

	<h1 style="color: red;">NEW Clarion</h1> <h2 style="color: red;">SAM 1066 Newsletter</h2> <p>Society of Antique Modellers Chapter 1066</p>	Issue nc062026
		June 2026

Affiliated to
SAM 1066 Website:



Club No. 2548
www.sam1066.org

	Editor:- John Andrews 12 Reynolds Close Rugby CV21 4DD	Tel: 01788 562632 Mobile 07929263602 e-mail johnhandrews33@outlook.com
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Editorial

Amalgamation Report

The second face to face meeting between committee members of Sam35 & SAM1066 took place on May 3rd. It was a fruitful meeting and there is full agreement that our two Societies should merge. There will be a new Society formed, '**SAM UK**', and our two existing bodies will be wound up. There is a basic structure agreed, together with officers who are willing to serve on the committee. It is hoped to form the new Society with effect from 1st.January 2027.

All this, of course, is subject to approval by memberships of our two societies.

Right, what have I cobbled together for you this issue:

- J First up is Gavin Manion's report on the Birmingham Classic, an evil flying day with only 9 bodies on the field and that included the organisers. Wind 15mph gusting to 30mph wrought carnage to the three glider fliers. One E36 power flier, Dave Ginns completed three flights.
- J Pylonius in 1957, for once seemed to be scratching for content, he had a go at bad language and records.
- J I've dug up yet another of my old Clarion reports from 2004, this time my efforts at the FF Nationals.
- J Martin Pike reports on his visit to Switzerland together with a few pictures.
- J 1951 Model Aircraft 'Here and There' reports that there was a large increase in competition entries, a total of over 1,200 in the first five comps of the year. Competition secretaries however are roundly criticized for shoddy event reporting to the S.M.A.E.
- J Having seen the add. for the AERO35 engine in Rogers article last issue, I ferreted out the Aermodeller test report on the engine. How the swivelling little end of the ?conrod works defeats me.
- J I picked out the 'Flying Flea' for my full-size investigation this issue. A homebuilt French design which was actually a little unstable. There were a number of fatalities, so many in fact that flying them was barred at one stage.
- J Roger Newman has penned a piece on 'Hooton Hangars' and their museum, which incidentally includes a 'Flying Flea'.
- J Heard at the Hangar Doors of 1955 tells of the patronage of Duke of Edinburgh, the international R/C meeting and pictures of stamps of aeronautical flavour.
- J Nick Peppiatt reports on the Indoor Scale Nationals, with his usual plethora of pictures. This is Nicks 99th report, looking forward to the century one, well done Nick.
- J I abstracted the contest results from the BMFA Website, noting that Nick had triumphed in the Air Race.
- J Reproduced is page from a 1933 Model Engineering magazine Martin Pike found highlighting the S.M.A.E.
- J Roger Newman, in his Notes from North Wales, picks up a small engined, all sheet sports power model. Looks pretty nifty to me. Also reports on 'JR Airsail' model co in New Zealand
- J Our secretary's notes for June 2026 wrap up this epistle to the aeromodelling afflicted. It's a pity the affliction appears to be fading.
- J The final offering is the usual three 'plans for the month' from Roger Newman

Editor

**4th Birmingham Classic,
Saturday 11th April, North Luffenham.**

It had become clear from unsolicited comments and the dire history of postponed/cancelled "Birmingham Brand" events in the Autumn of last year that we (Stu Darmon and I) were becoming too risk averse. On our reflection this had undoubtedly resulted in flyable days being lost when the weather was better than had been forecast.

That said the forecast for this April weekend was unfortunately correct on all counts and the chosen Saturday bought a chilly morning of rain which petered out before lunch as the wind picked up. The average wind speed was ~15mph as determined by anemometer with gusts of ~30mph at times.

Clearly the forecast (and maybe diesel at £1.90 per litre) caused very many people not to travel and the attendance was the worst for a Classic by a very long way.

Of the four brave souls who entered Dave Ginns put up a fine show flying E36 completing all three required flights for a total of 287s. Dave RDT'd flights to avoid overlong retrieves, the distance (GPS) and times confirmed the 15mph average wind speed and all his flights were well inside the airfield.

Glider flying was a different matter and Mikes Edwards and Chapman together with Paul McMahan had a torrid time. Three flights resulted in three broken models and the end of glider flying for the day. The total for those three flights was 57s and I'll draw a veil over individual scores.

No one who flew complained and I'd like to record my thanks for their good natured participation.

So that was it, the nine of us who were on the field all chatted happily, Stu and Kris bought some much appreciated snacks and by 2.30 everyone agreed it was time to go. By the end it was almost clear blue skies but still cool and blustery. It was little consolation that the Sunday was even windier.

To put the day into perspective, at the last Classic in 2024 there were 36 entries across the classes from an attendance of maybe 24...but it was a perfect flying day.

Will there be a Birmingham Classic next year? you bet. Should we be more risk averse? Maybe you should tell us.

Gavin Manion

TOPICAL TWISTS

by pylonius

Extract from June 1957

Topical Twists

by PYLONIUS

Stringing a Yarn

Just on the point of emerging from our winter hibernation we weather-bound model types view the coming season through a dreamy haze of ever-blue skies and becalmed fields. The only blight on the summery horizon is the disturbing thought that we haven't yet begun that winter building programme. The first shock of disillusionment comes with the dear old Damage Cup, and we can only console our storm-battered selves with the prospect of that one flyable day, which appears by kind permission of the Northern Heights Model Club.

Significantly, the donors of the wind-blown Damage Cup are currently advertising a range of kites—presumably as a highly strung diversion for highly strung modellers. On a more humane level, the revival of the ancestral kite might be a kindly attempt to restore happiness into the family circle.



It could recall those happy days when the kite was an essential part of the family outing; when no picnic was complete without perspiring Dad being badgered by little Bertie "For a go of me kite. . ."

Since the model plane replaced the good old fashioned kite, all is gloom and despondency, with poor old dad the chief sufferer. It goes without

saying that Bertie the Builder hasn't a clue on flying the thing, and looks up expectantly to all wise and omniscient Dad to send the model soaring higher than any jet plane. Dad, full of paternal confidence, then proceeds to demonstrate to eager Bertie the simplicity of flying a toy plane. Bertie's hero worship of Dad becomes somewhat dimmed when Dad, with admirable restraint, desists from jumping on the wretched model, and hands it back to a tearful and accusing Bertie with a crumpled wing and the noseblock stove in another two inches. Mum meanwhile gives Dad a choking off for being too much of a dolt even to fly a toy aeroplane. And all return home in a state of utter dejection—each with a face as long as the kite that would have made the afternoon such a jolly one.

Rogues' Gallery

Since the greater bulk of the population is car-borne—except modellers, to whom a battered two stroke is the height of opulence—the spectator menace has become a nightmare. A familiar sight on the week-end roads is the carton-burdened two-stroker vainly trying to outdistance a pursuing procession of cars. In spite of all evasive ruses he is ultimately tracked down to his flying lair, where he is quickly encircled by a mass of machinery and milling bodies. But, dare his model so much as dislodge a Sunday hat or scratch a bit of secondhand

paintwork he's forthwith denounced as a public menace, and the official booter-offers move into action.

To aggravate matters, we have in our ranks that familiar old pest, the gallery fiend. Usually he specialises in the un-

trimmed power model, which is flown, or rather devastated, into the thickest ranks of his adoring public.

Unlike the normal modeller, who avoids the week-end rubber-necking squadrons like the plague, the gallery fiend thrives best on a "dense" concentration just down wind of the launching site. Then, with fiendish relish, he proceeds to test fly, using full power and a detachable tailplane. After the first few sorties the surviving onlookers seek safety in the comforting presence of a matronly looking radio job. The question then posed is whether the audience scatters itself as widely as the now not matronly looking radio job.

Any valiant members of the audience still remaining are harried and put to flight by the catapult squads. After which everyone retires home after a relaxing day in the open.

Our Flying Youth

A well known club states its intention of keeping a check on junior members. Not, as you might suppose, by means of a barbed wire compound, but by systematically identifying and cataloguing the fitting specimens. This is indeed a herculean task which most clubs wouldn't think of attempting; accepting a complete weekly change of junior membership as the normal order of things. Now and again a flicker of interest is raised when a junior turns up at two consecutive club meetings. A few opportunists even try to persuade the child phenomenon to put in an appearance on the flying field. Not to fly a model, of course; that would be asking too much, but a good model chaser is a boon to tired old legs.

Scotch that Language!

When the "Do-it-yourself" home-wrecker either clouts his much abused thumb or takes a death defying dive into a quart pot of emulsion, he is permitted to express his violent feelings by at least one colourful adjective.

The poor old "Do-it-yourself" model wrecker is allowed no such outlet when his home made efforts come to grief on the tarmac. Among the hysterically laughing audience there are a few who have a sensitive ear cocked for the least whisper of a naughty word. Let the infuriated modeller utter one syllable which doesn't appear in the expurgated edition of "Tiny Tots" and the protectors of public morals wipe away the tears of mirth and stalk off to lodge indignant protests.

All this occurs to me upon reading that a few Scottish types unleashed bluish epithets in the genteel atmosphere of the Nationals. They can be forgiven. In the wilder flying grounds of the Highlands the only spectators are the sheep, which are not particularly sensitive about the comments of others who can't keep their wool on. And who can blame our Scottish friends for mistaking a crowd of model spectators for a flock of sheep when the habits and expressions are so similar?

Still, I don't think Scottish officials should be too alarmed at the thought of any offence being caused at the Nationals. Diligent though our League of Purity might be, it is hardly likely that they are equipped with interpreters.

Records Galore

One club, we read, is kept going by pop. This does not mean that the vigour of their flying activities is only sustained by prodigious quantities of light mineral refreshment. No, the pop referred to is of the juke box variety; a sort of high pitched whine which can be heard above the din of a 5 c.c. engine.

This predilection for crooners who can compete with a model engine perplexes me. I always thought that the throbbing note of a diesel in full song was the sweetest music to any modeller's ears, but times seem to have changed. In order to restore some semblance of peace to the clubroom, and to prevent Elvis from straining his tonsils unduly, the manufacturers will have to produce an engine that sounds like a pop record, which shouldn't be too difficult.



John Andrews at 2004 BMFA Nationals

I travelled to Barkston each day for the three day B.M.F.A. Free-Flight National Championships. As is now my habit, I had made a block entry for all official events. The wife Rachel and I arrived reasonably early on Saturday day one and entered the aerodrome through a maze of traffic cones that were supposed to separate the pre-paid from the masses. I never did solve the mystery of which lane was which, in fact I never recognised two lanes, but that's by the by. We were there.

The wind on that Saturday was quite moderate and blowing from the entrance area so we set up camp, clear of the hanger turbulence and I set about assembling my open rubber job O-3. I had had O-3 out at Warwick Race Course during the week and it appeared to be performing nicely on a 14 x 1/4 x 88gm motor. The model is over two years old and has never been flown in anger, in fact it had never had more than 400 turns on test flights.



O-3, the Authors best open rubber model to date

I had a quick check flight with 400 turns and O-3 looked hunky dory. Jumping onto the folding bicycle I was off to the flight control van. Peter Spalding was doing sterling service manning the stall, he booked me in and gave me my flight card. I peddled back to base raring to go

First problem, find a timekeeper. I approached the chap next to me and he promptly offered the services of his wife, solely for timekeeping of course. I consulted my Tan II turns table (Ex Clarion July 1996) and 920 turns was the figure from the table. I find that you can exceed the advice from the table but staying below it keeps the motor strands intact for longer.

I wound on 850 +, so my flight log tells me, then I got the confirmation nod from Kath my timekeeper and I pointed O-3 skywards. Off the model went, vertical at first then rolling into a steep climb. I nervously waited for the probable power stall, it didn't happen and O-3 was away climbing high in reasonable air. I was off down the runway on the bike and O-3 D/T'd still quite high. A comfortable 3-00 minute max. I was on a roll, ecstatic.

Second flight same pattern, but the power stall did occur this time, the model however was already about 100 feet up at the time, so no harm done and max. number two was in the bag.

Third flight, a repeat exercise, and I a full house of maximums in the bag. I retrieved O-3 from the end of the field I gave myself a metaphoric pat on the back, what could go wrong? I'll tell you.

On the way back up the runway on the bike, with O-3 under my arm, I am overtaken by Spencer Willis cycling up the other side of the runway. Unbeknown to Spencer, my cycling time trial experience of the past caused me to swing across the runway to tuck in behind him. Unfortunately, going across the wind, I neglected to keep my model facing into wind and as I tucked in behind Spencer, O-3's wing gave up the struggle and broke into two pieces with one hell of a crack. Spencer not knowing I was behind him screeched to a halt thinking it was his model that had broken. I managed to avoid colliding with him as I was trying to save the bits of my model and Spencer, relieved to find his own model intact cycled on. I can't win can I. Back at base camp Rachel, the wife, had discovered that our flying neighbours came from Amlwch in Anglesey and were non other than Kath and John Wingate. John and I had had correspondence through one of my articles on indoor round the pole flying. It was good to meet him in the flesh.

I looked at the broken bits of O-3 and decided that a repair on the field was not really on and gave thought as to what approach I would take towards the fly-off. The only other big model I had was O-2, but it was a bit of a mess to look at so embarrassment took hold and I resolved to fly my latest 36 inch model in the fly-off.

That was open rubber out of the way and so on to open power



Author assembles Stomper for open power onslaught

First things first, off to control for my open power flight card. I pick up the card and casually enquire as to the engine run requirements. This throws control into a bit of a panic, but when a copy of the rule book is found, I am advised that the engine run is 7 seconds. This then throws me into a bit of a panic as I'm not sure whether my Stomper will be out of reach in 7 seconds, let alone high enough to do 3 minutes. However, I had paid the money so I was going to give it a whirl.

Back at base camp I assembled the model and set about checking the engine timer for a 7 second run. It did not seem very long to me, but Hey Ho, give it a go. Kath was called in for timing again and after we had a dummy run at split timing with the watch, I was ready to go. Engine starting by hand is a time consuming process and any thoughts of watching mylar streamers for thermal passing is not really on, so my method is to fire it up and chuck it. I did just that and 1-44 later Stomper 2 was back on the ground. Not very high and no lift best describes the flight. I registered the flight at control and decided to rest on my wilting laurels. I was hoping that anyone looking at the results board would think I had dropped a flight by some misfortune and opted out.

The rest of the afternoon was spent in picnic/chit-chat mode, waiting for the open rubber fly-off. Eventually the PA speakers announced the fly-off times and open rubber was really late, about 7-30pm if memory serves. If you recall, I was travelling down each day and had a 70 mile trip to get home, so I resolved to wind 36-4 early and launch as soon as the fly-off hooter went and get away quickly. Any thoughts of my little 36 Inch model staying in sight longer than the huge fly-off jobs of the real contenders were too ridiculous to contemplate.

The hooter goes, and I set the D/T for 6 minutes, that's the laugh of the weekend. Up goes 36-4 into indifferent air and 1-35 later, with me right behind it, 36-4 glides down in crops just off the field. Then comes the real sickener, there's me with my model in hand and there are four of the big fly-off contenders circling overhead with their props still turning. That put me in my place. Back to base camp tail between legs.

Arriving back I find John Wingate clutching a huge trophy, he'd been quietly flying his Northern Arrow in SAM 35's 4oz Wakefield event, filled in his maximums and won the fly-off whilst I, wrapped up in my own little world, knew nothing about it.

After the late night finish on Saturday I was not too keen getting out of bed for the Sunday trip so we were a little late arriving at Barkston. The wind was quite light but was switching about a bit. We managed to find Kath and John again and a little shuffling of cars got us alongside of them again. I had my lucky time keeper.

Slow Open Power was my first competition of the day, I got my card from control and my Stomper 2 was made ready for the fray. SLOP gives me a 12 second engine run, so I was a little more confident of a better performance than that of my open power attempt on Saturday.

My confidence was soon dispelled. I still stuck to my start it and chuck it method and I, very soon had a full house of failures on record, namely 2-03, 2-37 & 2.13 not very awe inspiring.

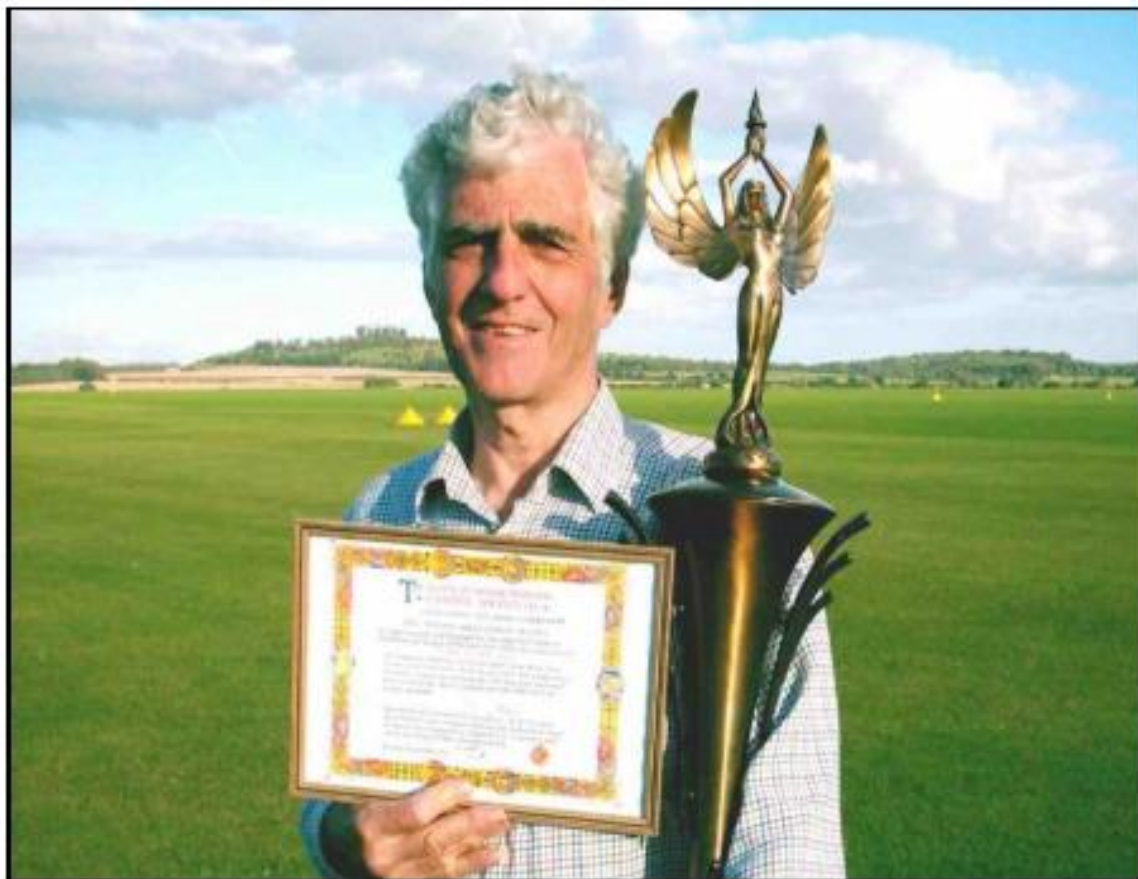
I think I've got to look at the Stomper's trim and open up the power turn with a little left side thrust for a straighter climb. My Stomper's current rolley poley climb, although a safe trim, robs it of altitude and in this game there aint no substitute for altitude.



John Wingate, SAM 35 4oz Wakefield winner 2004 Nationals

Sunday then really fell apart at the seams, the wind had veered and we had to move camp. Then the thunder clouds rolled up and, in very short order, the heavens opened up as we all dived for cover into our cars. After a while, with the rain still falling, we heard the chilling announcement over the PA system that Pete Harris had been struck by lightning and taken to hospital. We all waited for what seemed hours, then finally came the tragic announcement that Pete had died. That was the end of Sunday, the rain eased and we all wandered aimlessly about whilst various authorities investigated the circumstances of the accident. Finally, at the conclusion of the investigations, we were allowed to leave and I, like many others I'm sure, headed home with a heavy heart.

Mike Turner also flew in the 8oz fly-off and beat Reg by 48 seconds but, as I understand it, he had delayed his fly-off due to the inclement weather. The changing wind direction had resulted in Reg moving camp and unaware of change he flew at the published time. The two competitors, by mutual agreement, decided that Reg should take the Trophy. Personally, I think Mike knew what a big lump the Trophy was and was pleased to stand down and let Reg strain his back taking possession.



Reg Biddlecombe with the huge Chester Lanzo 8oz Wakefield Trophy
(Not bad for his first competition at Wallop)

The gales of the third day don't bear thinking about, I did not contemplate any more activity on my part and left it to the few stalwarts who will fly come hell or high water.

I watched with awe as John Godden and John Wingate flew their diminutive models in the under 25in class. The models were tossed about by the unmerciful winds, fluttering about like butterflies in a gale, but somehow these chaps get the flights in.

Reg Biddlecombe was at it again, flying in the Bournemouth Club Classic with an 'Urchin' (he doesn't know how difficult it is yet). He maxed on his first flight but suffered a broken wing and detached fin before retrieval. John Wingate persuaded him to effect repairs in case someone else flew. Sure enough, Spencer Willis, one of the hell & high water brigade, posted two maxes and Reg was soon winding for his second flight.

Bear in mind that the ravages of his first flight had left Reg's 'Urchin' wing in two pieces and the fin completely detached. Here was Reg, model repaired, no test flight and ready to launch for his second flight in the gale force wind. (He still doesn't realise how difficult it is).

Fuse lit and up goes the 'Urchin', it stalled and wallowed about a bit but then it was up and away, maxing easily with Reg in hot pursuit. The D/T fuse was a bit on the long side and the model came down obscured by the curve of the airfield but then, after a short period, up bobbed the model again in lift. The model finally D/T'd way off the line that Reg was walking so I set off to aid recovery. The usual story, off the airfield via the sewage plant, two or three fields out into the sticks and start searching. I saw Reg in the distance about two fields off to my right so I left him to it. I had a quick chat to Andy Crisp just before he sprinted across a ploughed field to pick up his power model. The reason for his haste was the huge cloud of dust containing a tractor harrowing the field.

I pressed on, skirted one more field, then back along the edge of a spinney, then out into the open, and I was back on line. Bingo! there lies Reg's 'Urchin' undamaged. You might think the search was over, but no, now I had to find Reg. I wander off to my right for a couple of fields, carefully carrying the model across my chest and shouting as I go until Reg appears through a hedge. I hand over the 'Urchin' much to Reg's delight but as soon as he has it in his grasp, he turns into wind and Bang! he's got a two piece wing again. That was the end of the contest for Reg, so we returned to base and waited for the prize giving. Reg's two maxes still placed him second, a real good first Wallop for him, two events, two prizes. (Will he ever find out how difficult it really is?).

My next outing was to Ferry Meadows in Nene Park at Peterborough, to compete in the Flying Aces meeting, a small model meeting in a large field bounded by a preserved railway one side and a huge water sport lake on the other. The meeting has a real plus to it, you can get a pint in the clubhouse by the lake. (So I'm told).



Flying Aces Flight line, Ferry Meadows, Nene Park, Peterborough 2004

YouTube has many puerile items, but among the dross are both useful and informative videos. A selection: Mark Robinson (@MarkRobinson555) has many videos on building and flying power models. Joshua Finn (@joshuawfin) covers both indoor and outdoor free flight and Tom Hallman (@maxfliart) has both building and flying videos.

Some time ago, my attention was drawn to @rubberfly as the content is based in Switzerland. I contacted the author - Andreas Koch - and arranged to meet up with him when I was next in Switzerland (my mother lives there). The meeting went well, we both have an interest in promoting free flight, and we later flew models together. This year I noticed from his <https://gummimotor.ch/> website that their Swiss Rubber Twister's Spring Meeting could be made to coincide with a visit to see my mother.

The meeting on 3rd.April.2026 was held on a new site for this group, but which turned out to be ideal. Flugplatz Sitterdorf is a small airfield in the east of Switzerland, with a tarmac taxiways and a mown grass strip, beyond which are bare fields. The airfield was exclusively available for model flying because local noise restrictions prevent full-size flying on a few days a year. The airport has a restaurant catering for up to 250 people, as they also have a karting track and adventure playground.

Further details of the meeting are to be published in Aeromodeller, but in short it was an excellent opportunity to fly and to meet up with fellow modellers. There was a Jimmie Allen rise off table competition - the Spartan Bomber I bought in Old Warden several years ago put up some great hand-launched flights. However, it would only flop off the launching table, scoring no points. Maybe I will build a JA Parasol for next time.

Andreas has also arranged to join us for May Welsh this year, hurrah for pan-European model flying.





Here and There

THE EDITOR COMMENTS ON CURRENT TOPICS

A GOOD SIGN

Although the competition season has only just started it is already obvious that this year we shall see a phenomenal increase in the number of entries in S.M.A.E. contests. At the time of writing only five such contests have been held, one of these, the Ripmax R/C event, attracted only 35 entries due to the prevailing weather on the day of the contest being hopelessly unsuitable for R/C flying. In the Gamage Cup contest, however, there were 156 entries, in the Pilcher Cup event 272, whilst the S.M.A.E. Cup and Astral Trophy contests had 507 and 307 entries respectively. Thus the total number of entries in the five contests were 1,277, which exceeds a third of the total entries in S.M.A.E. contests during *the whole of last season*. What this year's total will be it is impossible to estimate, but with 35 S.M.A.E. events still to be held it is obvious that all previous records will be broken by a very large margin.

It is difficult to ascertain all of the reasons for this astounding, but nevertheless very welcome, growth in the interest in contest flying. Certainly improved weather conditions cannot be held to be entirely responsible as, although there has been some improvement in this direction this year, the five contests mentioned were held in anything but ideal flying conditions. One fact is clear and that is that the Nordic A-2 class glider has definitely "caught on" in this country—helped no doubt by prospect of entrants in the trials winning a trip to Yugoslavia in August as members of the British Team. At any rate, given reasonable luck with the weather, a "best yet" contest season is assured.

BLACK MARKS FOR COMP. SECS. From Capt. S. D. Taylor, the S.M.A.E. Competition Secretary, we have learned a less pleasing feature of this year's contests than that mentioned above. It seems that at present his biggest problems are caused, not by the large number of entries—about which he is very pleased, but by Area and Club competition secretaries who are apparently incapable of doing their jobs efficiently. He tells us that his biggest headaches are due to the following:—

- (a) Indecipherable writing on the entry forms.
(*Block capitals and initials in future, please.*)
- (b) Entries not given in the correct order of placing.
(*This causes a great deal of extra work in tabulating the final results.*)

- (c) Times entered in seconds.
(*They should be in minutes and seconds.*)
- (d) Junior entries not entered as such.
(*This makes it impossible to allocate junior prize awards.*)
- (e) Variation in the entry fees charged to juniors.
(*The correct fees are:—Power contests 1s. 6d., other events 6d.*)
- (f) Some Areas making no deduction from the entry fees sent to the S.M.A.E., and others deducting 10 per cent. or 15 per cent.
(*All Areas should deduct 15 per cent.*)

If attention is paid to the above points, not only will Capt. Taylor's difficult task be made much easier, but it will also be possible to announce the results of the contests earlier than at present. May we suggest that next time you feel like complaining about the late publication of the results, before doing so you check up to find out if *your* particular Area or club competition secretary is one of the culprits.

BLIND 'EM WITH SCIENCE

We were discussing the problem of the advancement of model design with one of the country's leading modellers the other day and came to the unanimous conclusion that a little applied science would be a very good thing. The one vital factor of design which remains relatively unknown is the *true airspeed* of the model at any particular time or attitude. If we knew this, we could really *design* propellers, for a start.

Neither our expert friend or ourselves could think of a satisfactory airspeed indicator—or, preferably, airspeed *recorder*—which could properly be applied to a model in flight. Nor did a club discussion help. We are sure that one pet scheme advanced—in all seriousness—of tying a length of cotton to the model, knotting the cotton at ft. intervals, launching the model and counting the number of knots paid out per sec. must have a snag in it somewhere, literally!

We should like to put this problem up to readers. Try it out as a subject for club discussion—and let us know the results. The pages of this journal are open for the publication of a practical airspeed indicator or recorder and we are prepared to consider and test out, if necessary, any suggestions which show promise.

Broadly speaking, the chief requirements are:—The instrument should have minimum weight (say

June 1951

MODEL AIRCRAFT

$\frac{1}{4}$ oz. maximum to enable it to be used on rubber models and small gliders). It should not affect the trim of the model to any marked extent. It should, preferably *record* airspeed over the whole flight. It should be capable of being calibrated accurately.

A.M.A. RULE CHANGES

Changes in the American contest rules for the 1951 season give considerable prominence to the Wakefield specification. For outdoor rubber events all the existing classes are scrapped and two new classes introduced. These are, unrestricted (no size or loading figures, launching optional), and Wakefields (as per Wakefield rules and specification). Maximum flight time for the "unrestricted" class is 6 min.

Other rules affecting outdoor free flight include grouping towline gliders into two classes—Class C (130 to 260 sq. in. wing area) and Class D (over 260 sq. in.) There are no changes in the free flight power classes, although CO₂ has been eliminated as a separate record or contest class. Indoor free flight rules eliminate the r.o.g. and r.o.w. stick classes.

In control line, models can now be flown on one control line instead of two, if desired. This probably follows the introduction of Stanzel's successful *monoline* control system which uses a single line and operates the elevator linkage by means of torque applied to that single line. Minimum line diameters for single line operation are as under. Figures in brackets refer to twin lines.

Class A	...	...	...	0.016 in.	(0.010 in.)
Class B	...	...	...	0.018 in.	(0.012 in.)
Class C	...	...	...	0.020 in.	(0.014 in.)
Class D	...	...	...	0.024 in.	(0.016 in.)

And just in case readers are still unaware of the American class sizes, Class A is 0.00-0.20 cu. m. ; Class B, 0.201-0.30 cu. m. ; Class C 0.301-0.50 cu. m. ; and Class D 0.051-0.65 cu.m.

American stunt control line rules remain the same, except that the "special manoeuvre" has been dropped from the schedule.

THE WAKEFIELD "100"

As our contemporary has rightly pointed out, it is considerably more difficult to get a place in the Wakefield team than to win or place in the first six in the Wakefield itself. Record number for any Wakefield was 89 entrants, in the 1949 event, when 19 nations competed. In 1948 there were only 30 entrants.

Getting a place in the Wakefield team, then, would appear at least as outstanding as winning some minor decentralised event. The new S.M.A.E. prize winners' badges have been exceptionally well received and it occurs to mind that a timely gesture would be to present the six Wakefield team members with "winners'" badges and, to get the records straight, start with the 1948 team. How many people now can quote the six members forming that team? Chesterton should be easy, for he won the

1948 Wakefield ; Copland (for he has been in each of the three British teams to visit the United States—but can you name the other four ?

THE START OF POWER DURATION

Those modellers who would prefer to have no contest rules would certainly have enjoyed themselves some 20 years ago. Duration competitions at that time were for all types of model aeroplanes, however powered.

In America in 1932 a power (gas) model took its place alongside the rubber driven machines for the first time. It suffered from various troubles and did not record any official flights. But the writing was on the wall. In the following year that same modeller—Maxwell Bassett, just about cleaned up the duration events at the American Nationals. The rules held no restrictions for length of power run, or anything like that. He could simply fill the tank and let the model fly for as long as it could. His cabin model won the Stout Trophy with 22 min. 22 sec. and the Moffett International Trophy with 28 min. 18 sec. His stick model won the Mulvihill Trophy with 14 min. 55 sec. No rubber model had a chance against him !

The motors he used were made by Bill Brown of Philadelphia and were of 10 c.c. capacity. They were, in fact, the forerunners of the famous Brown Junior which was to come on to the market in the mid 1930's.

The models? Well, they were large, lightly built with parasol, polyhedral wings. Both, it appeared, suffered from spiral instability, but underpowered by modern standards and carefully trimmed, produced the results. The photograph shows the two models and the trophies they won for Bassett at the 1933 American Nationals. From the cabin job Bassett developed his *Miss Philadelphia*, a lightweight parasol model with a span of somewhere around 8 ft. which won many other major contests and set up several world records in its time.



The low thrust line of the model on the right gave it a tendency towards spiral instability. Bassett countered this with generous tip dihedral and careful trimming.



ENGINE ANALYSIS No 117

by R. H. Warring

THIRTY YEARS of development around a basic single cylinder layout have resulted in an overall 'sameness' of design falling into standard patterns for glow or diesel in various categories, irrespective of the source of origin. The possible alternatives, largely limited to detail design, have been more or less fully investigated and sorted out on merit.

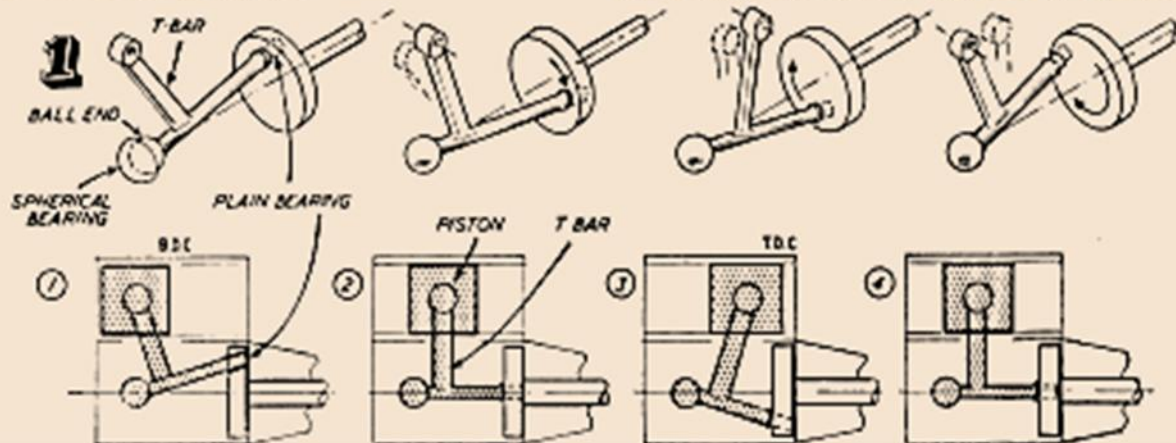
It is relatively easy to produce something different just for the sake of being different, but it is the results achieved which count in the long run—both to assess the technical merit of the originality involved and to exploit its commercial possibilities. The Aero 35 is one of the very few ideas which have appeared in the past 30 years which has a fair chance of achieving success in all categories.

Certainly it must be the most original production motor to appear in model engine history since the first diesels (and they were still conventional in layout) and the most cursory examination shows that it is far more than a 'gimmick' for commercial exploitation. The whole design and production has obviously been handled by extremely competent and skilled practical engineers and the presentation is not just another 'drawing board marvel'. To get an engine to work at all with the cylinder parallel to the crankshaft is something of an achievement, but the Aero 35 not only works but runs extremely well and is certainly as easy to start and handle as any conventional glow motor, with performance well up to sports engine standards. The advantages it offers, apart from sheer technical novelty, are perhaps debatable, but at least one feels after handling it that it is a worthwhile engine to use and not one to relegate to the shelf after the initial novelty has worn off—and as has so often happened in the past with 'different' engines, the frustrating features having become all too apparent. The Aero 35 has no such limitations that we can find.

The geometric problem of providing connection between the piston shuttling backwards and forwards parallel to the crankshaft in the form of a driver to rotate the crankshaft has been solved in an extremely ingenious and essentially straightforward manner—the latter being the hallmark of good engineering design. The basic motions involved are shown in diagrammatic form in Fig. 1. The crank web carries a bearing lined up at a cone angle with a central rear bearing (on the crankcase backplate). Into this sits a rigid inverted 'T' shaped member (the vertical arm of the 'T' being 'wiggled' rather than straight, but this merely to match the internal geometry). The 'bar' of the 'T' carries two bearing points, one at each end. The front end is plain, fitting into the bearing hole in the crank web. The other hand is a spherical ball surface locating in the rear central bearing, which is an open cup.

From the diagram it will now be apparent that if the crankshaft is rotated, the front end of the 'bar' of the 'T' will describe a circular path (following the path of the hole in the crank web), whilst the rear (ball) end pivots in and is retained within the central cup bearing. Provided the 'T' member is constrained in one plane (as it would be when connected to the piston), the top of the vertical arm of the 'T' thus describes a reciprocating or rocking motion, the actual geometry involved being so calculated that this motion is substantially parallel to the crankshaft.

It remains only to pivot the piston to the upper end of this vertical arm, and again the solution employed is ingenious. Since it would be impossible to ensure exactly parallel motion of the 'T' end to the crankshaft and the little end must also rock from side to side the bearing end terminates in a pivoted plunger which locates in a bearing hole in a substantial vertical central web in the piston. Thus, whilst shuttle movement is exact due to the close



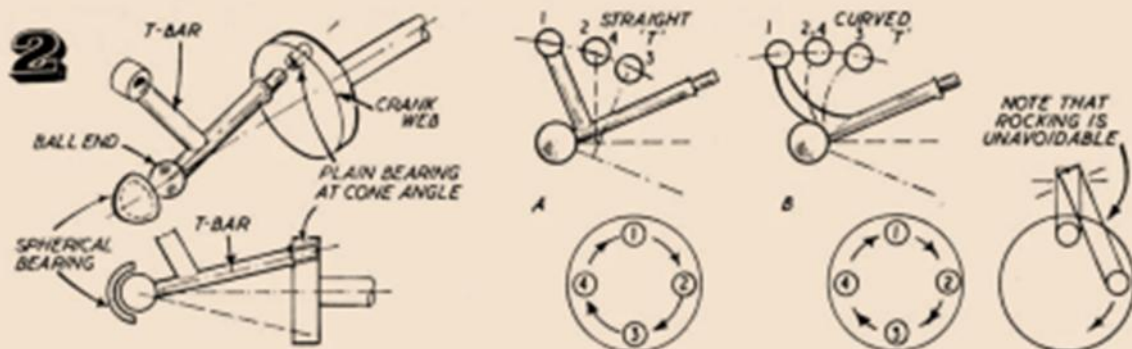


FIG. 2. T-bar alignment is shown diagrammatically on left. Note that with a straight vertical leg to the 'T' (A) the rocking motion 1, 2, 3, 4 is distinctly non-parallel to the crankshaft. With a curved arm (B) near parallel rocking motion can be obtained.

bearing fit, the bearing plunger is free to slide up and down inside its bearing surface to accommodate out-of-parallel movement.

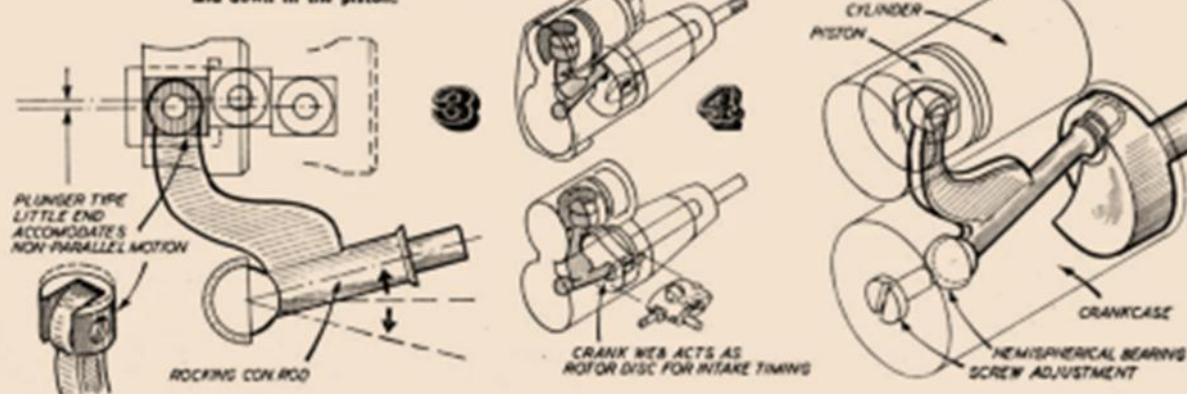
In a working cycle, of course, the drive is transmitted the other way round, but the motion is easiest to understand described as above with the piston movement being initiated by turning the crankshaft. Firing of the charge merely forces the piston down the cylinder in the conventional manner, rocking the vertical arm of the 'T' rod backwards and giving a direct rotary pull on the crank web through the front bearing of the bar of the 'T'. Balance of the complete revolution is completed by the inertia of the crankshaft carrying the front end of the 'T' bar round to complete the circle of revolution and 'rocking' the piston back to top dead centre.

Apart from that, the balance of the functional design as governing the gas flow is more or less conventional! Mixture is inducted directly into the crankcase via a rotary valve, compressed in the crankcase chamber and transferred to the cylinder head via a shallow transfer in the backplate connecting with a transfer passage up one side of the cylinder, transfer flow being initiated by the descending piston opening the cylinder wall port. Exhaust ports are cut directly in the cylinder wall at 90 deg. to the transfer in diametrically opposed positions, i.e., one set of exhaust ports on each side of the cylinder. This 'conventional' porting, however, is quite original in detail.

The extremely long crankcase unit carries the crankshaft mounted on two ball races. Inside the crankcase chamber itself the crank web is extremely thick (approximately $\frac{1}{2}$ in. with a concave inner face). This web is stepped at one side to provide timing for a $\frac{1}{2}$ in. x $\frac{1}{4}$ in. port opening in the crankcase wall. This port is open for something like 128 deg. of revolution, inducting mixture directly into the crankcase.

The crankcase unit casting also incorporates the cylinder, which is fitted with a thin walled steel liner. This liner is slotted for just over half its length on

FIG. 3. Shows the actual geometry of the rocking con. rod in scale proportion. The slight out-of-parallel motion is accommodated by arranging that the 'little end' bearing can slide up and down in the piston.



the crankshaft side to provide clearance for the 'T' rod or rocking con. rod; and similarly on the diametrically opposed side to open up the transfer passage in the cylinder casting.

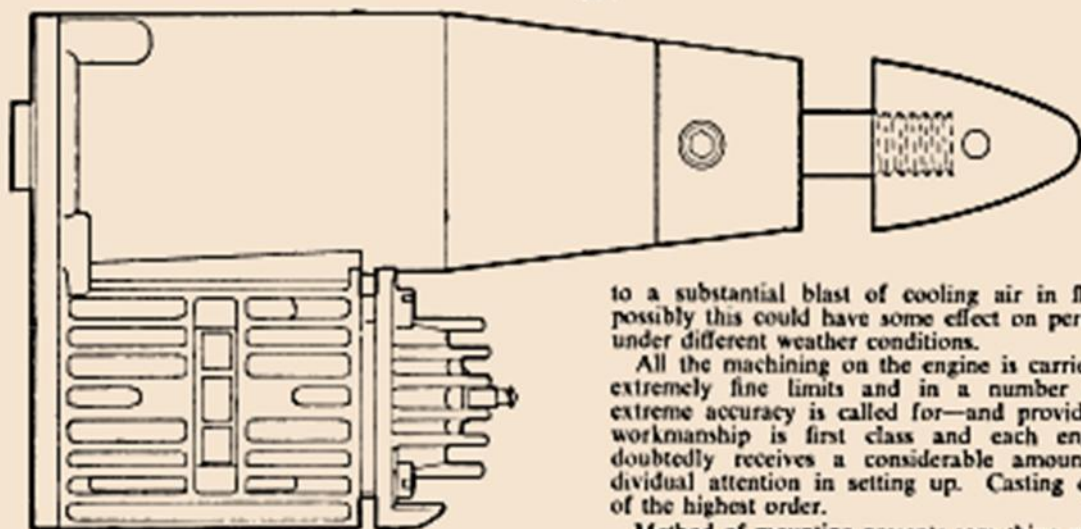
The liner is so thin, and of such unbalanced shape, that it would appear susceptible to distortion. However, it is well supported by the cylinder casting and is not rubbed by a close-fitting piston. The piston is of light alloy of plain external shape (apart from the large circular cutouts in the walls to pass the 'T' bar plunger) and fitted with two cast iron piston rings. The piston top is flat with the edges generously chamfered. Bore finish on the liner is of typical American cross-hatched pattern typical of micro-honing, but also bearing some evidence of ring scuffing. Nevertheless at no time did the piston feel tight or generate excess heat and quite reasonable compression was held.

The 'T' bar, or rocking con. rod as it could be termed, appears to be a steel forging with the two horizontal bearings (plain and ball) hardened and ground to finish. The piston plunger at the top of the 'T' vertical arm (corresponding to the little end) is of hardened steel, pivoted on a tubular pin split lengthwise and sprung into position to retain. This plunger is, in fact, rather like a small solid piston with a large slot cut into it from one side, pivotally mounted in conventional piston fashion. External diameter of the plunger is ground to a bearing fit matching the vertical retaining hole in the piston central web.

The end cover incorporates a substantial spigot section plugging into the crankcase volume, recessed to carry the rear spherical shell bearing in bronze for the ball end of the rocking con. rod and also relieved for motion clearance. This cover extends upwards to blank off the end of the cylinder, but has a shallow grooved passage cast in to promote gas flow from the crankcase volume to the cylinder transfer passage. The actual transfer passage—from the crankcase volume, across the bottom of the cylinder and then up the side transfer passage—is thus considerably longer than in a conventional layout.

Virtually all the other detail design features are original, as well. The crankshaft is of composite

FIG. 4. Complete linkage is shown in diagrammatic form. The cut-away shape of the crank web is used to act as a rotor disc, timing the intake port opening in the side of the crankcase.



construction, with the extended web in light alloy. The $\frac{1}{2}$ in. diameter shaft carried on two ball races housed in the crankcase unit protrudes a matter of $\frac{1}{2}$ in. beyond the front housing and over this is fitted a solid dural turning comprising a $\frac{1}{4}$ in. thick taper section with knurled face stepping down into a $\frac{1}{4}$ in. diameter threaded length. This driver unit is secured to and located on the crankshaft with a hardened socket head grub screw. The system looks extremely neat and practical, but we would suspect that the threaded length could be extremely vulnerable in a crash—plus the possibility of stripping the light alloy threads through enthusiastic over-tightening of the spinner nut.

The intake unit is again unusual, comprising a streamlined section casting with flat taper faces following roughly the contraction and expansion sections of the actual venturi. These convergent and divergent sections of the venturi are basically square in section, feeding a $\frac{1}{8}$ in. diameter throat. A small spray hole opens into the throat, the fuel flow being controlled by a $\frac{1}{16}$ in. diameter needle valve with a shallow taper on the bottom end. It appears a most unusual and oversize "needle" for a model engine, but is surprisingly effective in preciseness of setting. Locking action is provided by a tiny nylon screw in the side of the casting. The whole unit has obviously been 'stylised' rather than added merely as a functional item and the result is quite pleasing—both in appearance and use.

The remaining component, the cylinder head, is another pressure die casting, and rather unusual in the form of 'dome' section carrying the glow plug. Deep fins are incorporated in the casting, mainly in the interest of styling again and to 'streamline' the cylinder entry (the head facing forward). Certainly the glow plug itself is in a position to be subjected

to a substantial blast of cooling air in flight and possibly this could have some effect on performance under different weather conditions.

All the machining on the engine is carried out to extremely fine limits and in a number of cases extreme accuracy is called for—and provided. The workmanship is first class and each engine undoubtedly receives a considerable amount of individual attention in setting up. Casting quality is of the highest order.

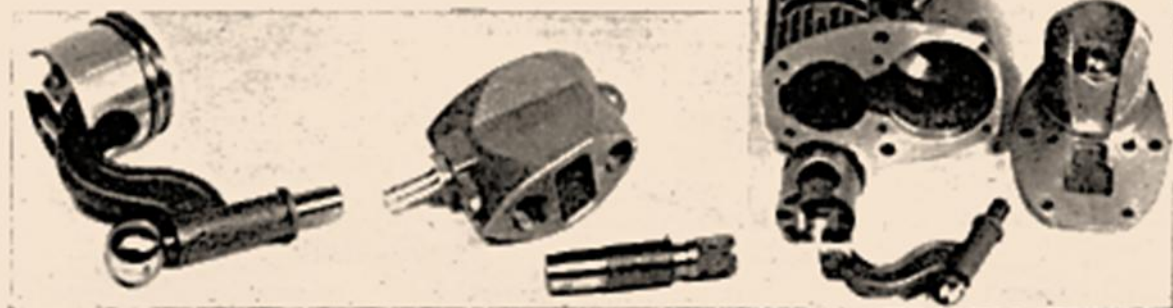
Method of mounting presents something of a problem since this must be radial and only two screw holes are provided. Rather than rely on single bolts through a ply firewall it is virtually necessary to back up the inside of the ply with a steel plate. Apart from the fact that the engine has a substantial overhang when mounted anyway, predominant vibration is in a fore-and-aft plane which is not helping relieve bolt stresses.

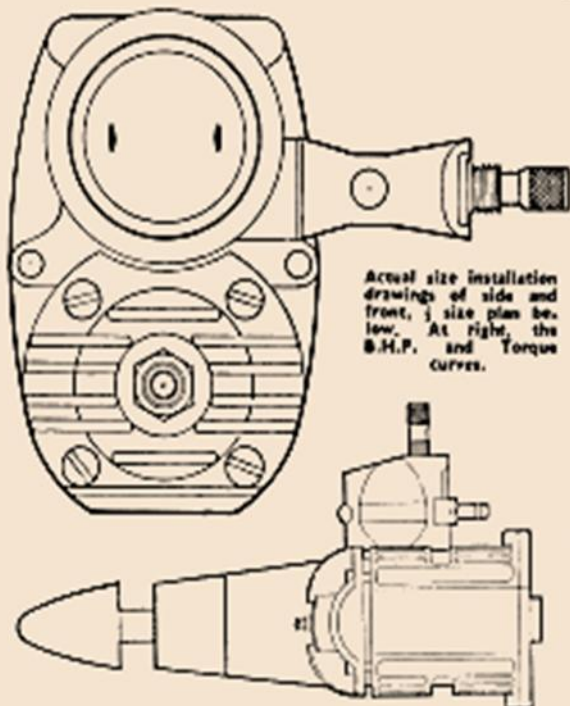
Starting and handling present virtually no troubles, provided the engine is finger choked and then generously primed through the exhaust port. It is extremely reluctant to start on choking alone—and virtually impossible to start this way without flooding in many instances, particularly if mounted the 'design' way (cylinder underneath crankcase). We found it easiest to manage mounted sideways!

What specific advantages are claimed for the Aero 35 we do not know. Obviously it has distinct attractions for scale installations where it can readily be completely cowled, which would seem the only realistic advantage of the layout. Its specific power output is lower than a conventional engine of similar size, and weight appreciably higher, virtually relegating it to 'sports' category. It is noticeably vibration free in the expected manner, except that there is noticeable fore-and-aft vibration with a non-rigid mount. On a radio model this could call for mounting reed receivers 90 deg. to normally recommended positioning.

The Aero 35 is an extremely well made engine and a thorough engineering job. Just how well the rocking con. rod system will stand up to prolonged operation remains to be seen. After some hour or so's bench running the *equivalent* little end "piston" and its piston bearing showed signs of rubbing wear and a little scuffing, but nothing too drastic. The open shell rear cover end bearing for the T-rod also showed slight signs of fretting, but this bearing acts more

VITAL PARTS. At left, Rocking Con-rod, attached to piston via small piston plunger. Centre, the unusual carb with blunt needle valve, right is the "back-end" showing piston dismantled and spherical shell bearing in rear cover.

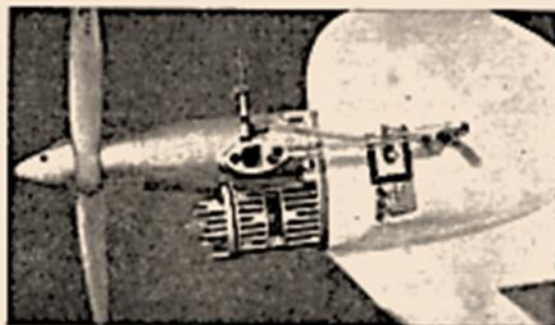
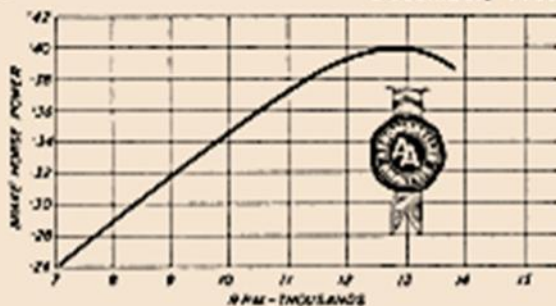




Actual size installation drawings of side and front, size plan below. At right, the B.H.P. and Torque curves.

as a guide than anything else and the marking could have been caused by incorrect adjustment. This hemispherical shell bearing can be advanced or retracted by turning a screw in the centre of the back-plate (outside). For proper adjustment it needs to be tightened up to a snug fit, as felt by rocking the piston over BDC by turning the crankshaft, and then backing off the screw a matter of about 10 to 15 deg. If left too free it will tend to "hammer." The main crankshaft assembly we were not able to examine in detail since it was impossible to remove the locking grub screw without risk of permanent damage to the driver unit. The hardened socket head merely relieved the edges of the key rather than gripping—and we suggest a suitable key would be a good accessory to supply as standard with the engine.

We cannot see a great number of Aero 35's being sold in this country—the price at £22 10s. 9d. is against it for popular appeal—but we do feel that anyone buying one for sports model use will get value for money and an engine which, in spite of its unusual design, is both tractable and capable of a good performance. Although an engine styled for commercial appeal it also incorporates very sound engineering. The only serious criticism we have of it as a working engine is the use of a dural driver unit with integral propeller shaft, which we feel is a potentially weak point; although also a safeguard



Practical fitting on high thrustline design by Dr. Stanley Hill, as flown in the U.S. Nationals. Has an additional needle valve added, presumably for control of a "flood-off" timing system.

against crankcase damage and we are not entirely happy with the thought of radially mounting an engine of these proportions on two bolts. We would have preferred something of the nature of a 'full size' longitudinal mount—or at least the choice of such a method as an alternative. We cannot, however, do anything but admire the mechanical solution arrived at in translating shuttle piston movement into rotary crankshaft motion. It seems very sound engineering, even if it does add one extra bearing surface to the conventional con-rod layout.

As a final thought on the layout, now that the Aero 35 shows that a shuttle piston action with parallel movement to the crankshaft is a practical engineering proposition, how about a similar layout with two 'top ends' to the cylinder? Then we would obtain two power strokes per revolution. The mechanical action could be similar—it just remains to sort out the gas flow problem!

Specification

Displacement: 5.82 cc. (.355 cu. in.)
 Bore: .815 in.
 Stroke: .460 in.
 Weight: 91 ozs.
 Max. power: .40 B.H.P. at 12,800 r.p.m.
 Max. torque: 36 ozs.-ins. at 9,000 r.p.m.
 Power rating: .60 B.H.P. per cc. r.p.m.
 Power/weight ratio: .042 B.H.P. per oz. r.p.m.
 Material specification:
 Crankcase: light alloy pressure die casting, incorporating cylinder.
 Cylinder liner: mild steel.
 Piston: light alloy with two cast iron piston rings.
 Rocking con. rod: high tensile steel (casting or forging) with hardened and ground plain and ball ends;

hardened steel pivoted little end piston bearing.
 Main bearings: two ball races.
 Crankshaft: composite construction.
 Prop driver and prop shaft: dural.
 Cylinder head: light alloy pressure die casting.
 Rear cover: light alloy pressure die casting; bronze spherical shell bearing with screw adjustment for rocking con. rod ball end.
 Intake: light alloy pressure die casting; steel needle valve; dural fuel pipe connector.
 Assembly: crankcase and cylinder as integral unit with fitted liner; cylinder head attached by four screws; back cover attached by six screws (sealing on gasket); intake casting attached to crankcase by two screws; prop driver

attached to crankshaft by hardened socket screw.

Propeller r.p.m. figures

Top/line	10 x 6	10,000
	12 x 6	8,600
	9 x 6	11,000
	8 x 6	13,500
KK nylon	10 x 6	10,200
	9 x 6	10,800
	8 x 6	13,200
Prop nylon	10 x 6	10,200
	9 x 6	12,300

Fuel: 70:30 methanol/castor oil.
 Manufacturers: Aero Research, 51 GL Arrow Avenue, Buffalo 16, N.Y., U.S.A.
 British Agents: Performance Kits Ltd., Sandy, Beds.

Mignet Pou-du-Ciel



The **Flying Flea** (French: *Pou du Ciel*, lit. 'Louse of the Sky') is a large family of light homebuilt aircraft first flown in 1933.

The odd name comes from the French nickname for the Ford Model T automobile: *Pou de la Route*, or "Louse of the Road", because Henry Ford's economy car was so common. Henri Mignet dreamed of creating a Model T of the air, an airplane for the common man, hence the term *Pou du Ciel*. In English, the term became Flying Flea. Originally applied only to the HM.14 model, the name has now come to describe the family of aircraft of similar configuration designed by Mignet and others.

Development

The Flying Flea family of aircraft was designed by Frenchman Henri Mignet.

Between 1920 and 1928, Mignet built various prototypes from the HM.1 to the HM.8, a monoplane that was the first of his designs that really flew. Instructions for building the HM.8 Avionnette were published by Mignet in a self-published book—he hand wrote the text and drawings, created photographic plates and printed and bound the books himself—but Mignet was still not satisfied. In particular, he felt that he was not himself a very good pilot and did not like the challenge of coordinating the stick and rudder on a conventional aircraft. He yearned for a simpler solution. Between 1929 and 1933, he continued building prototypes, and testing them in a large field near Soissons. The result of this experimentation with many odd and innovative configurations was the HM.14.

HM.14

In 1933, Mignet successfully flew for the first time in his HM.14, the original *flying flea*, and publicly demonstrated it. In 1934, he published the plans and building instructions in his book *Le Sport de l'Air*. In 1935, it was translated into English in Britain and serialized in *Practical Mechanics* in the USA, prompting hundreds of people around the world to build their own Flying Fleas.

Mignet's original HM.14 prototype aircraft was powered by a 17 hp (13 kW) Aubier-Dunne 500 cc two stroke motorcycle engine. It had a wingspan of 19.5 feet (5.9 m), a length of 11.5 feet (3.5 m) and a gross weight of 450 lb (204 kg). It had a usable speed range of 25–62 mph (40–100 km/h).

Flying Flea series



Mignet HM.14

General information

Type	Sport, personal and trainer aircraft
Manufacturer	homebuilt aircraft
Designer	Henri Mignet
History	
Manufactured	1933–present
Introduction date	1933
First flight	10 September 1933 (HM.14)

In the UK in 1935 and 1936, many aerodynamic and engine developments took place, notably by Stephen Appleby, John Carden and L.E. Baynes.

Despite the initial popularity of the design, thanks in no small part to the passionate enthusiasm of Mignet himself, the original HM.14 revealed design flaws that could lead to an unrecoverable and often fatal dive under certain conditions; when the front wing was put in a high attack angle for climbing, the high-speed flow of air deflected by the front wing went to the rear wing upper surface, greatly increasing the rear wing's lift, and putting the nose down, the instinctive reaction of pilot being pulling even more the stick, this worsened the situation, as the way to go out of this 'vicious circle' was reducing the front wing incidence, as to command a nose down descent.

Also some homebuilders attempted to simplify construction by modifying components such as the wings tips curving up, resulting in extremely dangerous airplanes and deadly accidents that forced the air authorities to ban building more of them.

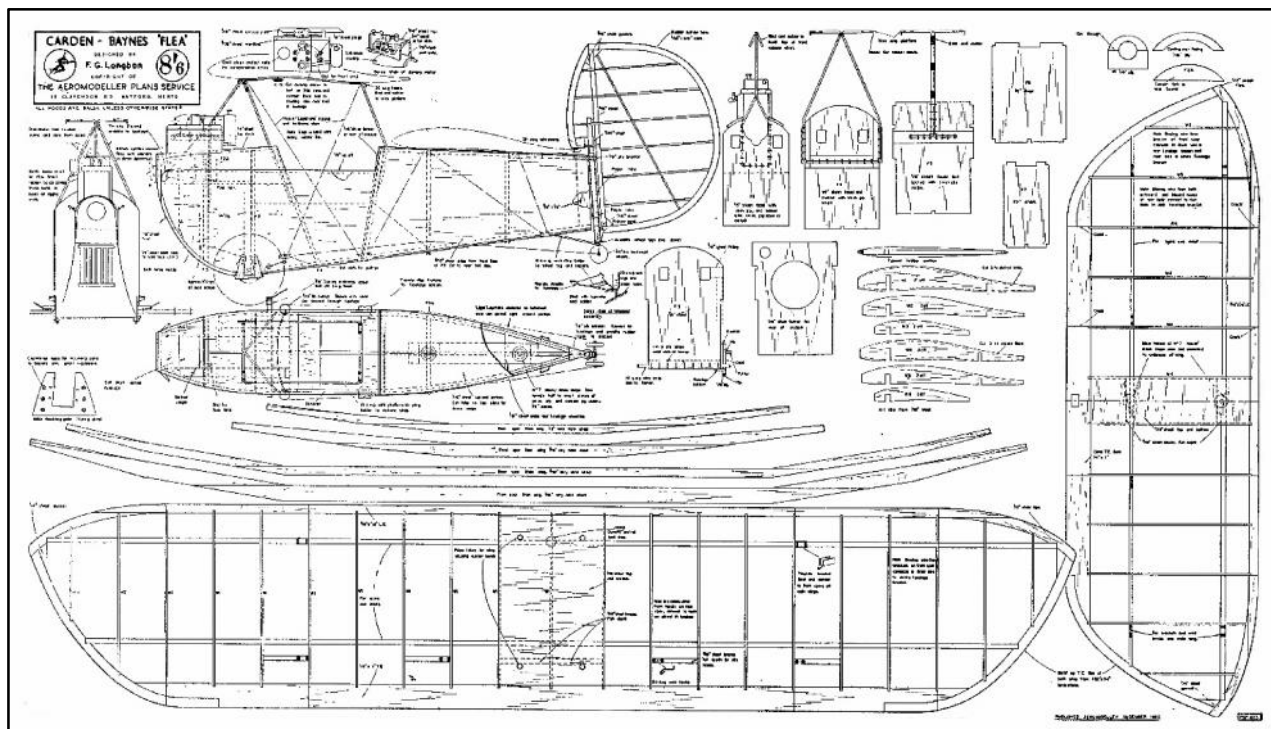
Studies in the UK and France revealed the problem (the HM.14 was small enough to fit in wind tunnels in both countries usually used for scale models of larger aircraft) and corrections were made to the design. Unfortunately, the wave of bad publicity created by the crashes dogged Mignet for the rest of his life and continues to be associated with the design today despite the fact that the basic Mignet configuration has proven to be safe in hundreds of successful homebuilt aircraft and factory built microlights.

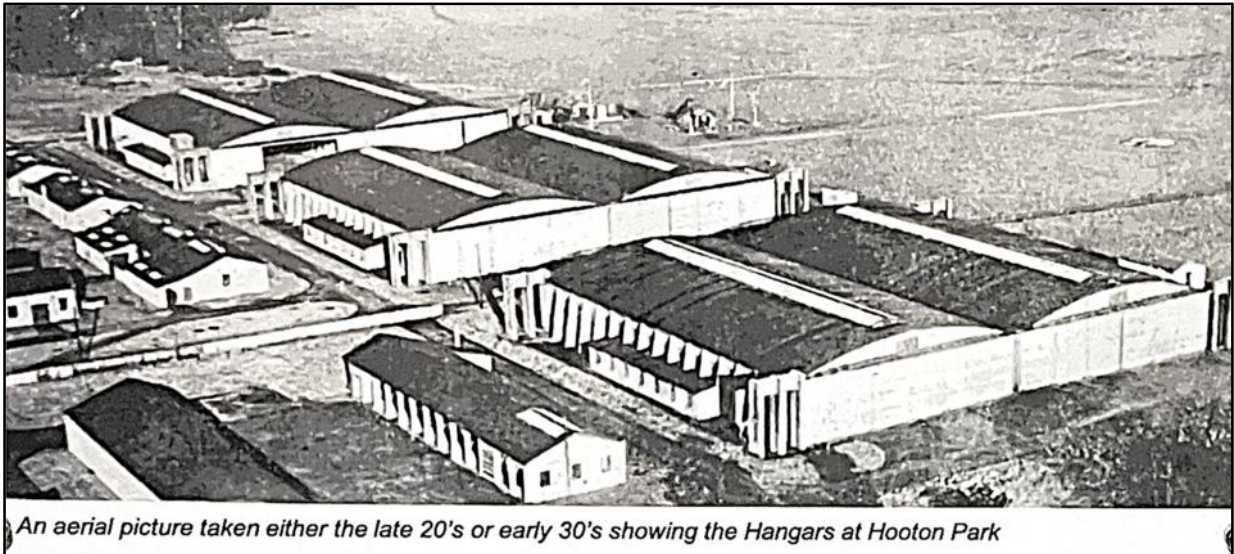
Design

Side-to-side movement of the stick controlled the large rudder. This produced a rolling motion because the wings both had substantial dihedral, through yaw-roll coupling. The rudder had to be quite large not only to produce adequate roll but also because the fuselage was very short, reducing the leverage of the rudder. The Flying Flea, being a two axis aircraft, could not be landed or taken off in substantial crosswinds. This was not a big issue when the aircraft was designed because at that time aircraft were usually flown from large open fields allowing all take-offs and landings into wind.

The result was an aircraft that was substantially simpler to build (just two wings and a rudder, two of which moved, with no ailerons or other control surfaces) and easier to fly (just a control stick, no rudder pedals at all) than a conventional aircraft. Mignet claimed, only half jokingly, that anyone who could build a packing crate and drive a car could fly a Flying Flea.

Plan for model from Aeromodeller Christmas 1963





Where may Hooton Park Hangars be located & what are they? Well, in short this note provides related information of yet another mix of location, times & events long past in the world of aviation that managed to coincidentally combine in a small way with our hobby.

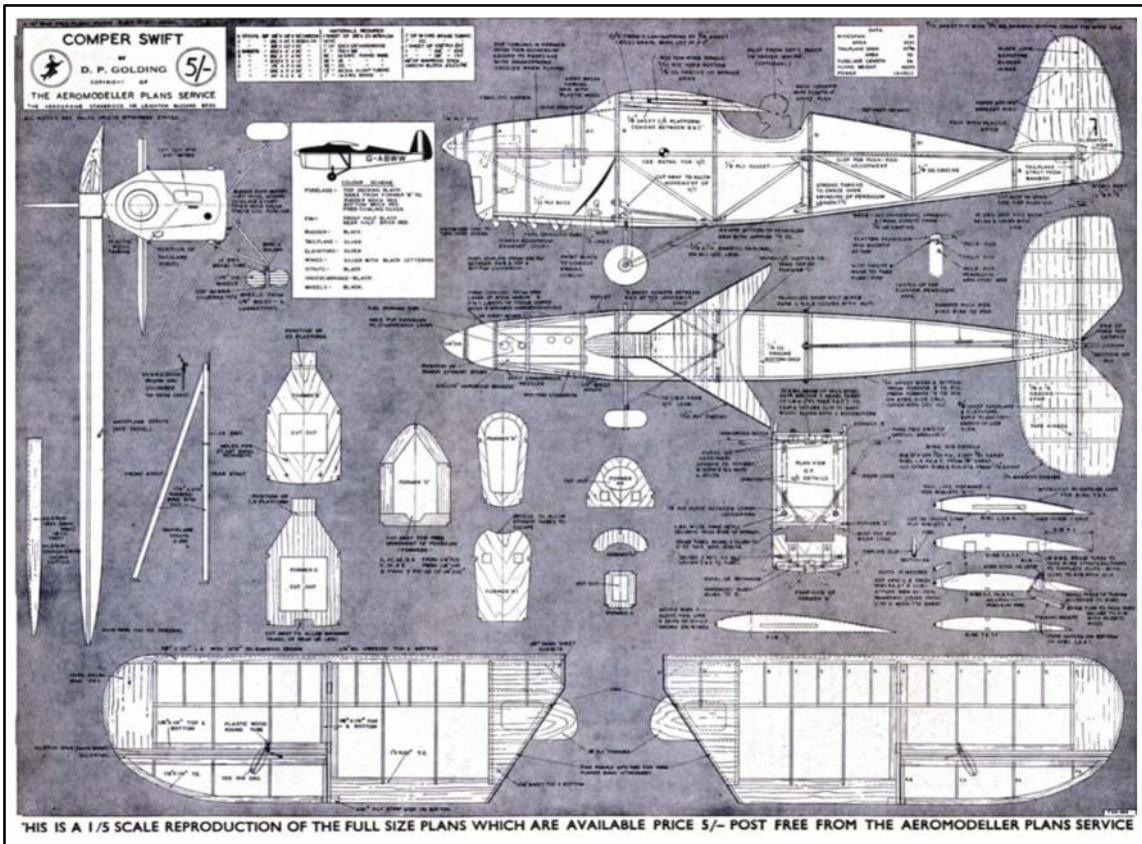
The Hangars are located on a former RAF airfield at Hooton Park, Cheshire on the Wirral Peninsular, now mostly occupied by Vauxhall Motors & easily accessible from the M53 J6. They are managed by a Trust formed in 2000, with the original aim of restoration of the remaining three WW1 hangars on the former airfield at Hooton Park combined with having & opening a Museum located in one of the hangars. The latter task is work in progress, albeit it is an ongoing activity & is well worth a visit should you be in the area. Have a look at their website for more detailed information inclusive of visiting days & times, www.hootonparkhangars.co.uk

Here are a few of the exhibits.



This is a very recent arrival, on loan from Cosford. Spitfire PR XIX PM651, from the Meteorological Research Flight Temperature and Humidity (THUM) Unit which was initially formed at RAF Hooton Park before moving to RAF Woodvale. This particular Spitfire was for a short time, based with the THUM flight at RAF Woodvale in the 1950's.

Below: A Comper Swift (on loan from Cosford). The prototype made its maiden flight from Hooton Park in Jan 1930. Note that exhibits are well documented with very informative signage for visitors. An excellent flying scale plan exists in Feb 1952 Aeromodeller.



Replica Avro TriPlane from 1909



The original Triplane, designed & built by A V Roe, was the first all-British aircraft to fly on 5th June 1909. This exhibit is a full size, non-flying replica of the original aircraft, built by apprentices at A V Roe Woodvale in 1953.



Replica Sopwith Baby,
constructed by two volunteers over the past two years - magnificent.

Last but not least, an HM14 Flying Flea of Henri Mignet fame.

This particular example is listed as being last owned by the Museum of Science & Industry, so it is presumably on loan but the traceability details on its history seem rather vague.

It does have (as an exhibit) one rather endearing feature known by many aeromodellers,
- a pretty good warped fin!

Built around 1935 & apparently flown in 1936 but the Permit to Fly was never carried through.



One non-aviation related exhibit of note - the ongoing restoration of a 1909 Chester Tram.



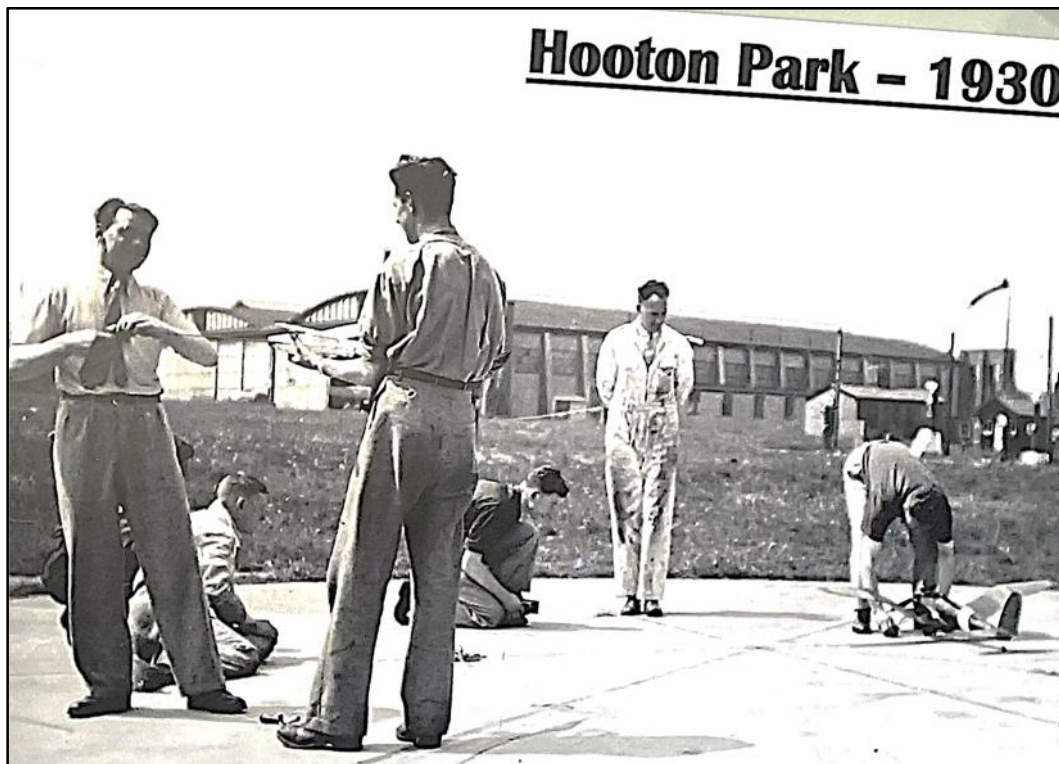
There are many more very interesting aviation related exhibits, far too many for this brief note, so a visit is recommended and would be well worthwhile.

But what of connections to aeromodelling? The first clue came from one of the signage history boards that showed a photo of aeromodelling flying activity on the airfield. Reading the accompanying text revealed that it was a photo taken by one Eddie Riding, whom many of you will remember as being a scale modeller par excellence & a staff member of the Aeromodeller before he was tragically killed in a flying accident in 1950. Highly regarded by D A Russell, who wrote a quite lengthy obituary in the June 1950 Aeromodeller & shown below. The text of the signage board referenced a book subsequently produced by Richard Riding (son of Eddie), a copy of which happens to reside in my little library! Chapter 10 of said book is entitled "Hooton Park Heaven (1938)" & has within it the following photo. My poor brain had completely forgotten any references to Hooton Park.

C Rupert Moore (a fellow scale modeller par excellence & noted front cover artist for the Aeromodeller) also wrote a really nice appreciation of Eddie in the same edition of the Aeromodeller.

For anyone who has an interest in inter-war years aviation in the UK, I commend this book - entitled,

"A Flying Life - an Enthusiast's Photographic Record of British Aviation in the 1930's.



It's lunchtime at Martin Hearn's at Hooton on August 1938 and the lads are flying their model aircraft. They are, Left to right: Forrester 'Tiddler' Lindsley, Goerge Atkinson, Maurice Mason, and Bill Williams.



“Eddie” Riding - by D.A.Russell

It is with great regret that we refer to the death, in a flying accident on Good Friday last, of Mr. E. J. Riding, chief draftsman and photographer to the AEROMODELLER

Mr. Riding first became associated with our organization in 1940, when we commenced the publication of a series of articles on flying scale models, whilst in the latter part of that year he contributed a number of plans for the first Volume of the " Aircraft of the Fighting Bowers" series.

Throughout^ the last war, Mr. Riding was in the Aircraft Inspectorate of the Air Ministry, and on release at the end of the war he joined us full time.

His knowledge was encyclopaedic. Since boyhood he had taken a wide interest in aircraft, and during the past 20 years had compiled what is probably the most comprehensive range of photographs and data in connection with full-sized aircraft,

In the aeromodelling world he achieved a much respected reputation, both for construction and layout of design, of a number of very popular flying scale models,

As a photographer, his ability enabled him to produce some of the finest air-to-air shots of full-sized aircraft, and at the same time to photograph for the organization at Eaton Bray all kinds of model aircraft, etc.

As a man, he was liked by all for his integrity, even-tempered and devotion to all that was good and high-class in flying, whether full-sized or model.

It was in the course of his duties as chief photographer to our organisation that he met his death, together with the pilot of the aircraft, Stanley Orion Bradshaw, and another passenger, Mr. N. C. Stoneham. His tragic death at the age of 34 will be mourned, not only by his widow and three young children, not only by us at Eaton Bray, but by the many friends he had made both personally and by way of correspondence, throughout the aeromodelling movement

For myself, I would only add that he was my closest friend and his passing has robbed me of the loyal support of one I had come to know so intimately and respect so whole-heartedly in the course of my 10 years* association with him. - D.A.R.

Now the co-incidental bit! The Museum has (as all good Museums do) a gift shop & a selection of books related to the subject in hand - in this case naturally of aviation. I found a book of some 392 pages for the princely sum of £2.00 -

"Heavenly Days - Recollections of a Contented Airman" by a Group Captain James Pelly-Fry. For those who remember the name but not a great deal about the man, here is the obit provided by the SMAE on his passing in 1994. Again, the book is an excellent read.

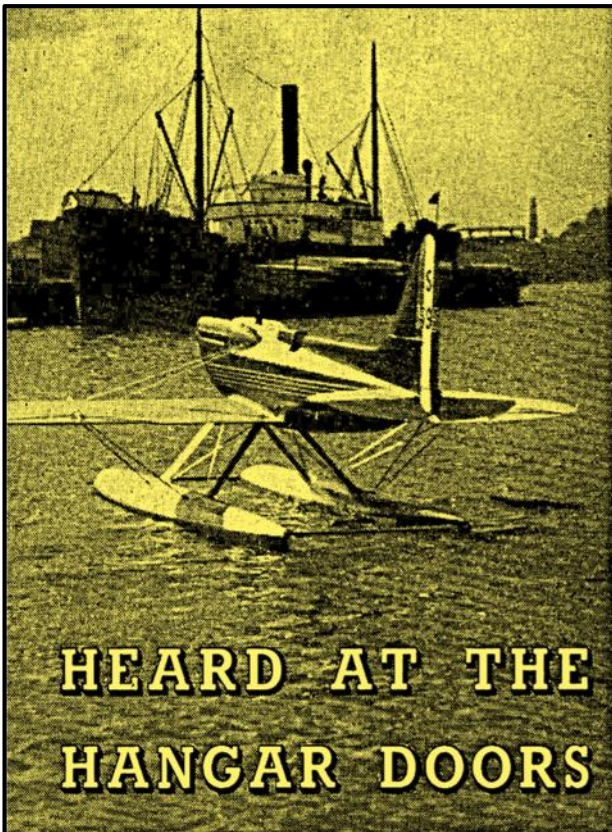
The last remaining contact with the SMAE council of the 1920s has gone with the sudden death of James Pelly Fry on December 6, aged 83. Inspired by the A.W. Siskins from RAF North Weald when 8, he was a total aviation person throughout his adventurous life. Through school days to his teens he produced a series of successful models, each illustrating his inventive originality. Low wing, geared motors, small sizes some of which were published in Model Engineer and the first Model Aeroplane Manual. In 1928, when the 139th member of the SAME, he was invited to join the council. One of his early contributions had been to help formulate the rules for the Wakefield Cup, which had been donated by Viscount Wakefield the previous year. He was a member of the British team for the years 1928 to 1932 and then flew Gordon Light's U.S. entry to second place in 1933. Having won a flying lesson at Brooklands from model contests in 1931 and 1932 he became determined to join the Royal Air Force. Frustrated at first, he persevered and was accepted in the Reserve of Air Force Officers (RAFO) and started flying training at Hatfield in June of 1933. It was to be the start of a career that took him all over the world and through to the Gloster Meteor from the Tiger Moth via Tutor's Heyfords, Virginias, Valentias, Wellesleys, Blenheims, Bostons, and Halifaxes and to command of squadrons of which 88 Squadron with its Douglas Bostons must have been the most notable. In RH G he led Operation Oyster at the forefront of the 93 Bostons, Mosquitoes, and Venturas on the daring low level raid on the Phillips works at Eindhoven. Hit during the attack, the return to Oulton on one engine and no hydraulics ended in a heavy belly landing. For this raid he was awarded the DSO and his crew the DFC. It took place on December 6, 1942, and it was at the 52nd celebration of this that he collapsed in the company of S/Ldr Charles Patterson, DSO, DFC, who had flown a PR Mosquito on the raid and his published \r Colin West of Crecy Books who had just released the long awaited James Pelly Fry memoirs, Heavenly Days. One had to read this 392-page book to absorb the innumerable facets of his remarkable life, and the illustrious company in which he found himself. He was PA to Air Commander Arthur Harris, an Equerry to King George VI, the Air Attaché in Teheran among so many other fascinating elements of a life throughout which he never forsook his interest in the aeromodelling that set him into a flying career. When he returned to active modelling (after a void from his last rubber duration design in Egypt, 1935) he created a fully slotted and flapped ultra slow flying motorised sailplane, and followed with a trio of his favourite full-scale types, the Devon, Boston and Wellesley. Each immaculate and to perfect scale, they can be seen at the Goosedale Model Museum. So passes a Grandee among aeromodellers, a personality of such stature that even those who knew nothing of the name or background have left the Old Warden Vintage events with a lasting impression of having conversed with a VIP from another age, if they had the good fortune to meet him.

Note: the aforementioned Goosedale Model Museum no longer exists.



17 year old James Pelly-Fry (left) holds model aeroplane "Wapati II" while it is being wound by Dutch designer Juste van Hattum, 1929

Roger Newman



This classic marine picture shows to full advantage the beautiful lines of the S6B described in this issue. Our cover picture features the S6 with Sqdn.-Ldr. Orlebar climbing from the cockpit after breaking the World Speed Record in 1929

Royal Patronage

As we close for press, we are informed that His Royal Highness, the Duke of Edinburgh, has extended his patronage to the Society of Model Aeronautical Engineers, thus further exemplifying his keen interest in all matters aeronautical, and particularly those which encourage the youth of the Nation.

This royal recognition of the value of our chosen hobby should do much to stimulate mature interest in the art of aeromodelling, for too long regarded as "child's play" by many people, even among the aircraft industry.

International Radio Contest

Announcement from the I.R.C.M.S. is that the International r/c meeting will be a two-day affair with events for boats using any form of power on July 30th at Saltwell Park, Gateshead-on-Tyne, plus separate classes for Yachts and a steering event with bonus points for speed. On the second day, the aircraft events take place in conjunction with the S.M.A.E. Northern Gala at Croft, Nr. Darlington on July 31st, with classes for power and glider.

C.M.A.C. Enterprise

That is the title of a princely vessel made by the Cheltenham lads and which will be transported at no little inconvenience to the Northern Heights Gala, Halton on June 26th. As far as we are aware

it is the *only* model aircraft carrier in the country and it is hoped that carrier borne demonstrations will take place during the sunny (we hope, as usual!) day. All are invited to bring deck landing models of up to 40 in. span, suitable for 30—50 ft. lines. Carrier is 32 ft. long, 4 ft. wide and 18 in. high, with full arrester gear. Engine speed control is desirable, and a landing hook capable of taking ten times the model weight, and drooping 3 in. below the u/c line will be needed to snatch the wires.

British Railways Festival Express

Organisers of the PAA Scottish Festival have negotiated with British Railways, for the running of a Special Train from London to Prestwick, for the convenience of Competitors and other Visitors to the Festival, and the latest details are as follows:

The number of stops the train will make between London and Prestwick has been reduced, therefore enabling B.R. to allow a further reduction in Return Fares. Passengers may now board the train at the following stations:—

LONDON, LEICESTER, NOTTINGHAM, CHESTERFIELD, SHEFFIELD, LEEDS, CARLISLE.

Passengers may also join the Festival Express travelling at reduced fares throughout, commencing their journey from the following stations:

YORK and MANCHESTER — Join the Express at Leeds.
LIVERPOOL — Join the Express at Carlisle.
BIRMINGHAM — Join the Express at Leicester.

The Express will leave London on the evening of FRIDAY, SEPTEMBER 16th, 1955, arriving at Prestwick on the morning of SATURDAY, SEPTEMBER 17th, 1955. The train will leave Prestwick on the evening of SUNDAY, SEPTEMBER 18th, arriving in London on the morning of MONDAY, SEPTEMBER 19th as near to 8 a.m. as is possible.

The special Reduced RETURN FARES are:
LONDON to Prestwick: 88/3d. LEICESTER to Prestwick: 68/6d
NOTTINGHAM to Prestwick: 64/5d. CHESTERFIELD to Prestwick: 58/3d. SHEFFIELD to Prestwick: 55/5d. LEEDS to Prestwick: 47/6d. LIVERPOOL to Prestwick: 48/8d. MANCHESTER to Prestwick: 49/3d. BIRMINGHAM to Prestwick: 65/3d. YORK to Prestwick: 53/-.

Bookings are now being accepted for seats on this Express, and should be sent to THE FESTIVAL MANAGER, 13 PATMORE ROAD, SHEFFIELD 5, accompanied by a P.O. for ONE SHILLING (for seat reservation) crossed and made payable to The P.A.A. Scottish Festival of Model Aviation, NOT later than JUNE 30th, 1955. Ticket Deposits will become payable (one-third return fare) between JUNE 30th and JULY 31st, remaining two-thirds fare payable between JULY 31st and AUGUST 31st,

All tickets per-leeese!

Announcement that the speed team eliminators were to take place at Radlett by kind permission of Sir Frederick Handley Page seemed to be accepted by some in the London area as a signal to take a host of models and go fly anything on the airfield. Fortunately for the sake of aeromodelling and future well-being betwixt the Radlett factory and

our hobby, the Company Police worked strictly to rule and only allowed those with (A) Speed entries and (B) S.M.A.E. membership cards past the iron gates. Thus there were both keenly interested spectators and hopeful enthusiasts who had to return home without sight of the runway. The point is this: if a large and very important base is obtained for a certain purpose—it will only be used for that purpose, and if people are foolish enough to think they can join in a free-for-all they are labouring under a misapprehension. We trust that this will be warning enough to those who think R.A.F. Odiham will be "open house" for all and sundry during the free-flight eliminators on June 18/19th.

More Aeromodelling Stamps

Jose Ribeiro de Mendonca, a keen aeromodeller in Rio de Janeiro writes to bring to our attention a Brazilian stamp first issued during Wings Week, October 1951, depicting the famed Santos Dumont and three lads about to launch model gliders. This was in honour of the 50th Anniversary of Santos Dumont's experiments with flying machines. A second stamp, triangular in shape, also appeared in '47 to honour Aviation and the national Wings Week, this time portraying a Brazilian artist's impression of "Icarus's Dream".

We had no idea so many Postal Stamps had been issued with illustrations depicting aeromodelling. We now have examples from Switzerland, Hungary, Holland, Brazil—any more?

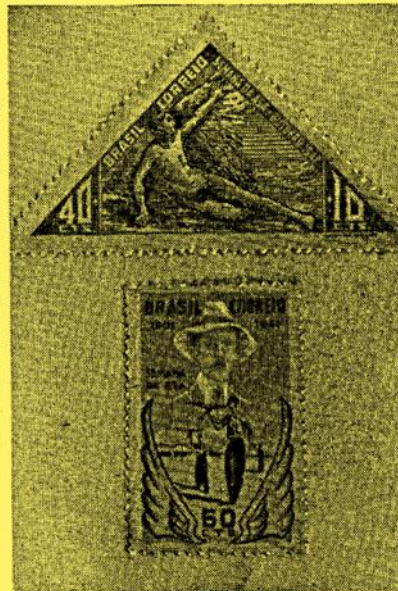
Solids Competition

Incentive is a great thing and the Vintage Aeroplane Club believe in giving plenty to members of its new aeromodelling section. Members have facilities to inspect at close quarters and to fly in certain vintage aeroplanes that they model. A competition is being run for 1/72 scale solids of vintage aircraft with free flights among the prizes of which another is a £3 gift voucher given by Arcade Model Supplies, Uxbridge. The competition will be judged at the Club's Garden Party to be held, complete with flying display, on July 24th at Denham Aerodrome, Bucks, and the loan of all types of models of vintage aeroplanes is requested for exhibition on this occasion. Some of the vintage machines on the Club's books are Hawker Cygnet*, Hart*, Whitney—Straight*, Wicko*, Topsy Trainer, Aeronca 100*, B.A.C. Drone*, Avro Cadet*, Miles Nighthawk, Miles Falcon*, Hawk Speed Six*, Cirrus Moth*, Moth Major, Puss Moth, Leopard Moth*, Spartan Arrow, etc. Because of its rarity the last Hurricane*, which belongs to Hawker's is considered "Vintage", but the Tiger Moth is not because it was in production during the war and still exists in numbers. V.A.C. membership is open to all and costs one guinea per year, so modellers of old-timers intent on winning a ride in a genuine vintage aeroplane should contact:—Miss Joan Barker, Hon. Sec.,

The Vintage Aeroplane Club, Stanway, Denham Green Close, Denham, Bucks.

* Drawings of these aircraft are included in the A.P.S. 1/36th or 1/48th range, only the Hart being available to 1/72nd scale.

Right, the aeromodelling stamps sent by Senor Jose Ribeiro



Below, George Cull provided these pictures of suitable aircraft for the Vintage Aeroplane Club competition. From top to bottom they are the Avro Cadet, the Avro Avian IV and the D.H. Moth Major



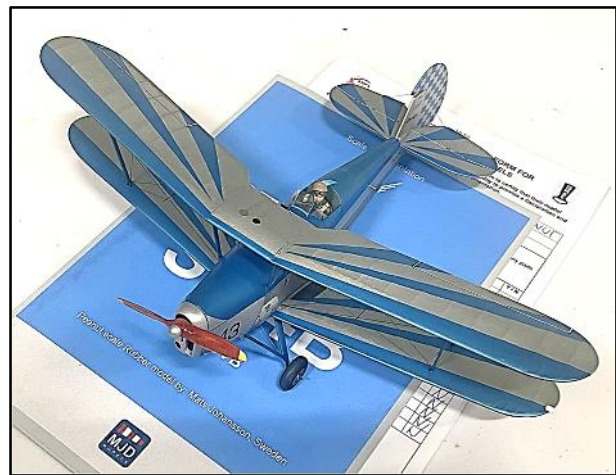
Indoor Scale Nationals, 25th and 26th April 2026.

Once again I made the pilgrimage to the Sports Hall of the University of Wolverhampton in Walsall for this two day event, with the RC Scale competitions held on the Saturday and the Free-Flight Scale ones on the Sunday. There were some innovations this year as the proceedings were live-streamed. Please go to [British Model Flying Association - YouTube](#) to find the streams. I understand that this was a technical rehearsal for the forthcoming FAI World Championships for Scale Model Aircraft, which will be held at BMFA Buckminster from the 9th to 15th July this year. See [2026 FAI F4 World Championships for Scale Model Aircraft](#) for details.

Several years ago there was concern about the declining number of entries for the free-flight events. Not so this year, as it was a record. Indoor Free-Flight Scale is alive and well! The entries for the Kit Scale (Class FFX4) were closed at thirty, Peanut (FFX5) entry was twenty-one, Intermediate Scale (FFX3), eighteen, Open Rubber (FFX1), thirteen, No-Cal (FFX7) twelve, Pistachio (FFX6) nine, and CO₂/Electric (FFX2) eight. The attendance was also helped by the considerable number of overseas entries. I discovered that the air race is now an official event, Class FFX9, although no pre-entry was required. Note to self: - I must look at the Scale Rulebook more often! AS last year, there was also an unofficial scale glider model competition over the lunchtime period.

Rather perversely, the outside weather conditions for the weekend were sunny with light winds and ideal for the flying of small models. This made a pleasant change in a year that has seemed remarkably windy so far, but there were no opportunities for flying outside.

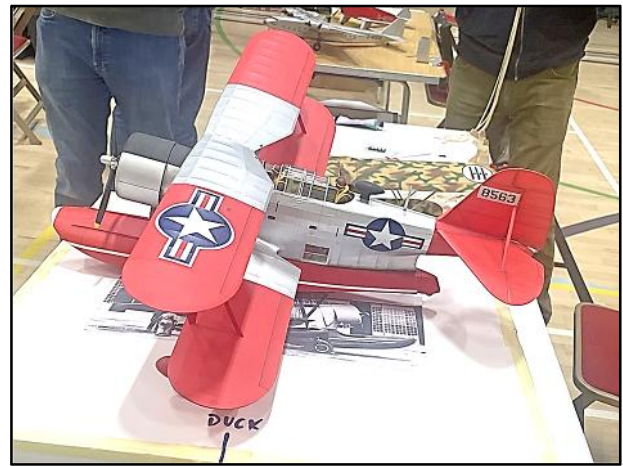
Once again I can only offer a snapshot of the occasion, as despite the best intentions, I was quite busy with tending my own models and catching up with friends, old and new.



Two beautiful Peanut Scale biplanes
George Kandylakis' DH Moth Major (left) and Mats Johansson's Stampe SV.4B (right).

The results were once again dominated by the Czech aero-modelling genius Tonda Alfery, who triumphed in the Open Rubber, Peanut Scale and Pistachio Scale classes as well as in the glider competition. The Open Rubber model was the Roland C.IIa that he flew last year, please see IIFE 88 (NC June 2025). In Open Electric his Curtiss Condor was beaten into second place by Richard Crossley's Grumman Duck, It will be interesting to see how close this was when the full results are published. Richard also won kit scale with his Golden Age Reproductions P-51 Mustang. George Kandylakis entered a thirteen inch wingspan Moth Major in both Peanut, placing second, and in Open Rubber, placing third.

He also flew his wonderful Avro 5040 seaplane in both the Open Scale RC and Open Electric Free-Flight events. Intermediate Scale was won by John Cooper with a Farman Carte Postale, of which, unfortunately, I failed get a photo. The full size machine, which was a length of Farman Goliath wing mounted above a Farman David fuselage, was built for the 1926 Coupe Zenith competition. Some years ago I built a sixteen inch wingspan version from a Stevens Aero kit with Parkzone electrics. It makes a fine gentle radio flier in calm conditions, suiting my approach to RC. Chris Blanch's Intermediate Scale entry also interested me. This was a Bristol 138A High-Altitude Monoplane, which was built, somewhat enlarged, from Preston Bruning's plans now available on Outerzone.co.uk. Many years ago I built a plan sized eighteen inch wingspan one from the plans as published in the Flying Aces Club Newsletter Issue 49 in 1976. It looks as though Chris used the cross-bladed Sleek Streek prop specified on the plans. Graham Banham again won the Veron Truflite Trophy, this year with a B  b   Jodel.



Richard Crossley's class winners,
P-51B Mustang from a Golden Age Reproductions kit (Kit Scale) and the wonderful Grumman J2F-6 Duck (Open Electric).



George Kandylakis' Avro 5040 Open RC and Free-Flight Electric entry.



Chris Blanch's Bristol 138A Intermediate Scale entry

The lunchtime glider competition attracted eleven entries and comprised a duration and spot landing competition with launches from the balcony overlooking the hall. After the individual launches, a mass launch took place. Richard Crossley placed second and Lurk, that glider enthusiast, third.

The Air Race for rubber powered models flying the most laps around a balloon circuit in ten minutes was close run. Mike Stuart was third, with fourteen laps, Gary Flack was second with fifteen, and my Chambermaid made sixteen, despite losing considerable time after the prop shaft became entangled with a balloon string. I failed to put some scissors in my pocket and my assistant, Pete Hall, was sent scrambling to search for some suitable cutting equipment.

Thanks to Pete, we got going again for a few more and, as it turned out, crucial laps. I had carried out a little trimming on the Chambermaid in the free-flight evening session on the Saturday after the RC competitions. I felt that its circuits were rather large last year, so I tweaked in a little more left rudder, which tightened the turn slightly too much, so I added a card shim of right thrust to open the initial power turn out. This gave a good trim for the event.



The glider entries and the mass launch from the balcony.

Otherwise, I entered the Peanut and Pistachio Scale classes. I had not flown the Nesmith Cougar Peanut since last year, but it was still in good trim and made two maxes (50s ROG) on its first two flights. Having dug out my now somewhat venerable Lippisch Storch to photograph its pilot for last month's IIFE, I decided to give it an airing in Pistachio (six inch fuselage length). It did not let me down, achieving a max (60s) and 59s in its two best flights, and gaining second place in the class.

The High Wycombe RC maestro, Brian Seymour with his Peanut Scale entry, an Andreasson BA-4B. He did a fine job marshalling competitors for the judged flight competitions.



Another innovation this year, a winners' podium, presumably with the RC World Championships in mind.



As usual, many thanks are due to the event organiser, Paul Rich, and his large team of judges, timekeepers, marshals and recorders, and as I finish this article, I understand the full results have just been published [2026 Scale Indoor Nationals Results now available | BMFA Scale Technical Committee](#)

Next year's event has been provisionally booked for the 24th and 25th April.




Nick Peppiatt's Lippisch Storch IXb, second in Pistachio Scale



Nick Peppiatt's Chambermaid air racer with the Chris Strachan Trophy.

Nick Peppiatt

BMFA SCALE		British Model Flying Association Scale Technical Committee		
Indoor Nationals – 2026				
Competitor	Model	Total	Postn	
Nigel Nixon	SE5a	1323.75	11	
Douglas Cowan	Evans Volksplane	1241.25	12	
Carl Beaumont	Bristol F2b Fighter	1007.50	13	
George Kandylakis	Avro 504 "O" Hydroplane	245.00	14	
Eric Strefford	Cessna 170	200.00	15	

BMFA SCALE		British Model Flying Association Scale Technical Committee			
Indoor Free Flight Nationals 2026					
Open Rubber					
Competitor	Aircraft	Flight	Static	Total	Position
Alfery, Antonin	Roland C.IIa	1,860	1,626	3,486	1
Stuart, Mike	Blackburn Shark	1,510	1,628	3,138	2
Kandylakis, George	DH Moth Major/Avro F	1,510	1,484	2,994	3
Johansson, Mats	Stampe SV4B	1,400	1,376	2,776	4
Crossley, Richard	Fiat CR42 Falco	1,090	1,620	2,710	5
Cooper, John	Lockheed Vega	1,510	1,168	2,678	6
Fardell, Peter	Bleriot XI	1,400	1,058	2,458	7
Banham, Graham	Chilton DW1	1,430	1,018	2,448	8
de Jong, Henk	Koolhoven FK43	1,280	1,168	2,448	8
Brown, Peter	Pietenpol Aircamper	1,490	838	2,328	10
Haines, Stephen	Bucker Jungmeister	1,170	1,134	2,304	11
Horne, Tim	RWD 10	1,170	1,018	2,188	12
Bates, Kenneth	Auster Arrow	1,280	390	1,670	13
Rackstraw, Daniel	Bucker Jungmeister	-	-	820	14

BMFA SCALE		British Model Flying Association Scale Technical Committee			
Indoor Free Flight Nationals 2026					
Intermediate Scale					
Competitor	Aircraft	Flight	Static	Total	Position
Cooper, John	Farman Carte Postale	1,570	516	2,086	1
Stuart, Mike	Blackburn Ripon	1,530	555	2,085	2
Hoey, Paul	Myer M-1 Special	1,540	417	1,957	3
Crossley, Richard	Piper Pawnee	1,540	354	1,894	4
Brown, Peter	Piper J3 Cub	1,490	249	1,739	5
Haines, Stephen	Currie Wot	1,540	173	1,713	6
Blanch, Chris	Bristol 138	1,370	177	1,547	7
Startup, Pete	Waco SRE	1,380	165	1,545	8
Crompton, Dave	Auster J2 Arrow	1,230	252	1,482	9

BMFA SCALE		British Model Flying Association Scale Technical Committee			
Indoor Free Flight Nationals 2026					
Open Co2/Electric					
Competitor	Aircraft	Flight	Static	Total	Position
Alfery, Antonin	Curtiss Condor AT-32C	1,752	1,570	3,322	1
Crossley, Richard	Grumman J2F-6 Duck	1,690	1,504	3,194	2
Banham, Graham	AW Ensign	1,859	980	2,839	3
Kandylakis, George	Avro 504 'O'	1,040	1,498	2,538	4
Knight, Derek	Tiger Moth	-	1,767	1,767	5
Hunt, Doug	x	-	-	-	6
Smart, Peter	Blohm&Voss BV 222	-	0	-	7

BMFA SCALE

Indoor Free Flight Nationals 2026 Kit Scale

British Model Flying Association
Scale Technical Committee



Competitor	Aircraft	Flight	Static	Total	Position
Crossley, Richard	P51 Mustang – Golden Age Repro	1,540	588	2,128	1
Haines, Stephen	Taylorcraft – MicroX	1,600	516	2,116	2
Blanch, Chris	Erco Ercoupe – Keil Kraft	1,590	516	2,106	3
de Jong, Henk	DH Puss Moth – West Wings	1,540	528	2,068	4
Startup, Pete	Taylorcraft – MicroX	1,525	540	2,065	5
Hoey, Paul	Tiger Moth – Hacker	1,470	576	2,046	6
Stuart, Mike	Luscombe Phantom – Comet	1,480	498	1,978	7
Baniham, Graham	Jodel D9 Bebe – Veron	1,450	510	1,960	8
Darby, Andrew	Erco Ercoupe – Keil Kraft	1,370	588	1,958	9
Lurker	Comper Swift – Bluebird Models	1,350	534	1,884	10
Horne, Tim	Stinson Gulfhawk Jr – Megows	1,310	561	1,871	11
Brown, Peter	Andreasson BA-4B – Peck	1,290	546	1,836	12
Cowley, David	Cessna Bird Dog – VMC	1,320	516	1,836	13
Cooper, John	Hawker Hart – West Wings	1,260	570	1,830	14

BMFA SCALE

Indoor Free Flight Nationals 2026 Peanut Scale

British Model Flying Association
Scale Technical Committee



Competitor	Aircraft	Best flight score	2 nd Best flight score	Static	Total	Position
Antonin Alfery	F4U-1 Corsair	60	60	44	164	1
George Kandykakis	DH Moth Major	56	55	50	161	2
Nick Peppiatt	Nesmith Cougar	60	60	38	158	3
Peter Brown	Found Centennial	60	60	32	152	4
Stephen Haines	Nesmith Cougar	60	58	31	149	5
Mats Johansson	Stampe SV4b	51	49	49	149	6
Paul Hoey	Myers M-1 Special	56	54	33	143	7
Mike Stuart	Vought OS2U Kingfisher	51	50	39	140	8
Chris Blanch	Volsplane	55	49	34	138	9
Peter Startup	Piper J3 Cub	49	46	35	130	10
Gary Flack	FW190D-9	46	44	33	123	11
John Valiant	Yokosuka D4Y1	41	30	41	112	12

BMFA SCALE

Indoor Free Flight Nationals 2026 Pistachio Scale

British Model Flying Association
Scale Technical Committee



Competitor	Aircraft	Best flight score	2 nd Best flight score	Static	Total	Position
Antonin Alfery	Isaacs Fury	60	60	46	166	1
Nick Peppiatt	Lippisch Storch	60	59	35	154	2
Richard Crossley	FW190	43	40	40	123	3
Chris Blanch	Eaves Cougar	49	49	16.5	114.5	4
Clive Anderson	Fike	42	32	28.5	102.5	5
Roel Lucassen	Comper Streak	31	31	37.5	99.5	6
Peter Hall	Santos Dumont 14bis	38	30	31	99	7
Gary Flack	Westland Wyvern	35	22	38.5	95.5	8
Tim Horne	Ponnier DIII	20	18	24.5	62.5	9
Gerard Brinks	Bowers Fly-Baby	9	2	34.5	45.5	10

BMFA SCALEIndoor Free Flight Nationals 2026
No-Cal ScaleBritish Model Flying Association
Scale Technical Committee

Competitor	Aircraft	Best flight score	2 nd Best flight score	Total	Position
Colin Fray	Ole Tiger Racer	166	165	331	1
Ruel Lucassen	Mitsubishi Zero	120	94	214*	2
Chris Blanch	Potier 100TS	127	87	214*	3
Gert Brendel	Grumman Hellcat	105	104	209	4
Simon Milan	Heinkel 178	94	83	177*	5
Mark Richards	Cassull Racer	92	85	177*	6
Stephen Haines	Fairey Gannet	82	66	148	7
Dave Crompton	Piper Cub	61	54	115	8
Ken Bates	Blackburn Monoplane	38	18	56	9
Gerard Brinks	Catalina	29	25	54	10
Larrisa Bruins					11

BMFA SCALEIndoor Free Flight Nationals 2026
Glider CompetitionBritish Model Flying Association
Scale Technical Committee

Competitor	Aircraft	Flight score R1	Target score R2	Static	Total	Position
Antonin Alfery	Z-24	3	2	1	6	1
Richard Crossley	Kirby Kite	1	4	2	7	2
Lurker	Kirby Prefect	5	1	3	9	3
George Kandyliakis	Peyet Glider	4	6	4	14	4
Graham Benham	SG-38	1	7	6	14	4
Mats Johansson	SG-38	2	8	5	15	6
Peter Startup	Kirby Cadet	6	3	7	16	7
Stephen Haines	Slingsby Cadet	2	9	7	18	8
Colin Sharman	Drifty Primary Glider	7	5	7	19	9
Peter Brown	Primary Glider	5	10	7	22	10
Pete Fardell	Chardon	5	11	6	22	10

BMFA SCALEIndoor Free Flight Nationals 2026
Air RaceBritish Model Flying Association
Scale Technical Committee

Competitor	Aircraft	Laps completed	Position
Nick Peppiatt	Chambermaid	16	1
Gary Flack	Rider R1 Suzy	15	2
Mike Stuart	Elmendorf Special	14	3
Stephen Haines	Nesmith Cougar	5	4
John Valiant	Keith Rider Firecracker	3	5
Lurk	Howard DGA	1	6
Tim Horne	Floyd Bean Racer	0	7

July 6, 1933.

The Model Engineer and Practical Electrician.

19

Model Aeronautics.

Society of Model Aeronautical Engineers.

The steering competition held at Wimbledon on June 17th for the "Flight" Cup resulted in an easy win for Mr. A. T. Willis with 17 points. A strong wind and occasional heavy rain made things very uncomfortable for everybody, and this also, no doubt, kept many competitors away.

Result: 1st, A. T. Willis, 17 points; 2nd, W. E. Evans, 5 points; 3rd, T. H. Ives, C. E. Bowden, 3 points each. S. G. MULLINS, hon. sec. S.M.A.E., 72, Westminster Avenue, Thornton Heath.

The Model Aircraft Club. Display at Hurlingham.

At the invitation of the Hurlingham Club, a display of model flying was given in the beautiful club grounds near Putney Bridge, on Sunday, June 25th. A two-hour programme was arranged and carried through successfully by the following team from Hackney Marsh: Miss Beard, D. Beard, J. Beard, A. Carson, E. Collins, H. Fialko, R. Jope, M. Knight, F. Wood, R. Wood, assisted by Mr. J. C. Smith, who was responsible for the invitation, and gave valuable help in organising.

Proceedings commenced with a fly-past of ten models; as each was launched, its main characteristics were described through the megaphone. This was followed by the most effective simultaneous launch the writer has seen, every model getting away without collision and making a satisfactory flight. Several machines then made individual parachute-releasing flights, followed by the simultaneous launch of five models, from three of which a parachute was successfully released. A model was next catapulted into the air, the object being to enable it to climb rapidly and escape ground currents.

Followed an interval for tea, during which all the models were lined up for inspection.

Next came an aerobatic event; this included several demonstrations of vertical launching, the two models used falling on to their backs and rapidly rolling into correct flying position; also a series of loops, singly and in pairs, by a gaudily painted Avis low-wing. A quick rise-off-ground contest followed, and the display was concluded by "Mimic Warfare," in which the models carried fireworks, which detonated realistically. One machine, carrying an enormous Chinese cannon lashed to the undercarriage, made several circuits, emitting a series of flashes and loud bangs, and earning much applause.

The large and interested gathering of spectators applauded most the parachute releasing and loops.

Our thanks are due to the Hurlingham Club for a delightful afternoon, and their kind hospitality.

T.M.A.C. Competitions.

The Duration and Efficiency contest, Novices' Contest and T.M.A.C. attempt for

the Farrow Shield, were literally "washed out" by the weather on June 18th.

All three contests will be flown at Wimbledon Common on Sunday, July 23rd, at 3 p.m. prompt. The Novices' Competition will be open to those who joined T.M.A.C. within a year of the original date. Another date will be arranged for the Gliding Competition, the weather rendering the previous attempt abortive.

Northants Model Aero Club.

Whit-Monday is the day of the Northamptonshire Aero Club's annual pageant, and this year a demonstration of model aeroplanes was arranged as an item of the programme.

The demonstration started with a massed launch of general purpose machines, among them being a "Kinglet" flown by Miss Pacey, of the Northamptonshire Aero Club. Next came towed gliding quite successfully done, the glider releasing when still about 15 feet up. This was followed by Mr. E. W. Twining's Twin Spar Pusher, a replica of the model with which he won the Wakefield trophy in 1911. It flew well over the heads of the crowd for 20 to 30 secs. After that Mr. Boys flew his duration model for about 60 to 70 secs. The demonstration was then adjourned, but the models were flown again later on. Parachute dropping was attempted, though not very successfully.

The Northants Club was assisted by members of the Warwickshire Model Aero Clubs, and the demonstration was quite a success.

It may be of interest to readers to know that the machine used for towing is Mr. Boys' duration model fitted with a 12 in. dia. 12 in. pitch propeller in place of the usual 18 in. dia. 24 in. pitch propeller.

The photograph on page 18 shows, left to right: Messrs. Sam Siddons (Northants), Mr. Almond (Leamington), L. Toseland, Eric Siddons and A. Howard Boys (Northants).

Hon. sec., A. H. BOYS, Weedon, Northants.

Manchester Model Aircraft Society.

The Northern Challenge Cup Competition will be held on Sunday, July 16th, at Old Aerodrome, Alexandra Park, commencing at 10 a.m.

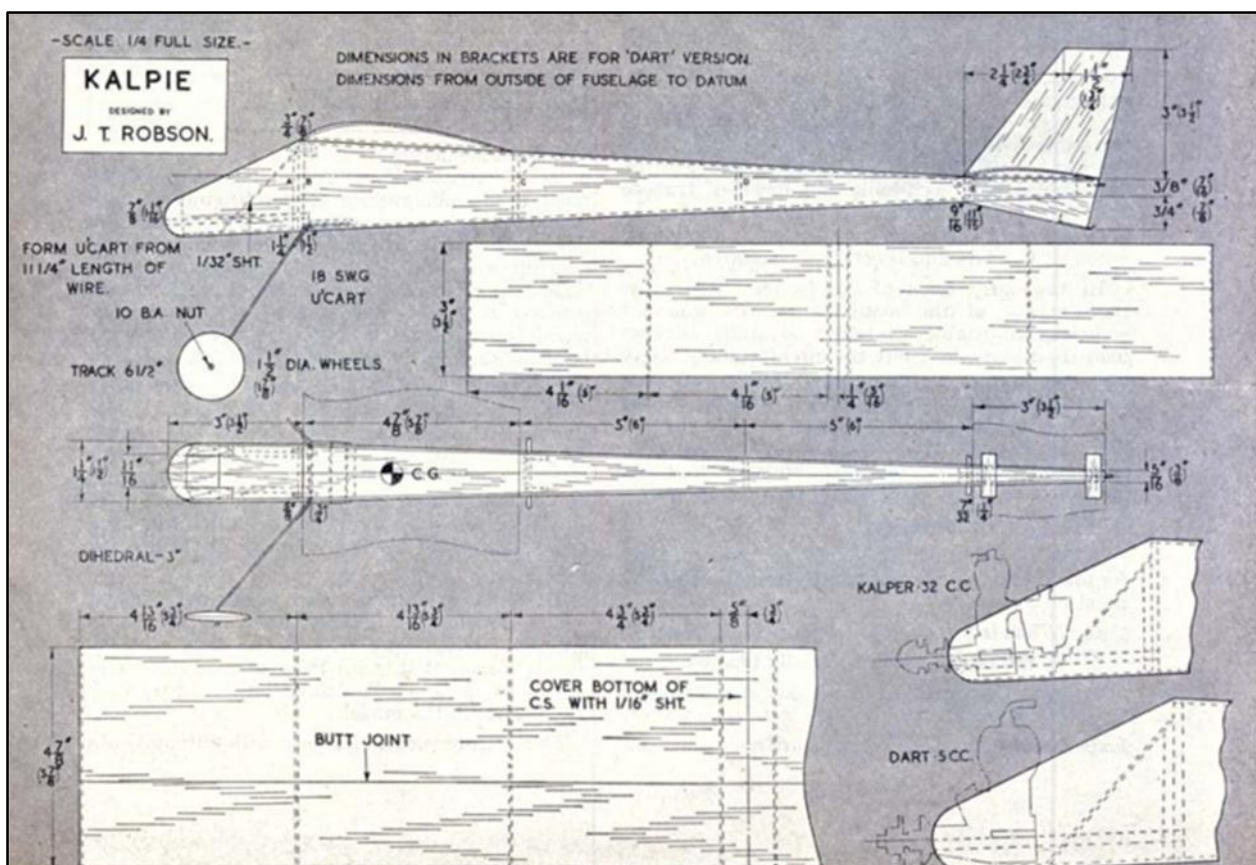
Hon. Sec., J. PEARCE, 26, Elms Road, Heaton Moor.

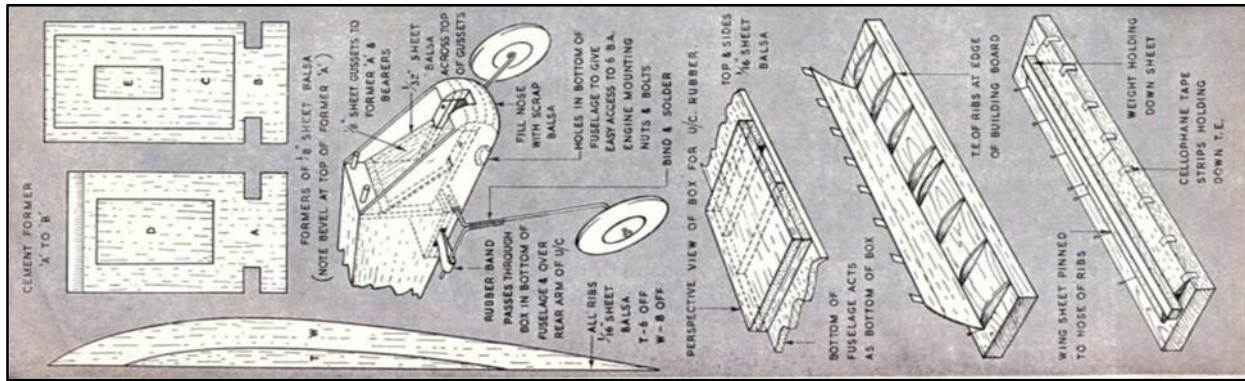
Why not enter your 'plane?

There will be a special prize of £2 2s. for the best model aeroplane in the competition section of the forthcoming MODEL ENGINEER Exhibition. In addition to this prize, diplomas of merit will be awarded to some of the best non-prize-winning models. Why not enter your machine? Entry forms and full particulars may be obtained post free on application to the Editor of the "M.E."

The Hooton Park Comper Swift & subsequent delve into the Feb '52 Aeromodeller for an Eddie Riding plan took me off down memory lane again & more from the same edition. This time it was the article on Kalpie - a small design for the Kalper 0.32 cc diesel & a vague memory that the late Rod Williams of BMAS used to fly this model - complete with Kalper engine at Beaulieu in the 1990's? Maybe one of the old Bournemouth Club members has a similar memory and/or a better recall than me?

First the Kalpie: simple but effective - the essence of a good design.

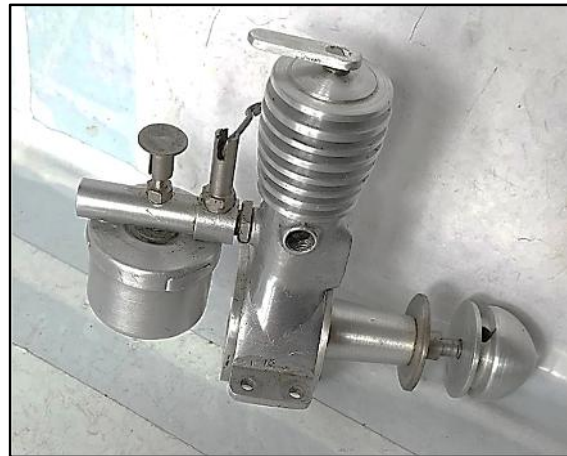




However, with an Albon Dart up front? Could have been quite exciting!

The Kalper .32 was another of those now rather rare British small diesels produced post war in relatively small quantities. It was designed & made by a gentleman called *George Seymour* in Brighton & marketed through Arthur Mullett's model shop located in the Lanes in Brighton. Looking for information, as ever I resorted to the excellent *Adrians Model Aero Engines* website, where there is a really extensive article on the designer, the engine & later replicas plus (as a bonus) information on an engine that I'd never heard of - the *Foursome*. If anyone desires to know more of the history & details of these two engines, I can do no better than refer you to the following link:

https://adriansmodelaeroengines.com/catalogue/main.php?cat_id=296 for a really detailed, informative & illustrated article.



Kalper 32, one was sold on EBay quite recently for £100.
A really well cleaned up Foursome went for £600 also on Ebay.

Next on the hit list of memories was Ron Warring's Flip Flop. A nearly vintage lightweight but coming a couple of months after the cut-off date. Previous notes have touched on vintage lightweight designs & it would be very interesting to see how the Flip Flop would perform against those slightly earlier models. I suspect it would have done quite well. Perhaps one of our readers has built & flown the Flip Flop & could provide answers? Anyway, it's featured as the rubber plan for the month.

Ron Warring winding his Flip Flop

Then, for reasons not remembered, the name of *Airsale* loomed in the mind as I recalled purchasing a kit of an *Airsale Skyroamer* from a long gone



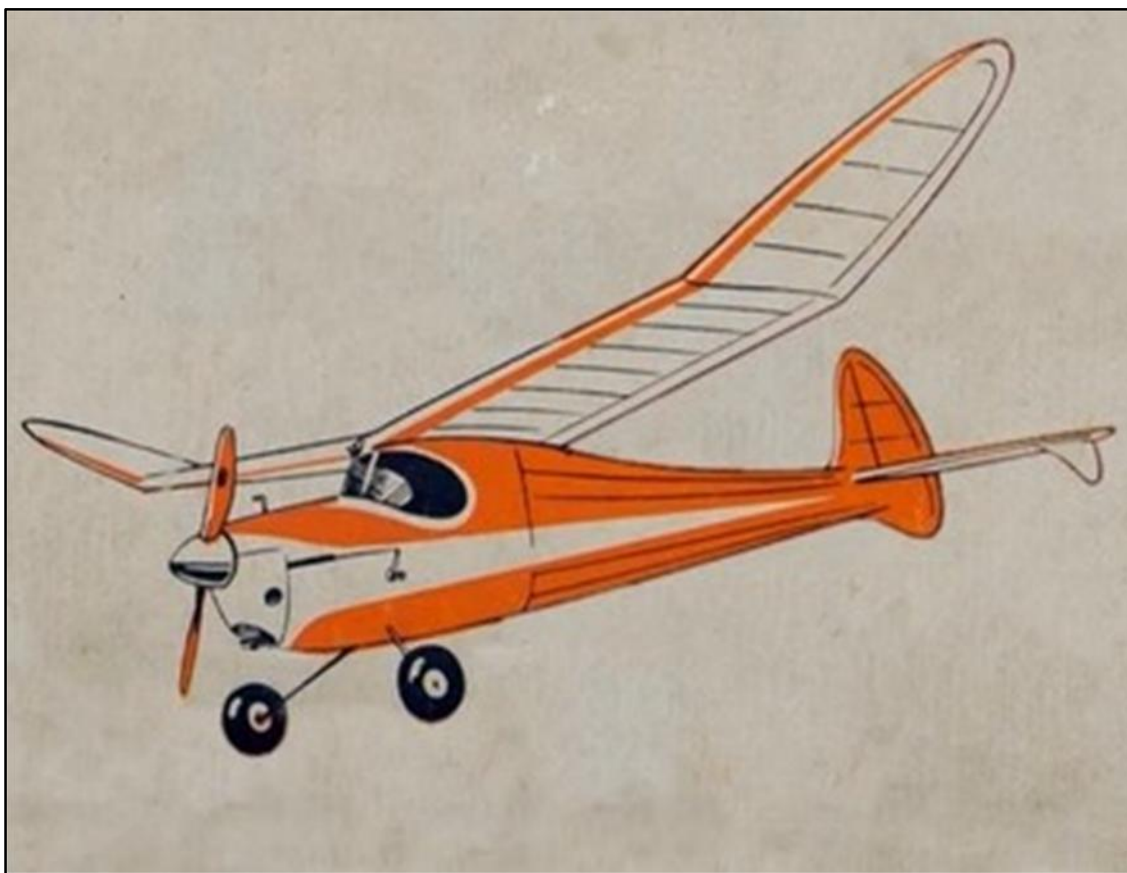
model shop in Horsham in the early 1970's, which was never built & went to a BMFA auction along with a load of stuff when I moved to North Wales.

The Skyroamer was a 44" span old time glider.

Airsale was a post war New Zealand model aircraft company. It still exists, albeit in a much changed form, trading as JR Airsail but here is the firm's early history: Airsail was founded on the optimism of two young men, Len Perry and Wynn Craven. They had returned from war time service in the Royal New Zealand Air Force with considerable aeronautical engineering experience, which they decided to use in the manufacture, certification, servicing and repair of gliders for the post-war gliding boom sweeping the country. Post-war import restrictions made it a difficult time to start any new business requiring components and materials from overseas. They acquired premises in a disused factory and then encountered difficulties in getting their Air Force aircraft engineering qualifications recognised by the civil aviation authorities. To generate an income while waiting for the authorities to make a decision, they began producing simple Ready To Fly rubber powered model aeroplanes from scrap timber, powered by rubber cut from auto-mobile inner tubes. These models flew remarkably well, so well in fact that a New Zealand department store bought the entire stock, and suddenly Airsail was in the model aeroplane business!

There is a plan listed in the DBHL & thus is featured as our glider plan for the month.

The JR Airsale website has a pretty extensive product range, inclusive of a few vintage free flight laser cut short kits that look to be the part.



Southerner 60 short kit listed for £127.74 plus shipping (from New Zealand!)

Roger Newman

Results up until 11th May

The list of SCL qualifying privateer events this year is...

Event	Date	Venue	Contact	Comments
B'ham Spring FF Gala	14 or 15 Mar	Buckminster	stuardarmonf1a@yahoo.com	Cancelled
Croydon Cagnarata	6 April	Salisbury Plain	ray.elliott8@btinternet.com	K Factor Rubber inc. Coupe Flown, results incl below
B'ham Classic	10 or 11 April	Luffenham	gavin.manion84@gmail.com	F1G + Pre1970 Coupe Flown, no coupes flown
Crookham Gala	11 July	Salisbury Plain	chrisredrup@yahoo.com	Coupe
Oxford Duration	12 Sept	Oxford Portmeadow	gmlaw7@btinternet.com	Coupe
Croydon Coupe Europa	10 or 11 Oct	Salisbury Plain	ray.elliott8@btinternet.com	F1G and Pre1970 Coupe. Date confirmed evening of 8 Oct
B'ham Coupe	28 or 29 Nov	Luffenham	gavin.manion84@gmail.com	F1G (5rounds) and Pre1970 Coupe. Date confirmed evening of 26 Nov

The BMFA FFTC events with CdH (sometimes combined with F1H) are...

1st Area, 2nd March, No Coupes Flown,
 Northern Gala, Fri 3rd April, No Coupes Flown
 London Gala, 23&24th May, F1G/F1H on 24th.
 4th Area, 7th June, F1G/F1H
 7th Area, 16th Aug, F1G/F1H (F1G for Plugge)
 Nationals, 29th, 30th & 31st Aug, F1G probably on last day. (Now cancelled at Sculthorpe check for updates)
 Buckminster Gala, 31st Oct or 1st Nov, F1G plus pre 1970

So lets see what's actually been flown up until now...

The answer is I'm afraid, not a lot...

The 1st Area had F1G/F1H with F1H for the Plugge. The event was flown in most of a gale, your scribe was on Plugge duty and no one flew Coupe in the country.

The Birmingham Spring Gala at Buckminster was cancelled, too much wind on a small site.

The Croydon Cagnarata was flown on a breezy day but still managed to attract a couple of hardy Coupe flyers in the combined rubber handicap. Hooray, our only two scores to date.

The Northern Gala was flown in strong winds and attracted no Coupe entries as was the case with the Birmingham Classic flown the following weekend in similar weather.

So that's it, one scoring event, two intrepid coupe flyers who flew in the Combined Rubber Handicap. A 1st placed Coupe and **12 points to Roy Vaughn**, 2nd place coupe **Chris Redrup with 10 points**. That's the Southern Coupe League to date.

A reminder that **the best seven results count** so there really is plenty of time to get entered and start your challenge for the SCL this year starting, perhaps, with day two of the London Gala at Salisbury Plain

The scoring system for 2026 is as it's been for a few years now; 12 points for 1st place then 9 for 2nd down to 1 for 10th, all regardless of the number of entries. To make clear, in FFTC events where F1G is in combination with F1H only the F1G scores will be counted for the purposes of the SCL.

Salisbury Plain Area 8. 11th or 12th July**Crookham Contest Modellers 1966 - 2026**

This year Crookham Contest Modellers are celebrating our 60th anniversary. The club was formed one day in 1966 on Chobham Common by four friends; Fred Chilton, Peter Stewart, Geff Mobbs and Frank Mather and subsequently attracted a number of prominent contest free flight modellers, mainly from Surrey and Hampshire. Throughout the heyday of free flight in the UK, members of CCM regularly featured at the top of the contest results and although, sadly, many of those well known names are no longer with us, the club still competes strongly in today's competitions.

To mark our 60th anniversary we will be awarding cash prizes at our Gala on the 11th or 12th of July.

The contest format will be similar to the format that was successful last year, with Maxi and Mini combined groups, plus a separate E20 competition.

All Coupe scores will be entered in the Southern Coupe league.

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

Contest Format**Combined Maxi** 3 rounds – max 150 seconds

Classic Power (engine run 10s)

Vintage Power (engine run 15s)

SLOP

Classic Rubber /Vintage Rubber

Classic Glider/Vintage Glider

Combined Mini 3 rounds – max 120 seconds

1/2A (engine run 8 seconds)

Mini Vintage Rubber/Glider

F1H

E36 (motor run 8 seconds)

E30 (motor run 50 seconds)

Modern and Vintage Coupe

Classic A1

P30

Co2

E20 3 rounds - Max 90 seconds

Motor run 15 seconds Fly Off 8 seconds

Prizes will be awarded as follows:1st, 2nd and 3rd in each of the combined groups1st 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

All enquiries to chrisredrup@yahoo.com*Chris Redrup*

A Day in the Sun- A Cautionary Tale

The London Gala weekend on Salisbury Plain offered almost perfect flying conditions: a bit hot, but with light winds—unusual for a Bank Holiday. I decided to skip the Saturday and concentrate on flying F1G on Sunday.

F1G and the other rubber-powered classes have not been a focus for me for some time, as my main interest is now in the electric classes.

I chose F1G because I was keen to support the Southern Coupe League, now run by Gavin Manion.

As a precaution, I also put my E36 box in the car in case I had time to fly a second class.



However, I had not checked its contents and was surprised to find that my only trimmed E36 was missing. All that was left was my damaged Lucky Lindy. I then realised I had left the trimmed model in another box with my Open Electric model. How careless.

Now to the actual flying. I was intending to use a half tube for winding that I had inherited from Peter Hall. This proved problematic as it requires a small aluminium T hook which, as I found out, would not fit the prop shaft because the loop has a 90-degree bend at the end which the T hook would not pass. If I'd only had my wire cutters. Why did I not use my traditional blast tube which works fine with S hooks? Because somewhere along the way I've lost it, or, at least, mislaid it.

The only way forward was to wind with the rubber in the model without the blast tube - and avoiding maximum turns.

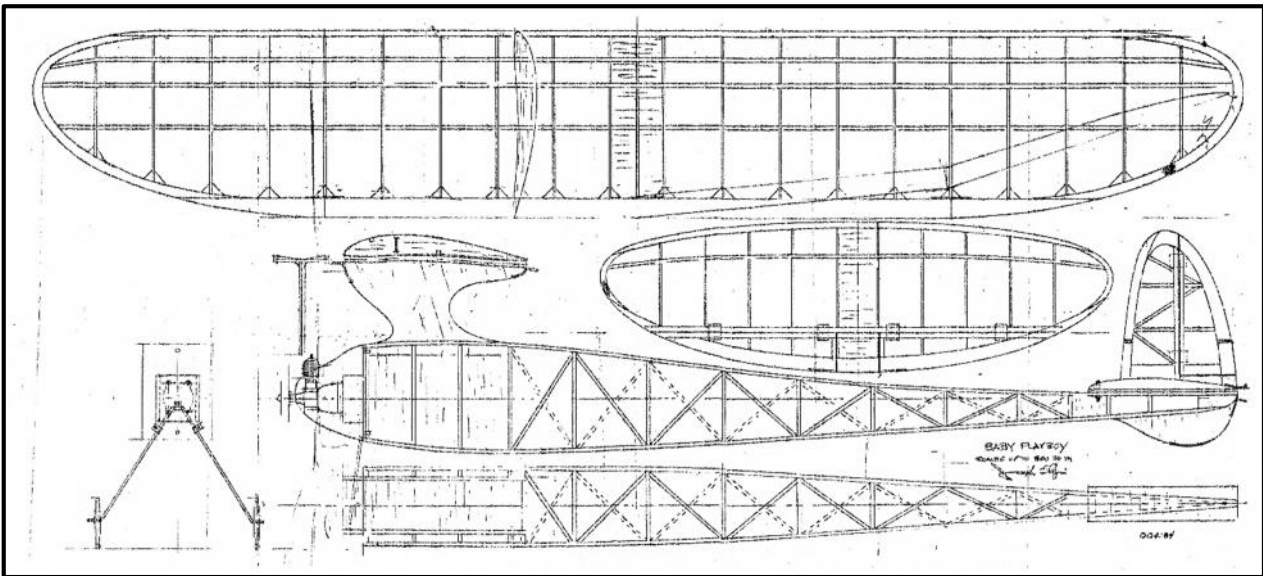
After much faffing I finally made a flight. The climb was a bit sluggish, but it held on for 1.51. The second flight was a comfortable max whilst the third was 1.45 to which my timekeeper, Tony Shepherd, commented that he wouldn't have launched when I did.

Sums up my day really.

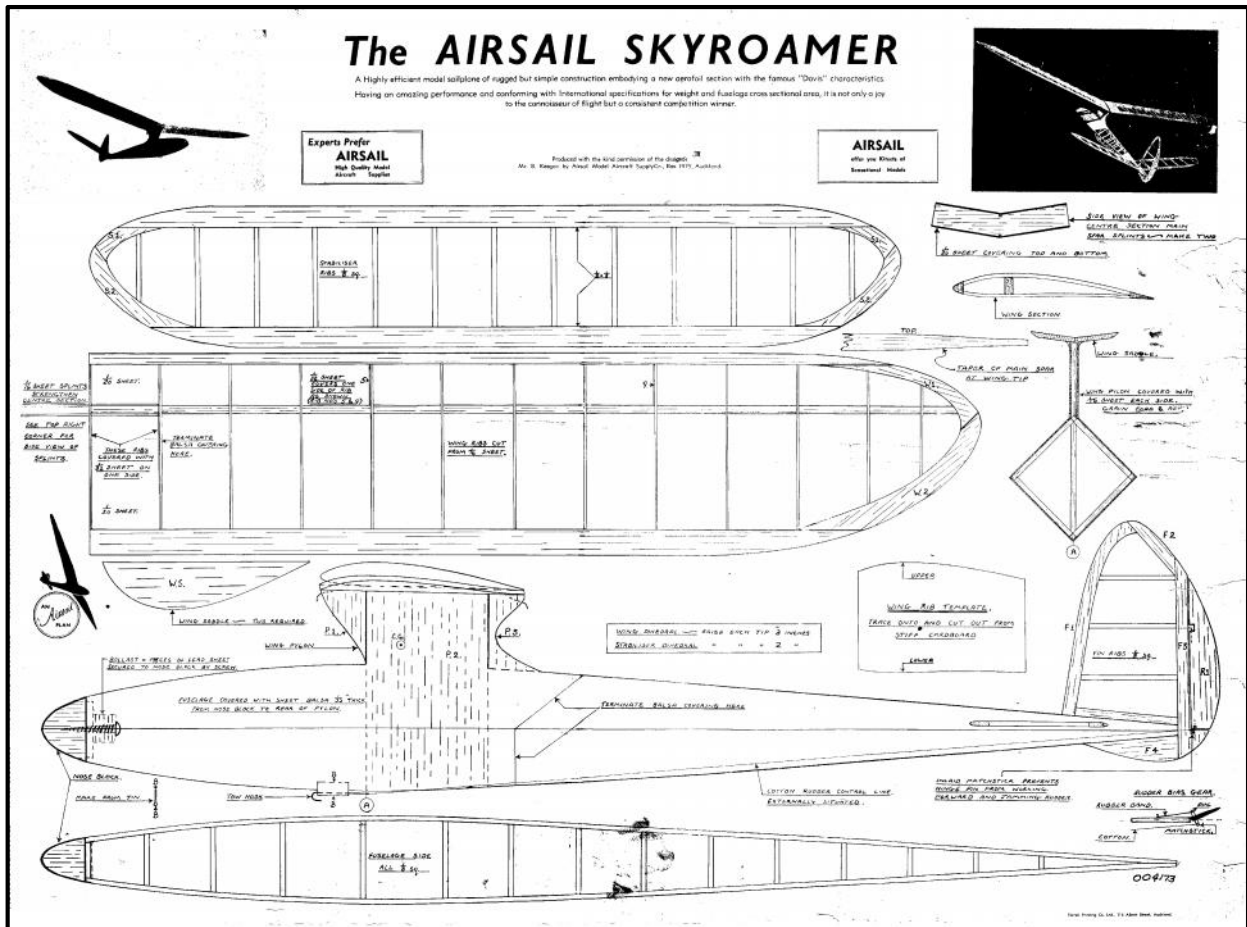
What should have been a straightforward day's flying turned out to be bit of a nightmare. Maybe I exaggerate a little.

I guess the lesson from this little tale is that you need to be diligent and thorough in your preparation, particularly if you're flying a class you haven't flown for some time. And it doesn't matter how long you've been at this game.

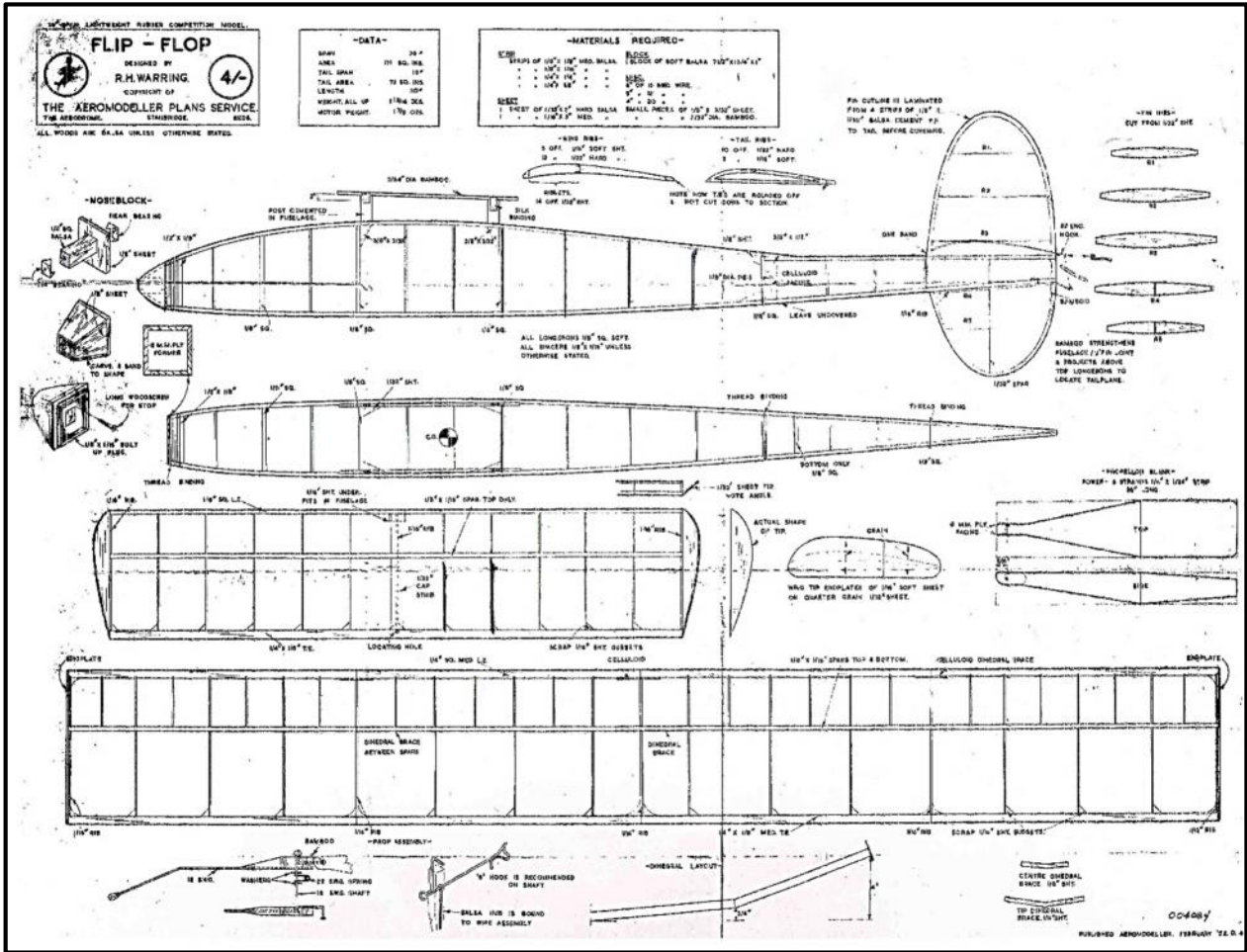
Power: Baby Playboy, this one is scaled to Texaco size at 46" span. OK for Mills 0.75?



Glider: Airsale Skyroamer from New Zealand



Rubber: Flip Flop by Ron Warring from Feb 1952 Aeromodeller



Events & Notices

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 / pitw@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

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

2026

17th.May - 14th.June

20th.September - 18th.October

15th.November - 13th.December

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

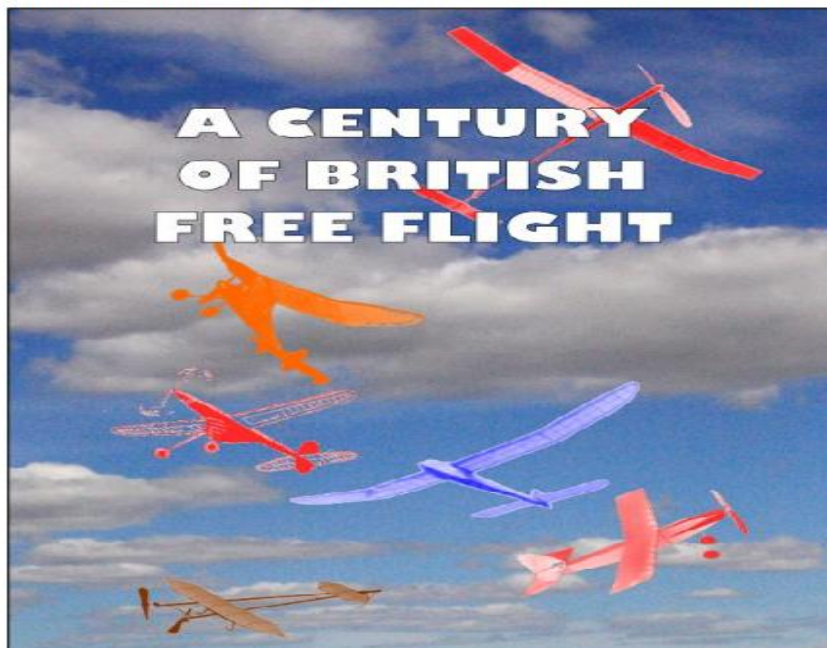
Contact Ken Brown 02380578866 or 07913814492 brown53hh@gmail.com

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

The ninth roll of tissue went pretty fast, 300 yards in a bit over two years. I've just received a new roll; almost inevitably there's a slight price rise but it's still only £17 for a five yard roll a yard wide, or £19 by mail to the UK, folded. E-mail for overseas mail costs. 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 3 kilometres of Dilly Jap covering models all over the world.

To re-cap on the details, it's 12 gm/M² and has a strong unidirectional grain. It's white and low absorbency, so remains very light when doped. For those of you old enough to remember, it's identical to the Harry York tissue sold at his South London model shop in the 1950s.

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

INDEPENDENT REVIEW OF DILLY JAPANESE TISSUE

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

"I am really impressed with how well this tissue performed. Dilly Jap tissue with 2 coats of thinned nitrate dope is around 8% stronger than the old 00 Silkspan with 2 coats of dope, yet Dilly Jap is 0.09 grams per square foot lighter. Here are the test results:

Test#	Tissue Type	gm/sqft	Avg Ten Str lb	Spec Str lb/gm
9a	Dilly tissue (UD)	1.20	14.74	12.28
9b	Dilly Jap Tissue (D)	2.04	19.70	9.66

So far, the Dilly Jap tissue has the highest specific strength of all the tissues and Silkspans tested. Doped Dilly Jap has nearly double the strength of doped Japanese Esaki tissue and yet doped Dilly Jap weighs 0.1 grams per square foot less than doped Esaki. Dilly Jap can't be beat for weight critical contest models requiring the torsional rigidity afforded by tissue papers!"

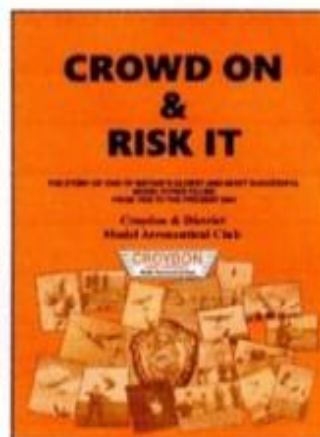
CROWD ON & RISK IT

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.

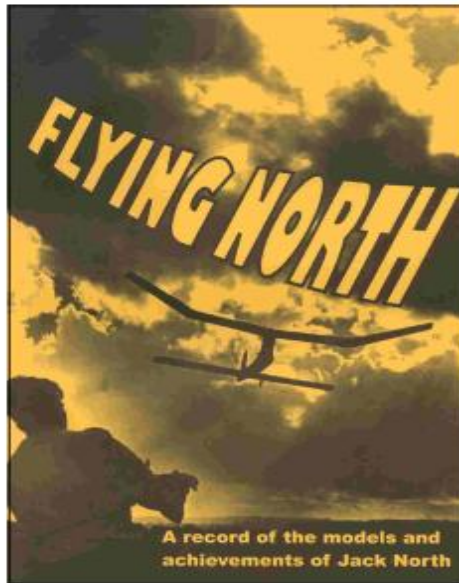
53 designs by Croydon members have been published in the model press and 24 of its members have represented Great Britain in World and European Championship teams. Several have gone on to notable careers in aerospace. Crowd On & Risk It covers all this and more.

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 For A Lady Flyer - Sue Johnson
F3 Res • Rc For The Aging Free Flyer - Andy Sephton
From Wichita To Robin Iii - Mike Fantham
Further Thoughts On Carbon-Skinned Wings For F1a - Stuart Damon
Geo Fencing And Electronic Stability - John Emmett

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



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

FREE FLIGHT SUPPLIES

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

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

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

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

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

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

ORDERS and PAYMENT

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

WESTERN UNION, PAYPAL

AVAILABLE

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

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



This bi monthly emagazine can be obtained from the Society of Antique Modellers. Web site

<http://www.antiquemodeller.org/>

for the modest cost of \$30 pa.

Quite a few UK people already belong.

but a few more might help our Parent Body!

Provisional Events Calendar 2026

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

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

Please check before travelling to any of these events.

Access to MOD property can be withdrawn at very short notice!

For up-to-date details of SAM 1066 events at Salisbury Plain check the Website

www.SAM1066.org

For up-to-date details of all BMFA Free Flight events check the websites

www.freeflightuk.org or www.BMFA.org

For up-to-date details of SAM 35 events refer to SAM SPEAKS or check website

www.SAM35.org

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

What's on in 2026

- 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
- 17 May PSS Fly-in at the Hole of Horcum, North Yorkshire, YO18 7NR A fun day for all R/C model PSS gliders BMFA membership required. £5 for non members Location What3Words – snowmen.ordinary.caps
Lat – 54.332235 Lon - -0.690234 Walk to slope by 10:00am Michael Kitchen, 01347 810685 Due to local MOD restrictions, please contact beforehand for details
- 23-25 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. CL Champ, Phantom, Stunt racing (both classes) and Voetsak Tribute on the Saturday and Elite Tribute on the Sunday Contact Brian Lever: blever@btinternet.com. On both days FF early morning until 10.30am, then RC from 10.30 to 16.30, then FF from 16.30 into the evening. Contact James Gordon for details jamesrg@hotmail.com
- 1-2 June Sam35 Power Strugglers Buckminster. Modern Vintage Models demo. 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 (both classes), 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 FF 36" HI-START, RUBBER RATIO, SMALL FF and CAT/HLG run by PMFC at Sam35 Retro Fest
Contact Chris Grant 01162510716 freeflight@peterboroughmfc.org
- 14 Jun Elite Voetsak Tribute racing class run by PMFC at the Sam35 Retro Fest Bucky. Brian Lever: blever@btinternet.com
- 14 June Mick Taylor Shield CL Aerobatics at the Sam35 Retro Fest Buckminster Event 2 of 3 contact Chris Maggs: maggs2@gmail.com Mobile 07824828599
- 15 June Sam35 Power Strugglers Buckminster post retro fest. contact Andy Brough 07472079777 acbrough@hotmail.com
- 19 July Cocklebarrow Vintage RC Rally .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 pjtw@msn.com or Paul Howey 07405 164040 G4BBP@aol.com
- 27-28 July Sam35 Power Strugglers Buckminster Kiel Kraft Theme. contact Andy Brough: 07472079777 acbrough@hotmail.com
- 16 Aug Cocklebarrow Vintage RC Rally .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 pjtw@msn.com or Paul Howey 07405 164040 G4BBP@aol.com
- 17-18 Aug Sam35 Power Strugglers Buckminster. Vic Smeed Theme. contact Andy Brough 07472079777 acbrough@hotmail.com
- 30 Aug The Bowden Trophy Event will once again be run at this years FF Nats at Sculthorpe in conjunction with the Stan Horne Shield by the Peterborough MFC. Contact Andy Green 07853 557085 chairman@peterboroughmfc.org
- 7-8 Sept Sam35 Power Strugglers Buckminster. contact Andy Brough 07472079777 acbrough@hotmail.com
- 19 Sept Peterborough 'Flying Aces', Ferry Meadows, Nene Park, Peterborough PE2 5UU. Silent FF scale (incl Maesfield, Open and FF3), duration, electric, hi-start glider (incl Scale), Guillows Models 100th anniversary event etc. with Special Junior Competition. <https://www.peterboroughmfc.org>
Contact Andy Green: 07853 557085 chairman@peterboroughmfc.org

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





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

The SAM35 Buckminster events 2026

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

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

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

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

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