

	NEW Clarion SAM 1066 Newsletter Society of Antique Modellers Chapter 1066	Issue nc082026
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Editorial

Hi, August issue already as we move towards December when the final issue of N/C will see the end of our Society, and the birth of SAM UK.

Mike Parker invited me to take over the New Clarion in February 2010 when the original editor Vic Willson fell ill and I have been in the editors seat ever since. I've thoroughly enjoyed cobbling together some monthly reading for you all and now at 93 it's probably the only thing that keeps me sane, especially since Rachel passed on. I am no longer mobile enough to practice the hobby but, thanks to Martin Pike, I keep in touch when he is able to ferry me to a few meetings.

Martin Dilly found this Zaic video: https://www.youtube.com/watch?v=7YkwW_IJPIQ
A bit naff but worth watching.

OK, What have we got this month:

-) First up Paula Butler reports on the London Gala, pictures a little fuzzy with titles by Tony Shepherd.
-) Pylonius talks of status of aeromodellers in other countries and also on the rate of production of model engines and how quickly they fade into obscurity.
-) Sometime around 2010 I wrote an article on SAM1066 for the New Zealand magazine 'Propwash'. As we approach our demise I thought it pertinent to repeat it here.
-) 'Here and There' from 1952 covers a wide range of topics including model weight and the Americans re-discovering the small British diesels.
-) Nick Peppiatt details the construction of his Guillow's Dime Scale 'Swallow'.
-) 1955 'Heard at the Hangar Doors reports, amongst many subjects, on the American forces contests at Weisbaden, Also ROG rules with pictures of a few doubtful models and launches.
-) I write a short report on my day out at the World Scale Championships, thanks to our membership sec. Martin Pike who took me to Buckminster and to the BMFA staff who ferried me back and forth in their buggies.
-) Jim Wright offers a detailed obituary for another of our iconic modellers, Vic Jays, who recently passed away.
-) The Pilatus PC-6 Porter is the aircraft described by Wikipedia.
-) Jim Paton, another aeromodeller passed on, Obits by Andrew Lonhurst & Chris Redrup.
-) As a page filler I dug into my photographic archive and picked out a few pictures of indoor flying at the Indoor National Championships in the potash mine salt store at Bolby. The events were held there for five consecutive years 2010 to 2014.
-) The engine analysis from 1953 is the little known Super Tigre G.22, a 1.23cc Italian diesel engine. The performance of this motor is in the upper class but there is no direct comparative engine to assess it against other than the 1.3 Mills which is just a mild sports motor.
-) Our secretary's notes are an analysis of the current effects of the heat wave and a warning of the possible effect future heat waves may have on our hobby.
-) Finally Roger Newman, who apologises for his lack of input this issue, has still offered his usual three plans for the month.

Editor

**The London gala
May 23-24 Salisbury Plain.**

Hot hot hot is the best way to describe The London Gala at Salisbury Plain, we set off to an already warm Saturday morning with a pit stop for a bacon roll & cappuccino and other flying survival goodies for the day on Salisbury Plain arriving a little before nine.

Day 1,

Chris Redrupp was already set up with his gazebo and desk and had the competition markers from the road exit, which was by our newly rebuilt road junction that is now wonderful compared to the conditions before.

I abandoned my other half and headed straight for the desk as I had volunteered to help out on the desk taking time cards and updating the score sheets. Saturday had 14 competitors which is a great turn out. It was the combined classes with Mini vintage & HLG/CLG. Combined glider had good entries, but had to work as there was not a lot of breeze about to aid launches. Combined electric was a little down on numbers but the guys were getting good height along with open rubber. We saw Bill Colledge flying his CLG which got really high and had a good glide along with Phil Ball & Luke Pritchard.

It did get very hot around mid-day so all slowed down a bit for a couple of hours. Phil Ball won the competition for the best sunshade with his very flowery umbrella / shade, but shade is shade when it's hot.

We had fly offs in at least two events, but as always please see the full and up to date results at the BMFA website.

After we retrieved Wayne's model from the rubber fly off and helped pack up we headed off to a local pub for dinner and stayed over in a b&b until Sunday.

Day 2

Sunday hot hot hotter, another beautiful day on the Area 8, again Chris had setup already and a steady stream of people turning up with 24 cars and 20 competitors for E36, Co2-E30-P30, F1G-F1H, 1/2A-F1J, Classic/Vintage glider, CRP-VRP-SLOP.

This must be a record to date and was great to see such a good turn out with some flying families with three generations in attendance with the Jacks and Pritchards.

There were some great flights with Gavin, Chris and Alan in coupe as we haven't seen much coupe action lately, F1J's were fast and furious climbing into the brilliantly blue sky which we were blessed with for the whole 2 days of the competition. Due to the heat and limited shade there was a siesta sort of time from mid day as it did get very hot with lots of people reminding others to drink and making trips to the control gazebo for a bit of shade.

It was also good to see many flyers making the fly offs considering the very hot conditions. I think the glider boys had quite a tough towing day as the wind was practically nothing all day with nothing more than a gentle breeze, it was a bit hot to run about especially on unlevel ground.

The fly offs all took place after 6pm, but as before please check the final results at the BMFA. There was one timing issue during one fly off, but in a sportsman and professional manor this was sorted out by the CD and the competitor to a satisfactory outcome.

It was a great two days of competition on a great site with amazing weather with many competitors from up and down the country making the effort to attend. I'm sure everyone slept ok after a nice cool drink.

Thanks to the Free Flight Technical Committee for planning 'The London Gala' and Chris Redrup for being the CD for this event on both days and in that heat.

London Gala Pictorial



I don't recognise him as he's not a SP regular



Simon Dixon waits for the air



Tony Shepherd with fully wound P30 and Ray Elliott with fully wound stopwatch



Tony Shepherd still with a fully wound P30 and Ray Elliott still with fully wound stopwatch



Tony Shepherd still with a fully wound P30 and Ray Elliott still a with fully wound stopwatch, joined by Luke Pritchard with air picking hints and tips! ☺



Tony Shepherd still with a fully wound P30 and Ray Elliott still a with fully wound stopwatch and Luke Pritchard with more air picking hints and tips.



After an interminable wait, boredom finally sets in and Tony launches into some good air, only to drop out of it once the effects of the valley of doom come into play (there was a bit of a theme to the last few photos!) 😊

Paula Butler



Extract from *Model Aircraft* 1957



Czech-ered Career

Becoming an aeromodeller in this amateurish old country is all too easy. A half finished plastic kit, an ancient copy of *MODEL AIRCRAFT*, a few skirmishes in the local clubroom, and you're it—a full-blown modeller, firmly established in your chosen career.

Without so much as a B.Sc.(Mod.) to your name you can send scathing letters to the model Press and wander freely over any flying field—if you can find one.

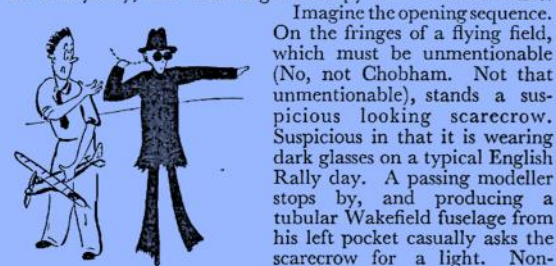
Other countries impose a more rigid control. If you evince too keen an interest in the youth leader's attempts at flying the communal kite you are whisked off to a labour camp for a year's intensive model course. After graduating in a variety of subjects, including advanced aerodynamics, you are ceremoniously presented with your first stick of substitute balsa.

A few more years studious application and you are granted full beginner status. This allows you to use the stick of substitute balsa as part of the collective production of a People's chuck glider.

Life is now beginning to open up for you. Another five years or so of intensive study and the modelling certificate will be yours. Then will come the award of the State kit—your very first model. But by that time you are so brassed off with the whole business that you become a full size pilot—which is what you were being trained for anyway.

Model Film

Seeing a letter headlined "Washington Supports Wakefield" I was thrilled to think that we had become the centre of an international intrigue, but, disappointingly, the letter was merely from a whimsical Washington modeller who wittily signed himself "Chuck Wood." Possibly he's just another anti-plastic campaigner, but the whole thing does suggest an air of mystery, and what a glorious spy film it would make.



Imagine the opening sequence. On the fringes of a flying field, which must be unmentionable (No, not Chobham. Not that unmentionable), stands a suspicious looking scarecrow. Suspicious in that it is wearing dark glasses on a typical English Rally day. A passing modeller stops by, and producing a tubular Wakefield fuselage from his left pocket casually asks the scarecrow for a light. Nonchalantly the scarecrow pulls a bit of spent d/t fuse out of its ear and offers it to the modeller. People witnessing this quite normal incident might not have suspected that the d/t fuse contained a roll of microfilm, giving microscopic details of the microscopic amount of rubber with which the sinister F.A.I. gang intends to sabotage the Wakefield.

Back on the flying field the modeller stubs out his filter

tipped fuselage and prepares his model for flight. Looking round he recognises a well-known film star coming towards him. Things are now getting pretty hot for him, particularly as the film star is Anita Ekberg. In desperation he puts the precious d/t fuse in the model and off it soars for a max. Max, the master mind, waits tensely in a distant cornfield. Suspense mounts as the d/t fuse burns slowly towards the microfilm, but Max, the master mind, is too cunning to have missed Ron Warring's article on snuffer tubes, and smirks horribly.

By this time the Special Branch has twigged what is happening, and the chase is on. The alarm goes out for a typical English modeller believed to be chasing a microfilm model, but the pursuers are put off the scent by the fleeing scarecrow, who is naturally mistaken for a typical English modeller. It is caught, and after a thorough search an agent is heard to murmur "This is the last straw." "By Jingo," exclaims his colleague, "that's the clue," and off they fly to the Manchester Corn Exchange.

Dripping wet they stand under the great dome (move over, Ron, please) confused by all the masses of microfilm about them. Then they spot him—the too typical English modeller hanging grimly to the ledge above. . . .

And that's where I'm stuck with this flimsy plot, but to the reader submitting the best ending the Editor will award as a prize a six-chamber revolver and the address of Pylonius.

Any Old Iron ?

Model engines are being produced at such a hectic rate and in such variety (though they all look the same to me) that they pass into antiquity before they are even heard of. The historical progress is so rapid that someone has suggested putting them into a museum. Some of the older engines were actually put into models, and that is such ancient history that these hoary relics deserve a place alongside the medieval rack. Modern engines are more in the nature of a collection hobby. All that is needed is not a museum but a sort of mechanical engine album.



Parlour Flies

With flying fields farther and fewer, and the weather windier and wetter, it's not surprising that the modern flyer looks for a good, rainproof roof and four windproof walls in which to practise his fragile art. But he's up against it from the start, particularly the wall, if some of the wilder club members start slinging rocket planes around. Having been suffocated out of the clubroom you can't just go home and leave the pylon job off the dining room table—at least, not without detriment to that good, rainproof roof. Nor can you do a few flighty radio manoeuvres around the TV set without upsetting the family viewers. With indoor flying you just have to accept the restrictions.

Microfilm is a sticky enough proposition, but has the advantage of requiring the use of only two rooms; the bathroom and the Manchester Corn Exchange. Use of the former can be obtained if you are lucky enough to come from a non-bathing family, and a trip to Manchester once a year is not too disagreeable, though possibly much wetter than the bathroom.

Perhaps the ultimate in indoor flying is to reduce it to the toy train level. But to get a model buzzing round with all the realism of an "OO" gauge demands an engineering skill of the highest order, with compressed air machines, remote control gear, and masses of tape recorders. Altogether about as far out of reach of the average modeller as a decent flying field.

SKETCHES BY ————— ALI

In return for a favour from Barrie Russell, editor NZ Propwash, I am tapping out a few words on our aeromodelling obsession here in the UK.

Who am I:

I am the ageing editor of 'The New Clarion', the online monthly newsletter of the Vintage/Classic Free-Flight society SAM1066 here in the UK. The society is a splinter group of free-flyters from SAM35, set up by one David Baker after some long forgotten disagreement way back before my renewed interest in FF. Our society, SAM1066, well over 25 years or so back had the use of, what was said to be the largest grass airfield in Europe, at Middle Wallop.



Looks pretty big to me, would not want to mow it with me fly-mo.

The society flourished in the late 1990's at Wallop, running contests throughout each year culminating in a three day event which was acknowledged as one of the largest in Europe. To give you some idea of the size of attendance, there was always a mass launch at the end of the meeting and flyers had to sign in, there were over 400 models flown one year.

The society was something of a one man band run by David, he assembled copy for the monthly A5 hard copy magazine 'The Clarion' which kept the society together. The society prospered until he became very ill and eventually publication of 'The Clarion' ceased and the society foundered.

Thankfully some time circa 2006 three wise men, Mike Parker, John Thompson and Lindsey Smith rejuvenated SAM1066 and the society was up and running again. Lindsey had military ties and was our liaison officer with Middle Wallop, this got our meetings up and running again. The new organisation is all electronic and all matters are handled on-line. It was decided that no membership fee would be charged and society income would be derived from gate fees and competition entries, this situation still survives today. One member, Vic Willson, was persuaded by Mike Parker to start up a new newsletter and thus the 'New Clarion' was born. The magazine is only published on-line and can be accessed from the society web-site:

www.SAM1066.org

The first copy came on-line in January 2007, I took over as editor due to the untimely death of Vic in February 2010 and still soldier on.

The society flourished yet again, principally due to the ideal flying field at Wallop. Competitions were well supported and there was always a large contingent of sports fliers. Many flying the old American designs with the unmistakable exhaust bark of their vintage spark ignition engines. We had a well-stocked prize presentation table with quite a few impressive trophies, the source of which I never really discovered. I did however partake of a bottle of wine or two which are awarded to the winners of the various competitions. Usually for the first three places.



Easter meeting 2012. - This lot is just about as vintage as you can get.



2010 Championships - Fliers gather for the prize presentation, took a while.



2009 yours truly picks up 'The Jaguar' trophy and a bottle of wine.

Presented, from the well laden trophy & prize table, by John Thompson (deceased) our chairman at the time.

It was in 2016 that the society almost came to an end, health & safety issues within the military and a new station commander together with a new airfield manager culminated in SAM1066 finally losing Middle Wallop as its flying venue.

The committee, with membership approval, decided to carry on and use Area 8 of Salisbury Plain as our meetings venue. The use of Area 8 has been negotiated by the BMFA Free Flight Tech Committee for weekend use, with prior approval from the MoD, who operate training activities across the Plain at regular intervals.

The Plain is an army tank training area and, although a vast area far greater than Wallop, movement across it is fraught with problems, many tracks being impassable by cars, even 4x4's can run aground.



Salisbury Plain from one of the useable flying areas

We continue to use the Plain although initially attendance at meetings was small by comparison to the good old days, difficult access, rugged flight recovery and ageing membership being suspected reasons. Things were picking up then the covid pandemic put all model flying on hold. SAM 1066 is now just starting to pick up where we left off as restrictions are eased and we hope to continue to thrive, albeit, I suspect, not like the good old days.



The flight-line on the Plain 2017



8oz Wakefield Trophy winner, must have been a low entry as my Korda is not all that competitive.
Note the bottle of red tucked under me arm

Well that's SAM1066 to date, congratulations to those of you who manage to stick with it to the end.

PS: Our website www.SAM1066.org contains a great deal of information.

We are fortunate to have accumulated a huge archive library of hard copy magazines and digitised plans. Much of its content originates from the collection of David Baker & the kindness of his two daughters, who donated all of their father's extensive collection to SAM1066. The co-operation, liaison and work by Mark Venter of the Christchurch Club & Roland Friestad in the USA that went into the digital plan library by interchange has further boosted the plan content. The content of both the magazine & plan library are downloadable from our website.

The DBHLibrary is a permanent legacy in memory of our founder David Baker

John Andrews

Here and There

THE EDITOR COMMENTS ON CURRENT TOPICS

THE LONG ARM

The Royle family of Derby, certainly seem to get more than their fair share of excitement out of the Wakefield and A2 events.

It will be remembered that in 1950 P. Royle gained 2nd place in the Wakefield Trials but, due to an unfortunate interpretation of the rules, lost his place in the British Team which went to Finland.

Last year his father, J. Royle, won the first prize of a free trip to Finland in the Wakefield Draw and travelled to the contest with the British and American Teams.

This year they are both "in the news" as Royle senior gained top place in the Wakefield 100 with three maximum flights and his son is a member of the A2 team which will be going to Austria in August.

WORDS OF WISDOM

Some remarks by Frank Zaic in a recent letter appeared such sound reasoning that they are worth passing on. Frank maintained that in these days of specialisation many people engaged on full size aircraft design had their ambitions frustrated in that they spent their lives designing parts of aeroplanes, not whole aeroplanes. Aero-modelling, then, would seem a natural outlet. There must be hundreds of such potential "recruits" in this country.

Incidentally, the 1952 edition of the Frank Zaic "Year Book" has recently been published in the United States. Besides numerous plans this book also includes a complete description of many new theories of model design and performance.

IT COULD NEVER HAPPEN . . .

Ripley's "Believe it or Not" features have nothing on model aircraft. Some of the incidents we witnessed at the Digby Trials just should not have happened. For instance, on the extreme downwind side of the aerodrome, nearly a mile from the take-off area, a glider had just landed. Just as we were wondering whether or not to pick it up a Wakefield glided down and landed smack on top of the glider. Both models were damaged and we are still sure that the owners never really believed the true explanation we offered! . . . Two flick rolls by a Wakefield immediately after take-off, and after we had argued that out on the journey home we still had no proper explanation of what could cause such a manoeuvre. . . . Fuselages collapsing *after* the motor had been wound

and the noseblock in position. Usually the strain is less then than during the last stages of winding. We can only assume that in working down to extremely light structural weights, modellers are approaching the lower limit of safety.

HOW MUCH DOES WEIGHT MATTER?

It has become a common complaint that the junior or less experienced modeller is at a disadvantage in specialised contest flying since he finds it impossible to work down to the low airframe weights achieved by the experts.

But just how much does this matter? We know of two A2 gliders of identical design, one 2 oz. overweight and the other "down to the limit". It is the heavier model which consistently outperforms its lighter counterpart. Then in the London Area Wakefield preliminaries we would take a bet that both of the top two models weigh over 9 oz. One of them, we know, tipped the scales at the 8 oz. mark without the wings.

Rather than take extreme views about lightweight construction let us say that it is nice to be able to work right down to a minimum weight and produce a model which is strong enough. But a certain amount of overweight, provided it is not excessive, is not necessarily a severe handicap. In the long run it will be how the model is trimmed that counts.

RESERVE MODELS

The difference between a contest won and a contest lost is often a lost model. Most serious fliers would rate as the two main advancements in contest rules, first the introduction of the five minute limit and, second, permission to use reserve models, if necessary.

There have been several criticisms levelled against the rules permitting only one *reserve* to be used. You can lose or damage *three* models in completing three long flights, so why introduce a rule to minimise the effect of bad luck in this respect, and then partly retract it again?

The main argument in favour of using only one reserve is that this is more fair to people with limited building time. This is something of a fallacy. If a modeller is energetic or enthusiastic enough to build several reserves he *deserves* any advantage accruing. In favour of *not* limiting the number of reserves is the fact that fliers might be more willing to abandon, as lost, a model landing in the middle of a wheatfield, for example.

Any advantage gained by a flier using two or more

AUGUST 1952

MODEL AIRCRAFT

models is earned the hard way—and is partly nullified by the fact that he has the responsibility of trimming them all—and trying to remember their individual characteristics.

RE-DISCOVERING THE DIESEL

So our American friends are at last re-discovering the diesel. A number of prominent fliers in the United States are now using British-made diesels in preference to their own $\frac{1}{2}$ -A and Class "A" glow plug motors. In fact it now seems generally agreed that in the smaller capacities the diesel is superior to the glow motor in performance.

However, there must be a reason why American manufacturers have persisted with small glow motors. After all, American designers have set a world standard in miniature aeromotor layout. What we are getting at is—how about one of our own manufacturers trying a small glow motor? We have a sneaking suspicion that small glow motors might prove easier starting for "sport" flying, although outperformed by their diesel counterparts.

THERE'S ALWAYS NEXT YEAR

Only one man can come out on top in a contest and, in the case of trials, only a strictly limited number are lucky enough to win places. To the others the traditional thought is "There's always next year." There is no finality in model aircraft and bad luck one year is more often than not balanced by good luck the next.

We recommend this thought to some of the disappointed Trials entrants. So many contests are won by the other fellow making mistakes and this is one thing you can try to eliminate from your own flying. Luck of the weather, you can do little about. But no regular flier has persistent bad luck in this respect. It is amazing how "luck" does average out over a period.

U.S.A.F.E. CHAMPIONSHIPS

In company with Henry J. Nicholls, Harry Hundleby and G. Honnest-Redlich, we recently flew to Wiesbaden in the American Zone of Germany to act as judges at the U.S.A.F.E. Model Aircraft Championships. This turned out to be a very interesting and well organised meeting, attended by some sixty competitors who had travelled from almost every U.S. Command in Europe and Africa to compete.

The contest winners will be sent to the U.S.A.F. Championships which are to be held at Amarillo, Texas, being specially "posted" there for ten days for this purpose.

The meeting was sponsored by the Wiesbaden Wing and Wheel Club and the Contest Director, Captain J. A. Hauser and his band of helpers did a fine job, as a result the four British judges had an extremely easy task.

WATCH THE BIRDIE!

When travelling around the contests taking photographs for the picture pages in *MODEL AIRCRAFT*, it has been interesting—and often amusing—to see the various reactions of model fliers when faced with the editorial camera.

Many well-known competition fliers—Copland, Knight and Marcus among them—have a "thing" about having their models photographed before a contest flight. Naturally we respect their wishes—and take the picture when they are not looking! But modellers generally are most co-operative when a picture is suggested, and are only too pleased to do anything to help the photographer. They will gladly take any model to pieces—even their own—or assemble it in a howling gale.

The other week-end, however, we met an exception to the rule. We were at Fairlop, looking around for a picture with which to finish off a roll of film, when we saw a model standing beside a club motor-coach. There was nothing very remarkable about the model, but it seemed worth this last picture, so we approached the owner for permission to photograph it. He eyed us suspiciously.

"Is it for yourself or for publication in one of the magazines?" he demanded, moving protectively in front of his creation.

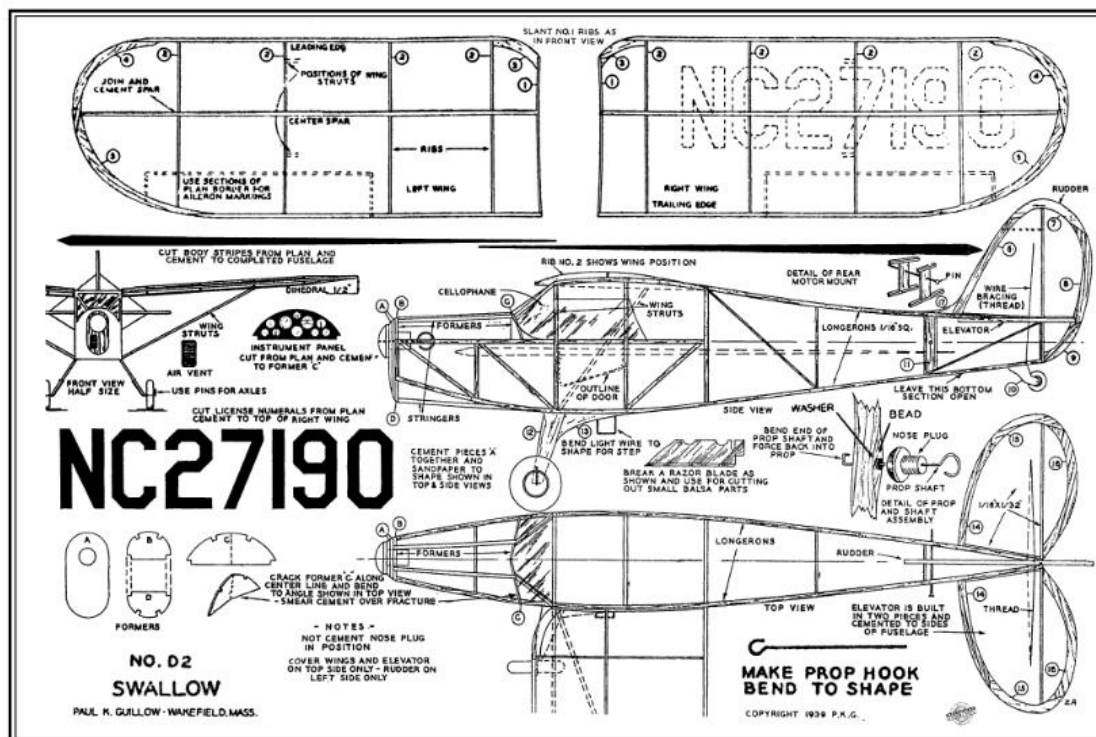
"It's for possible publication" we cheerfully assured him, expecting the usual immediate co-operation. But "No blooming fear!" was the reaction and he grabbed the model, hustled it into the coach and sat glaring at us through the window.

We finished off the film with a picture of some clouds. No-one raised any objection.



G. Honnest-Redlich, one of the judges, talking with two of the competitors at the U.S.A.F.E. Championships at Wiesbaden.

Indoor isn't for everyone 101



The Guillow's Dime Scale Swallow: - Construction

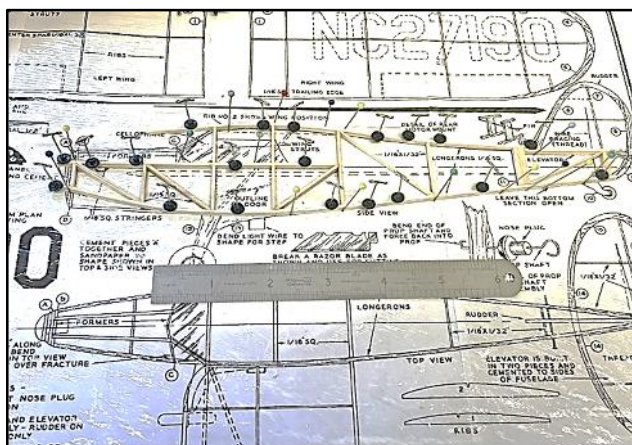


Fig 1. Forming the upper and lower longerons.

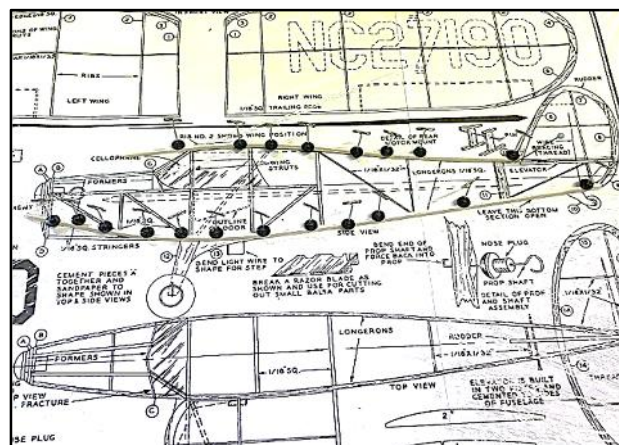


Fig 2. Fuselage side construction.

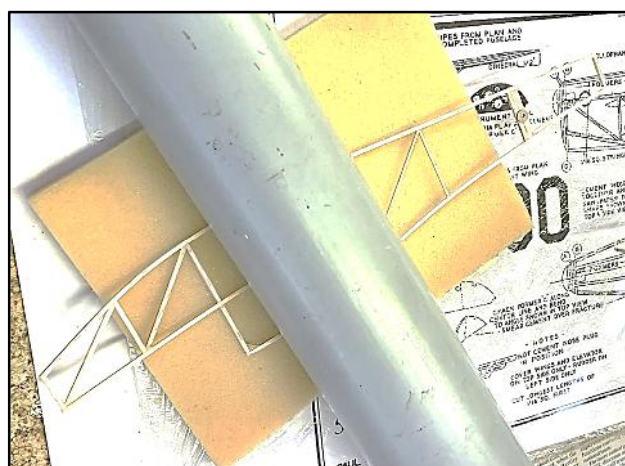
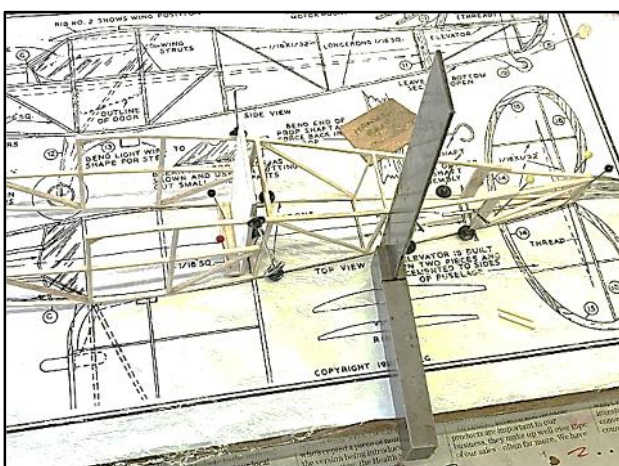


Fig 3. Curving the fuselage sides

Fig 4. Assembling the fuselage frame, aft end first.
Note temporary card former

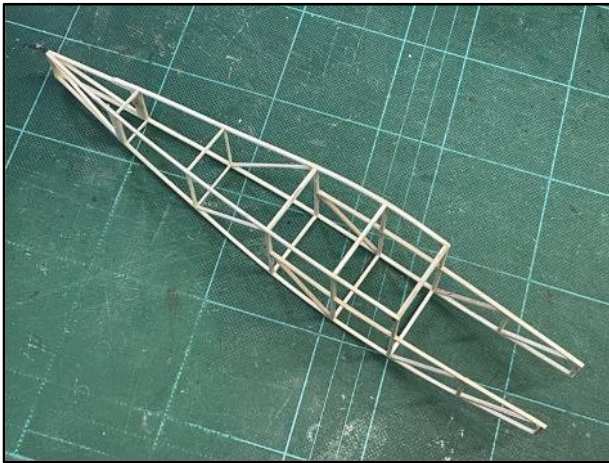


Fig 5. Fuselage frame before adding nose formers.

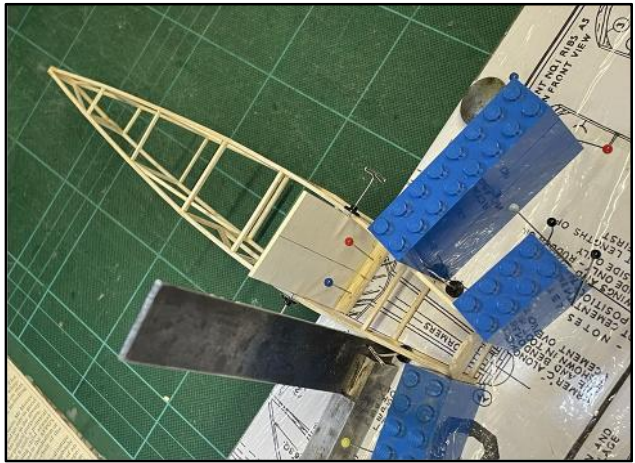


Fig 6. Assembling nose area, upside down, at edge of suitably packed up building board. Note use of Lego bricks.

The Guillow's Swallow is not a particularly accurate scale model, but I suspect this is very typical of the 10¢ kits of the period. However, with a 1939 copyright date on the plan, it is most certainly vintage! The following notes describe my build sequence.

The longerons are from 10 lb/ft³ 1/16" square balsa and the uprights from lighter stock. There is a considerable amount of curvature in the longerons, so these were well soaked in water before pinning down and allowing to dry overnight (Fig 1). I build the two sides together.

The uprights and diagonals are the added (Fig 2). The adhesive I use is aliphatic resin, such as Titebond, which is diluted with water and applied using a syringe with a cut off needle. I modified the aft end so that a one piece stabiliser can be fitted. The top longerons stop at the tailplane leading edge, and a horizontal piece is fitted each side, which laps the top longeron and butts onto the upright for the motor peg.

When the adhesive is dry, the sides are unpinned and removed from the building board, and separated using a piece of razor blade (just like the one shown on the Guillow's plan). The fuselage sides are quite curved, particularly in the region of the cabin and nose, so I rolled in some curvature using a piece of plastic piping, supporting the side with a sheet of foam rubber (Fig 3).

I learned this technique when building my Pistachio Scale Lippisch Storch to Siegfried Glöckner's drawings published in Bill Hannan's *Stick & Tissue* Volume 3. The curvature at the rear of the Storch fuselage is fearsome and requires considerable pre-bending! The method is shown on the plan.

The sheet parts used on this model are a mixture of 1/32" and 1/16" thick wood. I used balsa of around 7 lb/ft³. Judging from the plan (please see copy published in last month's NC), the ribs and fuselage formers are 1/32" thick and the sheet segment flying surface outlines are 1/16".

The outerzone plan for Guillow's F82 is accompanied by a printable sheet showing the parts and the wing plan. The sheet parts here must have been based on the copy of the

print-wood parts of the half-size eight inch span model, Guillow's kit D2, which are all likely to have been 1/32" thick. A copy of the original print-wood for the sixteen inch span kit does not appear to be available.

The lower rear of the fuselage of the Swallow is straight in the side view, so the fuselage sides can be pinned at right angles to the building board along this straight part of the longerons, joined at the stern-post and the rear cross pieces fitted, see (Fig 4). A temporary card former helps to keep the fuselage square during this operation.

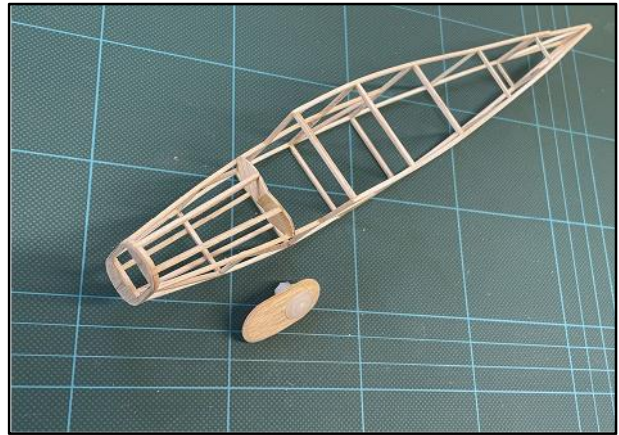
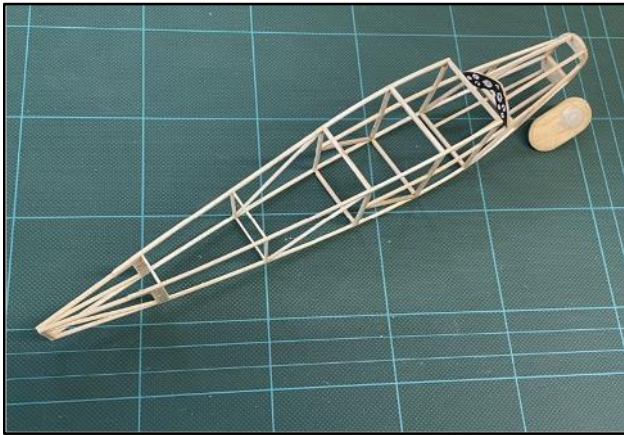


Fig 7 and 8. Completed fuselage frame and nose block.

The cross pieces in the cabin area are now added (Fig 5). The fuselage is then turned upside down and the straight upper nose longerons pinned down at the edge of the building board, which has been suitably packed up, with the rear of the fuselage overhanging (Fig 6). Cross-pieces and former 'D' can now be fitted. I fitted a couple of temporary 1/16" sq. cross pieces, one just behind the position of former 'B' and another in front of former 'C'. When the adhesive is dry, the fuselage can be removed from the board and the cracked former 'C' added with the instrument panel provided on the plan. I cut a circular segment out of this former to provide some rubber motor clearance (Fig 7).

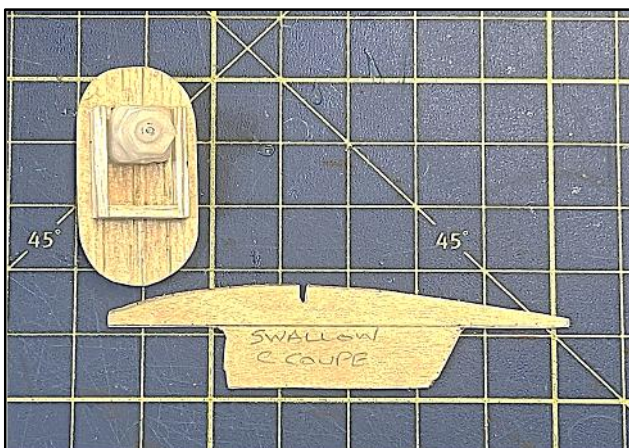


Fig 9. Nose block location and rib template.
à la Richard Preston.

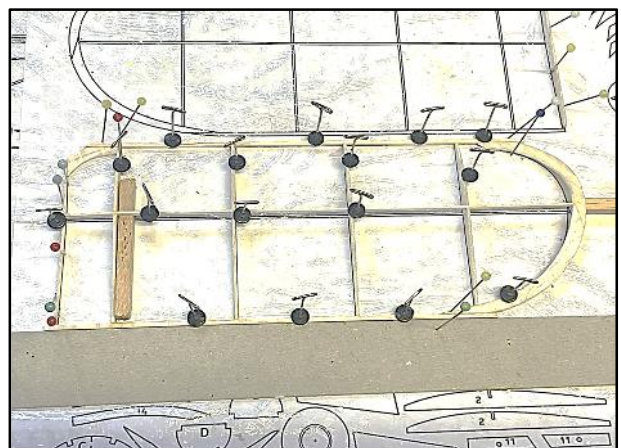


Fig 10. Wing panel construction

I reinforced the nose with a former of 1/64" ply, covering formers 'B' and 'D' and the nose uprights. Part of former 'B' was then cut away to match the hole for the nose-block location. I used three cross grained laminations of 1/32" sheet, rather than two,

for the nose-block, which is fitted with a KP Aero adjustable button. The nose-block location uses this at the top, and strips of 1/16"x1/8" balsa at the sides and bottom (Fig 9). I think the intention on the plan is for the nose-block to be glued to the fuselage, and for the round nose-plug to be un-cemented. This could make thrust line adjustments difficult, and would not allow the use of a winding tube. However, the FAC Dime Scale rules clearly and sensibly allow for improvements in this area: -

'The nose on Traditional dimers may be altered to accommodate improved thrust bearings and removable nose plugs.'

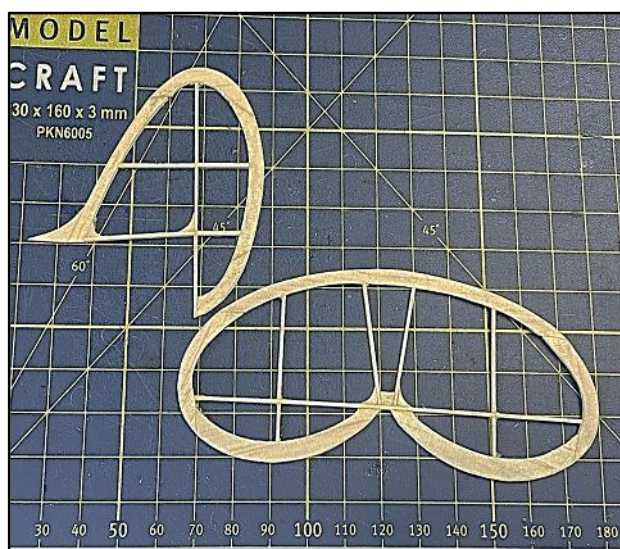


Fig 11. Tail feathers. Note one piece stabiliser.

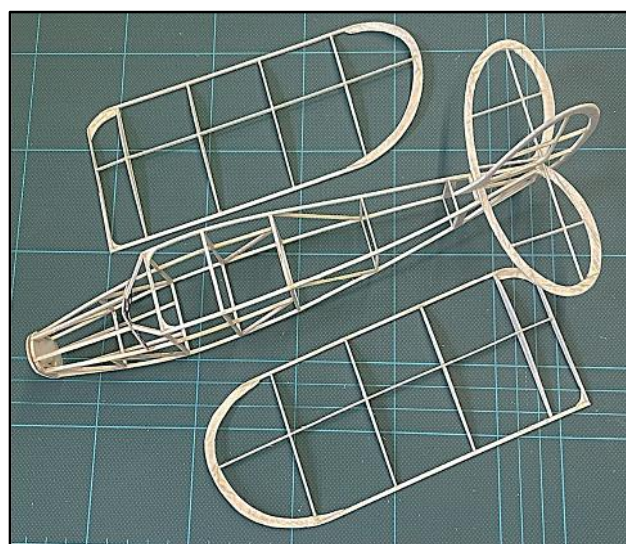


Fig 12. Air-frame ready for covering.

In comparison to the fuselage, the wing panels are straightforward (Fig 10). I used a rib template with an extra tab of the type suggested by Richard Preston in his recent Aero-Modeller article (May 2026) for the number 2 ribs. This certainly makes the holding of the template easier whilst cutting these relatively tiny ribs. I rolled the curvature into the root ribs prior to assembly. The sheet segment outlines worked reasonably well (Figs 10 and 11) and I added a few extra gussets, at the wing root, at the base of the fin and to the tailplane above the stern-post. I angled the base of the fin to allow for an increase in decalage. So the air-frame is ready for covering (Fig 12), which I will look at in the next article.

The component weights at this stage are: -

Fuselage frame	1.19g
Nose block with KP Aero button	0.88g
Wing panels	0.90g
Stabiliser frame	0.23g
Fin frame	0.11g

As this is a model with a stabiliser of relatively small area, it will need a forward CG position and at this stage I am not too concerned about the weight of the nose block with the KP button. It could well be useful.

Nick Peppiatt



Wings over Wiesbaden

For the past five years the American Air Force in Europe have held the finals of their annual model aeroplane contest at Wiesbaden Air Base, Germany, and have invited our Editor, together with other well-known modelling personalities to attend as judges. This year Eddie Cosh of "Model Aircraft", Henry Nicholls and Editor Harry Hundleby attended, travelling by the inevitable C47 (Dakota to you chum!) where they spent an enjoyable but busy week-end judging a multitude of events. The main purpose of the meeting is to select a team to represent USAFE at the Air Force Championships in the States and also at the American Nationals.

Keen competition exists between the various bases which, incidentally, range from the British Isles through Europe even to Tripoli, as another purpose of the Wiesbaden Meet is to pick the best base as well as the best modeller in the whole of USAFE (United States Air Force in Europe). Wiesbaden Wings and Wheels Club have held top place for the past few years, keenly challenged by the Rhinemaine Skyrockets, who were expected to wrest the position from Wiesbaden this year. They failed to manage it by a small margin—thanks to the stalwart efforts of fliers from Wings and Wheels such as S/Sgt. W. J. Godden who won the individual championship.

One particular feature of this meeting is the "Beauty" (Concours) event, which usually produces some remarkably fine scale control line models. This year we saw a Fokker D7 by A/1c. J.L. Wadsworth, shown in action above, and a remarkable model of the P.40 Lightning by Cpt. A. W. Laughton, which we shall be featuring in our next issue. Free flight events were held under ideal weather conditions, one glider recording a flight of 47 minutes and landing back on the aerodrome. Interesting diversions were the Shooting Stars and latest mark Sabres screaming down the runway a few hundred yards from the free flight takeoff area, not forgetting one Super Fortress which taxied close by the radio event, the blast from four oversize props sending a few models airborne!

The meeting was run by our old friend Major Samuelson assisted by A/1c. Bob Lutker, the present

World Speed Champion. Both are keen modellers who, together with the untiring Marjorie Miller of Special Services handling all the administration, served to make the Meeting such a success.

World Championships

It was Marjorie Miller at Weisbaden who gave us the latest information on the World Championships for which we are truly grateful. It turns out that neither USAFE nor the AMA are responsible for the delayed information as we thought when

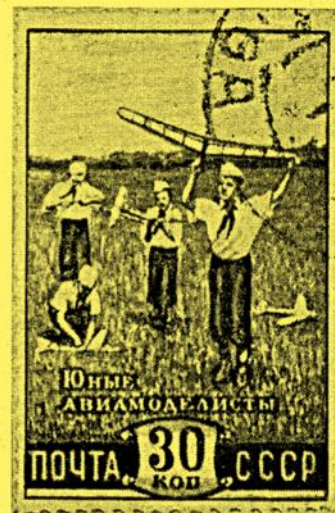
writing the paragraph in last month's issue. The aerodrome selected is Finthen, which is an American airfield leased to the French as a training school, is non-operational and, being close to Weisbaden, which has ample facilities for accommodation, etc., is eminently suitable for the job. Unfortunately, the French authorities seem to need several months to agree to the airfield being used for this purpose, so much so that USAFE are going ahead regardless in conjunction with Heinrich Pempe of the Deutscher Aero Club.

Pempe is a very good man who, with his compatriots, will handle all the field and competition side of the meeting. Marjorie Miller will be the central co-ordinator for the U.S. Air Force and there will also be an AMA. co-ordinator—yet to be named. Billeting and messing will be at Wiesbaden Base, the Americans providing transport between the fields and storage space for models, etc.

This meeting will be the nearest approach to a "Model Olympics" yet held; for this reason alone it is important that its administration is in capable hands. This is now assured and we look forward to seeing on September 3-4-5, 1955 the finest international contests yet held.

Russian Modelling Stamp

Hoh Fang-Chiun, whose neat Jodel Bebe was presented in our June issue, was a stamp collector before he switched his interest to models. He was also a resident of Moscow in 1948/9 and was thus able to collect an example of the Russian issue



depicting aeromodelling as part of the "Children's Organisations" sets. Valued at 30 kopek, which is approximately equivalent to 8d., it shows a group of four aeromodellers enjoying a typical day of flying with their gliders.

Pulling Polos!

A recent gadget review mentioned that in an emergency, the Polo sweet with the hole in it could be called into action as a towing ring. Reader R. Thomas of Harefield obviously has access to test equipment and decided to expend 14 of these sweets to check the breaking strain. Result shows an average breaking load of 10 lb., not of course allowing for part consumption by anyone wanting to get at least a taste out of it before tying on to the line. Personally, we prefer to carry a spare curtain ring.

All British Rally

More gen is forthcoming from the St. Albans Club regarding their annual "do". Messrs. Wilnot Mansour will not be running their "Jetex" contest this year, as a result of which the Rally Organisers have included their own "Jetex" Comp. in the programme. This will be a duration contest with rules identical to the other free flight events.

The Radio events have now been split into two sections with separate prizes. Multi-Channel will fly the same schedule as last year; Single Channel will fly the simpler S.M.A.E. Trophy schedule as per the new Rule Book.

Clipper-Cargo motor size has been reduced to 1 c.c. Rules as per the 1955 PAA Handbook.

Team Racing will be strictly to S.M.A.E. Rules and not to F.A.I. Rules as rumoured in some quarters.

As in 1954, there will be Pre-entry for both Team Races. Entries, accompanied by 2/6 entry fee, must be received not later than Monday, 29th August, and must include: Competitor's Name, Address, Club, Class entered, and S.M.A.E. Membership Number, or other proof of insurance. Heats will be allocated *in advance* on a basis of 15 minutes per heat, and Racecards will be sent to all competitors to arrive not later than 19th September. These times will be strictly adhered to, and contestants coming long distances should therefore notify their time of arrival. If there are vacancies in any heats entries will be accepted on the field at 5/-.

Special "Recovery" Stickers will be available from Main Control at no charge, on presentation of a Programme.

John Cunningham and Peter Bugge (the de-Havilland test pilots) have again consented to judge the *Concours D'Elegance*. Sir Frederick Handley Page hopes to present the prizes, which total at the moment over 80 in number and over £100 in value.

Sid Allen Memorial Fund

Following the tragic death of Sid Allen we understand that radio control enthusiasts have decided amongst themselves to raise a memorial fund for a trophy or other award to perpetuate the name of this outstanding flier. This is being done on a purely private basis headed by Howard Boys to whom all contributions should be sent. We wholeheartedly support this gesture and will be pleased to pass on any donations received if they are addressed care of the Editor.

Photo Start!

Rule 30(b) in the SMAE Competition rule book states "In the Wakefield and Power Eliminators all models must rise from the ground (R. O. G.). The model must *rest* on the ground by at least 3 points and be held in such a manner that its *natural* position on the ground is in no way affected". The italics are ours, and the point at issue is the conduct of R.O.G. flights at the recent team trials.

We saw power models VTO with cotton and flexible wire for the third point—unable to support themselves either in a natural position, or on three points other than a wing or tail tip. A Wakefield was launched without having its undercarriage pulled down, and pushes were evident in half the so-called Vertical Take-Offs. In fact, the sooner the above rule is clarified in words of one syllable, and all timekeepers are made aware of the requirements then so much the better. A sensible alternative would be for the R.O.G. rule to be waived altogether.

The photographs below speak for themselves. D. Posner, with one of the few VTO models capable of conforming to the above rule, was disqualified for this launch (left) when it was said that he did not contact three points on *terra firma*. The twin legs are seen retracted after take-off, the third point being the fin. At right, J. Snodin supports his entry on this allowed launch while a helper depresses the tail to abide with half the rule.

Might we suggest that (a) timekeepers get a little closer to the subject and (b) that entrants be required to demonstrate the *natural* attitude of their unsupported model prior to each flight?



The F4 World Championships for Scale Models First Day

Martin Pike, fresh from a visit to his mother in Switzerland, came to stay with me for the weekend 9th to 12 July. We paid an interesting visit to the Motor Museum at Gaydon on the Friday, then on Saturday we took in the first day of the title event at BMFA HQ Buckminster. Martin had entered the Free-Flight Scale event at the end of the day.

The whole event looked like being a tremendous success with entrants from many overseas contestants. I was lucky enough, thanks to Martin, to be ferried by golf buggies to various vantage points during the day, culminating in the Free-Flight competition at the end of the day.

There were in excess of 100 entrants in the R/C events and a huge marquee contained the models for spectators to view.



The detail on many models had to be seen to be believed

The Free-Flight Scale event was due to start at 5-00pm after the R/C flying had ceased but the R/C event over ran and it was nearer 5-30pm before FF got under way. A buggy deposited me and my viewing chair over where the FF competition was to be flown and there were several of the R/C competitors and their supporters who came to view the proceedings.



Some of the competitors and Martin Pike's Pilatus in the foreground



Martin's Pilatus nestling in the grass, still in one piece after one flight, it normally dis-assembles itself on landing

Sam 35 Chairman Doug Hunt joined me and we watched the proceedings together. It was very windy, as it had been all day, and the free-flight scaler's had a tough time getting their flights in. The R/C crowd of spectators followed proceedings with vociferous interest, cheering crashes and good flights alike. I imagine they had not seen any free-flight scale comps before. The fliers put on a good show in difficult conditions. After the prize presentation the buggy re-appeared and I was ferried back to the car park. A good day out. Results as follows:

Place	Entrant	Model
1 st	Mike Smith	Tiger Moth (I/C)
2 nd	Bryan Lea	Velie Monocoupe (rubber)
3 rd	Chris Brainwood	Cessna (I/C)
4 th	Martin Pike	Pilatus Porter (rubber)
5 th	Pete Fardell	Stinson Sentinel (rubber)
6 th	George Kandylakis	PZL24 (CO2)
7 th	Bill Dennis Bucker	Bucker Jungmann (rubber)
8 th	Richard Falconer	Comper Swift (rubber)

John Andrews

Victor (Vic) Jays: RIP

Many of our more senior free flight flyers may remember Vic Jays who passed away on 17th June 2026 at the grand old age of 94.

Vic was an excellent builder and his models were always beautifully finished and trimmed. He was a prominent free flight power flyer from the early 1950's to 1970's and a member of the Surbiton Club that had several other notable power flyers including Mike Gaster (Gastove), Pete Buskel, Dave Posner (of Dream Weaver fame) Ken Glynn et al. These Surbiton flyers provided the vast majority of Team GB Power flyers members at the World Championships in the 1950's and early 60's.



When Mike Gaster won a GB Team place for the 1955 World Free Flight Power Champs, (now F1C) Vic said to Mike *"If you win, I suppose I will then have to build your Gastove model"*. Well, Mike did win and Vic built the model and then achieved a GB Team place in 1968 and did well but sadly not a win.

Vic and Mike were life-long friends and exactly the same age having first met when they were 16 years old and both living in North London so nowhere near Surbiton.

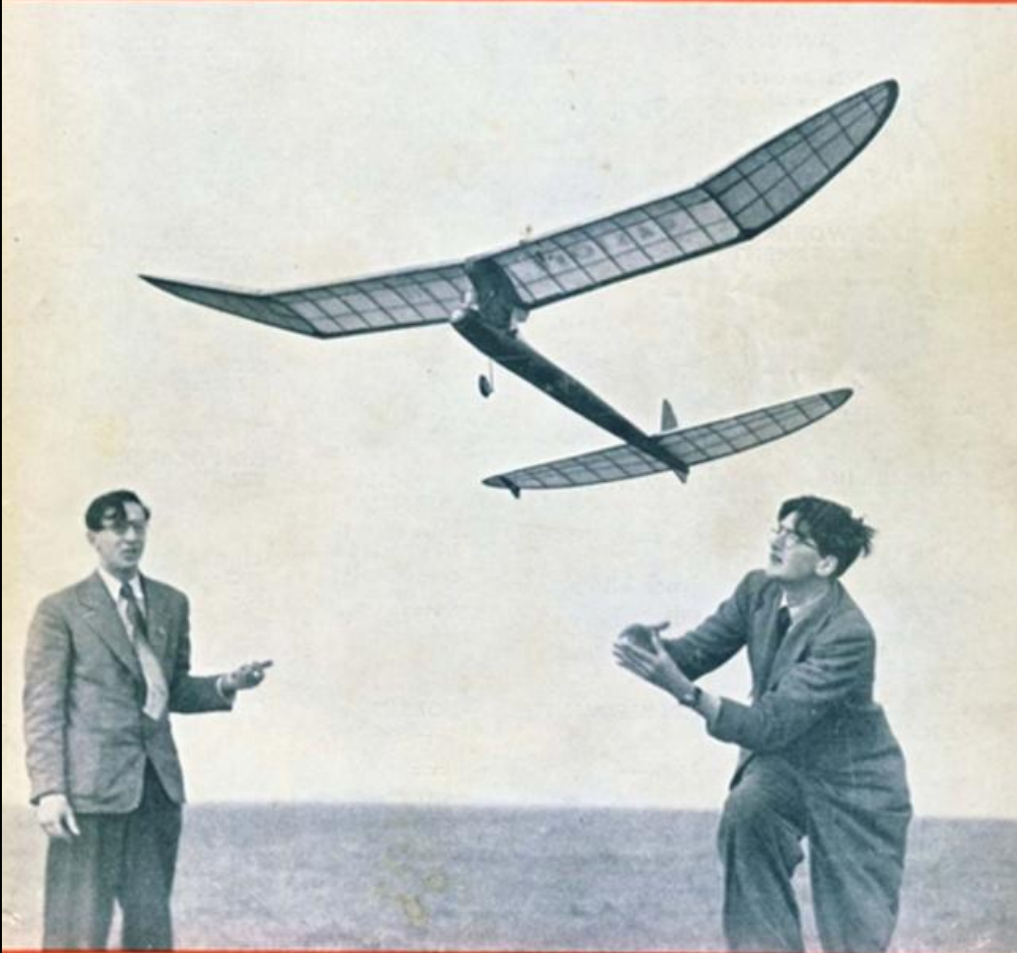
Vic with his fellow club members were ever-present on the UK free flight power scene and especially at Chobham Common. However, at one time he and Mike got permission to do trimming flights locally in the evenings on the old RAF Hendon airfield now the site of the RAF Museum. Away from model flying Vic worked in the family business as a manufacturing jeweller in Hatton Garden - working first for his dad before inheriting the business. His vintage age of London's diamond district gave rise to some of his best stories, about rascals and rascallions, larger than life characters.

Nothing was more difficult than getting Victor to accept a compliment - but the jewellery he designed was beautiful. His dad, it seemed, was about the money - Victor, though he wouldn't say so, was about the art. Delicate bracelets and necklaces, gems glinting between links of metal. Another item Vic made was the engagement ring for the late John O'Donnell's wife June.

At Vic's funeral the aeromodelling community were represented by Mike Gaster and I. A true and genuine 'gentleman aeromodeller' of yesteryear much liked by those who had the pleasure of knowing and flying with him. Vic is survived by his two sons David and Mike and family.

MAY, 1952

AERO MODELLER



JOHN LAMBLE'S 'ELF-AXE' • A SCALE DELANNE TANDEM
 • FULL-SIZE PLANS FOR RUBBER DRIVEN PIPER PACER
 SOLID MIG 15 • UNIQUE WAKEFIELD EXPERIMENT •
 R.A.F. TRAINING GLIDERS • 1952 QUEEN'S CUP CHANGES

I'6

Caught in an attitude that brings to mind the adage 'Launch and Pray'. M. Gaster releases his 81 inch pylon design 'Gastove VII', timed by Vic Jays. This model is current British record holder for class C duration with a flight of 10 m. 44 secs. and when active at contests last season, was renowned for its phenomenal rate of climb due to the high power/weight ratio offered by its 10 c.c. Hornet racing engine.

Obituary by Jim Wright with thanks to David Jays for permitting me to use a few extracts from his eulogy

Jim Wright



The Pilatus PC-6 Porter is a single-engined STOL utility aircraft designed by Pilatus Aircraft of Switzerland. First flown in 1959, the PC-6 was produced at Pilatus Flugzeugwerke in Stans, Switzerland. It has been built in both piston engine- and turboprop-powered versions, and was produced under licence for a time by Fairchild Hiller in the United States. After 604 deliveries in 63 years, Pilatus ended production in 2022.

Development

On 4 May 1959, the first prototype, powered by a 254 kW (340 shp) piston engine, made its maiden flight. In early May 1961, the first *Turbo Porter*, powered by a Turbomeca Astazou II turboprop engine, performed its initial flight. In comparison to its earlier piston engine-powered incarnation, the Astazou II-equipped *Turbo Porter* had an increased gross capacity and top speed, as well as benefitting from the engine's automatic handling functions. These benefits came at the expense of the greater initial purchase cost and higher fuel consumption. Both the piston and turbine-engine versions of the PC-6 became quickly known for their Short Takeoff and Landing (STOL) capabilities, requiring only a very short takeoff run before being ready for rotation prior to taking off. Its unit cost in 1962 was \$55,000

The initial turbine-powered models of the PC-6 were equipped with the Astazou II powerplant, however complaints on the reliability of this engine led to another early turboprop powerplant becoming available for the PC-6. This was the Garrett AiResearch TPE 331. Some operators such as Air America chose to retrofit their Astazou II-powered PC-6s with the TPE 331 engine. In May 1966, the first PC-6 to be equipped with the Pratt & Whitney Canada PT6A engine performed its maiden flight.

PC-6 Porter/Turbo-Porter



A PC-6 Turbo-Porter, B2-H4 PT6A-34 variant, used for skydiving in Spain.

General information	
Type	<u>STOL</u> passenger and <u>utility aircraft</u>
<u>Manufacturer</u>	<u>Pilatus Aircraft</u> <u>Fairchild Aircraft</u>
Status	In service
Primary users	Civil aviation <u>Austrian Air Force</u> , <u>Myanmar Air Force</u> , <u>Swiss Air Force</u>
Number built	604 ^[1]
History	
Manufactured	1959–2022 ^[1]
First flight	Porter - 4 May 1959 Turbo-Porter - 2 May 1961
Variant	<u>Fairchild AU-23</u> <u>Peacemaker</u>

To offset rising labour and manufacturing costs in Switzerland, Pilatus distributed manufacturing work on the PC-6 to other countries; in 1993, Czech Republic-based Letov Kbely began manufacturing activity upon the type. Its unit cost in 2010 was \$1,900,000. In 2013, Pilatus formed a joint venture with Beijing Tian Xing Jian Yu Science Co., Ltd. to locally manufacture the PC-6 and the newer Pilatus PC-12 in Chongqing, China; initially this facility performed subassembly work on the fuselage, and later other elements such as the wings and moving surfaces, which were transported to Pilatus' final assembly facility in Stans, Switzerland. Global production of the PC-6 will eventually be transferred to the Chongqing facility. On 11 December 2014, the first Chinese-assembled PC-6 fuselage was completed. In 2014, the majority of PC-6s delivered that year were to Chinese customers.¹ By April 2016, around 20 PC-6s were in operation in the Chinese market; the type has often been used to replace the Antonov An-2, being reportedly cheaper to operate.

The Porter was also manufactured under licence by Fairchild Hiller in the United States. Roughly 100 of these licence-produced aircraft would be completed, being mainly purchased by civil operators within the US.

A number of Fairchild Hiller-built PC-6s were also procured for military operations during the Vietnam War.

It received the designation *AU-23A Peacemaker* for service with the US Air Force.

The Peacemaker was fitted with a side-firing 20mm XM-197 Gatling cannon, four wing pylons and a centre fuselage station for external ordnance. However, the AU-23A proved to be troublesome in service. All of them were returned to the continental US and placed into storage after only a single year of operation. In 1979, a pair of UV-20s were assigned to the aviation detachment of the Berlin Brigade in Germany due to their suitability for operating within the heavily restricted airspace; they were fitted for carrying either cargo, up to eleven passengers, or three litters with four medical attendants.

After nearly 600 deliveries in six decades including about 90 Fairchild-Hiller built and 425 PT6-powered, but only 52 in the last ten years, Pilatus will close the orderbook from summer 2018 and will roll off the last one in early 2019 while parts production will continue for at least 20 years.

Due to pandemic delays, the last PC-6 Porter was instead delivered in December 2022 after 604 produced in 63 years.

Design

PC-6 cabin interior, circa 1960s
The Pilatus PC-6 Porter is a Short Takeoff and Landing (STOL) utility aircraft. The majority of aircraft are powered by a single Pratt & Whitney Canada PT6A turboprop engine, which drives a fully reversible, constant-speed, three-bladed HC-B3TN-3D (or an alternative four-bladed Hartzell HC D4N3P) aluminium propeller via reduction gearbox.



Pilatus claims that it possesses unique STOL capabilities, capable of landing in places only otherwise accessible by rotorcraft. It is fully capable

of being operated from unprepared rough airstrips, in remote areas, hot climates and at high altitudes in all-weather conditions. In particular, the undercarriage employed provides for high wing and propeller clearances, making the PC-6 less susceptible to damage than conventional nosewheel-type undercarriages.

For further landing versatility, various types of landing gear may be optionally installed allowing it to operate from different types of terrain; options include floats for water landings and skis for landing on snow.

Early models of the PC-6 were equipped with a full instrument panel as standard, and were reportedly easy for unfamiliar pilots to intuit.

Later-manufactured PC-6s are equipped with a Garmin G950 glass cockpit in place of analogue instrumentation; the majority of earlier-produced PC-6s can also be retrofitted with a glass cockpit.

In addition to its flight functionality, the G950 system acts as a remote maintenance unit and electronic flight bag all in one. Two large 10.4-inch liquid-crystal displays (LCDs) are present, functioning as the Primary Flight Display for all key flight information and the Multi-function Display for system/mission management.

Fully independent secondary flight instrumentation is also provided to provide backup altitude, attitude, and airspeed information in the event of complete electrical failure.

The cockpit has been designed for single pilot operations; additional flight controls for a co-pilot can be optionally fitted.

Other optional features include an autopilot (capable of operating within all phases of flight), traffic collision avoidance system (TCAS), terrain awareness and warning system (TAWS), weather radar, satellite phone, LIDAR, forward-looking infrared (FLIR) and lightning detector; in addition, onboard electrical and avionics equipment are readily modifiable to conform with customer requirements.



The airframe is of a rugged and low-maintenance construction; featuring high levels of accessibility, interchangeability, and favourable manning levels. The wings, fuselage, and empennage are manufactured using conventional semi-monocoque construction techniques, the primary structure being composed of aluminium; the central structure retains critical strength despite the cutout areas for the sliding doors of the main cabin. Corrosion resistance is achieved via a combination of plating and a polyurethane-based enamel paint.

The simple nature of the structure allows for ease of repair in the field. Features such as low-pressure tyres, twin-caliper disc brakes, and a highly energy-absorbent undercarriage enable the aircraft to be capable of operating from rough or otherwise challenging terrain.

For role flexibility, individual aircraft can be easily converted between various mission types, such as transport, paratroop, aerial photography, surveillance, air medical services and search and rescue duties.

A maximum of ten passengers, or a 2,200 lb payload, may be carried within the aircraft's main cabin area within the rear section of the fuselage; the standard passenger seats are designed to allow for rapid removal and may be stowed within an optional separate externally-accessed seat stowage compartment behind the main cabin.

The main cabin area is furnished with soundproofing measures, ventilation, and heating as standard.

A maximum of three fuel tanks can also be carried in the main cabin, accordingly reducing payload capacity, to increase the aircraft's flight endurance. In addition to the large sliding doors at either side of the main cabin, separate hinged doors are present on either side of the cockpit; an optional pilot-controlled trapdoor, to accommodate supply drops or surveillance payloads, may also be installed in the center of the cabin floor without any design changes required.

Additional equipment include a firefighting system, aerial application system, underwing tanks, sand filters, propeller de-icing system, mudguard, tailwheel debris guard, oxygen system, and additional power distribution system.

Operational history

The PC-6 is noted for its *Short Takeoff and Landing* (STOL) performance on almost any type of terrain - it can take off within a distance of 640 feet (195 m) and land within a distance of 427 feet (130 m) while carrying a payload of 2,646 lbs (1,200 kg).

Thanks to its STOL performance, the PC-6 holds the world record for highest landing by a fixed-wing aircraft, at 18,865 feet (5,750 m), on the Dhaulagiri glacier in Nepal.

Due to the type's favourable STOL characteristics, described by the magazine *Flying* as being "one of the most helicopter-like airplanes in terms of takeoff performance", Pilatus has deliberately marketed the PC-6 towards helicopter operators at times, feeling the type to be complementary to their typical mode of operation.

According to Pilatus, the PC-6 can provide very similar surveillance capabilities to a rotorcraft at a significantly lower cost to operate and procure.

During its early service, the PC-6 Porter was noted for its high level of comfort and usability against competing aircraft. The type has also proven to have a long service life; by 1993, roughly 440 of the 500 PC-6 Turbo Porters completed by that point were still in service.

During the 1960s and 1970s, the Central Intelligence Agency-controlled airline Air America operated up to 23 PC-6s at a time. Many of these were operated in the South-East Asia region, including South Vietnam during the Vietnam War. The type was used for various missions, including paratropping supplies to troops, passenger transport, psychological warfare, reconnaissance, prisoner conveyance, airborne radio relay, and other intelligence operations.

Since 1976, the Austrian Air Force has operated a fleet of 12 PC-6 Porters as the mainstay of their fixed-wing transport fleet; the type has been used in various support roles, including transport, search and rescue, firefighting, observation, target-towing and paratropping. According to *Flying* magazine, around 40 per cent of all PC-6s in use in Europe during the early 1990s were being used by skydivers.

In 1996, during the First Congo War, Zaire's president Mobutu Sese Seko hired Western European mercenaries (mostly French and Belgian) in an attempt to stop a Rwandan-led offensive. This contingent (part of the White Legion) was supported by a BAE Andover and a Pilatus PC-6B Turbo Porter transports and four Mil Mi-24 attack helicopters. The Porter was lost after colliding with a 3 metres (10 ft) tall anthill which damaged the plane's landing gear, causing it to crash-land just a few days after arriving in Zaire.



Aeromodeller Departed: Jim Paton - Andrew Longhurst/Chris Redrup

Jim Paton RIP - 1948 to 2026

Obituary by Andrew Longhurst



I and another Oxford club member were flying with Jim on Port Meadow on the morning of 16th July and he was in fine spirits with his latest 50g open rubber model. This joyful outing turned out to be the start a bitterly sad day as he passed away that evening following a sudden and unexpected heart failure.

Originally from Liverpool Jim spent his working life as a GP in the Midlands. After retirement he focused his attention on his extended family together with his twin hobbies of

model aircraft and harpsicord construction of which he built quite a few. Few people know that earlier on he spent some time every year helping to run a charity health clinic in Africa.

His daughter is also a GP over in New Zealand and in recent years he would spend the winter out there having bought a bungalow near the Invercargill beach made famous in the film, "The Fastest Indian".

He was an accomplished radio flyer but became ever more interested in free flight. He flew electric and diesel but his first love was rubber power. Every variation was represented in his model collection including F1B, modern Coupes, 50g open rubber as well as a huge number of vintage jobs of every size and shape.

He competed in many competitions over the years with some success. More importantly he was our cheer leader in Oxford MFC always wanting to get out flying on Port Meadow with his clubmates. Over the last decade he was my flying buddy and best friend. He was a true gentleman always willing to help and give advice. No more will we see that succinct email appearing in our inboxes, "Weather looks good for Friday?"

His favourite film was "Captain Phillips". If you haven't seen it, it's available on Amazon Prime and elsewhere. It's great.

Our sympathies go to Margaret, their children and grandchildren.

Andrew Longhurst

Obituary by Chris Redrup

I first met Jim in 2008. A visit to the SAM 1066 August event at Middle Wallop had rekindled my boyhood interest in free flight and I followed that with a trip to Salisbury Plain one Sunday to find out what free flight competition was all about.

While I was just looking at the different models and what people were doing, a tall gentleman approached me and ask if I would "give him a time". He was flying what I later learned was an F1G model and he asked me if I was a BMFA member then said "Just start the watch when I launch it and stop it when it lands." As soon as he launched the model he shouted, "I am going

to run after it" and proceeded to run off into the distance! I later learnt that it was Jim Paton and at that time it was his method of retrieving and keeping fit.

That was the start of a friendship that I value greatly and led to many happy times on the flying fields.

Although Jim could never be accused of being fiercely competitive, he enjoyed flying competition models and had his fair share of success in both club and national competitions, flying mainly rubber.

I persuaded him to join Crookham and nominate it as his lead club where he contributed each year to our scores in the Plugge event and was always a willing helper for the other team members.

The record books unfortunately don't show what I consider to be his best achievement in competition free flight. We were at the Nationals at Barkston one year and Jim was competing in the F1G class on the Monday. This was in the days when there were large numbers of competitors in the class and Jim was having a particularly good day. Having maxed out in the 5 rounds he followed that with a magnificent fly off flight which turned out to be the best score, but when I (as his timer) took it to the CD I was informed that it wouldn't count as his 4th flight had not been recorded!

I was devastated and felt responsible for not checking that the time had been returned, but Jim just said, "O well, never mind."

And that sums up Jim. He was a good friend and good company who enjoyed his model flying but never took it or indeed life, too seriously. He will be greatly missed by us all.

Chris Redrup



R.I.P. Jim

Andrew Longhurst & Chris Redrup

As a magazine filler I thought a few indoor duration model pictures from the Indoor Nationals that were held in a converted salt store at the Boulby potash mine in 2010-2014.

Sorry to say I have no picture ID's, maybe I can identify one or two.





Yours truly with bits of my Penny Plane after rescue from the dreaded roof support cables



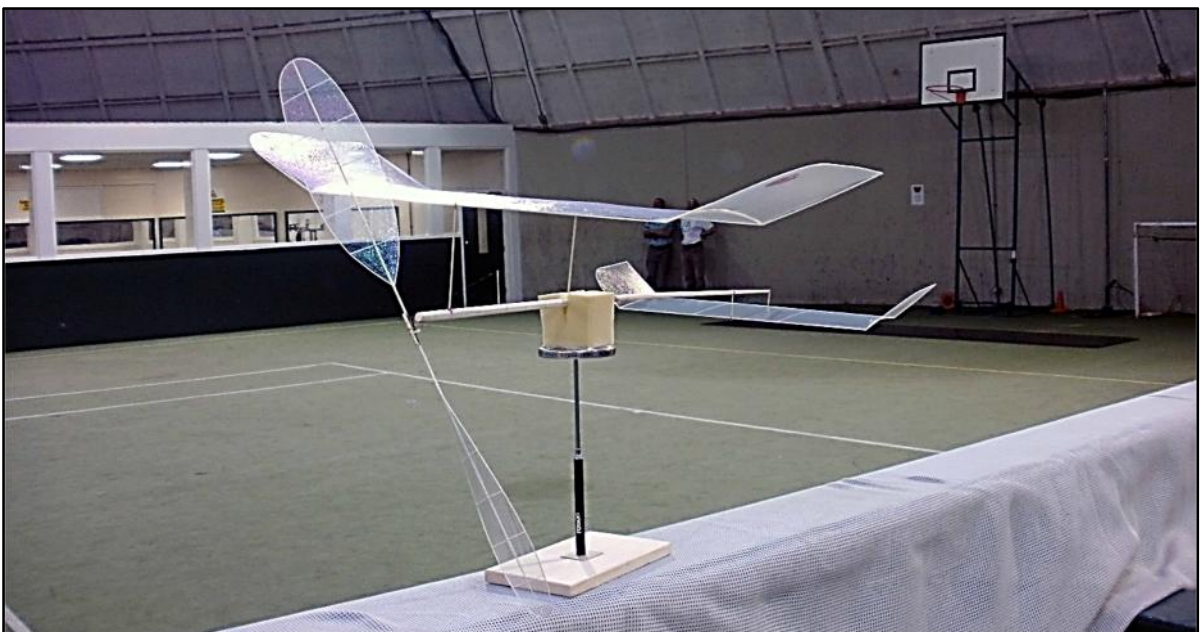
An F1D, possibly the late John Shaw's



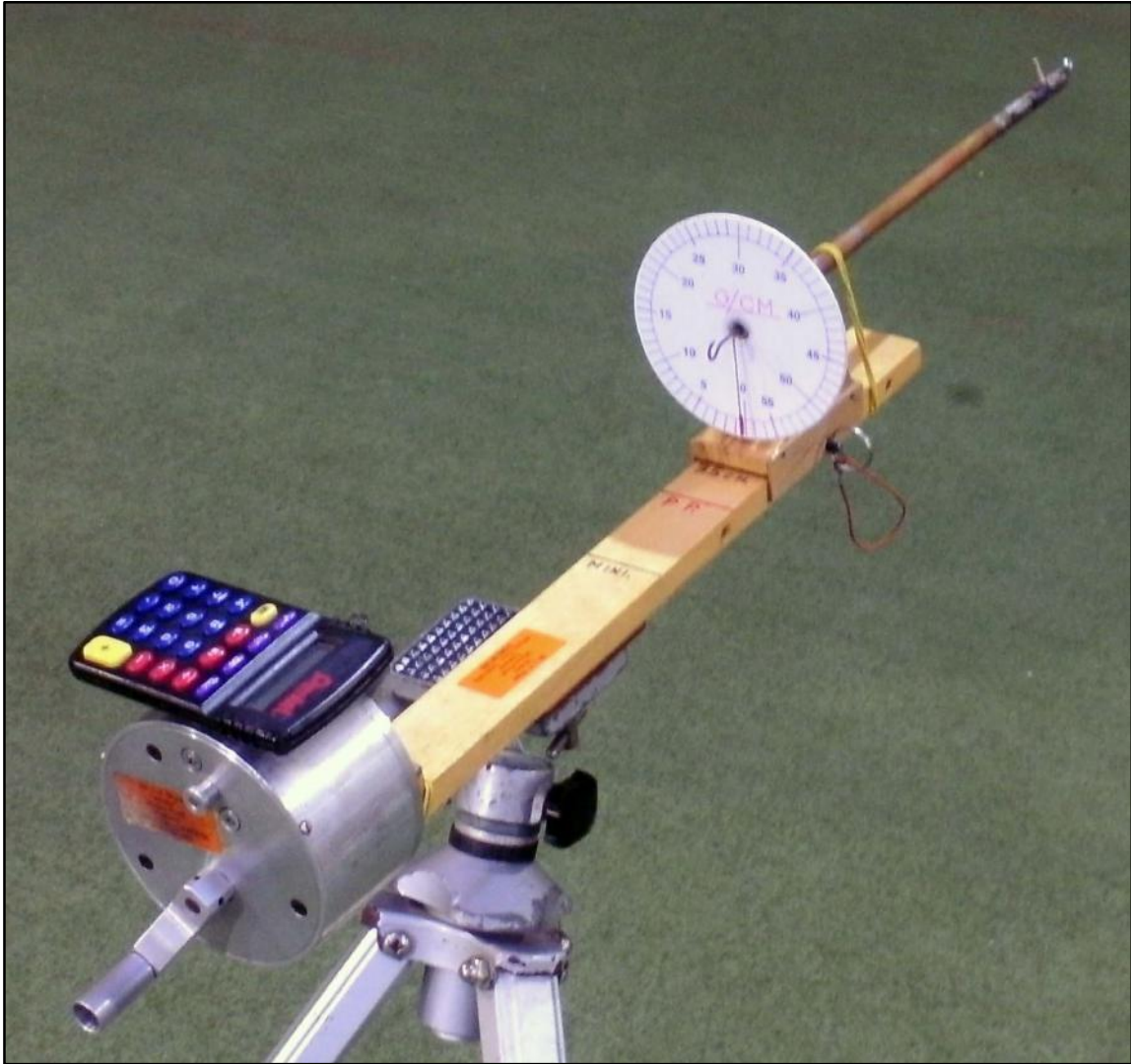
Pits area



Pits Area conference



Another F1D



A motor winding jig



Mark Benns preps his F1B, - the black spot is for visibility & ID when high up.



I keep an eye on my Gyminnie Cricket and later accept my winners certificate



The late Clive King preps his F1D. He accepts his winners certificate. It was said that he had acquired over 200



Derek Richards & Mark Benns prepare to rescue my 'Legal Eagle' from the dreaded roof support cables.



Derek returns it undamaged to yours truly its grateful owner.



It wasn't all about flying, there was Saturday Party Night. My late wife Rachel & I about to tuck into desert.



The Saturday evening dinner party

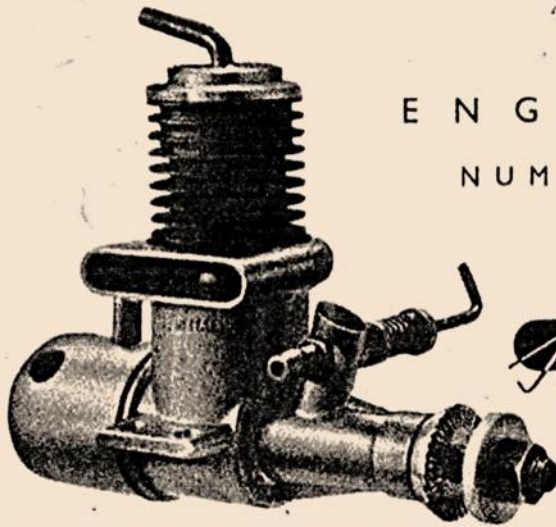


A few pictures to give a flavour of the three day meetings. It was a spectacular venue spoilt by the abundance of roof support cables which claimed quite a few models, as contact usually meant a slide down into the central support poles. Very few models were retrieved intact. We had five good years at the venue, happy days.

John Andrews

490

August, 1953



ENGINE ANALYSIS

NUMBER 12, NEW SERIES

By Ron Warring

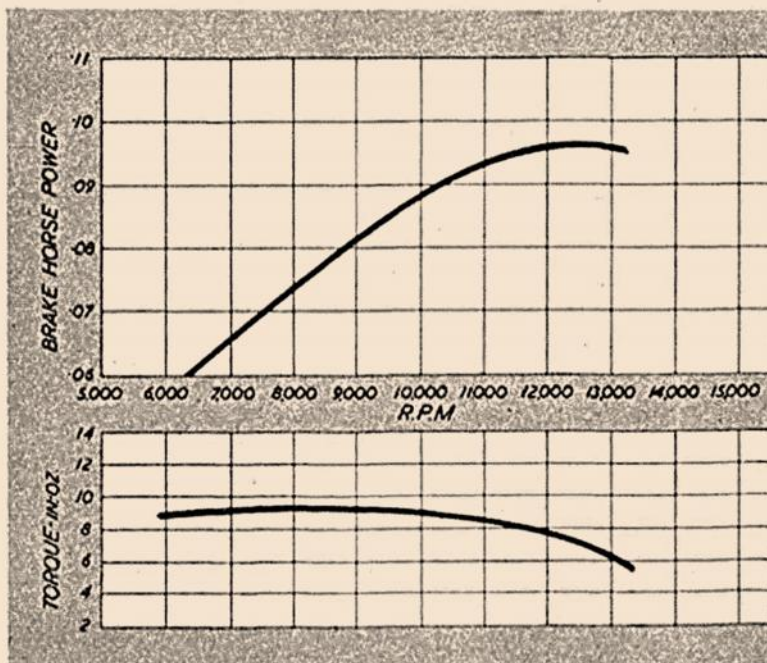
Super Tigre G.22

THIS new Italian diesel, which is officially called the "Super Tigre G.22" is perhaps more readily designated by the name on the smart black and yellow box—"Baby Tigre". For a small engine it did, in fact, prove most stubborn at times, with a ready ability to hit back smartly during starting!

The Baby Tigre comes from sound stock and like its larger brothers is full of power and speed. Its actual displacement is 1.23 c.c. which, logically, is a rather more sensible step down in size from 2.5 c.c. than the favoured British class of 1.5 c.c. However, our own 1.5 c.c. class has become a National standard and so, as far as British modellers are concerned, the Baby Tigre is an in-between size—too large to compare directly with our 1 c.c. motors and too small for similar comparison

with our 1.5 c.c. types. Its performance, however, rates it in the upper bracket. The nearest equivalent in displacement is the 1.3 c.c. Mills, which, due to its design, is inherently a slower engine.

In appearance the Baby Tigre is not all that impressive. It looks rather tall and workmanlike rather than attractive. Appearances are deceptive, however, for the bore is actually twenty-five per cent. greater than the stroke, a feature generally common to high speed engines where high r.p.m. can be achieved without unduly increasing the linear speed of the piston, thus reducing the inertia of the reciprocating parts. Closer examination also shows that the engine is "cut down to minimum size", as it were, so that the total weight of only 1.75 ounces is a very good figure for the actual capacity of the engine.



SUPER TIGRE G.22 ('BABY TIGRE')

Specification

Displacement: 1.23 c.c. (0.72 cu. in.),
Bore: 12.5 mm. (.495 in.),
Stroke: 10 mm. (.395 in.),
Bore: Stroke Ratio: 1.25,
Bare weight: 1½ ounces,
Mounting: Beam.

Material Specification

Crankcase: Diecast light alloy,
Crankshaft bearing: Bronze,
Piston and cylinder: Meehanite, ground and lapped.

Manufacturers

Micromeccanica Saturno,
Via Fabbri 4, Bologna,
Italy.

August, 1953

491

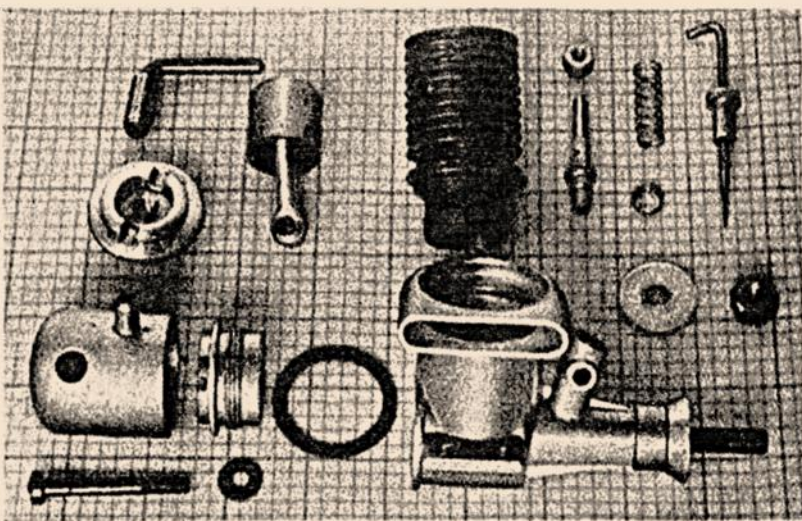
AERO
MODELLER

Though the integral exhaust duct in the crankcase casting is on one side only, the Baby Tigre actually has 360° exhaust and transfer ports as employed in Allison engines. Ball and socket little end to conrod eliminates any possibility of gudgeon pin compression leaks.

The Baby Tigre or G.22 is actually made in two versions — diesel or glow plug. We had only the diesel for test but, although identical performance figures are quoted for both models, we understand that the diesel is actually superior. This, again is a common characteristic of diesels of small capacity, as compared with glow motors of similar size, and even similar design. It is also interesting to note that the instruction manual is printed half in Italian with a complete British translation filling the second half.

The makers recommend a "large, heavy propeller" for running in the diesel version (about 8 in. dia. and 4 in. pitch, weighing about half an ounce). This, we found, was an absolute necessity, for starting characteristics with the new engine were, quite frankly, a strain on one's temper. The boxed-in exhaust ports do not readily permit of injecting neat fuel into the top of the cylinder and sucking in by choking the intake tube readily draws fuel into the bottom of the crankcase, but takes considerably longer for this same fuel to be dispensed into the combustion chamber. As a result either way the tendency is to flood the engine every time. Right throughout the tests, in fact, starting difficulties persisted, so much so that the majority of calibrating runs were made with an airbrake and pulley started. Hence the scarcity of propeller—r.p.m. figures in this particular report. We consider this a justifiable procedure since this was a foreign engine which is not likely to be handled by more than a limited number of British modellers whilst, for general comparative purposes, the B.H.P. and torque figures are unaffected by the manner of test.

Normal procedure for starting a "reluctant" diesel was surprisingly ineffective, namely adjusting compression by the "feel" of the engine. What happened nearly every time was that the compression had to be slackened off and off until what was becoming an increasingly rich mixture finally fired. After that the quite amazing flexibility of the Baby Tigre as regards compression control was evident. The engine would start and continue to run with the compression slackened off as much as one turn from the proper running position. Admittedly the running was rough, but the engine did not stop and could be adjusted through nearly one and a half turns compression



before it was finally stopped under excessive compression. It was much more sensitive to an increase in compression beyond the running position than too little compression. The compression control, in fact, could be used as a most effective throttle.

The needle valve, by comparison, had relatively little effect. The instructions stated "3 to 4 turns open". In actual fact there was very little difference in running between about 2 and 5 turns open. It became largely a matter of setting the needle valve so that the turned over end protruded away from the propeller disc and thus represented no hazard to the fingers when flicking over the propeller, rather than adjusting to a "best" running setting.

The method of locking the needle valve, incidentally, is most effective. A light compression spring is fitted between the locking nut on the spray bar assembly and the flanged end of the needle valve bush—not, perhaps, so neat as a split bush, but appreciably more positive.

The compression adjustment lever is comfortably large in size and smoothly rounded so that it can be operated with ease when the engine is running. The contra piston itself, however, was a little on the stiff side and would not blow back under compression very readily when the engine was not firing. Fore and aft play on the crankshaft was a little disturbing at first, this being at least 1/16th inch so that, flicking over, a sharp metallic click was often produced which rather made one wonder whether or not everything was in order.

The integral tank was rather a nuisance. The small vertical pipe protruding from the top of the tank is presumably intended as a combined filler and vent for it does not extend down into the tank wall. A comparative large hole in the tank is for the insertion of the fuel tubing—far too large to grip conventional tubing with the result that the end of the fuel pipe tends to work up out of the fuel and, eventually, right out of the tank as well. It was far easier to fill the tank through this hole,

removing the fuel tubing each time, rather than through the small fixed tube.

With the modern tendency to flange the propeller backplate or boost the propeller shaft diameter so that the hole required through the propeller boss is about $\frac{1}{4}$ in. diameter, it was a little awkward to find an approximately $\frac{1}{8}$ in. diameter shaft fitting on the Baby Tigre.

This would not, of course, worry individual users of the engine who can obtain propellers initially drilled with a hole of the required size, but most standard commercial propellers are drilled larger than $\frac{1}{4}$ in. dia., preferably requiring bushing for a vibration-free set-up. It would be an excellent idea if engine manufacturers did conform to closer standards in this respect.

Apart from starting, no trouble at all was experienced in getting really high speed runs from the Baby Tigre. As speed increased, so did the amount of compression required, whilst a leaner mixture could also be used, although the latter mainly affected fuel consumption rather than actual r.p.m. Maximum power is developed in the region of 12,000–13,000 r.p.m. which makes it, essentially, a "racing" motor which could well be used for contest work. For a more moderate performance, i.e. for sports flying, the engine could be throttled down almost to a tick-over on the compression control, swinging a relatively large diameter propeller.

Like many other powerful engines, hand starting tends to become hazardous at speeds in excess of 10,000 r.p.m. - i.e. using small propeller sizes giving operating speeds in excess of this r.p.m. figure. At high speeds, too, the "throttling effect" of the compression control is rather less positive. The engine tends more to run in bursts with slackened off compression, rather than steady, slow

running. The engine, too, needs a fair period of running in before it will hold consistent high speeds over a period of a minute or so.

A feature of considerable interest is the possibility of using the Baby Tigre for International class power duration flying. With a maximum engine size of 2.5 c.c. specified by F.A.I. rules, most designers tend to adopt the largest possible engine size within this limit (i.e. the most powerful engine available). However, the possibilities of using smaller engines (and smaller models) have already been proved by the British win in 1952 with a 1.5 c.c. motor. In the matter of power: weight ratio the Baby Tigre compares quite favourably and so may be considered a "possible" in this field. So far, however, Continental modellers of world standard have almost exclusively employed 2.5 c.c. engines for the F.A.I. championship events.

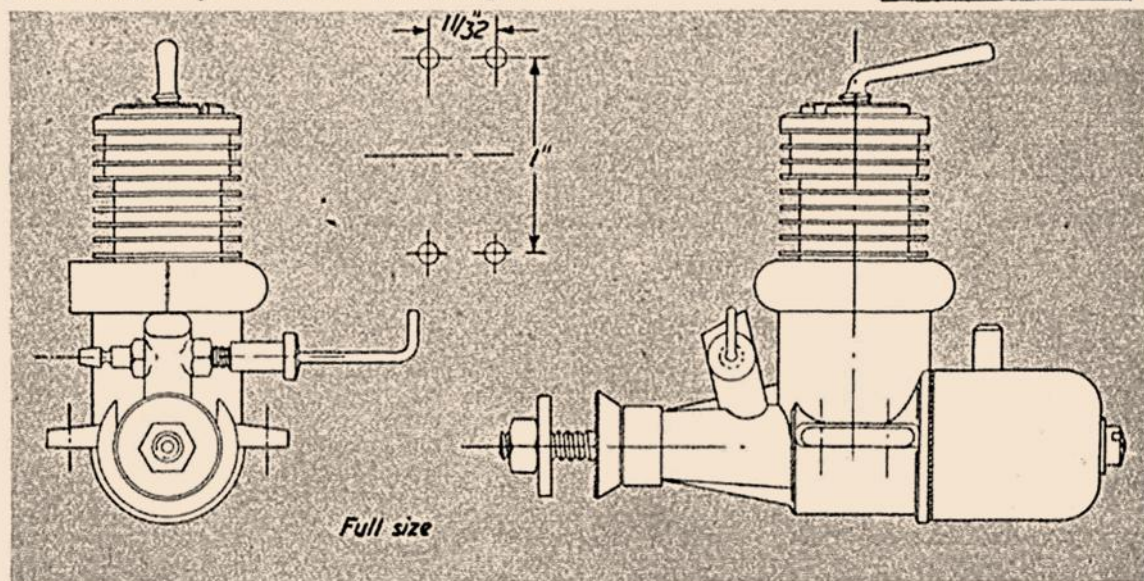
Compared with contemporary British productions we would say, to summarise, that the Baby Tigre has the power and speed, comparatively speaking, of the best of our products, is an attractive functional engine from the point of view of minimum size and weight, but lacks some of the "good looks" our own and American designers generally produce. Its handling characteristics, as exemplified by the particular example on test, were certainly not as good as regards starting temperament, although flexibility of the controls when running was most favourable.

Propeller Test Figures

FUEL: Mercury No. 8,
all test runs Manufacturer's
Recommendation:

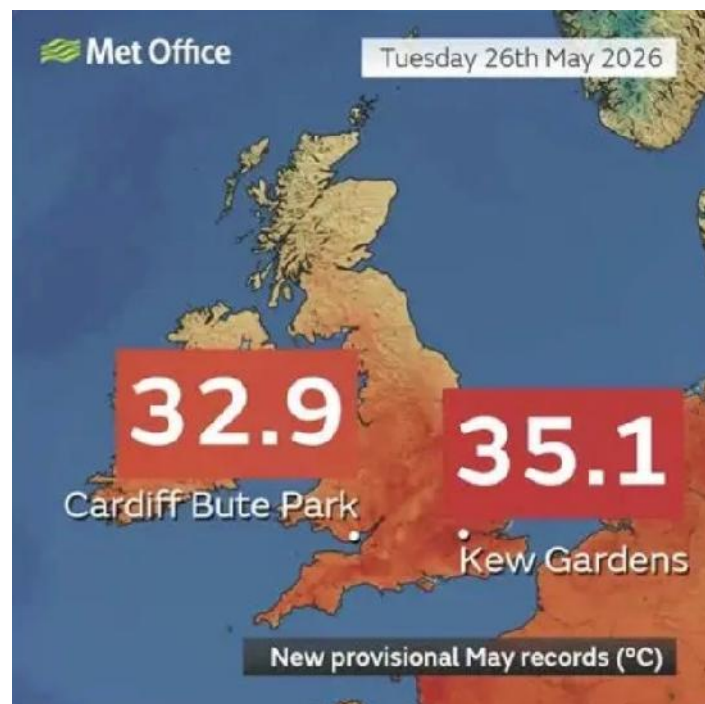
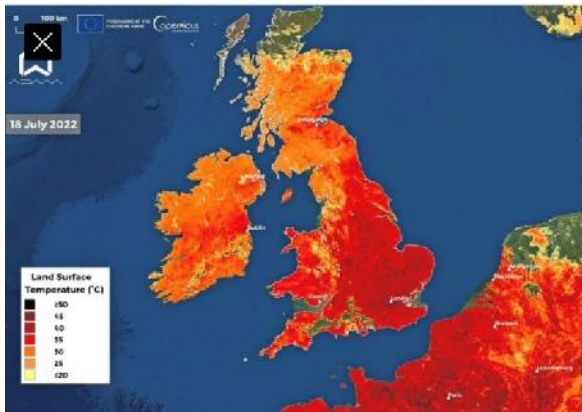
1 part Paraffin
1 part Castor Oil
1 part Ether, plus 2 per
cent. Amyl Nitrate

Propeller Dia.	Pitch	R.P.M.
10	4	6,000
8	4	7,100
8	4	8,500
7	4	9,850
7	5	9,000
6	4	11,250



Since my piece in the July issue of the NC, one contest has been postponed because of extreme heat. Later, after a prolonged lack of meaningful rain and the resulting dry conditions, the MOD issued a red fire-risk warning for Salisbury Plain. A similar warning was issued for North Luffenham. As a result, the FFTC has postponed two Area meetings and the Nationals until later in the year, although, at the time of writing, the warning for Salisbury Plain has been downgraded to amber.

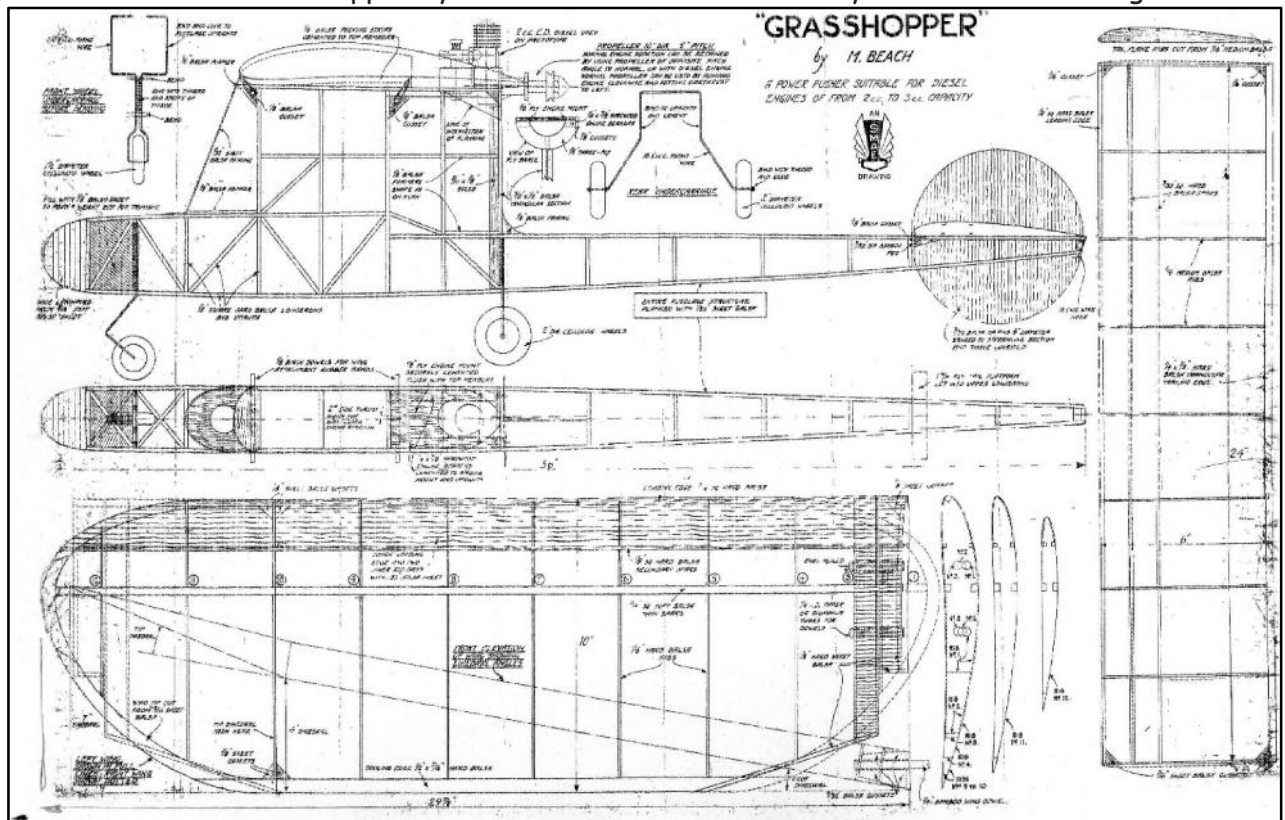
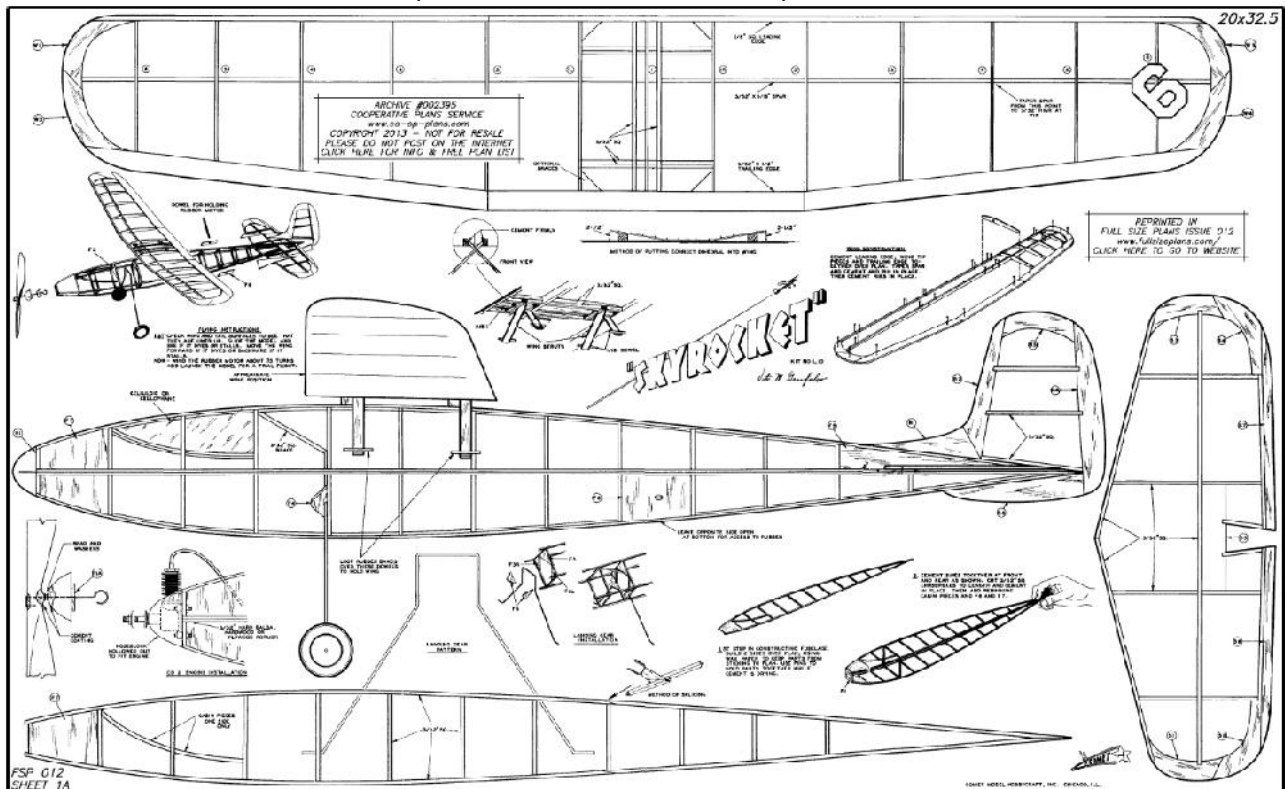
Before this, the FFTC had banned the use of fuse DTs because of the possible fire risk.



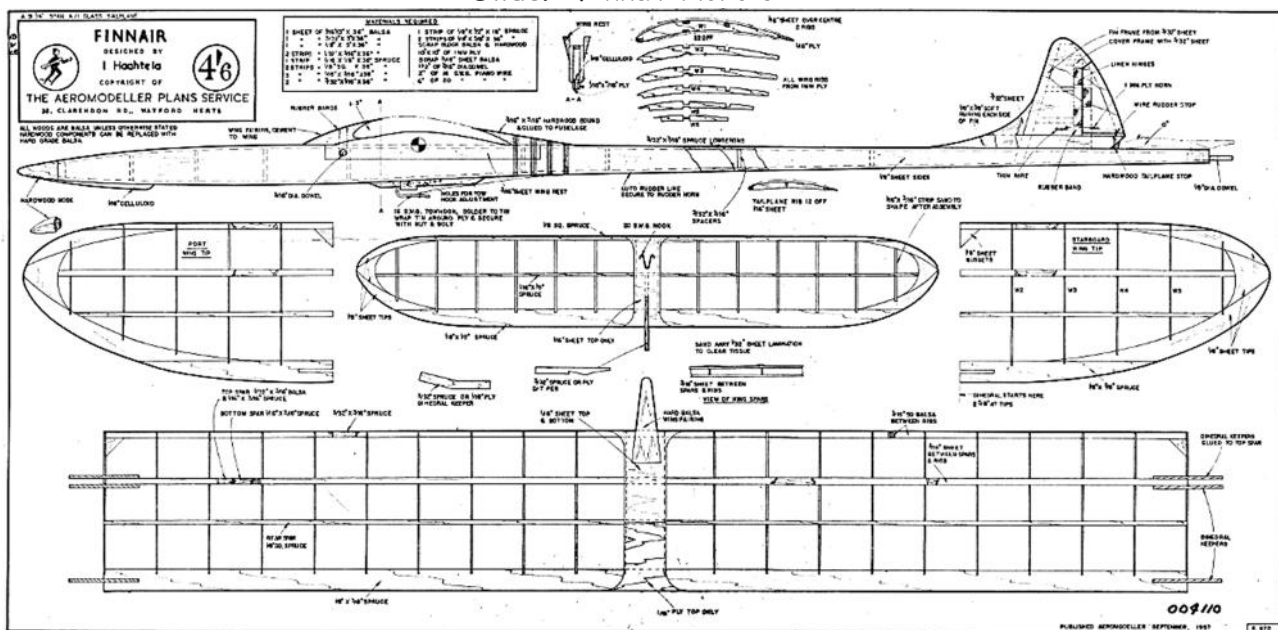
Although these circumstances may seem unusual, they should probably be seen as a foretaste of what could become a regular occurrence, given what is known about climate change. Experts tell us that, as average temperatures rise, weather is becoming more extreme, with greater variation in maximum and minimum temperatures, wind speeds and rainfall, since warmer air holds more water.

We sometimes have to cancel or postpone contests because of bad weather, such as wind or rain, and this is likely to happen more often. Extreme heat and the risk of fire will also lead to more cancellations and postponements.

Ray Elliott



Glider: Finnair Nordic A1



Roger Newman

Events & Notices

2026 SAM Champs Free Flight Schedule, Tangent, OR

Sanction #20308 Class AAA

September 10 8:00 am - 4:00 pm—September 13 8:00 - 3:00 pm

Championship Events Awards will be given out Saturday Night at Dinner

Dinner at Grell Farm on Saturday Night @6:00 pm

Championship Events— can start and finish any day Thursday—Saturday

A Pylon, B Pylon, C Pylon, A Fuselage, B Fuselage, C Fuselage, 20 Second Antique

Large Rubber Stick, Small Rubber Stick, Large Rubber Fuselage, Small Rubber Fuselage,

4 Ounce Wakefield, 8 Ounce Wakefield, Commercial Rubber

Remaining Events flown start any day/ finish any day Thursday thru Sunday

.020 OT Replica, OT HLG, OT Towline Glider, OT Cat Glider

AMA, NFFS, and National Cup Events

Start any day/finish any day Thursday-Sunday

1/4A Nostalgia, 1/2A Nostalgia, A Nostalgia, BC Nostalgia, Early Nostalgia, Dakota, O&R .23 Event, One Design, Golden Age,

AMA 1/2A Gas (J+SO), AMA A GAS, AMA BCD Gas, AMA Super D

Wock, Andrade, Coupe/A1, P-30 Rubber (J+SO), Mulvihill, Nostalgia Rubber Combo, Moffet

E-20, E-36 (J+SO), HLG (J+SO), Catapult Glider (J+SO), Vintage Wakefield/Classic Towline (J+SO)

Low Doc Scale & Fun Scale Sunday AM, Small Sport Rubber, FAI Combo

Scheduled Events; Twin Pusher, Sunday 9:00 AM, Vintage FAI Power (Friday), Pro P30 (Saturday) rounds start @8:30

Entry Fee \$30 covers all events, register on field. Round events \$10 each

Sponsored by Willamette Modelers Club # 536

For more information contact: Glenn Grell 31748 Driver Rd Tangent, Or, 541-979-9648, wmc@peak.org



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 / pjtw@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

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

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.



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

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: martindilv20@gmail.com

INDEPENDENT REVIEW OF DILLY JAPANESE TISSUE

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

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

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

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

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.

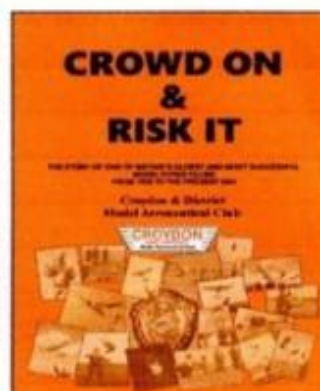
CROWD ON & RISK IT

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 Basingbourn.

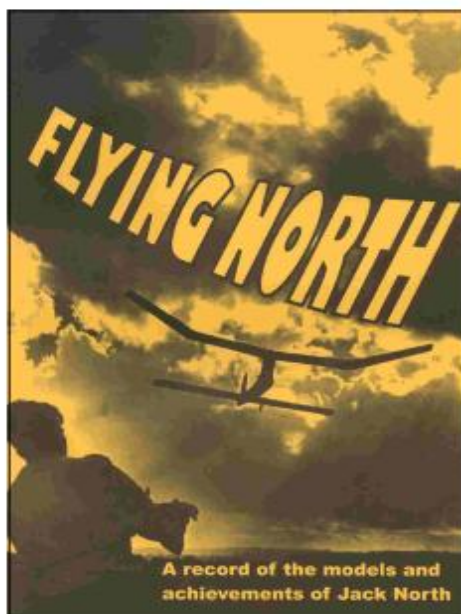
53 designs by Croydon members have been published in the model press and 24 of its members have represented Great Britain in World and European Championship teams. Several have gone on to notable careers in aerospace. *Crowd On & Risk It* covers all this and more.

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

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



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

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

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

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



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

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

for the modest cost of \$30 pa.

Quite a few UK people already belong,

but a few more might help our Parent Body!

Provisional Events Calendar 2026

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

March 1 st .	Sunday	BMFA 1st Area
March 22 nd .	Sunday	BMFA 2 nd Area
April 3 rd .	Good Friday	Northern Gala, Luffenham
April 6 th	Easter Monday	Croydon & SAM1066 , Salisbury Plain
April 26 th	Sunday	BMFA 3 rd Area
May 16 th	Saturday	Oxford Duration, Port Meadow
May 23 rd to 25 th	Saturday - Monday	May Welsh Bangor (see add)
May 23 rd .	Saturday	London Gala, Salisbury Plain
or May 24 th	Sunday	
June 7 th .	Sunday	BMFA 4 th Area
June 28 th .	Sunday	BMFA 5 th Area
July 11 th	Saturday	Crookham Gala, Salisbury
Or July 12 th	Sunday	
July 26 th	Sunday	BMFA 6 th Area
August 2 nd	Sunday	Southern Rally, Salisbury
August 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 jamesrrg@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