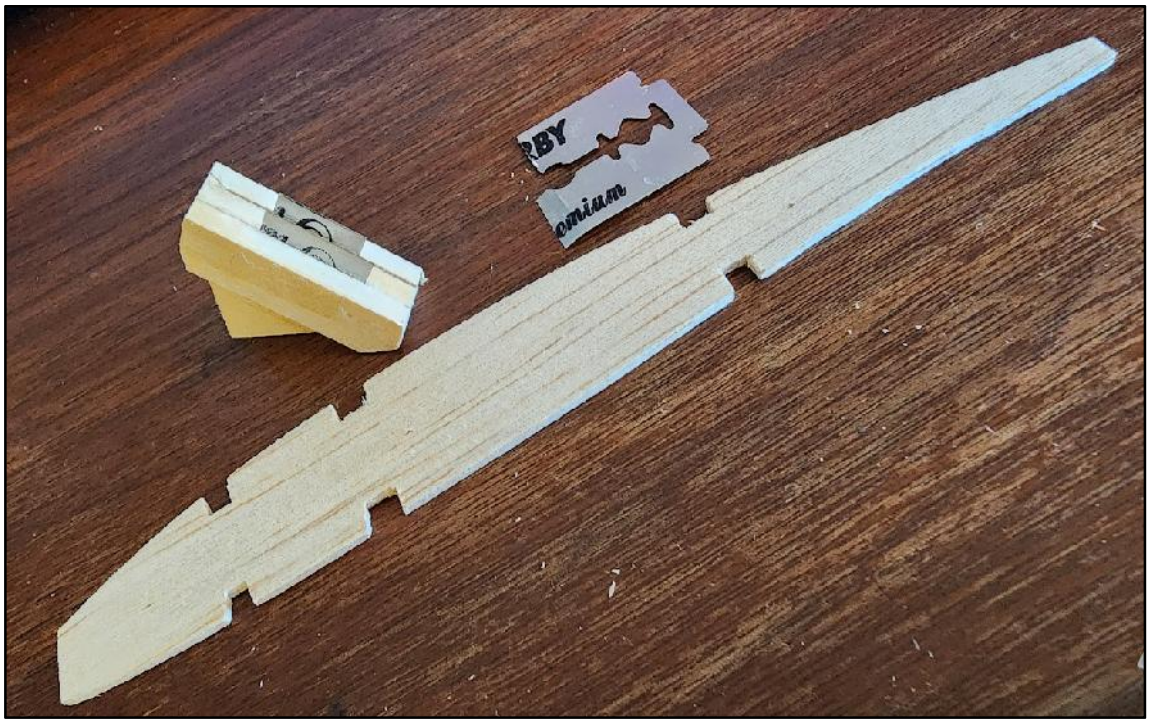
Editor

Spar and Trailing Edge Notchers

These are handy for notching trailing edges, ribs and for use for stringers on formers. These are made up from short sections of thin blades sandwiched between layers of suitable thickness balsa. I usually use 1/16 square, 3/32 square and 1/8 inch ones. I also made a three-in-one 3D printed one for 1/16", 3/32" and 1/8" notches.

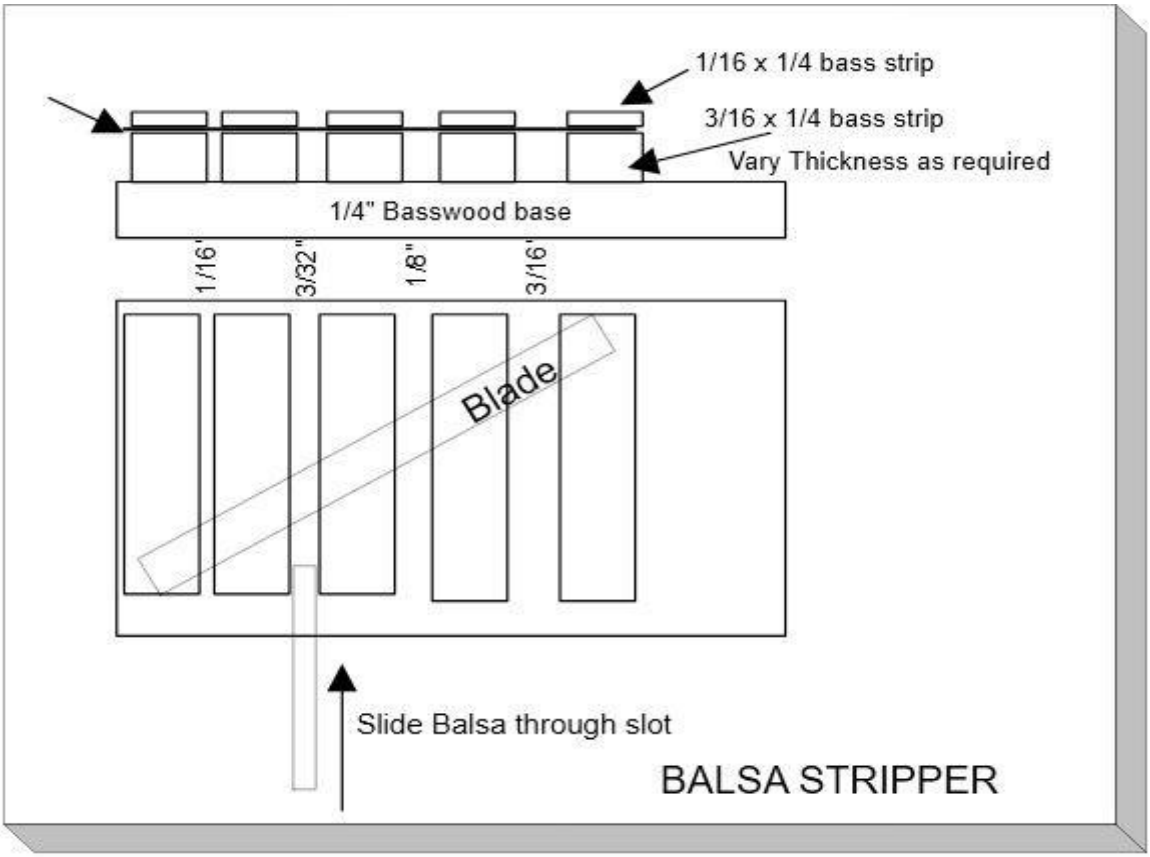






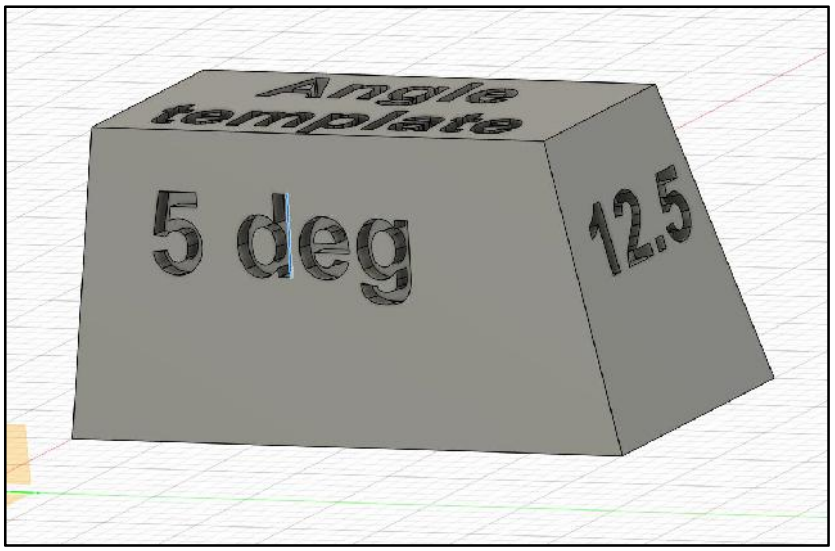
Balsa Stripper

There are a number of commercially available balsa strippers available, but most involve the use of a thick blade such as Exacto #11 as cutter. I found home fabricated strippers using fixed thin razor blades to work well and give a more precise cut. I have made up a selection of them to cut various sized strips. I use basswood of the required thickness as a base and glue on the razor blades at about 60 degrees to the line of the cut. A cap strip of basswood is then glued on to secure the blade. Various strippers can be made up to cater for different heights of strips. These allow repeatable precise cutting and last forever.



Balsa Stripper

Another Stripper



3D Dihedral Angle setting Block

Dihedral angle Template

I have a four sided 3D printed Angle template with 5 degree, 7.5, 10 and 12.5 degree angle settings which can be used for setting wing rib angles at dihedral breaks on wings.

John O'Sulivan
(Canada)

Topical Twists

by PYLONIUS

Blue for the Boys

Sad to say our future teams abroad will no longer be distinguished by the national hobby-fiend costume of shirt sleeves and braces. They will be garbed in the nondescript apparel of sporty romper suits. This gives rise to the horrible suspicion that we Sunday morning hobbyists are about to take this model flying business seriously—flying the national flag instead of an oil stained shirt tail. On the other hand there is the comforting possibility that the fancy dress is nothing more than a gesture to our foreign friends who take their "Keep the Airfields Tidy" campaigns more seriously than we do.

One shocking danger which emerges from the adoption of standard romper outfits is that of our flyers being mistaken for foreigners. To provide against such humiliation our blue rompers are to carry a large size in Union Jack and the legend Great Britain in bold letters. Even so, mistakes could still occur. When a romper suited figure is seen to stand immovably unconcerned as his model soars away for a max., instead of jumping six feet in the air in wild exultation, anxious first aid squads would be on the spot in no time, administering treatment for shock and sunstroke. Only after the romper suit had been removed to reveal the phlegmatic Englishman in all his shirt sleeved glory would they realise their mistake.

Sheer Saucer-y

I may be wrong, but I've got the impression that Flying Saucers are heading for the antique store. Our own guided missiles and 2,000 m.p.h.-plus rocket planes seem to have left them on the shelf, as it were. Apart from the annual Earth to Mars Old Crocks' Race we thought they had gone out of business completely. But from latest reports they are still very much around and much nearer to home. In the old days they restricted their earthly excursions to Superman country only, we not being sufficiently comic conscious to have acquired the necessary super-vision to detect their roosting on our ancient chimney pots.

For some obscure reason they park their visiting cards on lonely and primitive farmsteads, take one look at the pig-sty and then streak for home, appalled at the pinky nudity of the human race and shocked at their dreadful table manners. Out in the Middle West the saucer visitors had become a perfect pest. The persecuted farmer had only to pop out for a spot of muck-raking and down would come a saucer to hover over him like a large blue-bottle. To make matters worse his every movement would be watched by creatures with long hair and soulful faces, making him feel like Liberace. On top of this he has to down tools and rush indoors to write a book of his experience. More often than not he left this chore to his good wife; from which feminine source we get the terms U.F.O. (Underdone Fried Omelette) and Vimana, an old American dish resembling jellified semolina.

Why they should have given up their Middle West hunting grounds in order to snoop round our own modest muckheaps, goodness only knows. Perhaps they're on the look out for a better mannered form of pig-life or, to be more romantic, they might be futuristic modellers travelling back through space time looking for a lost Wakefield.

"Jet" Models

Members of the Enfield Club, looking forward to an exciting film show on Gas Jobs, were rather let down by the Gas Company's choice of cooking appliance hints. Not even a shot of Mike Gaster's "Gastove."

However, their morale was uplifted by the creation of a model making machine for a club display. This gadget differs somewhat from the standard type of model making machine. I refer to the one which stands between 5 ft. and 6 ft. in height, is kept either in the garden shed or box-room, and operates on a high consumption rate of midnight oil.

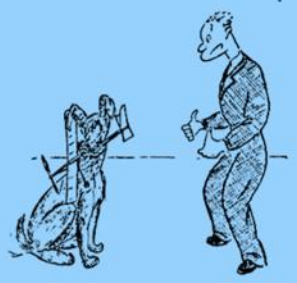
Weak-End's Work

We so take it for granted that full size design is a long winded business that its hard to believe that there's any short cut to producing a modern jet. The usual practice is for 500 designers working feverishly for five years in order to decide whether the already obsolete plane will go into production either in 1969 or 1975. We learn though, that a jet plane was designed overnight following a lightning visit to the local model shop.

This mysterious procedure had me puzzled at first—I just failed to see the connection. Then it dawned on me. Quite simple really. A study of the antics of models on the flying field will confirm the belief that a model of successful jet plane just won't fly.

News Hound

Looking through the list of do's and don'ts for Club Reports it seems that the Club reporter has got to forget all that club routine stuff about comp results, who's building what, flight times, and really get down to "News." From this I take it that the ideal club report would read something like this:



MODELLER BITES DOG. "Whilst chasing his m-d-l p-a-e across Hogswort Common, Mr. Joe Bloggs was followed by a large dog. As the m-d-l p-a-e landed the dog pounced upon it, whereupon Mr. Bloggs was heard to give vent to a deep growl, and then bite the dog viciously in the region of the left ear. Fortunately, the dog was undamaged as Mr. Bloggs is in the habit of leaving his teeth at home when m-d-l f-y-n-. Had the dog also done so it would not have been necessary to have raised a club subscription for a new pair of trousers for the gallant Mr. Bloggs."

Jungle Lore

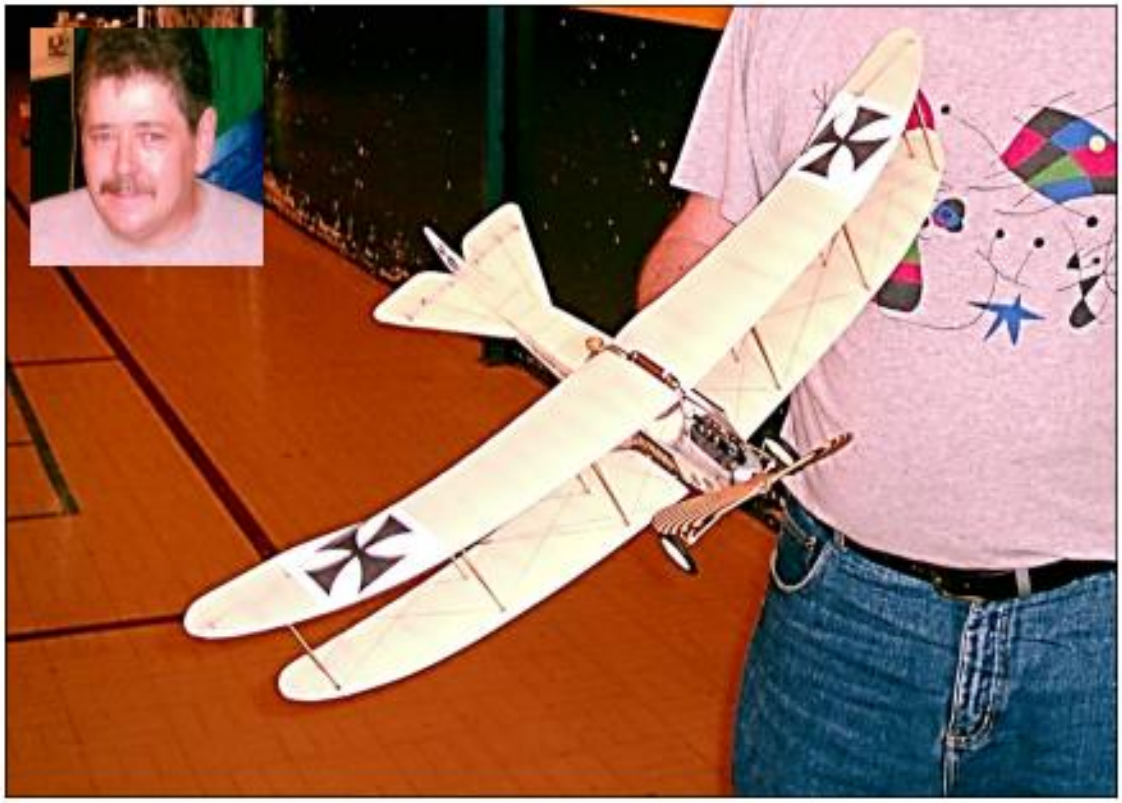
A wag has referred to this column as "Tropical Twists." Perhaps he's under the impression that it's author is suffering from a touch of the sun. I can only refute this outrageous suggestion by saying that I do all my model flying in this country.

Of course, it might be that he's got rather mixed up about all those funny Tiger Tales which are now pouring in. He will not, perhaps, be sorry to learn that my own entry, written under the nom-de-plume of Colonel Eyewash, will not be included. A pity really, as it contained quite a few helpful hints on Tiger Flying. For instance, always land your tiger near a tree so that you can shin up it as soon as you jump off its back. And again, always fly your Tiger sitting firmly astride it, and never inside it.

Old Clarion 2004 - John Andrews

John Andrews at Alumwell & North Luffenham

Saturday May 15th saw yours truly motoring up the M6 from Rugby to junction 10 to attend the Alumwell Indoor meeting organised by Pete Ashmore. I flew my usual collection of ageing Hanger Rats and some of my Flimsies, flights of about 4 minutes or so from the best of the lightweights and struggling towards 2 minutes from the Rats. Attendances at these indoor meets seems to be dropping off, I think we should all make a special effort to attend, when we can, to keep the venues going.



Pete Illfe's delightful Scale Models

Alumwell is something of the home of indoor scale and three of the leading lights in this sphere of modelling excellence were flying some beautiful examples of the scale modeller's art. This type of modelling I do not, nay could not do, but I do appreciate the work and workmanship that goes into these beautiful models. The fact that these Co2 powered models actually fly still amazes me.

David Vaughn's Swordfish

Mike Allen's Sopwith Seaplane

The next day, Sunday16th.May I was motoring up the A14 from Rugby, then the A6008 and on up towards Rutland Water. I was bound for North Luffenham for the B.M.F.A. 3rd Area Competition. Open Power/SLOP and Vintage were the events in which I intended to compete. I drove onto the airfield and, muggings that I am, I proceeded to go in the wrong direction and circumnavigated most of the peri-track before I got to control.

I had my Stomper No.2 for the power comp, so I set about checking the trim and motor run ready for my first flight. I had removed some trim strips from the fin and cracked the fin over to compensate and all appeared to be well. I had set up next to a coup flyer, whose name still evades me, and I borrowed his timekeeper John for the day.

Author with Stomper No.2

There were some real boomers of thermals about so I fired up the PAW for my first flight. With consummate ease I avoided all the lift and was down in 2 minutes or so, bummer. Undeterred, I fired up for the second flight and, with my usual skill, I repeated the performance. Not to be one to chicken out, I ran up the motor for the third and final flight. By now I had finally noticed that there was a good pole and mylar streamer 50 yards or so upwind and another about 5 yards away, quick me. Third flight straight into a real zinger of a thermal and up and up went the Stomper. After three minutes or so, as I was beginning to wonder if I had set the D/T, it popped. The model took about

another minute and a half to come down and looked to be somewhere near the edge of the airfield.

I picked myself a small clump of bushes and set off down the line for retrieval. Halfway across the field I passed the coup flyer returning with his model, so I had a quick chat and this gave me time to forget which clump of bushes I was aiming for. I picked one and away I went again, all the way to the edge of the airfield and found myself peering into a huge crop of shoulder high rape. There was another clump of bushes about 50 yards to my right so I moved across and began searching back up that line, still thinking my model was on the drome. A glider flyer picked up a model nearby and, when asked for his flight time by another flyer, replied "three and a half minutes". Knowing I had done about four and a half minutes, I was soon back at the edge of the rape field. I balanced on one or two short posts here and there using my binoculars to search the crop but nothing to be seen. Not being sure of the correct line, I decide to go back to base, up my original line, to see timekeeper John, as I was not going into the rape field without a proper line.

Back at base, I consulted timekeeper John and sure enough, I had picked the wrong clump of bushes. Back goes I to the rape field, I spent the next hour walking up and down the tractor tracks in the crop, which of course were not on the exact line, and eventually gave it best. I emerged from the rape plastered from shoulders to knees with the yellow pollen or what ever and below knee level, the purple black from the lower stems of the ripe crop. I was a right mess and not feeling too chuffed with the whole episode. It reminded me too much of the 2002 Nationals when I lost Stomper No.1 in the grain field there, never to be seen again.

As I morosely traipsed back across the field up the line I glanced to my left and, lo and behold, there was my Stomper resting quietly in the long grass a good 200 yards from the edge of the field. It was so far back I hadn't started looking for it when I searched first time. Result, a quick change of demeanour and off back to base with a spring in my step ready for an onslaught on Vintage.

First things first, the immediate priority was to feed the inner man. I sat down in my chair under the shade of my fishing umbrella and demolished a pork pie and a couple of cups of tea, all seemed well with the world. Lunch break over, it was competition time again.

I had my somewhat battered Hep-Cat with me for vintage, the fuselage had really been in the wars, broken in two twice and now had more patches and cemented tissue splits than original tissue. The wing was fresh from a repair and, in the strong sunshine of the day, had gained an enormous warp. I decided on a test flight and, sure enough, the warp had taken away all the glide turn, straight off downwind goes the Hep-Cat with John boy in hot pursuit. A couple more flights and I had the glide turn back and a little packing at the rear of the tailplane got the model a little nearer the stall on glide. I was ready to go.

My next door neighbour, the Coup flyer, had been making his competition flights and was picking lift quite well using the two streamers. I had been taking quite an interest in them myself and felt that even I might be able to pick a bit of good air, all I had to do was not launch if the streamers were down.

I have always used 30 grams of rubber in my Hep-Cat, made up using 10 strands of 3/16th. I put about 900 turns on these motors as a normal run of the mill wind and 950 if I am pushing it. These motors give me a near vertical climb for the first 50 feet or so at a fair old rate of knots, that's the way I like it. The only draw back to this power approach seems to be that my model is quite sensitive to side thrust adjustment. The thickness of a business card of side thrust will make the Hep-Cat spin round in two flat circles before climbing away, particularly if I launch a little flat out of wind.

Author's ageing Hep-Cat

Where was I, back to the comp. The maximum for the day was 2-30 and when I wound up for the first flight the motor seemed to go a little tight at about 850 turns so I left it at that. With my newly found confidence in somebody's streamer, I waited. The mylar rose level with the top of the pole and I put the Hep-Cat straight up in a boomer. The model was still rising when it D/T'd, John boy was on a roll. Recovery from the edge of the field was no problem, apart from the complaints from my somewhat elderly knees. I then proceeded to repeat the exercise twice, I was in the fly-off.

The fly-off was not so good, 4 minutes or so, but I was there.
I'll be back next time with my 3 day exploits at the 2004 B.M.F.A. Nationals.

John Andrews - Clarion 2004

Engine Analysis: SABRE 2.50 - Aeromodeller May 1951

The

GEE - BEE

SABRE

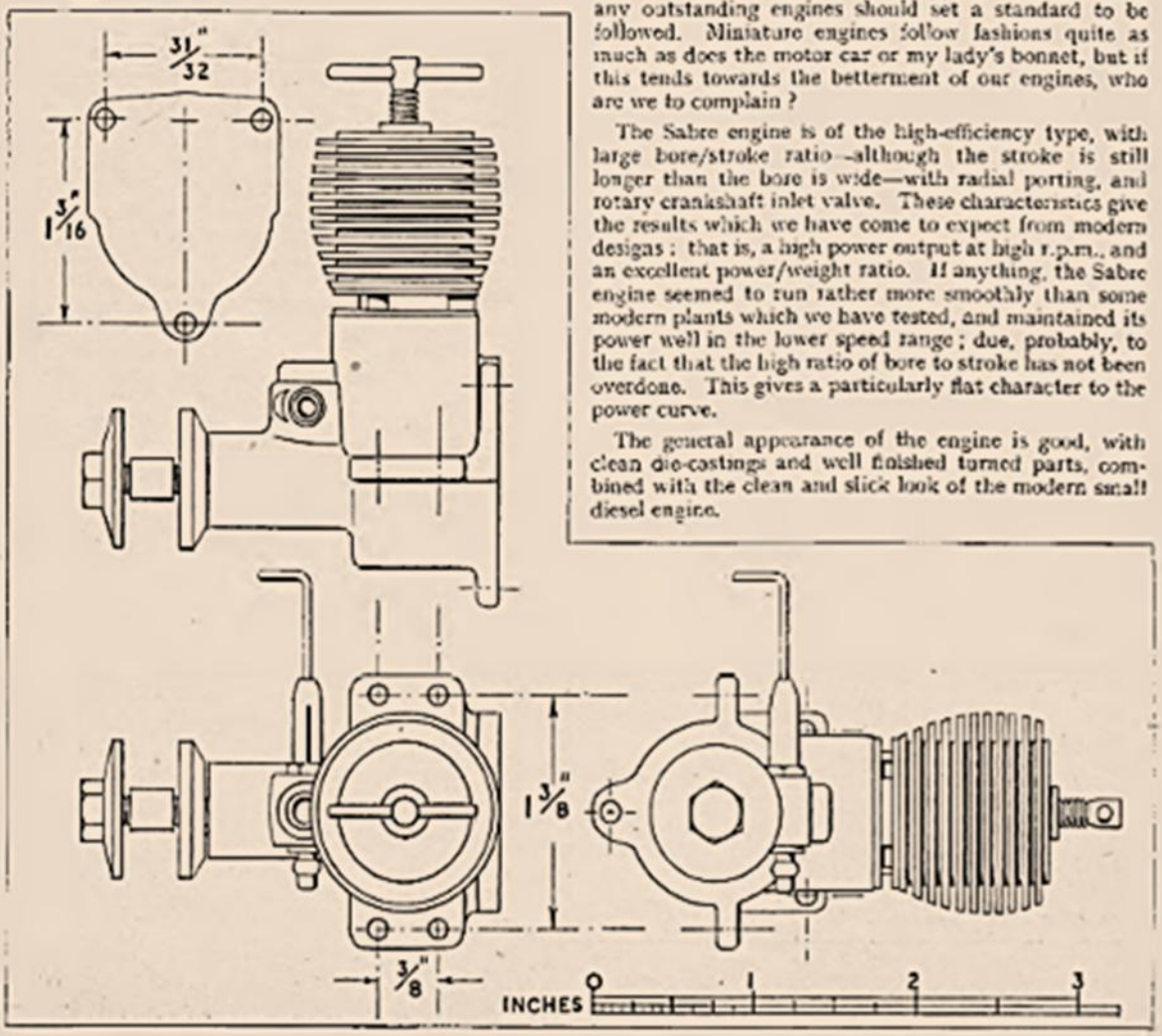
250 DIESEL

ALTHOUGH most of us are aware of the great expansion which has taken place in recent years in the Australian engineering industries, it is surprisingly seldom that one actually encounters mechanical products from "down under". It was with great interest, therefore, that we carried out the tests on the "Sabre" engine, recently sent to us from South Australia, and if this is a fair example of Dominion engineering, then their products can rank with the best.

Although bearing a marked resemblance to certain recent British designs, it is, I suppose, inevitable that any outstanding engines should set a standard to be followed. Miniature engines follow fashions quite as much as does the motor car or my lady's bonnet, but if this tends towards the betterment of our engines, who are we to complain?

The Sabre engine is of the high-efficiency type, with large bore/stroke ratio—although the stroke is still longer than the bore is wide—with radial porting, and rotary crankshaft inlet valve. These characteristics give the results which we have come to expect from modern designs: that is, a high power output at high r.p.m., and an excellent power/weight ratio. If anything, the Sabre engine seemed to run rather more smoothly than some modern plants which we have tested, and maintained its power well in the lower speed range; due, probably, to the fact that the high ratio of bore to stroke has not been overdone. This gives a particularly flat character to the power curve.

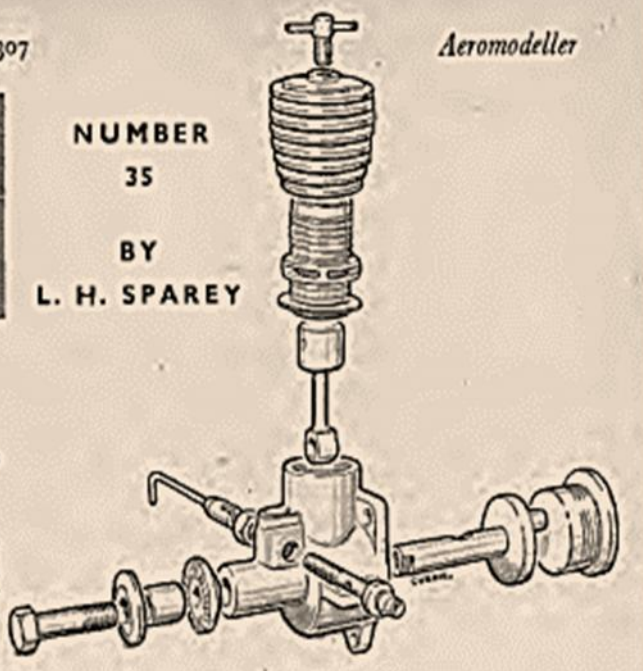
The general appearance of the engine is good, with clean die-castings and well finished turned parts, combined with the clean and slick look of the modern small diesel engine.



ANALYSIS

NUMBER 35

BY L. H. SPAREY



TEST

Engine : Sabre 2·50 c.c. Competition Diesel.

Fuel : Equal parts Castor Oil, Paraffin, Ether, plus 2 per cent. Amyl Nitrate, as recommended by makers.

Starting : Good at all times, with engine hot or cold.

Running : This engine runs extremely well and evenly over a range of speeds greater than would be expected from an engine of this class. Needle control is not unduly sensitive, but the position of the needle valve is dangerously near to the airscrew.

B.H.P. : The maximum b.h.p. figure of ·225 at around 13,000 r.p.m. puts this engine into the super class. The power curve is exceptionally flat and shows surprisingly little variation between about 10,000 and 14,000 r.p.m. At speeds above this figure the output drops fairly sharply, until it is down to ·060 b.h.p. at 15,100 r.p.m. At the other end of the scale, a similar ouput is found at around 4,000 r.p.m.

Checked Weight : 4·2 ozs. less tank.

Power Weight ratio : ·860 b.h.p. lb.

Remarks : As the fuel recommended for this engine is rather unusual in these days of proprietary fuels, a few random readings were taken at various points of the speed-range, using a well-known branded diesel fuel. Results seemed to be about the same using both, so the test was recorded on the fuel advised by the manufacturers.

GENERAL CONSTRUCTIONAL DATA

Name : Sabre.

Manufacturer : G.B. Motors, Grange, South Australia.

Distributor : Model Aircraft Industries, Glenelg, South Australia.

Australian Retail Price : 99s. 6d. (equivalent £4 sterling).

Type : Compression ignition (diesel).

Fuel : Equal parts Castor oil, Kerosene (paraffin), Ether, plus 2 per cent. Amyl Nitrate.

Capacity : 2·45 c.c. ; ·14 cu. ins.

Weight : 4 ozs.

Mounting : Beam or radial.

Recommended Airscrews : 8×6 ins., 8×8 ins. for Control-line ; 9×5 ins. for Free-flight.

Bore : ·555 ins. **Stroke :** ·620 ins.

Cylinder : Hardened steel, 360 degree porting.

Cylinder Head : Duralumin.

Piston : Meehanite.

Contra Piston : Meehanite.

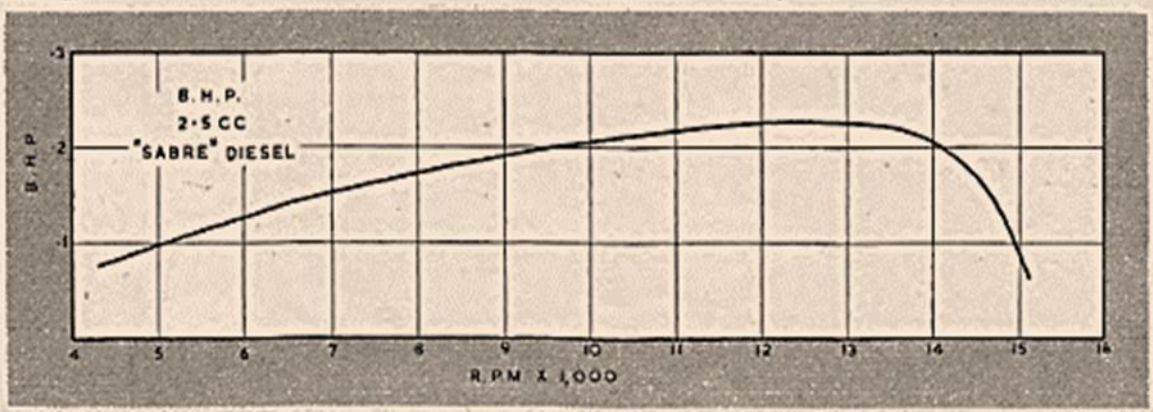
Crankcase : Diecast aluminium D.T.D. 424.

Connecting Rod : Machined duralumin.

Crankshaft : Nickel steel, hardened, ground and lapped.

Main Bearing : Meehanite.

Induction : Rotary shaft valve.



Here and There

THE EDITOR COMMENTS ON CURRENT TOPICS

TESTS FOR TIRED TIME-KEEPERS One feature of competition flying has always been present, but appears to have been kept in the background as much as possible, is the considerable variation in the standard of timekeeping at centralised events. To a large extent this is unavoidable, especially since it is generally necessary to impress almost all and sundry into service on occasions to *get* enough timekeepers. But this is no consolation to the modeller who gets timed out of sight in, say, three minutes, whilst the chap next to him making a similar flight gets the full five minutes recorded.

On the same score we have never been quite happy to see a model clocked off through going out of sight *upwards* when it is obvious that it would still be airborne—somewhere—long after five minutes had elapsed. Try as we may, however, we are quite unable to see any practical solution to these two leading questions. It is a problem well worth thinking around and if any readers have any ideas on the subject, we should be glad to hear from them.

NEW CONTEST AWARDS The photograph below shows the attractive new S.M.A.E. Prize-winners' Badges which have recently been awarded to competitors who placed first, second or third in S.M.A.E. Contests last season.

In recent years the winners of S.M.A.E. Cups have received in addition a special award which took the form of a large S.M.A.E. badge surrounded by a laurel wreath. The new badges are of the same design as the old ones, but are much smaller and neater. They have also been made in silver gilt, silver, and bronze for first, second, and third place winners respectively and we have no doubt that they will eagerly be sought by contest fliers.

The attractive new S.M.A.E. prize-winners' badges, which are slightly smaller than shown in this photograph.

THE "MODEL ENGINEER" EXHIBITION The Festival of Britain will undoubtedly attract to London many visitors from all parts of the country and from overseas. At this year's *Model Engineer* Exhibition, which is to be held from August 22nd to September 1st, at the New Horticultural Hall, London, S.W.1, the S.M.A.E., who are again sponsoring the model aircraft section, are eager to take full advantage of this unique opportunity to show to our visitors the best examples of the work of British enthusiasts.

The Society will shortly appeal to its affiliated clubs for their active co-operation in providing entries in order that they can make this section of the Exhibition even larger and more attractive than it has been in past years.

The prizes to be won include, silver cups, silver and bronze medals, money awards, and diplomas. A handsome silver cup, to be won outright will again be awarded for the best three entries from any club.

The MODEL AIRCRAFT Competition Classes are as follows:—

Seniors: Rubber-driven.
Free flight power.
Control-line.
Sailplanes.
Radio control.
Non flying models.

Juniors: Rubber driven.
Free flight power.
Control-line.
Sailplanes.

Competition entry forms may be obtained from the Exhibition Manager, 23, Great Queen Street, London, W.C.2., who will also be pleased to assist intending entrants with their transport or other problems.

. . . OF MICE AND MEN On the eve of what is undoubtedly the most ambitious competition programme yet planned we are given to wonder just how well some of these "super models" we have heard about will fare. Those Wakefields with ounces knocked off the airframe, propellers that vary their pitch, feather and almost wind themselves, and so on. For the *average* type of contest weather we experience we have doubts that many of these new developments will pay off.

One well-known modeller, at least, who built a

lightweight Wakefield airframe duplicated the design exactly 1 oz. heavier to have a stronger version for bad weather and found that the heavier model flew better! Somehow we doubt that all this chasing after weight reduction is really worth while. We know of many overweight Wakefields which will outperform most others, and are far more rugged.

"IN.s AND C.C.s" Since the announcement of the PAA-load rules we have received many enquiries as to just what is the minimum loading required for a 2.5 c.c. motor, and so on. The original specification is that a PAA-load model must weigh at least 100 oz. per cu. in. piston displacement of the engine used, and 1 cu. in. is equal to 16.3871 c.c., which is not the easiest of figures to use as a factor for calculations.

Following are some conversions of popular British motor sizes, with the corresponding required minimum model weight for the PAA-load contest. This minimum weight, remember, is the model weight *without* the addition of the payload.

1.5 c.c. = 0.091536 cu. in. min. model weight = 9.1536 oz.
2.0 c.c. = 0.122047 cu. in. min. model weight = 12.2047 oz.
2.5 c.c. = 0.152559 cu. in. min. model weight = 15.2559 oz.
3.5 c.c. = 0.213583 cu. in. min. model weight = 21.3583 oz.

RIGHT OR LEFT Various theories have been advanced as to why duration models should circle one way or the other to take full advantage of thermal currents. Technically there is a very good reason why rubber models should circle right under power, at least. This generally gives the best balance of the torque and gyroscopic reaction. But as for thermal flying, models gliding in left hand circles seem to behave just as well as those circling to the right.

When we see a rubber model circling left under power the fact seems vaguely disturbing. And when that model belongs to a member of our 1950 Wakefield team it seems cause for further investigation. The answer, however, was quite simple. H. R. Stevens—for his model it was—uses a propeller which rotates clockwise instead of the more usual anti-clockwise. His reason for this, so he tells us, is simply that he winds up left handed and that was the most efficient arrangement to suit his winding technique.

There is more in this circling business than meets the eye, however. Many authorities maintain that air in a thermal is circulating. If the model is circling in the *opposite* direction to the air circulation in the thermal it would tend to fly straight and pass right through the thermal. A right-turning model tends to tighten up its turn in a thermal, so is this the way a thermal rotates? If so, why do left-circling models still make thermal flights? On top of that conditions should be reversed in the Southern Hemisphere, so that if ever the Wakefield should be held in South Africa or Australia. . . . It is all something to do with which way water rotates when it runs out through the plug hole of your bath!

FILLING IN THE TIME Chatting with Bob Copland on the occasion of the Zombies' recent Stag Party, he told us of a club feature run by the Northern Heights M.F.C. Every month they take the first article appearing in MODEL AIRCRAFT, discuss it, and then pull it to pieces. Between the various arguments "for and against" this provides a lot of amusement—and worth while instruction.

We wonder if other clubs have ever tried this. It seems an excellent way of provoking a useful discussion, and we would also be most interested in the results. Any sound criticisms we could pass on to the author—and leave it to him to justify his ideas on the subject. Perhaps, also, that author would be prepared to go along to the next meeting of the club concerned and fight it out with the members. It's an idea, anyway.

CENSORED Having mentioned the Zombie's Stag Party we would like to add that it was one of the most enjoyable functions which we have attended during the close season. The songs rendered in the best tradition of R.A.F. mess parties brought back to us many nostalgic memories of service life—we were also reminded that we had forgotten many of the words!

Almost the entire proceedings were recorded by Max Coote on his tape recorder and the "play back" sounded surprisingly harmonious, although one would have to be certain of similar "Stag" company before repeating the "play back."

Amidst the din some people even managed to talk about model aircraft matters—we cannot imagine how or why!

Caught by our candid camera at the Zombies Club Stag Party. Geof Moss (left) and Max Coote bursting forth into song.

Indoor Isn't for Everyone No.98 - Nick Peppiatt

Pilots

I have been asked several times recently about how I produce my pilots. I often carve them from a soft balsa block, following Doug McHard's article in the December 1957 edition of AeroModeller, where he describes making a pilot for his 1/12 scale SE5a, free plans for which were published in that issue.

Carve a PILOT for your S.E.5a.

described in easy stages by J. D. McHard

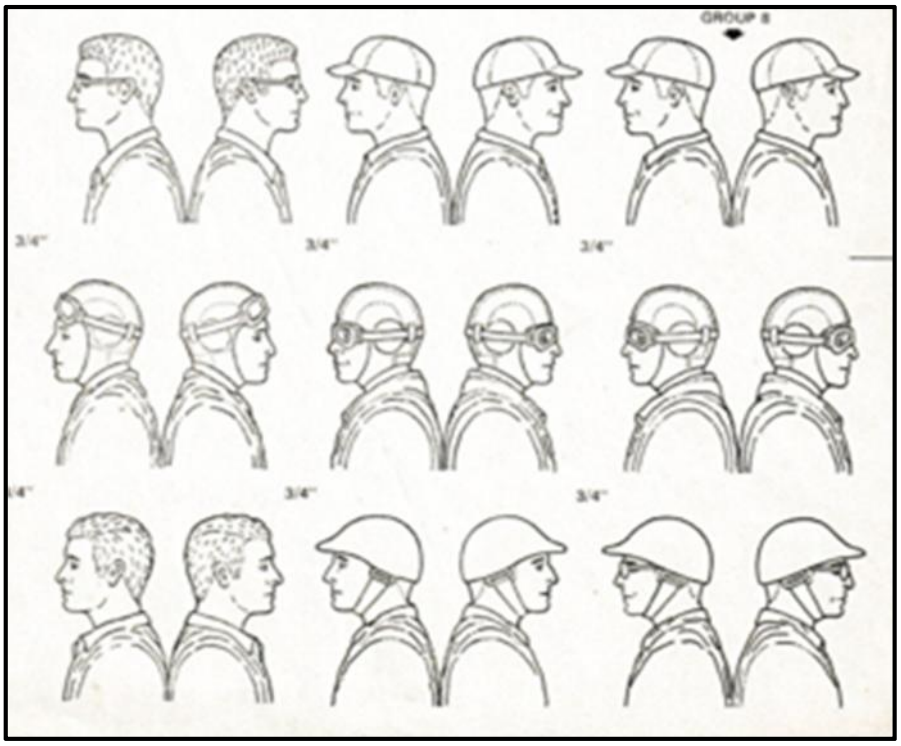
PROUD S.E.5A OWNERS will naturally wish to complete their brand new model by including a scale pilot. Doug. McHard has therefore supplied simple stage by stage photographic instructions which made child's play of a job that oft baffles the scale builder. Although no claims are made that this is an exact reproduction of the famous "Mick" Mannock, we can assure readers that the gentleman is strictly "one inch to one foot"!

A soft balsa block 1½ x 1½ x 3 in. is required on which should be traced the side elevation shown full-size above. Cut around the outline being careful to keep fretsaw or coping saw vertical (see photo 2). Mark out and cut away ¼ in. each side of the head, ¼ in. deep under the arms and shaded area between the forearms. Carve away the sides of the chest to meet upper arms (as shown, photo 3).

For the next stages use a balsa knife with a pointed blade and cut with extreme care—many a surgeon has spoilt the job through over exuberance with the tool! Carefully remove corners from the arms and head, narrow down the cheeks leaving goggles (as shown, photo 4). At this stage also separate the chest from the arms by a groove and separate the legs. Carve away tunic and leave collar, and remove shallow layer from cheek to leave helmet in relief (photo 5). Delicately sand all over with fine grade sandpaper, but do not excessively round corners which should now be left as sharp as possible, i.e. the collar, front of goggles, edge of helmet, etc. Work on actual face using a mirror if you are in doubt about the shape, sand a few creases and wrinkles in pilot's jacket and cut away right hand slightly to form the overlap (photo 6). Carving is now complete and grain should be filled with sanding sealer. When dry rub down with No. 400 "wet and dry" paper used dry. Job is now ready for painting.

Jacket and helmet should be brown to simulate leather, using either silver for the goggles or black covered with pieces of celluloid. Flesh face can be produced by mixing white, yellow, brown and red. Pins form the tunic buttons, and do not forget the belt buckle. When dry realism can be improved by undercutting the helmet front and collar, also by a certain amount of "embossing" to simulate helmet straps, pockets, etc.

In fact, I described this process whilst going through the build of my Nesmith Cougar Peanut, back in IIFE 10 (see NC March 2017). I generally use one of Paul Plecan's Profile Pilots* as a side pattern, which is cut out and stuck to the side of the block.



In the original sheets, there are seven different profile pilots (two are repeated above), at various scales from 5/16" to the foot to 7/8" to the foot. I proportion the width of the block to Doug's 1" to the foot blank, so for a 1/24 pilot, say, this would be ¾" wide. I should again point out the error in the AM article, that the amount removed each side of the head should be 3/8", i.e. a quarter of the block thickness and not ¼" as stated. I cut out the blank with a scroll saw, in my case an old Aeropiccola Vibro Saw. I think a good blank is key to a satisfactory result. Then, I try to follow Doug's carving and finishing procedure as best as I can. I paint the pilots with Tamiya Acrylic, after sealing the wood.

Here are some examples of carved pilots and their models that I have made over the years: -

Tefft Contester Peanut with my representation of the pilot Al Neuntathol
(see Heard at the Hangar Doors, AeroModeller, March 1963).
Build based on Jean-Frances Frugoli's plans published in Bill Hannan's Models & Methods.

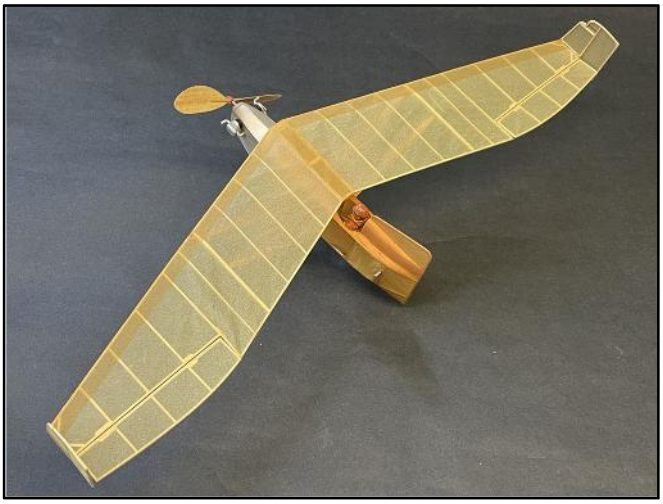
Peanut Scale Ganagobie N1949 with Ron Ballou in the cockpit.
He is cut away to clear the rubber motor. Built from Peck-Polymers kit from Wind-it-up Enterprises.

1/20th scale Sablatnig SF4 triplane seaplane. Highly unlikely,
but I thought fitting a Pickelhaube to the pilot suited the character of the model.
The performance of the full size aicraft was dubious, as only one was built.
Nevertheless, Loubomir Koutny's design , published in the AeroModeller December 1992
and kitted by Ikara makes a fine flyer.

Peanut sized Dornier Libelle, Brown A-23 CO_2 motor powered, designed by Walt Mooney,
with Claude in the cockpit. Plans published in Model Builder February 1979.

I have also made use of Dave Bank's superb pilots, moulded, I think, from expanded polyurethane foam, and the rather less-detailed, but still perfectly satisfactory, vac-formed pilots that the late Lindsey Smith produced in his Small Scale Services range.

Dave Banks moulded pilot in a Stevens Aero SE5a,
finished to represent one of Major Jack Savage's sky-writing machines.
This is a three channel RC model of 14.5" wingspan, and uses Parkzone electrics.

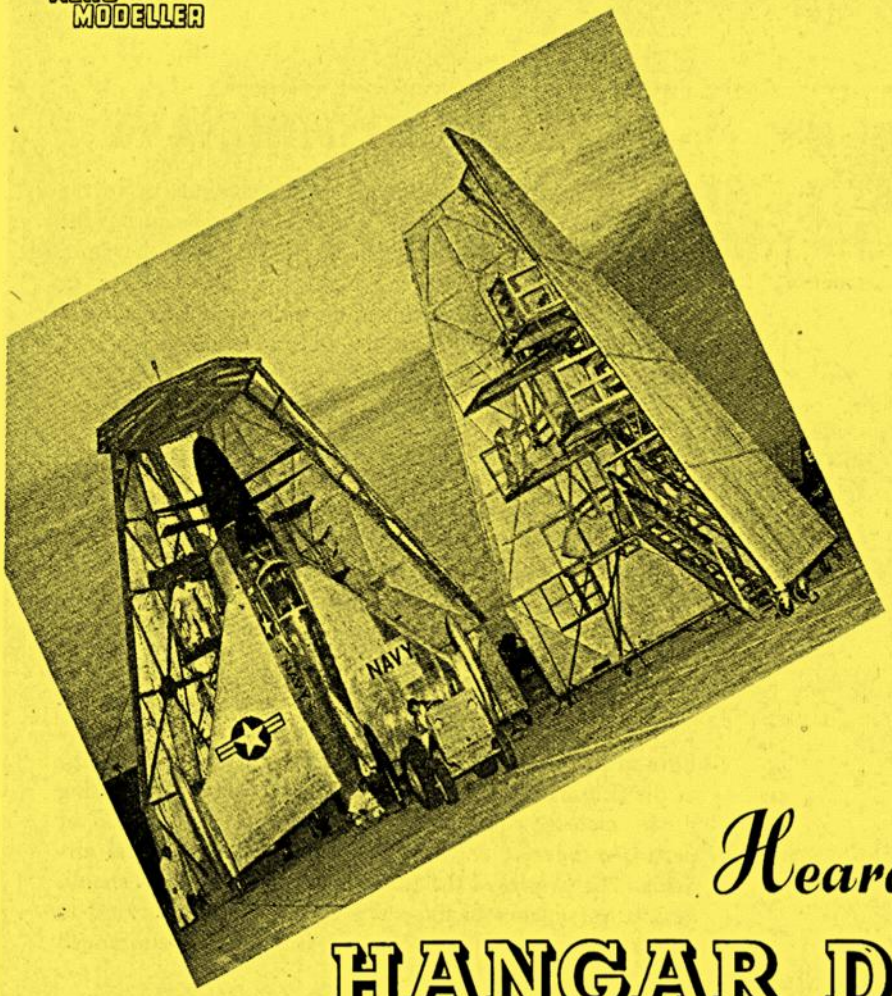


A Lindsey Smith vac-formed pilot in a Pistachio Scale (6" fuselage length)
Lippisch Storch Xlb.
Built from Siegfried Glöckner'splans published in Bill Hannan's Stick & Tissue Vol. 3.

If you require a copy of Paul Plecan's Profile Pilots, please try this link: -
l.facebook.com/l.php?u=https%3A%2F%2Fwww.rcgroups.com%2Fforums%2Fshowatt.php%3Fattachmentid%3D12093701%26d%3D1558328190&h=AT6_EMcWhVbyjGkaV8E1xLz6ZfBiiwGzZ-khDHu8cOQSOrFNpT-7BlX4eLePxeA4UGBcgu18rE4s0zEPshXyvVt5J0cv1kG3h_vZThHth4Pd2g8JUSxFMFphomC2v5WBbgAyWJdOtRNip-SmsFzx&__tn__=H-R&c[0]=AT57LI3Bdp6y40Zj9yX8Wt0bZoKsssG586BcSzzILddBMtJdz5VyZ91X35w3HcJwSN5g7FwfmjGgPn5DpjiWDtKPGYoTWDee586H-jvurU5r0zE1-gqULhJTruC9lOUCR7b8S3fpiJmfcMy2c-n8rxBLmRCZzVCJj3b5N6olLDgcrxynXOtK5pCwHaMVCz5Rn5hqlXIeW7hEPuPKRjMYg1A2-XaF

Nick Peppiatt

AERO MODELLER May, 1955



New style in Hangars is the tepee-shaped "clam - shell" with triple decked working platforms for the Convair XFY-1 "Pogo." Hangar rolls on wheels so that it can be taken to the aeroplane if needed

Heard at the HANGAR DOORS

How Simple is Radio control ?

Modellers who have shunned or hesitated at entering the somewhat technical field of Radio Control, frightened by such terms as "standing current", "quench coils", "crystal oscillator", etc., can take heart now that our Editor's long-awaited book "Simple Radio Control" is available.

It has been written especially for the average aeromodeller who, with no knowledge of radio, wishes to experience the thrills of radio controlled flying for the first time. In consequence the book deals only with simple single channel equipment described in clear non-technical terms.

An explanatory chapter gives the basic principles of operation, and individual items of equipment, such as the Transmitter, Receiver, Relay, Actuator, etc., are all dealt with in detail. The novice is helped in his choice of equipment, be it commercial or home-made, and in the latter event there are chapters giving stage-by-stage construction details for the "AEROMODELLER" Transmitter, Receiver, and also the Pike XFG1 Receiver.

Further chapters explain the installation of radio gear in the model, tuning and operation, the various systems of control linkage, and construction of an All-Purpose Meter.

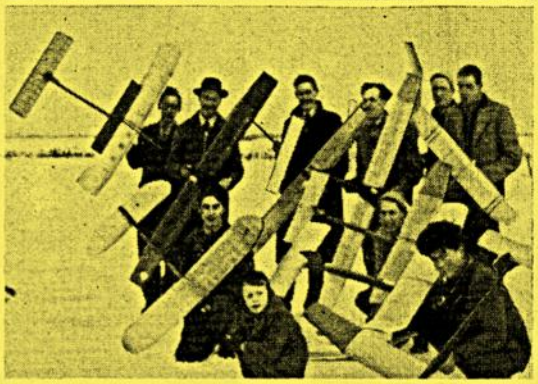
The Radio Model itself is given comprehensive coverage, and here as an aeromodeller, our worthy Ed. has the advantage over the somewhat technical titles already on the market. Choice of model and structural considerations particular to radio control operation, are amongst the many facets discussed, not forgetting important items such as the right type of landing gear and methods of trimming.

Test flying and radio pilotage, fault finding and correct soldering are also covered, and there are useful indices giving details of commercial equipment and batteries. Art plates and sketches portray, not only the author's ideas, but a multitude of other brainwaves from well-known radio experts, and we can safely say that this little book is as good a "five bobs' worth" as one is likely to find.

Merited Recognition

We learn that the F.A.I. has awarded a Paul Tissandier Diploma to hard working S.M.A.E. Secretary, Doug. Gordon, who has filled this post for a number of years. These diplomas are a form of recognition of activities devoted to the aviation movement, usually in fields that are not capable of acknowledgment by the award of trophies, etc., and it says much for Great Britain that this is the second award to be made to Britishers, the first going to S.M.A.E. Chairman and President of the International Models Commission, A. F. Houlberg.

Over eight inches of snow, Czechs Harapat, Brauner, Pech and Cizek in upper photo look as happy as the Wallasey boys (below) during their recent postal contest organised through AEROMODELLER World News columns.



World Speed Champs.

We learn on best authority that both date and venue are changed for the 1955 World Control-line Championships. Stated in the F.A.I. Calendar to be at Paris over Whitsun, they are now to be held at l'Aerodrome de Poitiers over July 1, 2 and 3. The city of Poitiers is just over midway between Paris and Bordeaux, and from the nature of these alterations we interpret that the meeting will be held with another major French meeting. Date for their Nationals has yet to be announced.

Fixed your Holiday?

The thrill of full-size gliding—a hobby close akin to aeromodelling—can be enjoyed in good company at the Gliding Clubs to be seen advertising at the back of this issue. First class accommodation, the chance of a whole unfettered week of flying and solo flying after dual control training can be yours for less than the cost of the average seaside laze. Why not try it this year and join the increasing band of A and B gliding badge holders?

Windsor Highlights

February 26th was the occasion of the annual Northern Heights M.F.C. Dinner, held as usual at the "Windsor Castle" near Victoria, and as usual the fun was fast and (at times) furious. Sir Pugh Lloyd received the "Malta Cup" on behalf of the R.A.F. Models Association from Lady Boyle who presented the prizes, and founder-member "Rip" was the proud recipient of an album of photographs. All in all, a very pleasant function, maintaining its standard as an "aeromodellers must".

East meets West

Through our World News columns we have been successful in matching by postal contest leading clubs in Britain and Czechoslovakia. The event took place on cold, snowbound February 27, with two teams nominated each by Wallasey M.A.C. and Kladno (Czech), plus another team from Wavertree M.F.C. to make it a triangular event, whilst Whitefield, due to strong wind in their district, postponed their part in the contest until better weather arrives. With similar conditions in each country, except for occasional turbulence at Kladno, we are able to draw direct comparison between East and West. Close results, both individual and for the Wallasey and Kladno "A" teams make the coming A/2 Championships even more interesting, should the Czechs be able to send a National team.

WALLASEY *versus* KLADNO
(Total in secs for 5 flights)

J. Hannay	813	J. Harapat	811
G. Hutton	782	E. Brauner	758
S. Hinds	775	Z. Pech	707
R. Sutton	421	R. Cizek	508
TOTAL ...	2791	TOTAL ...	2784

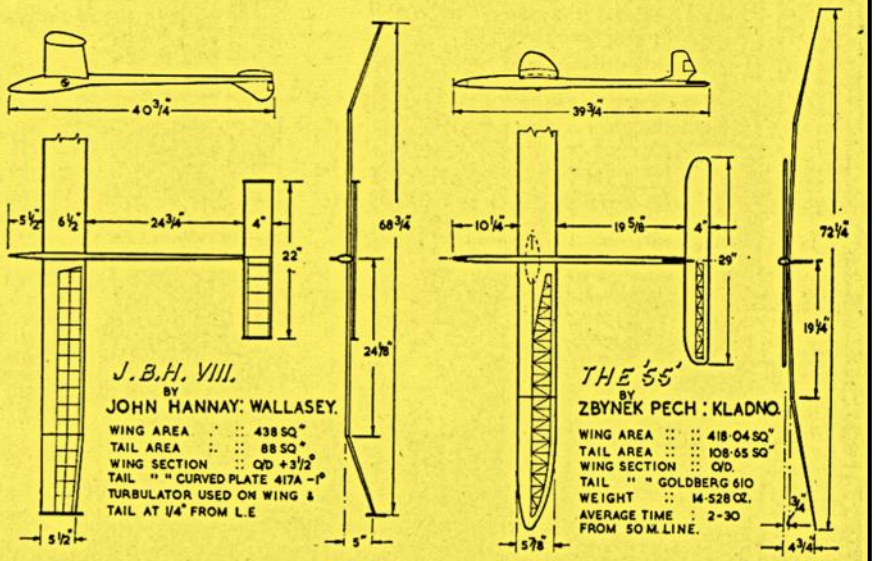
„B" Teams

Wallasey ... 962 Kladno 1545

Wavertree Results

C. Chestnutt	744	D. Douglas	560
J. Dutton...	595	A. McLellan	510
TOTAL ...	2409		

Drawings of outstanding models are at right.

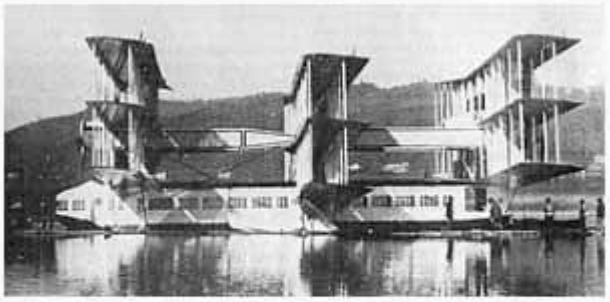


The Caproni Ca.60 - Wikipedia

The Caproni Ca.60 Transaereo, often referred to as the Noviplano (nine-wing) or Capronissimo, was the prototype of a large nine-wing flying boat intended to become a 100-passenger transatlantic airliner. It featured eight engines and three sets of triple wings.

Only one example of this aircraft, designed by Italian aviation pioneer Gianni Caproni, was built by the Caproni company. It was tested on Lake Maggiore in 1921: its brief maiden flight took place on February 12 or March 2. Its second flight was March 4; shortly after takeoff, the aircraft crashed on the water surface and broke up upon impact. The Ca.60 was further damaged when the wreck was towed to shore and, in spite of Caproni's intention to rebuild the aircraft, the project was soon abandoned because of its excessive cost. The few surviving parts are on display at the Gianni Caproni Museum of Aeronautics and at the Volandia aviation museum in Italy.

Ca.60



The Caproni Ca.60 on Lake Maggiore. This picture, taken in 1921, shows the three wing sets mounted on top of the hull and the booms that connected them, as well as the panoramic cabin windows.

General information	
Type	Experimental airliner
National origin	Italy
Manufacturer	Caproni
Designer	Giovanni Battista Caproni
Status	Destroyed on second flight
Number built	1
History	
First flight	February 12 or March 2, 1921[N 1]

Development

Gianni Caproni became a famous aircraft designer and manufacturer during the First World War; his Caproni aviation company had major success, especially in the field of heavy multi-engine bombers, building aircraft such as the Caproni Ca.32, Ca.33, Ca.36 and Ca.40. The end of the conflict, however, caused a dramatic decrease in the demand for bombers in the Italian military. As a result, Caproni, like many other entrepreneurs of the time, directed his attention to the civil aviation market.

As early as 1913, Caproni, then aged 27, had said during an interview for the Italian sports newspaper La Gazzetta dello Sport that "aircraft with a capacity of one hundred and more passengers" would soon become a reality. It was after the war, however, that (besides converting some of his large wartime bombers into airliners) Caproni began designing a huge and ambitious passenger flying boat; he first took out a patent on a design of this kind on February 6, 1919.

The idea of a large multi-engined flying boat designed for carrying passengers on long-range flights was considered, at the time, rather eccentric. Caproni thought, however, that such an aircraft could allow faster travel to remote areas than ground or water transport, and that investing in innovative aerial means would be a less expensive strategy than improving traditional thoroughfares He affirmed that his large flying boat could be used on any route, within a nation or internationally, and he considered operating it in countries with large territories and poor transport infrastructures, such as China. Caproni believed that, to attain these objectives, rearranging wartime aircraft would not be sufficient. On the contrary, he thought that a new generation of airliners (featuring extended range and increased payload capacity, the latter in turn allowing a reduction in cost per passenger) had to supersede the converted leftovers from the war.

In spite of criticism from some important figures in Italian aviation, especially aerial warfare theorist Giulio Douhet, Caproni started designing a very innovative aircraft, which he patented in 1919.

Caproni was aware of the safety problems with passenger flights, the root of Douhet's criticism. So, he concentrated on both improving the aircraft's reliability and minimizing the damage that could be caused by possible accidents. First of all, he conceived his large seaplane as a multi-engine aircraft featuring enough motors to allow it to keep flying even in case of the failure of one or more of them. He also considered (but then discarded) "backup engines" that could be shut off once the cruise altitude had been reached and only restarted in case of emergency. The seaplane configuration assured the capability of performing relatively safe and easy emergency water landings on virtually any water surface calm and large enough. Moreover, Caproni intended to improve the comfort of the passengers by increasing the cruise altitude, which he meant to achieve with turbochargers and variable-pitch propellers.

(such devices could compensate for the loss of power output of the engines at high altitude)

Below, the Transaereo under construction in Sesto Calende. Gianni Caproni is sitting on the left side outrigger.

The construction of the model 3000, or Transaereo, began in the second half of 1919. The earliest reference to this event is found in a French daily newspaper of August 10, 1919, and perhaps the first parts were built in the Caproni factory of Vizzola Ticino. In September an air fair took place at the Caproni factory in Taliedo, not far from Milan, during which the new, ambitious project was heavily publicized.

Later in September, Caproni experimented with a Caproni Ca.4 seaplane to improve his calculations for the Transaereo. In 1920, the huge hangar where most of the construction of the Transaereo was to take place was built in Sesto Calende, on the shore of Lake Maggiore. The several parts built by Caproni's subcontractors, many of whom had already collaborated with the company during the Great War, were assembled here.
At the end of the year, the construction yard was visited by United States Ambassador to Italy Robert Underwood Johnson, who admired Caproni's exceptional aircraft. The press affirmed that the aircraft would be able to begin test flights in January 1921, and added that, were the tests successful, Italy would swiftly gain international supremacy in the field of civil aerial transport.
On January 10, 1921, the forward engines and nacelles were tested, and no dangerous vibrations were recorded. On January 12 two of the aft engines were also successfully tested. On the fifteenth, Caproni forwarded his request for permission to undertake test flights to the Inspector General of Aeronautics, General Omodeo De Siebert.

Design.

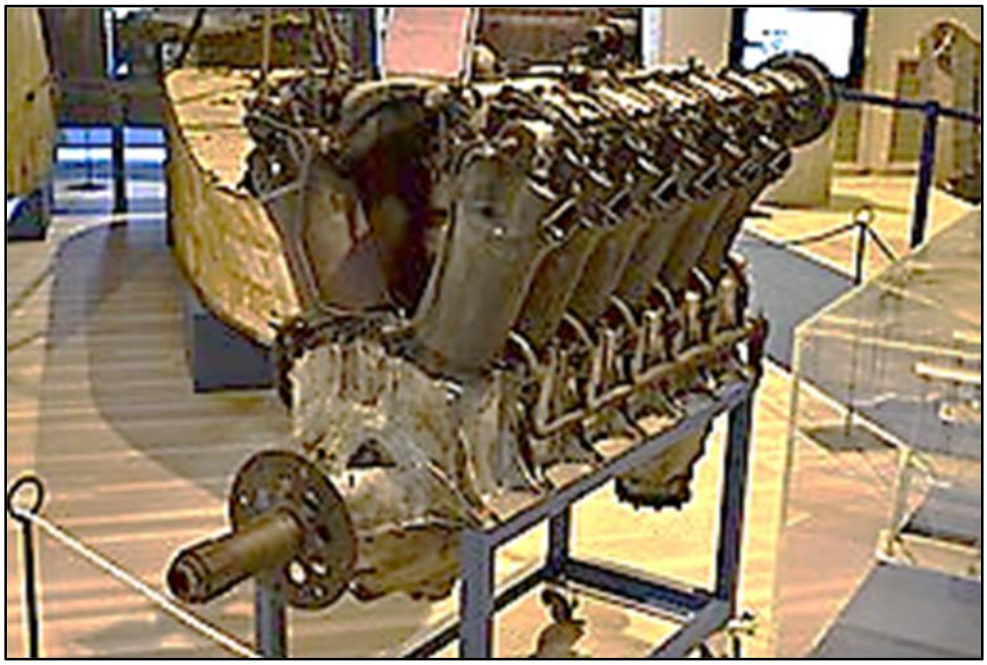
The Transaereo was a large flying boat, whose main hull, which contained the cabin, hung below three sets of wings in tandem, each composed of three superimposed aerodynamic surfaces: one set was located fore of the hull, one aft and one in the center (a little lower than the other two). The wingspan of each of the nine wings was 30 m (98 ft 5 in), and the total wing area was 750.00 m^2 (8073 ft^2); the fuselage was 23.45 m (77 ft) long and the whole structure, from the bottom of the hull to the top of the wings, was 9.15 m (30 ft) high.[11] The empty weight was 14,000 kg (30,865 lb) and the maximum takeoff weight was 26,000 kg (57,320 lb).

Above a Scale model of the Transaereo, at the Volandia museum. Note the central push-pull nacelle, with pull-only nacelles on either side, and the open cockpits for pilots (on top of the main cabin) and flight engineer (in the central nacelle)

Lifting and control surfaces

Each set of three wings was obtained by the direct reuse of the lifting surfaces of the triplane bomber Caproni Ca.4; after the end of the war several aircraft of this type were cannibalized in order to build the Transaereo.

The flight control system was composed of ailerons (fitted on each single wing) and rudders, even if the aircraft didn't have a tail assembly in the traditional sense and, in particular, didn't have a horizontal stabilizer. Roll (the aircraft's rotation about the longitudinal axis) was controlled in a completely conventional way by the differential action of port and starboard ailerons; pitch (the aircraft's rotation about the transverse axis) was controlled by the differential action of fore and aft ailerons, since the aircraft didn't have elevators; four articulated vertical surfaces located between the wings of the aftmost wing set acted as vertical stabilizers and rudders controlling the yaw (the aircraft's rotation about the vertical axis).[] Wings had a positive dihedral angle, which contributed to stabilizing the aircraft on the roll axis; Caproni also expected the Transaereo to be very stable on the pitch axis because of the tandem-triplane configuration, for the aft wing set was supposed to act as a very big and efficient stabilizer; he said that the huge aircraft could "be flown with just one hand on the controls." Caproni had patented this particular control system on September 25, 1918.



Propulsion

Only one of the eight Liberty L-12 engines of the Transeaereo survives, shown here on display at the Caproni Museum.

The aircraft was powered by eight Liberty L-12 V12 engines built in the United States. Capable of producing 400 hp (294 kW) each, they were the most powerful engines produced during the First World War.

They were arranged in two groups of four engines each: One group at the foremost wing set, and one at the aftmost wing set. Each group featured a central nacelle, containing two engines in a push-pull configuration, all with four-blade propellers. To either side were single-engine nacelles, with two-blade propellers. In the forward engine group, these were pulling, while in the aft engine group, they were pushing.

All nacelles had radiators for the cooling liquid. Each of the two fore side engines was connected to the central wing set and to the corresponding aft engine thanks to a truss boom with a triangular section.

The two central nacelles also housed an open-air cockpit, for one flight engineer each, who controlled the power output of the engines in response to the orders given by the pilots via means of a complex system of lights and indicators located on electrical panels.

A Transaereo engine control panel, on display at the Caproni Museum.
Switches and lights communicated orders from pilots to flight engineers.

The fuel tanks were located in the cabin roof, close to the central wing set. Fuel reached the engines thanks to wind-driven fuel pumps.

Hulls

The main fuselage ran the entire length of the plane, below most of the wing structure. The passenger cabin was enclosed, and featured wide panoramic windows. Travelers were meant to sit in pairs on wooden benches that faced each other—two facing forward and two backwards. It featured a lavatory at the rear end of the fuselage.

An open-air cockpit was positioned above and slightly behind the forward windows. It accommodated a pilot in command and a co-pilot side-by-side. Its floor was raised above the passenger cabin floor, so that the shoulders and heads of the pilots protruded through the roof. The flight deck could be reached from inside the fuselage by a ladder.

Besides the main hull, the aircraft was fitted with two side floats located under the central wing set, acting as outriggers which stabilized the aircraft during static floating, takeoff and landing. Caproni had Alessandro Guidoni, one of the most important seaplane designers

of the time, create the hull and floats, the hydrodynamic surfaces that connected them and the two small hydrofoils located close to the nose of the aircraft: Guidoni designed new and innovative floats for the Transaereo to reduce dimensions and weight.

Test flights

The Transaereo was taken out of its hangar for the first time on January 20, 1921, and on that day it was extensively photographed. On January 21, the aircraft was scheduled to be put in the water for the first time, and a cameraman had been hired to shoot some sequences of the aircraft floating on the lake. Because of the low level of the lake and of some difficulties related to the slipway that connected the hangar with the surface of the lake, the flying boat could not reach the water. After receiving De Siebert's authorization, the slipway was lengthened on January 24, and then again on 28. Operations were carried on among problems and obstacles until February 6, when Caproni was informed that 30 wing ribs had broken and needed to be repaired before the beginning of test flights. He was infuriated, and kept his employees awake through the night to allow the tests to begin on February 7. The ribs were fixed, but then a starter was found broken, further exacerbating Caproni's frustration. As a result the tests had to be postponed again.

On February 9, finally, the Transaereo was put in the water its engines running smoothly and it started taxiing on the surface of the lake. The pilot was Federico Semprini, a former military flight instructor who was known for having once looped a Caproni Ca.3 heavy bomber. He would be the test pilot in all the subsequent trials of the Transaereo; no tests were going to be performed with more than one pilot on board.

The Transaereo on Lake Maggiore.

Always keeping on the water surface, the aircraft made some turns, then accelerated simulating a takeoff run, then made other maneuvers in front of Gianni Caproni and other important representatives of the Italian aviation in the 1920s: Giulio Macchi and Alessandro Tonini of Nieuport-Macchi, Raffaele Conflenti of SIAI. The tests were soon interrupted by the worsening of the weather conditions, but their outcome was positive. The aircraft had proved responsive to the controls, maneuverable and stable; it seemed to be too light towards the bow and at the end of the day some water was found to have leaked inside the fuselage, but Caproni was satisfied.

A period scale model of the Transaereo, on display at the Gianni Caproni Museum of Aeronautics. The position of the left outrigger is clearly visible, as well as the shape of the fore part of the hull.

On the next day, after reconsidering some of his calculations, Caproni decided to load the bow of the Transaereo with ballast before carrying out further tests, in order to keep the aircraft from pitching up excessively.

More taxiing tests were successfully carried out on February 11. On February 12 or March 2, 1921, the bow of the aircraft loaded with 300 kg (660 lb) of ballast, the Transaereo reached the speed of 80 km/h (43 kn; 50 mph) and took off for the first time. During the brief flight it proved stable and maneuverable, in spite of a persisting tendency to climb.

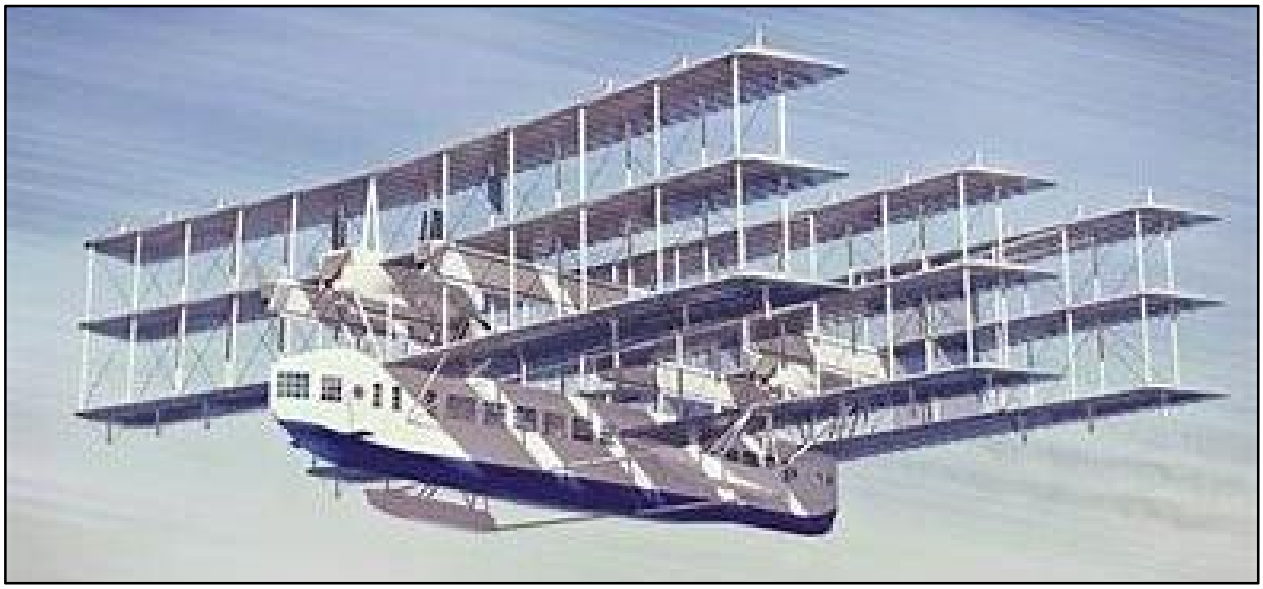
The second flight took place on March 4. Semprini (according to what he later recalled) accelerated the aircraft to 100 or 110 km/h (54–59 kn, 62–68 mph), pulling the yoke toward himself; suddenly the Transaereo took off and started climbing in a sharp nose-up attitude; the pilot reduced the throttle, but then the aircraft's tail started falling and the aircraft lost altitude, out of control. The tail soon hit the water and was rapidly followed by the nose of the aircraft, which slammed into the surface, breaking the fore part of the hull. The fore wing set collapsed in the water together with the nose of the aircraft, while the central and the aft wing sets, together with the tail of the aircraft, kept floating. The pilot and the flight engineers escaped the wreck unscathed.

The wreck of the Transaereo is towed to shore after the accident, on March 4, 1921. The boat may be the same that interfered with the aircraft's takeoff, possibly causing it to crash.

Caproni, coming from Vizzola Ticino by automobile, was delayed, and only arrived on the shore of Lake Maggiore after the Transaereo had crashed. He later commented, "So the fruit of years of work, an aircraft that was to form the basis of future aviation, all is lost in a moment. But one must not be shocked if one wants to progress. The path of progress is strewn with suffering."

At the time, the accident was blamed on two concurrent causes. First, the wake of a steamboat that was navigating on the lake close to the area where the Transaereo was accelerating was thought to have interfered with the takeoff. Second, test pilot Semprini was blamed for having kept pulling the yoke trying to gain altitude while he should have performed corrective maneuvers, for example lowering the nose to let the huge aircraft gain speed. Another theory suggests the aforementioned boat was a ferry loaded with passengers and Semprini (who was only performing some taxiing trials, for he did not mean to take off before Caproni's arrival on the spot) was suddenly compelled to take off, in spite of the insufficient speed, to avoid a collision. According to more recent theories, the cause of the accident was probably the sandbags that had been placed in the aircraft to simulate the weight of passengers: not having been fastened to the seats, they may have slid to the back of the fuselage when, upon takeoff, the Transaereo suddenly pitched up. With the tail burdened by this additional load and a shift in the center of gravity, the aircraft became uncontrollable and the nose lifted more and more, until the Transaereo stalled and violently hit the water tail first.

The surviving fragments of the outriggers and of the lower front section of the main hull, on display at the Gianni Caproni Museum of Aeronautics.More surviving fragments (a section of one of the truss-booms and one of the hydrofoils) are on display at Volandia.
Because the photographer was on board the same car as Caproni, no photos exist of the takeoff, flight or crash, but many were shot of the wreck.
The flying boat had sustained heavy damage in the crash, but the rear two-thirds of the fuselage and the central and aft wing sets were almost intact. However, the Transaereo had to be towed to shore. The crossing of the lake, performed thanks to a boat that may have been the same that had interfered with the takeoff, further damaged the aircraft: a considerable quantity of water leaked in the hull and the fuselage was partly submerged, while the central and aft wing sets got damaged and partly collapsed in the water.
The possibility of repairing the Transaereo was remote. After the accident, only the metallic parts and the engines were still usable. Almost all wooden parts would have to be rebuilt. The cost of the repairs, according to Caproni's own estimate, would be one-third of the total cost of building the prototype, but he doubted the company's resources would be sufficient to sustain such a financial effort. After initial discouragement, however, on March 6 Caproni was already considering design modifications to carry on the project of a 100-passenger transatlantic flying boat. He was sure that the Transaereo was a promising machine, and decided to build a 1/4 scale model to keep on testing the concept. After discussing with De Siebert and Ivanoe Bonomi (who had been the Ministry of War until shortly before), Caproni was convinced he could build a 1/3 scale model and Bonomi promised that, had he won the elections, his cabinet would grant him all the financial support he needed. However, even though Bonomi actually became Prime Minister in July, more urgent political priorities ultimately caused the project of the Transaereo to be abandoned. Although it was not successful, the Caproni Ca.60 is considered "one of the most extraordinary aircraft ever built."



Wikipedia

Flashing Beacon - Martin Pike

I came across this device add, thought it might be of interest.
Anyone know anything about it?

AT LAST!

A SUB-MINIATURE

FLASHING BEACON

"LI'L BLINKER" Pat. Pending

- Never lose your model again.
- Ideal for R/C. FF, Scale, U/C
- Blinks on and off over 8 hours steady on 2 pen cells
- High-intensity light may be seen for ½ mile.
- Mounts anywhere. Can be triggered by servo, escapement, timer or continuous.
- Complete with spring-loaded actuator switch, mounting hardware and fuel gasket.

AFFIDAVIT

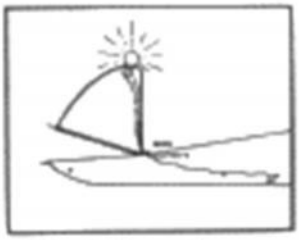
"On July 11, 1965 I experienced a fly-away of my Class II aircraft on which I had mounted a LI'L BLINKER. After a two-hour search, one of my friends spotted the little flashing light in the branches of a pine tree. The LI'L BLINKER is the best investment I have made. I'll never fly without one again."

Signed _____

AMA 4554

Size: ¾"H x 1¼" L x ½" W
Weight with Switch: .04 oz.
(less batteries)

R/C....use equipment installed.



F/F...dethermalizer or timer activates unit.

Run your boats at night

FLY WITH CONFIDENCE —
Order your "LI'L BLINKER" Today.

$3.95 less batteries

SEND CHECK, CASH OR MONEY ORDER. NO C. O. D.

DEALERS WRITE

Angel MINI-FLITE CO.

Box 437
FITCHBURG, MASS.

Martin Pike

A Dip Into My Picture Archive - John Andrews

BMFA Nationals Barkston Heath 2014

BMFA Nationals 2014 - Bill Longley's Van Full of Power Models

BMFA Nationals 2014 - Myself & Martin Pike's Base Camp

BMFA Nationals 2014 - I Assemble the 39 Korda, Martin's Interest is Elsewhere.

BMFA Nationals 2014 - I trim my Spenser Willis Tailless 'Mazee II'.

BMFA Nationals 2014 - Kathy Wingate mans SAM35 Control

BMFA Nationals 2014 - SAM35 8oz Wakefield Winner, Mike Sanderson

BMFA Nationals 2014 - SAM35 4oz Wakefield Winner, Tony Rushby

Barkston Nationals 2014
Peter Jackson
and his
Wakefield

Barkston Nationals 2014 - Reg Biddlecombe piles the turns on his 'KK Contester'

Barkston Nationals 2014 - I pile the turns on my old 'Hep-cat'

Rachel returns to base on the old folding recovery Bicycle having found my very old 'Black & yellow' job, as it's always referred to.

Must have flown it in Open Rubber I assume.

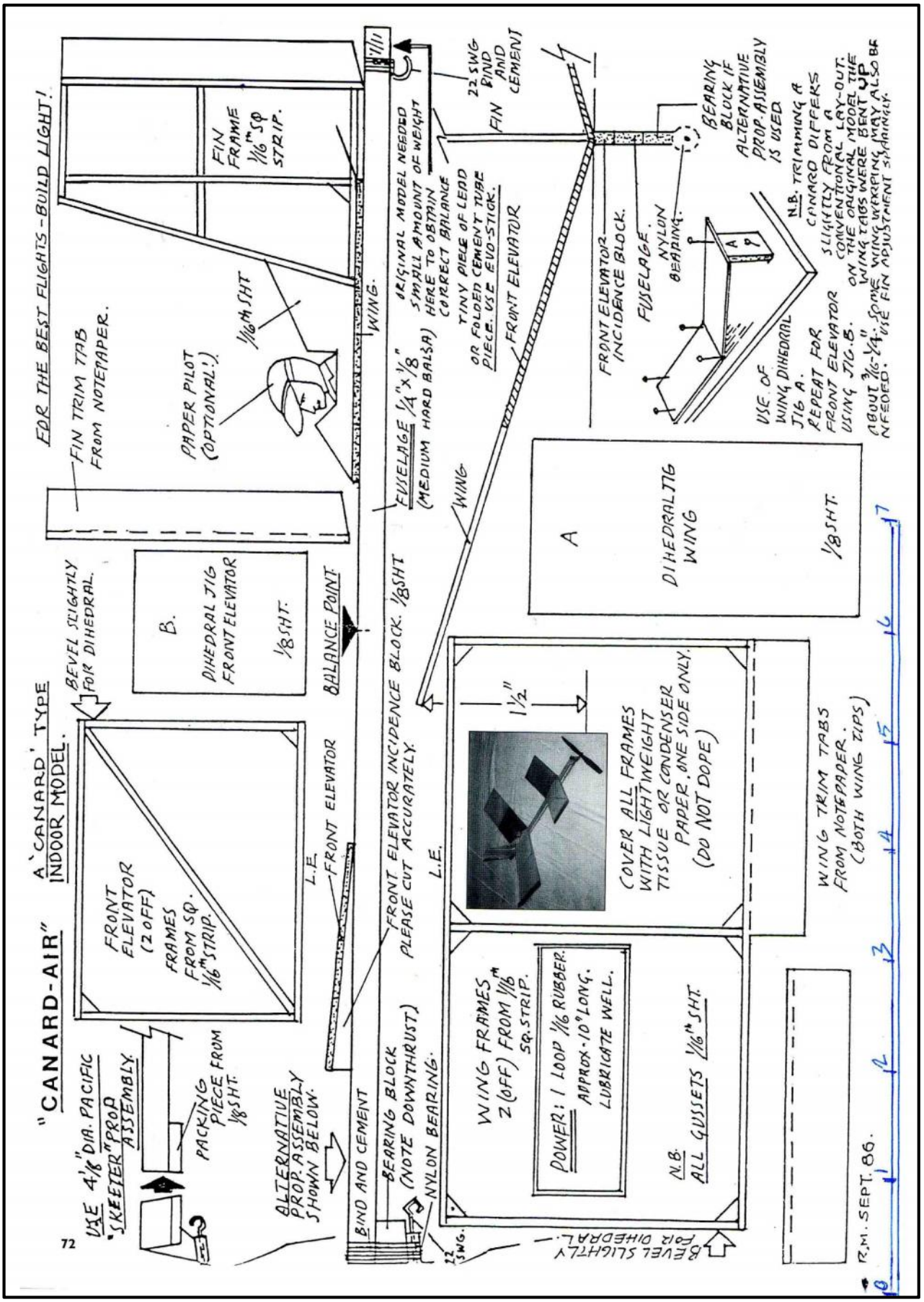
It was my first own designed model when I returned to Free-Flight modelling and was flown in my first competition

The Hep-cat would have been flown in vintage.

John Andrews

Canard-Air - Ray Malmstrom

From the book 60 years of IVCMAC courtesy Chris Strachan



The Croydon Cagnarata & 1066 - Paula Butler

The Croydon Cagnarata & 1066 event - Monday 6th.April on Salisbury Plain

Hi John
Ray and I were up on area 8 in a brisk South Easterly wind which seemed to just get stronger as the day went on but despite that it was a good day out. Attendance was low with 11all up of whom 8 flew. Paula Butler has become our event reporter so her write up follows below and I've attached her photos which are also listed below. - Tony Shepherd.

Paula reports,
We arrived to an absolutely beautiful day at Salisbury Plain's Area 8. As we were early we met up with Ray Elliott putting out the event signs and Tony Shepherd herding Cows back into their area, and repositioning the electric fence, without getting electrocuted. Everyone had no problems getting onto or off of the Plain, especially with the entrance works from the road. The day was beautiful and sunny but had more wind than originally forecast. The wind gradually became stronger throughout the day from 8 mph to 16+ mph, with no real lulls. A number of contestants arrived but in truth we could have done with a few more, but this could have been due to the wind. Due to the conditions some retrievals also became quite long but no one reported any lost models.

Paul Masterman should have won the prize for the longest flight of a model box, it took off easily in a gust of wind to about 5 feet high and emptied its contents onto Area 8, all of which were retrieved. Around this time Martin Dilly arrived with rather a lot of smoke and a strong burning smell coming from his car, with no one really sure of the cause but he managed to leave OK.

On the day people flew Coupes, Vintage Coupes, Mini Vintage, Glider, and P30, with varying levels of success.

In general everyone had a good day and our thanks to Tony Shepherd and Ray Elliott for running the event, oh and Ray's Hot Cross Buns that he gave to us all, and the prizes for the various classes.

Roy Vaughn plus F1G: trying to pick the air for one of his three maxes. There was good air to be had but not easy to pick.

Tony Shepherd launches PAW55 powered Le Timide for one of his two maxes which were sufficient for first place in the SAM 1066 mini-vintage class with Dave Cox coming second with a glider

Paul Masterman launches his Gollywok last flown in the USA quite a few years ago. A couple of seconds later it piled in – only the wing and tail survived.

Chris Redrup launching F1G in Croydon Cagnarata. He tied with Roy Vaughn for first place.

Tony's Le Timide at landing point after second 2-minute max, a mile away from the launch point – it was windy!!

Paula Butler

Croydon Cagnarata & 1066 meeting – Results - Ray Elliott

Croydon Cagnarata Rubber

Scores with k factors

1st =	Chris Redrup	P30	270 x(5/3)	450
1st =	Roy Vaughn	F1G	360 x(5/4)	450
3rd.	Luke Pritchard.	P30	269 x {5/3)	448
4th.	Chris Redrup.	F1G	304 x (5/4)	380
DNF	Wayne Butler			
DNF	Paul Masterman.			

SAM1066 Vintage / Classic / A1 Glider

1st.	Dave Etherton.	Vintage	6.00
2nd.	Dave Cox.	Classic	5.06.

SAM1066 Mini Vintage Glider / Power

1st.	Tony Shepherd	Power.	4.00
2nd.	Dave Cox.	Glider	1.18

No entries in SAM1066 Vintage / Classic Power / SLOP

Ray Elliott

2nd. Area Salisbury Plain - Paula Butler

Second Area 22nd March 2026 - Salisbury Plain

We arrived onto Salisbury Plain to a bright sunny but chilly morning, my goodness it was good for us to be back on Area 8 after what seemed to be a long winter with no flying as this was our first competition of 2026.

Healthy flight line: One end of the flight line.
Several flyers from the Midlands headed south to Salisbury Plain

The conditions seemed perfect upon arrival, with no wind which was amazing and a convoy of cars all following each other up to the field.
As people began to set up for the day's flying events the line of cars continually grew throughout the morning including all the regular southern based flyers plus others that had travelled down from the midlands which was nice and there were also some general sport flyers in attendance.
It was nice to see the sport flyers having some nice flights with the sounds of burbling diesel engines in the background.
On the competition side there were a number of F1J and F1C flyers going for Plugge points along with Combined Electric and E36 which had a number of flyers. Combined Glider also seemed to be well attended along with some Classic and Vintage models also being flown.
During the morning there was very little wind with some scattered lift, but very little drift so none of the models needed long retrievals. At around lunchtime the cloud increased along with the wind affecting the amount of lift that seemed to be available.
We believe that a number of flyers made the fly offs but due to other commitments were unable to stay for those fly offs. (it was decentralised comp) So we cannot confirm any results.
In general, everyone seemed to have a good day with whatever class they had flown in, Area 8 itself was really good with low grass height and not very much in the way of mud. The other good news was that entry to the site was being refurbished in some degree which can only be better for us flyers in attendance.

Tony Shepherd found time for a bit of sport flying with his Mills 1.3 powered Plecan Hepcat.

Luke Pritchard with his recently completed SLOP deep in conversation with Chris Redrup

Alan Jack's flapper F1C.

Tony Shepherd heads out
with his highly consistent electrified Dave Clarkson design for another max

"Its up there somewhere!"
Luke Pritchard timing for Chris Redup in one of several classes he flew on the day

Peter Watson taking a break from flying high powered IC and electric to launch a clubmate's glider

No matter how hard you try the boot always ends up in a mess

Peter Watson times for Alan Jack

Luke Pritchard reached his first ever fly-off with his F1B

Peter Carter and Trever Hahner took advantage of the very benign conditions
for a great day's sport flying. Peter's Pacemaker lumbered around the sky beautifully.

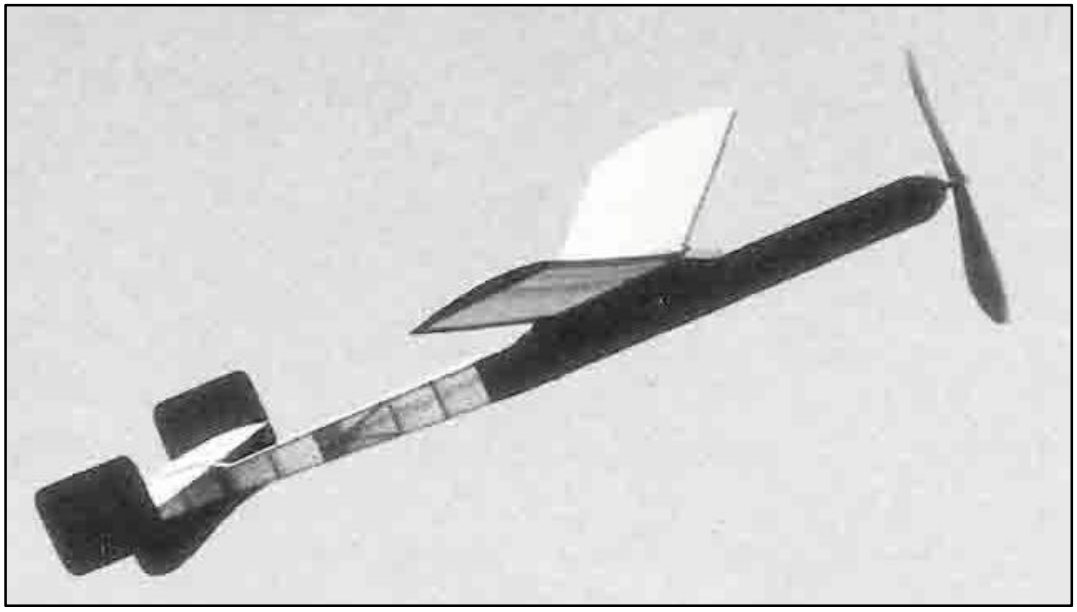
Chris Redrup launching to a max in Combined Electric
but off-trim flight in fly-off dropped him down the scoresheet

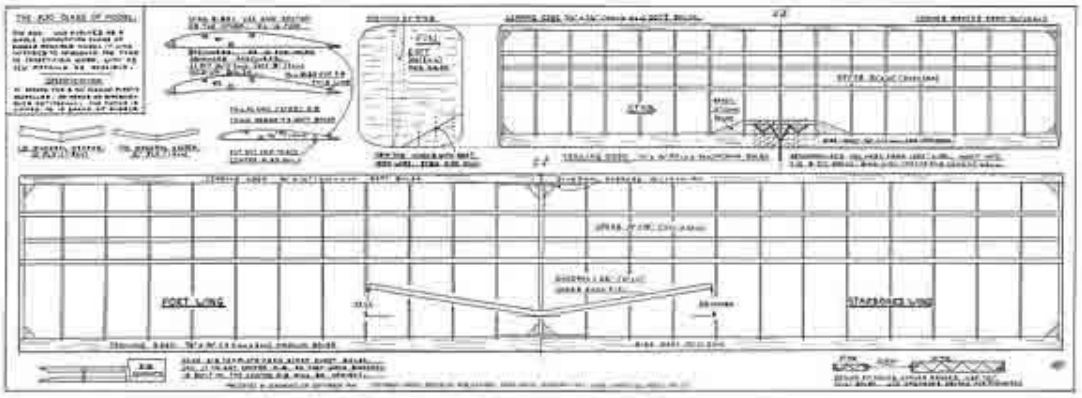
Paula Butler

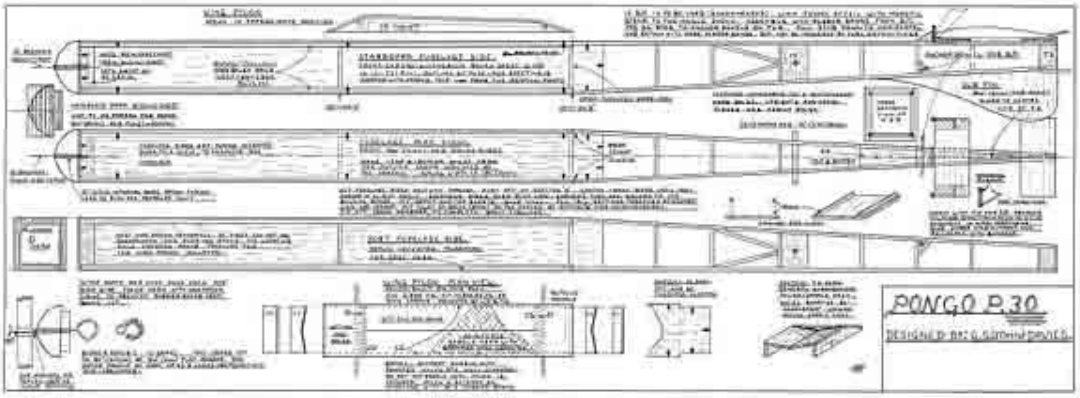
Notes from North Wales - Roger Newman

Occasional Notes from North Wales May 2026

Last month yielded a very good read which inevitably gave rise to a few reminisces. Nice to see the note from John O'Sullivan, particularly regarding the Pongo, as I built three in the latter part of 2010 – one for me & two for grandsons. These were flown with great enthusiasm in our local playing field with basic plastic props & not too much rubber. All survived for several years – nice little models that provided much fun & exercise, inclusive of fuse dt!







I wonder if John's two Coventry friends were members of the Coventry Club when Ron Draper won the World Power Champs at Cranfield in 1956, flying his Crescendo? One of those indelible images that stay in the head for ever, as I was there & watching his winning fly-off flight, against Dave Posner & his Dream Weaver plus Silvo Lanfranchi proxy flying (I think) a Lucky Lindy.

Another little blast from the past when I read the piece by Richard Crompton about the Hawker Hunter episode, as it reminded me that there was a Hunter cockpit on exhibit at the Hovercraft Museum in Lee on the Solent when I was a volunteer there. That too had a bit of a chequered history, as follows:

Narrative:

Built as an F.4 and first flown on 3rd August 1955, WV381 served with 222(F) Squadron and the FWS before being bought back by Hawkers, converted to GA.11 and re-delivered to the FAA

It then served with 764 NAS. On 1st November 1972 while taking off from RNAS Lee-on-Solent having visited there for the fitting of a Harley light to the nose, the pilot (Flt Lt Mike Sharp RN) aborted his take-off (due to an instrument malfunction) and then ejected when he realised he was going to overrun the runway end - the aircraft went through the fence, over a road and beach and ended up in the sea.

The pilot thankfully survived despite the seat being used out of its guaranteed performance envelope. The airframe was recovered from the sea two days later but her flying days were over and she ended up with the UKAEA Lightning Studies Unit at Culham (as a fuselage only), being used to study the effects of lightning strikes on aircraft and suffered further as a result.

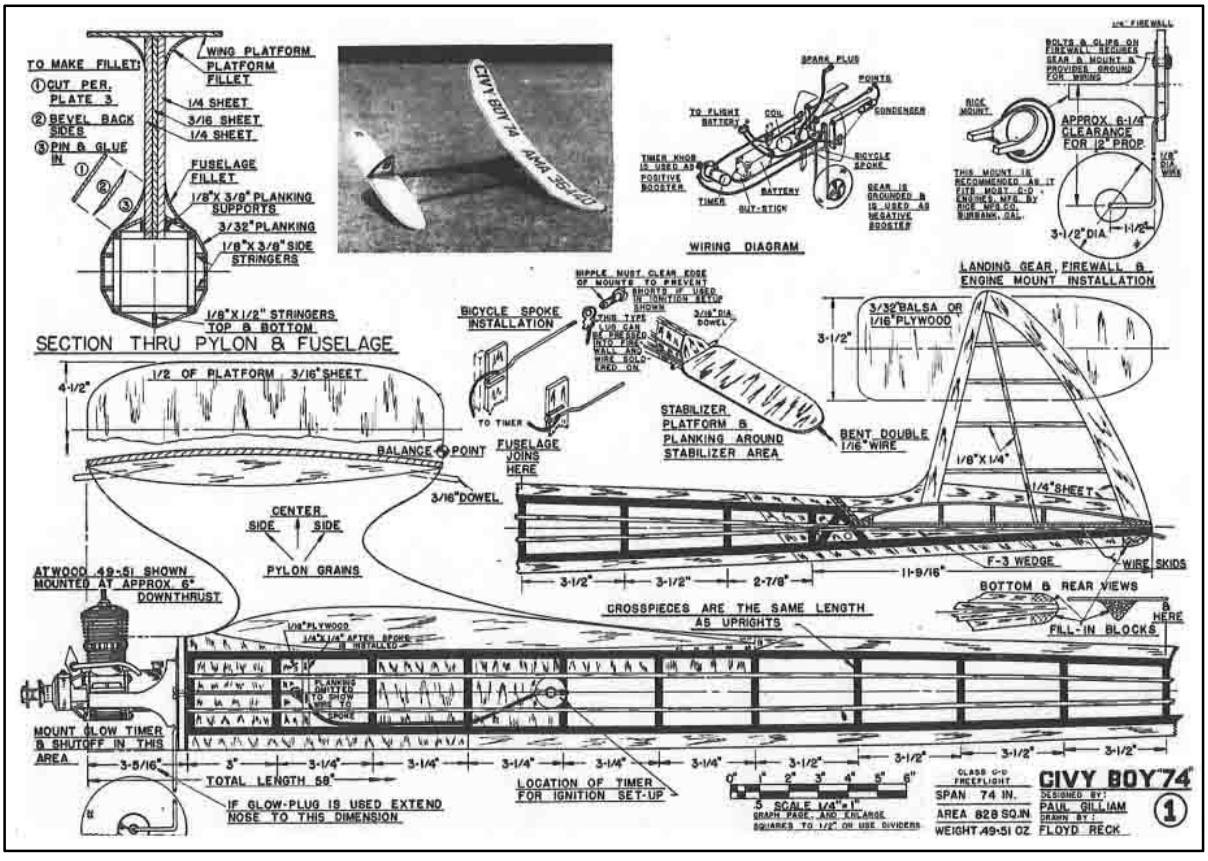
On 10 June 2007, WV381 was disposed of by the UKAEA at Culham and sold off. Her new owner, David Webb, removed the nose from the remainder of the fuselage and has spent 30 months restoring it with the help of a small team of helpers.
The nose section is now on permanent loan with the Hovercraft Museum at Lee-on-the-Solent, Hampshire. The Museum is on the site of what was HMS Daedalus, the Fleet Air Arm station it made its last flight from.

Footnote: The nose section is mounted on a trailer such that it can be easily towed round as a “mobile” exhibit!

The final reminisce is that of John Leach of Civy Boy fame, who flew a Civy Boy 74 at Middle Wallop for several years with great aplomb & a rocket like like climb, as it had a very potent McCoy 61 up front. Then off John would go for a leisurely retrieve on his electric bike. The Civy Boy design, of course, originated in the USA & produced several variations of model size (span) – most of which are in our plan library.

The following note is part of the BJMR kit advert for their E36 version.

The original 74” Civy Boy was designed by Paul Gilliam and published in the October 1949 issue of Model Airplane News; becoming one of the most dominate Free Flight designs of the 1950’s. Paul’s original intention was for a model to compete against the Goldberg Sailplane. The long tail moment and relatively large stab was intended to move the CG aft eliminating the need for massive nose weight. Subsequently it was built in wingspans of 24, 31, 36, 51, 57, 61, 64 and 84, making it one of the most copied designs of all time. The name Civy Boy was chosen because it was the FF model designed by Paul after discharge from the Army.



Yours for a mere $78 plus p & p!

The aforementioned Goldberg Sailplane was apparently the model to beat. It was also an extremely elegant design & one of David Baker's all time favourites.

It was designed by Carl Goldberg when he worked for Comet & was kitted by that Company.

On a quite separate topic – that of engines. For reasons I can't remember about a recent search for (probably) a quite obscure reason, I came across an advert for the Aero 35 glow motor – yet another product from the USA from the early 1960s. It had a short life – about a year on sale – apparently well made but relative to comparable conventional glow motors, it was over priced, over weight, over hyped & under powered but quite a feat of model engineering. It got pretty good reviews from Peter Chinn & Ron Warring here in the UK (I do wonder why with all those basic flaws in concept & implementation) but certainly didn't appear to result in sales of any significance.

An example was listed as sold at a fairly recent Gildings Auction (2025) for £270, is that a bargain? Suppose it depends if one is a collector or not. Performance Kits were (I believe) listed as the British agents.

I wonder if any of our readers had any hands on experience to share?

On a somewhat low key note, progress on the latest project of my radio assist Simplex 60 is proceeding at an exceedingly slow pace, not helped by the only building board I have wasn't wide enough for wing construction. This necessitated a visit to the local B & Q to get a lump of mdf sheet that needed cutting to a reasonable size to fit the workbench, then to discover that they no longer sold cork tiles – a required addition to be glued to the board as pins don't go into mdf! On-line ordering eventually sorted this out but then other activities took precedence – net result for the month is not a lot done. Furthermore, friendly advice is that the nose should be reshaped (elongated) to part compensate for a lightish electric motor & battery etc. otherwise there will be a very large lump of lead mounted on the front bulkhead, as modern electric motors weighs much less than a 10cc spark ignition engine - not really desirable & the plan I've got still assumes a 10cc sparky! But then it removes the Simplex look? Still I guess perseverance & not so good distant vision eye sight should win in the end – maybe?

The other significant complication factor regarding available time is that of the garden & a new greenhouse, with all the consequent effort involved in clearing a suitable site, getting it constructed & proceeding to start filling it with stuff to grow – but the whole project is also very therapeutic.

Roger Newman

Secretary's Notes for May 2026 - Ray Elliott

The outdoor free flight competition season is now well underway. By the time you read this we'll have had three Area meetings, the Northern Gala, the Croydon/SAM1066 Gala and the Classique de Brum. The first Area meeting and the Northern Gala were very windy, whilst the Classique de Brum, as far as I can tell from the Met Office weather records, was nearly as bad. The Buckminster Spring Gala had to be cancelled because of the weather. On the positive side the second Area meeting was blessed with nigh on perfect conditions whilst the Croydon/SAM1066 comp was a bit breezy. As I write this the forecast for the 3rd Area meeting is looking pretty good, so fingers crossed.
Many thanks to Paula Butler for the report on the Croydon/SAM comp. I only had to worry about collating the results.

Early notification of the next Croydon/SAM1066 day
to be held on the 10th or 11th October on Salisbury Plain.
Events will include Coupe Europa and Vintage/Classic classes.

In the meantime there are a number of 'privateer' comps to whet your appetite:

- Oxford MFC will be running a Duration comp on Saturday 16th May at Port Meadow;
- Martin Pike will be running May Welsh over the Spring Bank Holiday weekend;
- Chris Redrup will be running the Crookham Gala on the 11th or 12th July
- and the Southern Rally on the 2nd August.

Later in the year,

- on the 12th September, there will be another Oxford MFC Duration comp,
- on the 28th or 29th November, Birmingham Coupe.

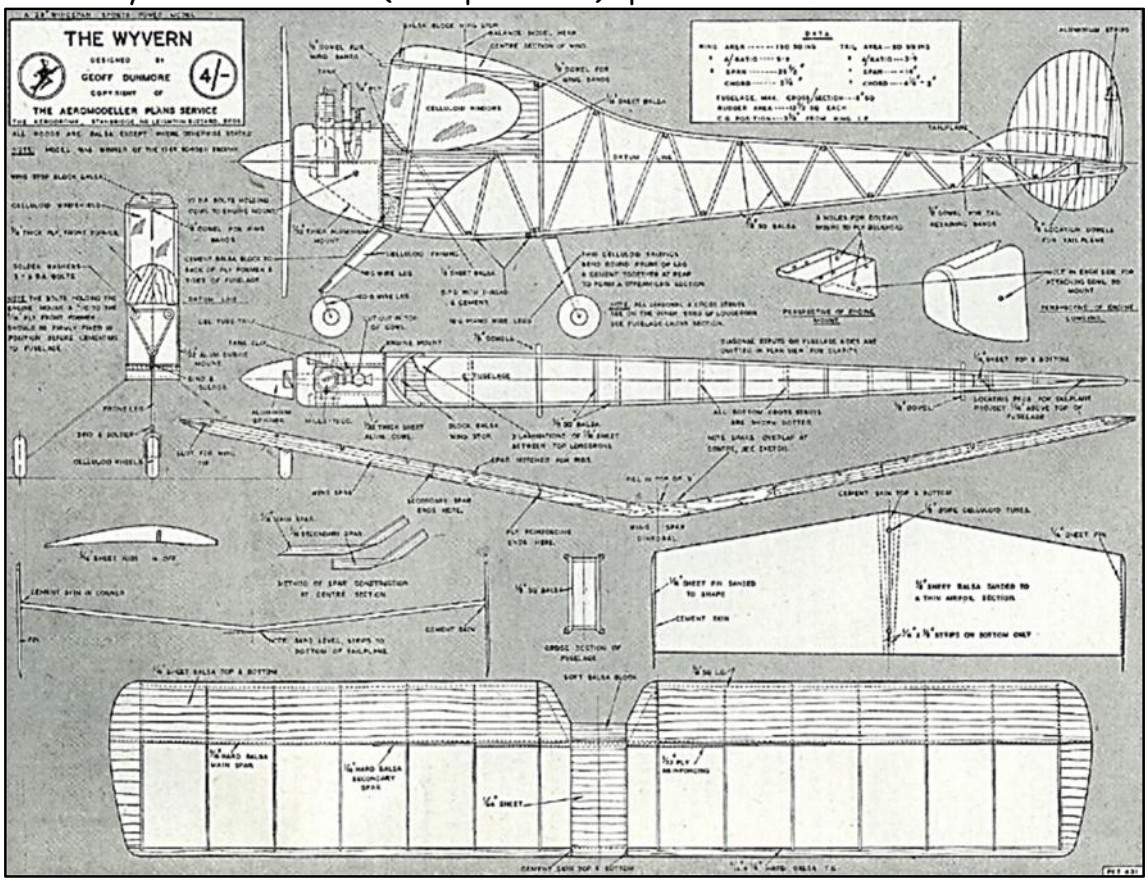
Full details of the May Oxford comp, May Welsh, Crookham Gala and Southern Rally are included herein together with a list of all comps including those run by the FFTC.

It's a pity that the May Welsh clashes with the London Gala as otherwise I would have been tempted to go and make a holiday of it. Maybe next year.

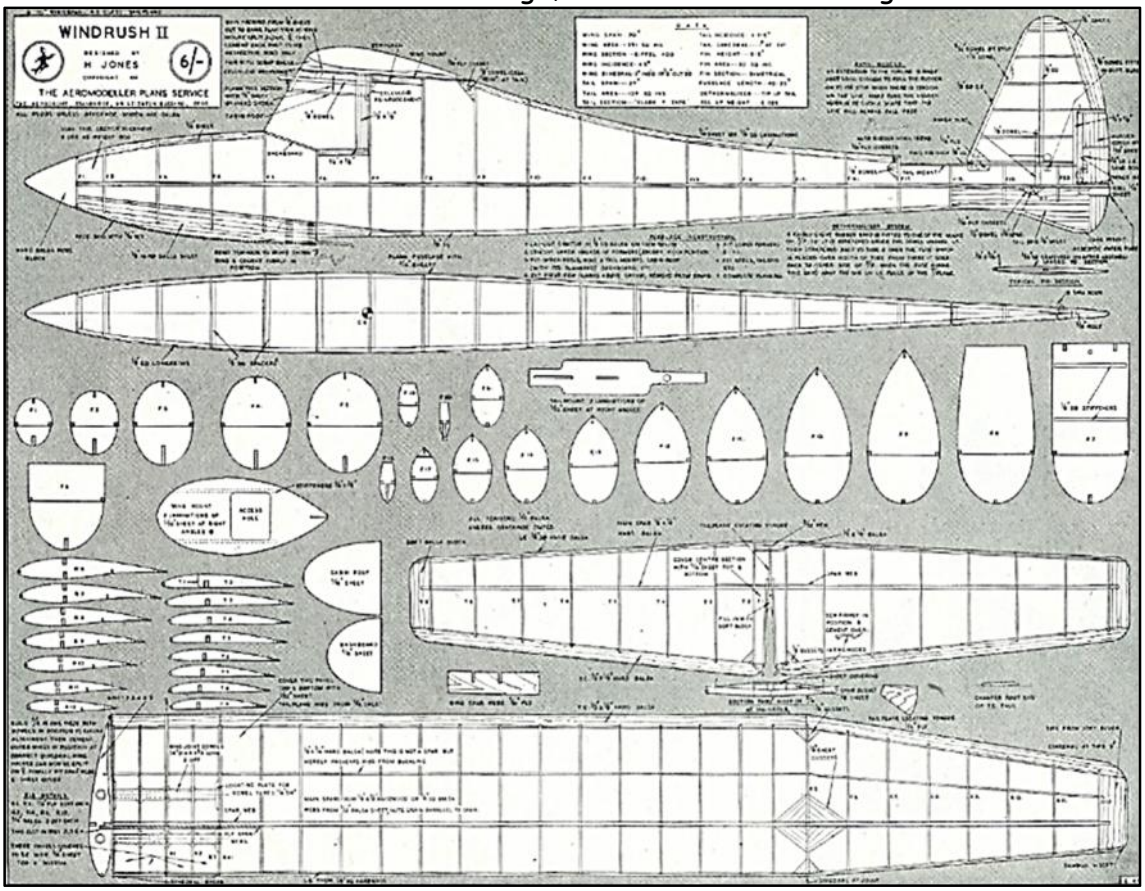
Ray Elliott

Plans for month - Roger Newman

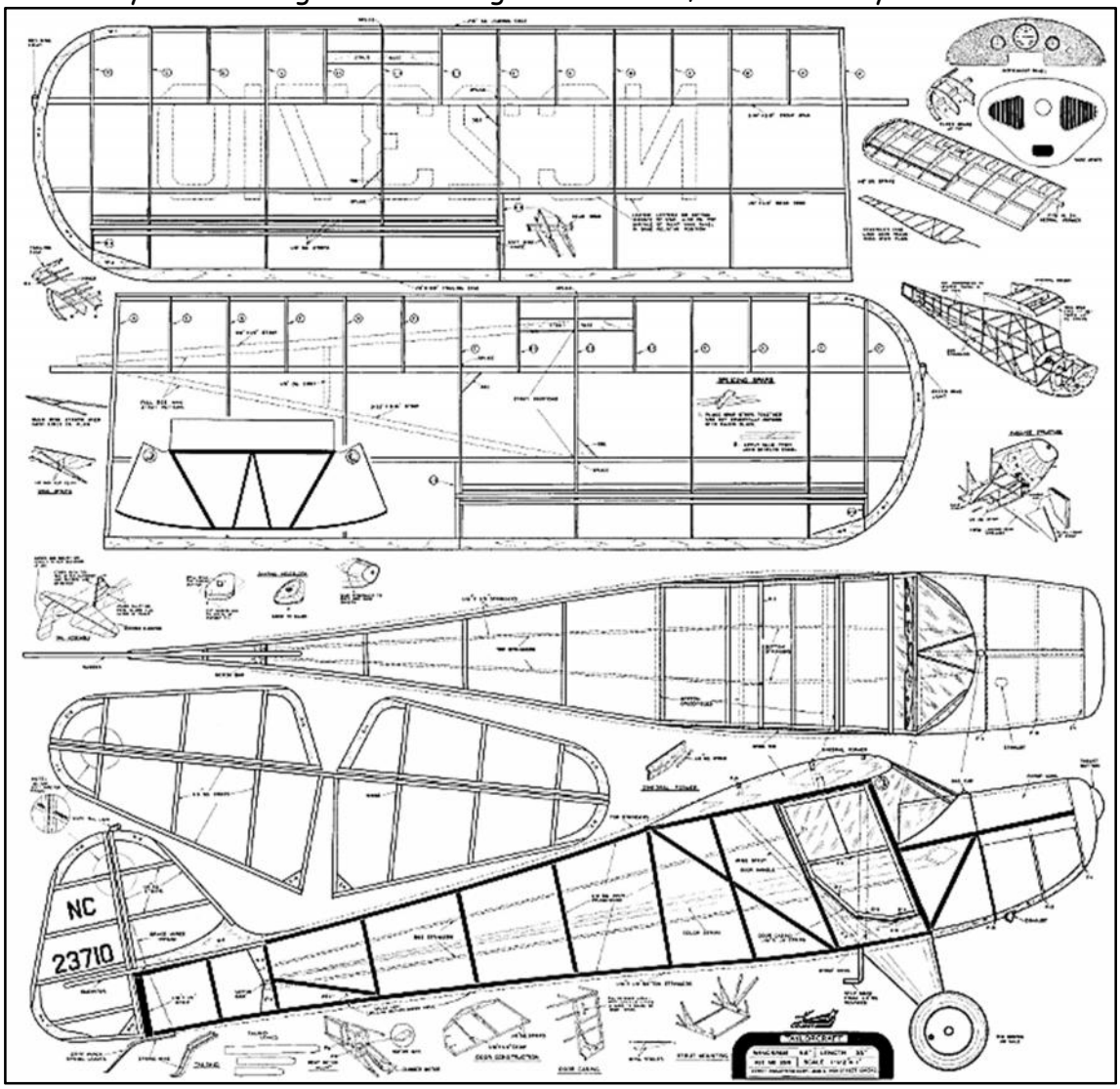
Power: The Wyvern – diminutive (over-powered?) sports model from Aeromodeller June 1951



Glider: Windrush – another 1951 design, semi-scale A2 from August Aeromodeller



Rubber: Taylorcraft large rubber design from Comet, shades of days at Middle Wallop



Roger Newman

Events & Notices

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

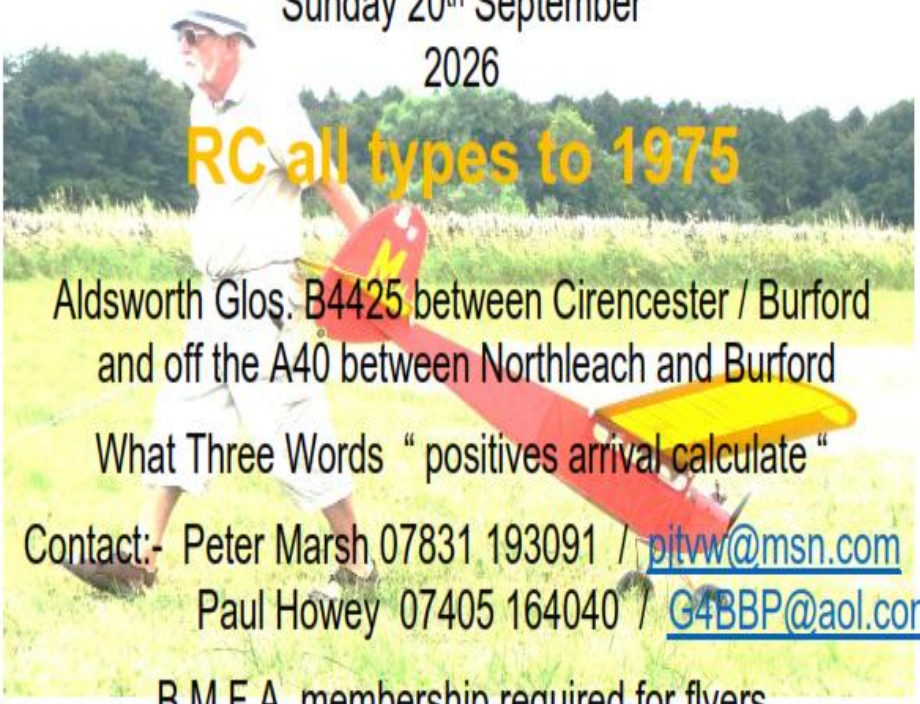
Cash prizes will be awarded as follows:
1st, 2nd and 3rd in each of the combined groups
1st place in the E20 competition
George Fuller Trophy and prize for the best score with a George Fuller design
Glider Trophy and prize for the best glider score
Coupe D'hiver Trophy and prize for best coupe score

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

Cleemac K.K. Rubber Models

Celebration Event

Monday August 10th

At B.M.F.A, Buckminster 10am til 4pm

Fly anything kitted by Keil-Kraft

Easy competitions (not too energetic)

1. - KK Elf **2. - KK Achilles**
3. - KK Ajax **4. - KK Ace**
5. - Best Scale Model

Late afternoon
Mass Launch any KK kit model, last down winner

This day is designed to be an opportunity to fly and Generally enjoy time together with like-minded enthusiasts

Queries - Tony Rushby - Tel. 01472 814864

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

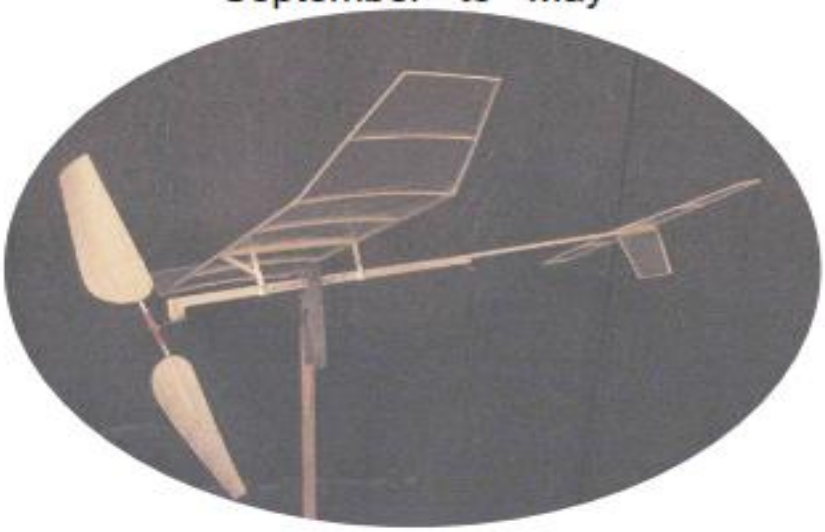
The costs are:
£30 for Salisbury Plain - £35 for North Luffenham

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

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

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

Copies are available from:
Martin Dilly, 20, Links Road, West Wickham, Kent BR4 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: martindillv20@gmail.com

INDEPENDENT REVIEW OF DILLY JAPANESE TISSUE

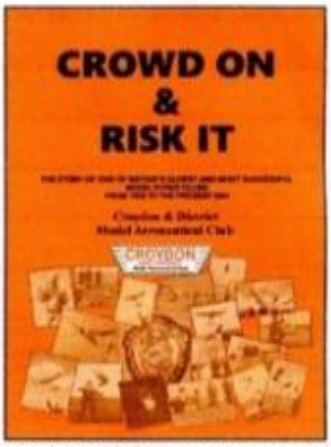
The following appeared on the Hip Pocket Aeronautics Builders' Forum. Nine different tissues were tested, doped and un-doped.

"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

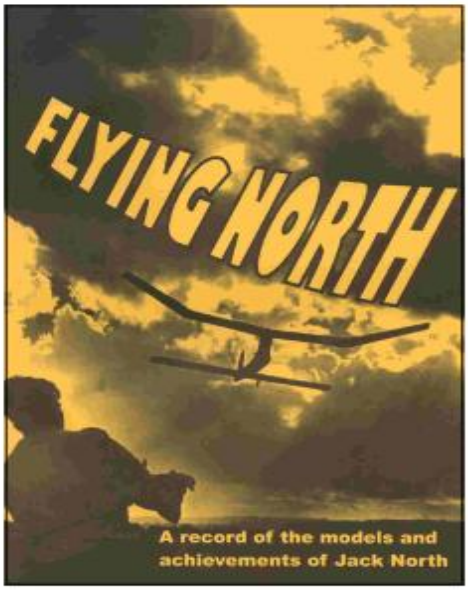


This is the story of one of Britain's oldest and most successful model flying clubs, Croydon & District MAC, from 1936 onwards. The club contributed much to aviation, both model and full-size, and the late Keith Miller compiled its history till around 1960. Now, this up-dated 73 page version of the club's 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



FLYING NORTH
A goldmine for vintage and nostalgia model flyers -

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

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

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

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

READERS' FEEDBACK

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

"I hope it becomes a classic."

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

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

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

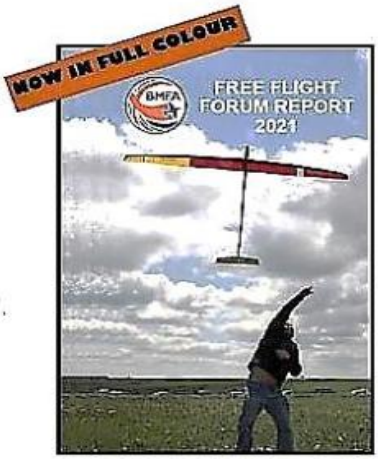
"A very balanced record of Jack's modelling and professional activities"

"The best aeromodelling book since the Zaic Yearbooks"

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

FREE FLIGHT FORUM REPORT 2021

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



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

Copies are available from: Martin Dilly, 20, Links Road, **WestWickham,** Kent BR4 OQW
Or by phone: +44(0)2087775533 Or e-mail: martindiHy20@gmail.com

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

SAM 35 Events Calendars - Sam 35 Speaks

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

THE POWER STRUGGLE

By Wes Denton
modelhangar@hotmail.com
01964 268204

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 A

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