NEW Clarion

SAM 1066 Newsletter

Society of Antique Modellers Chapter 1066

Issue nc112026

November 2026

Affiliated to SAM 1066 Website: www.sam1066.org

Club No. 2548



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

Tel: 01788 562632
Mobile 07929263602
e-mail
johnhandrews33@outlook.com

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

Contents

		Page
Editorial	-	2
Amalgamation Update	Tony Shepherd	3
Topical Twists Nov.57	Pylonius	4
Indoor Isn't for Everyone 104	Nick Peppiatt	5
Wallop 2003	John Andrews	8
Here and There	Model Aircraft Nov. 1961	11
2026 Nationals	Laura Butler	13
Engine Analysis: KOMETA MD5	Aeromodeller Nov. 1958	17
Gee Bee Pylon Racers	Wikipedia	19
Southern Coupe League Update	Gavin Manion	23
Jaguar Refurbishment Continued	Colin Shepherd	24
Crookham Gala Report	Chris Redrup	25
Occasional Notes from North Wales	Roger Newman	26
Ole Tiger	Ray Malmstrom	30
Secretary's Notes for November 2026	Ray Elliott	34
Events and Notices	-	37
Provisional Events Calendar	-	42
SAM 35 Events Calendar	SAM 35 Speaks	43
Useful Websites	-	44

Editorial

HOLD THE FRONT PAGE !!! BREAKING NEWS:

SAM35 AGM failed to approve the 'Amalgamation of SAM35 & SAM1066' and have delayed a decision until their 2027 AGM.
The proposed SAM1066 EGM to approve the amalgamation has been cancelled.
This means SAM1066 will carry on as normal, including the New Clarion, for another year.

What's in this issue:

- We kick off with our chairman's report on the disappointing SAM35 AGM. Where the amalgamation of SAM35 & SAM1066 proposal met with resistance from the members present.
- Pylonius comments on the similarity, in his eyes, of all model engines. He also has a few words to say regarding the female modellers. He rambles on covering the sprouting of model shops, Radio Control models colliding with cars, do it yourself modelling, Bristol Scouts model guide and finally a swipe at the weather.
- Pistachio scale models are the subject of Nick Peppiatt's article this month. He harks back to his words on 'Gillows' kits and lists some of the plans for Pistachio models available from the 'Outerzone' plans service. He provides plans for: the Sopwith 5F1 Dolphin; the D2 swallow; and the Menasco Trainer.
- I pitch in with a historic report of my antics at Wallop in 2003.
- Here and There, Model Aircraft 1961, reports on the 'Model Engineering Exhibition'. There are also a few words on the poor attendance at the 'Festival of Brittain' model flying display at Wembley Stadium.
- Laura Butler reports, together with pictures, on the 2026 Nationals at Sculthorpe.
- Engine Analysis is the disappointing Russian KOMETA MD5 control-line stunt engine.
- Wikipedia provides much information on the somewhat iconic full size pylon racers of the American Granville brothers and their Gee Bee racing machines.
- Gavin Manion brings us up to date with the 'Southern Coupe League' with contest results and current league placings.
- Colin Shepherd sends us a couple of pictures of his continuing refurbishment of his Ted Evans designed 'Jaguar'. He is converting to R/C electric.
- Chris Redrup reports on the Crookham Gala.
- Roger Newman has ferreted out a few details on the 'Fairy Delta 2' a somewhat forgotten world speed record breaker. He has also acquired a book on the 'Voyager' featured in last month's issue.
- Plans for one of Ray Malmstrom's delightful models published in the book 'Ray Malmstrom 60 years of IVCMAC'. There appears to be an omission on the plans, I cannot find a wing plan form.
- Finally our secretary reports on the Sept. 20th Croydon Coupe Europa/Sam1066 Gala with results and one or two pictures.

Editor

Amalgamation Update - Tony Shepherd

Chairman's report on the SAM35 AGM held on Saturday 10th October 2026

I attended the SAM35 AGM as a member of that organisation with the hope that the proposal for the amalgamation of SAMs 35 & 1066 to form SAM UK on 1st January 2027 would meet with the approval of the assembled SAM35 membership. Regrettably this is not what happened for the following main reasons:

1) Attendees wanted more written information. Though they had had the same information that 1066 members had received in September, it was apparent that a number of members were unclear as to the full implications of the proposal and felt unable to make an informed decision.

2) Attendees weren't happy that there would be 2 tiers of membership with the non-paying members having access to virtually the same content as the paying members.

   It was pointed out that the money from the paying members is very largely for covering the cost of printing and posting of the paper copies of 35 Speaks that they receive.
   It was however acknowledged that there is also a small element for overhead recovery included which it was felt should be contributed to equally by all members of SAM UK.

   It was also pointed out that the content and format of 35 Speaks in the form that would become available electronically is actually produced at zero cost to the Society by members of the Society.
   It is this that is passed to the printers to enable the printed copies to be produced and it is this which would be the basis of the online electronic copy albeit with certain simplifications.

3) A number of attendees felt that the loss of the traditional identity of SAM35 was a bad move, ie, changing the name to SAM UK.

Following a lengthy period of discussion and debate the SAM35 President, Andy Brough, raised an alternative proposal to delay the amalgamation proposal vote for a year whilst the above points are addressed. The proposal was carried, though not unanimously.

It is interesting to note that SAM35 accepted emailed votes for the amalgamation proposal and of the responses received prior to the meeting 46 were in favour of the proposal and 4 against.

Immediate Implications on SAM 1066

Following discussions with our Editor and IT Team the upshot of this delay is that the New Clarion and website will stay in their current form for another year, all subject to John's continued good health.

Tony Shepherd

Indoors Isn't for Everyone - Nick Peppiatt

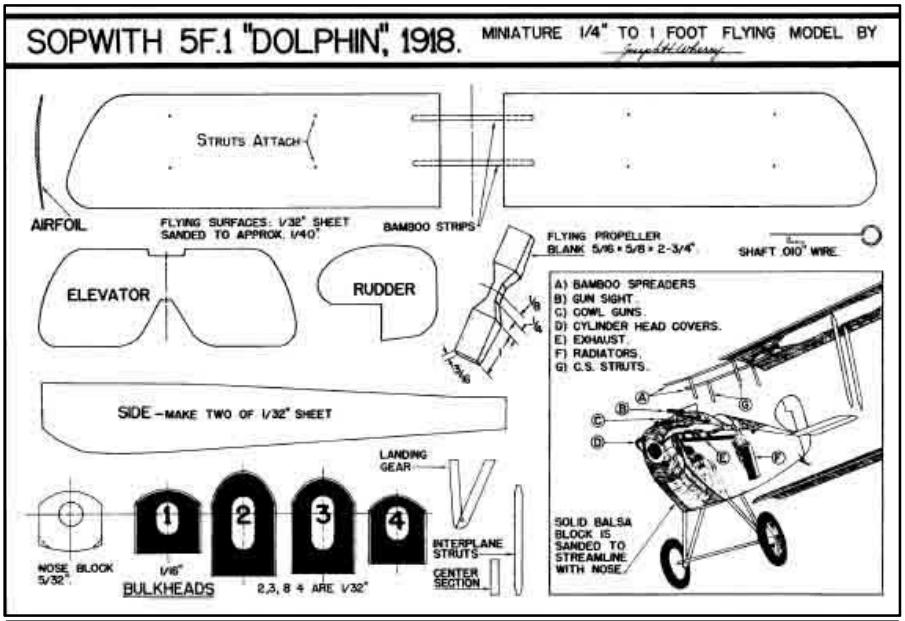
Early Pistachio Scale

As far as I am aware the Miami Indoor Aircraft Model Association (MIAMA) originated the Pistachio Scale class. Their leading light, the irrepressible Dr John Martin, a Miami dentist generally known as 'Doc' organised postal Pistachio competitions through the MIAMA Hangar Pilot newsletter in the 1980s. When I came across the Guillow's eight inch wingspan 'D' series, while investigating their 100y anniversary, I assumed that these had inspired the introduction of this tiny class. The following plans are available on Outerzone: -

D2 - Swallow D3 - Allison Fighter D4 - Menasco Trainer D5 - Air Cruiser

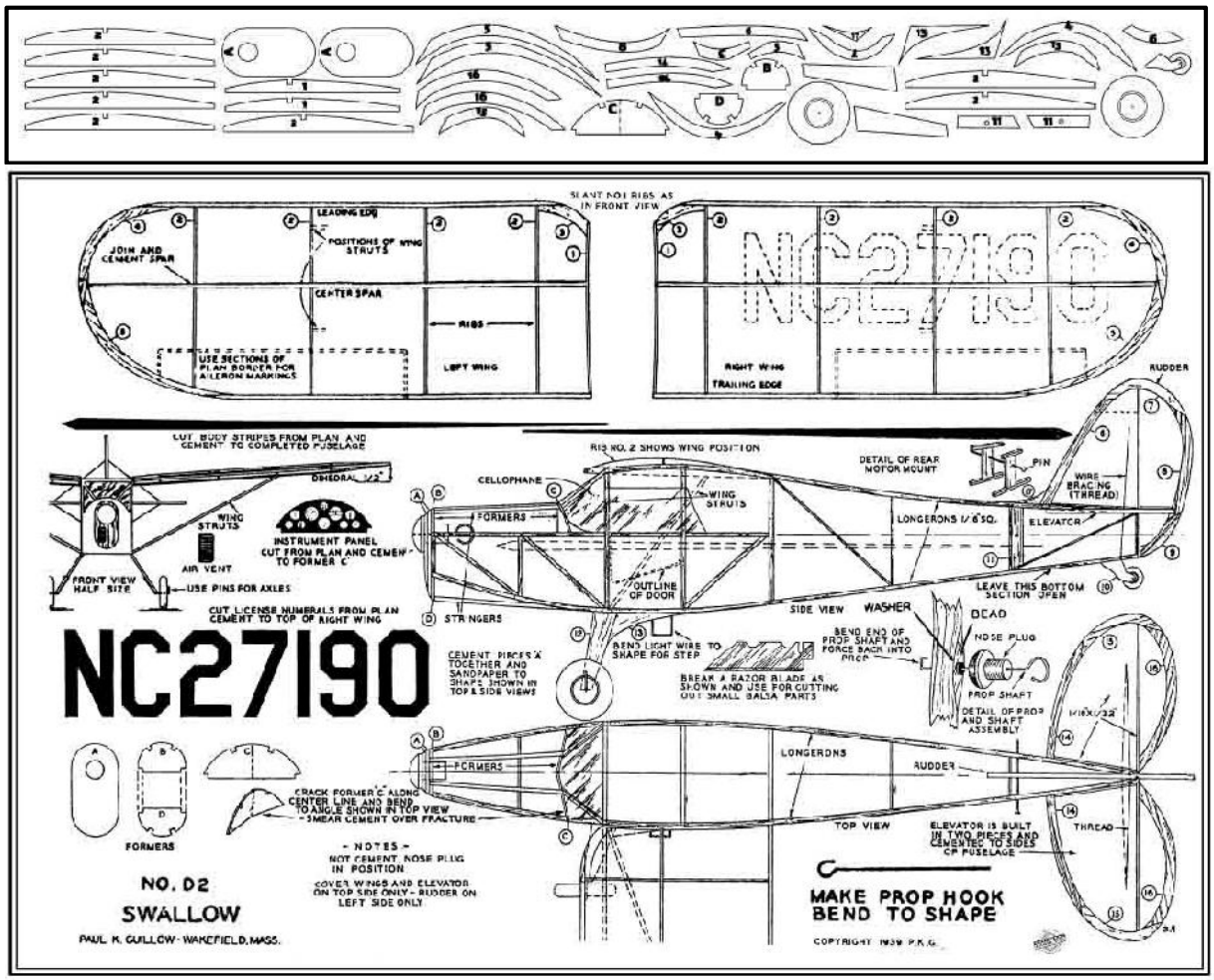
These are © P.K.G. 1939. I do not know whether there was a D1, or, indeed, any others. The Allison Fighter, Menasco Trainer, and Air Cruiser are semi-scale, although our plansinmags spreadsheet has the last listed as a Bellanca Aircruiser, which it clearly is not! I assume the source of the plan is incorrect. More on these later.

However, on checking the March 1983 edition of the Hangar Pilot, which contained an early introduction to the Pistachio Scale class, there is a reprint of the oldest Pistachio plan that MIAMA could find at the time. This is Joseph Wherry's all-sheet Sopwith Dolphin, published in Air Trails and Science Frontiers, April 1947.



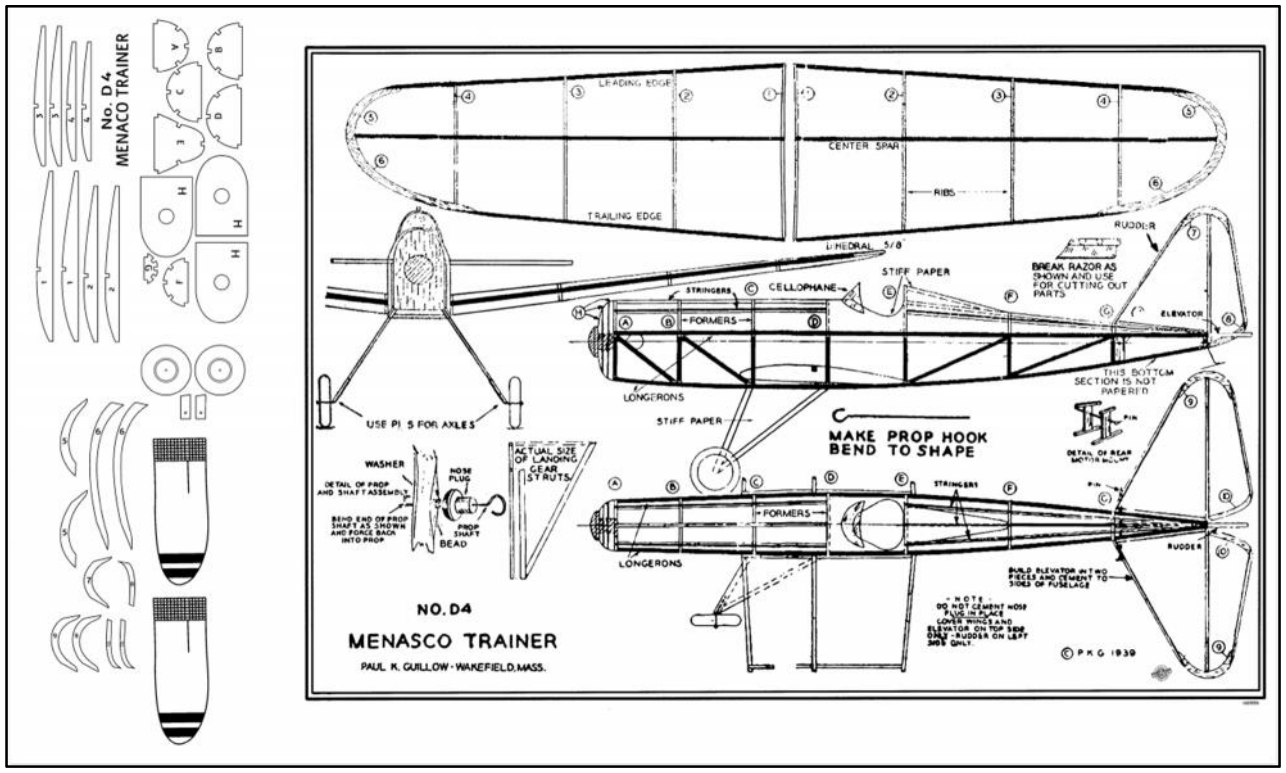
In his article accompanying the plan Joseph Wherry states that the model 'will make several turns around your parlor when fitted with the flying propeller before color doping. Two coats of thin color dope will enhance the beauty of your model, but will make it a bit heavy for powered flight.'

The earlier Guillow's models were of much lighter construction, and more typical of the later balsa stick and tissue Pistachio Scale models. The D2 Swallow plan from outerzone is reproduced below: -

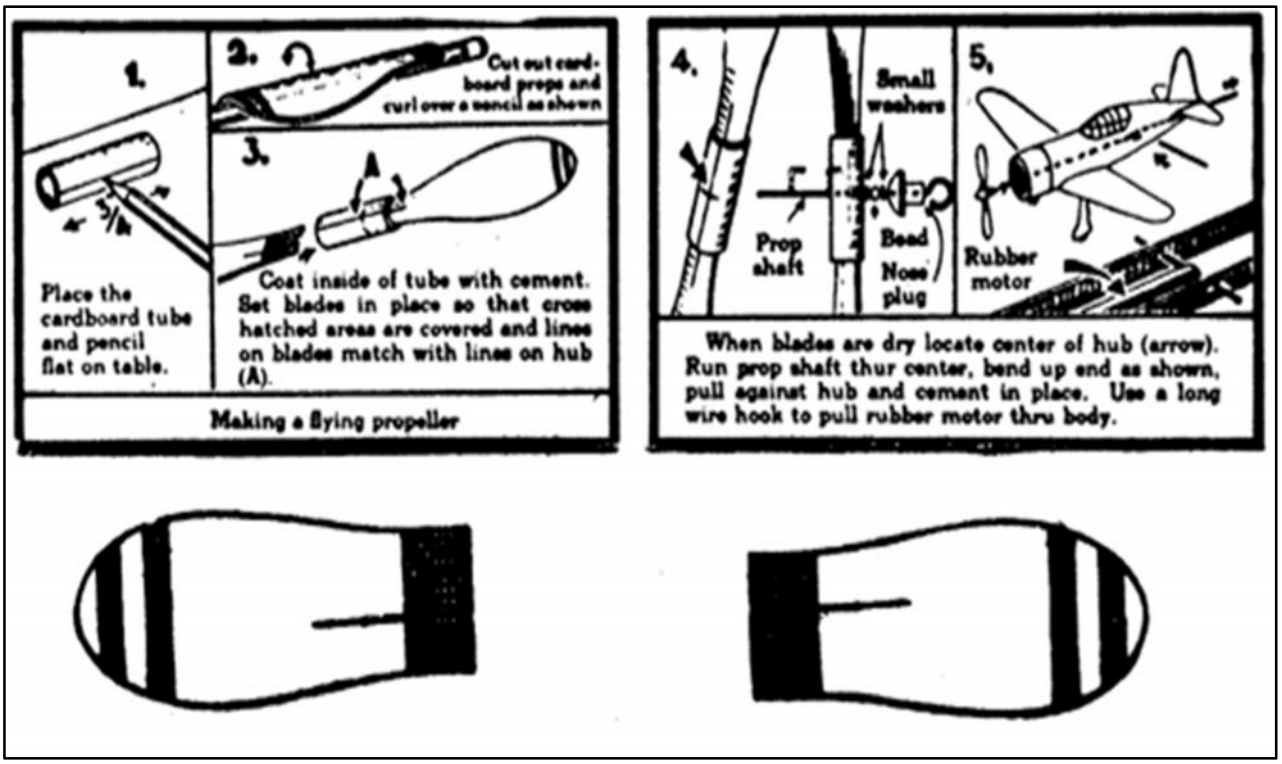


It is a spot the difference puzzle to compare this plan with that of the sixteen inch wingspan F82 Swallow, which has been the subject of my recent articles. The D3, D4 and D5 plans do not show any wood sizes, but I would assume that they are constructed from 1/32" square (but see later) and 1/32" sheet from how they are drawn. I think the wood sizes on the D2 Swallow plan, i.e. 'longerons 1/16" sq' and '1/16"x1/32"' on the stabiliser, with one arrow pointing to nothing, are residual from the plan of the twice size model. There are no ribs in the horizontal and vertical stabilisers of the small models and clearly one was expected to 'MAKE PROP HOOK BEND TO SHAPE'.

I have also included the plan of the semi-scale Menasco Trainer. Note that two of the semi-scale designs have their names taken from aero-engine manufacturers, the Allison Engine Company and the Menasco Motors Company. The Outerzone notes for Guillow's D4 have a link to a website with more information on the kit: - Guillows No. D4 Menasco Trainer Kit - Airplanes and Rockets Website , which is run by a Kirt Blattenberger. The kit itself appears to be from the World War ll period, when balsa supplies were severely restricted. The balsa strips were supplied as a spray of 3/64" square, which I think is sawn with multiple thin blades on a spindle, spaced to suit the strip width, rather than die-cut as stated on the web page, and there is a piece of balsa for the noseblock.



The formers and flying surface outlines are printed on 1/32" thick card. The kit contents also include sheets of white and green tissue. Patterns for cutting the tissue are printed on the reverse of the plan. The condition of the actual Menasco Trainer plan shows what a good job the outerzone contributors do in cleaning up plans for reproduction. There are instructions, see below, for making a propeller from two cardboard blades and a length of cardboard tube. However, all the 'D' series plans suggest a wooden prop, the diameter of which is not clear. It would certainly be a challenge to construct this model from the materials in the style of the wartime kit, and, as usual the flying surface/fuselage joints would need improving.



Nick Peppiatt

Wallop 2003 - John Andrews

Extract from old paperback Clarion 2003

John Andrews – Wonderful Wallop 2003

This year, with no C/L Nationals or golf commitments, I was free for the three days of the Wallop World Championships, so you are in for a blow-by-blow account of the whole shooting match.

Speaking of shooting, I am an active small-bore (no comments please) rifle shooter. Back in the late 70's and early 80's the wife and I competed each year in the National Small-bore Rifle Association Championship Meeting at Bisley. It was a weeklong affair and we camped out on the range campsite for the duration of the meeting, so I fancied a weekend under canvas again.

The large six berth frame tent had been lodged in the roof of my garage for the past 20 years and although it proved to be serviceable, I realised I would be unable to achieve erection (no comments please) at Wallop on my own.

I then changed horses and got out a small igloo type tent but there was definitely not room enough for a camp bed and me. I was not going to spend three nights sleeping on the ground so what to do? Rachel, the wife, solved that problem when she decided she was coming with me, so no camping. It was getting a bit late to start looking for accommodation but, out of the blue, Brian Roberts rang me to see what my plans for Wallop were, and when I told him of my dilemma he soon had us booked in at his B & B, another problem solved.

Saturday, day one, Rachel and I arrived on site and, as is our norm, up to the café for tea and sausage batches. Amply fortified we joined the end of the flight line to find Brian next to us; it was going to be a lucky meeting without doubt. We set up the beach tent and umbrellas as Brian was assembling a beautifully built Ted Evans 'CLIPPER'.



Ted Evans 'CLIPPER' by Brian Roberts
Exhibition finished in red and yellow with fully glazed cabin

Brian said he had started to build it 47 years ago and had only recently finished it. No wonder it looked so good. The model was exhibition standard, not at all like my own, rough end of serviceable, standard. In true vintage spirit, he had a brown Pirelli motor to boot. The Clipper was completely untrimmed but the glide looked OK so Brian put a few turns on and away she goes in a lovely right-hand climb, the only fault being a reluctant glide turn. A few more flights with celluloid trim tab adjustments and increasing turns had the model looking absolutely perfect.

For my own part, it was first things first, off to Tomboy control and register. Back at base I fired up the Irvine Mills and away went the Tomboy for a first effort of three minutes or so to get on the books.

Next it was Small Rubber, I nailed the Hep-Cat together, had a quick check flight then up for real. Brian was on the watch and away went the Hep-Cat in perfect conditions, vertical to start, then rolling into a steep climbing spiral followed by a good cruise to a prop fold very high up by anybody's standards. A textbook maximum and D/T'd down in the middle of the field. After short rest, in the rosy glow of my initial success, I wound up for my second attempt and released the Hep-Cat again, in good rising air. Up she went again, even quicker and higher than the first flight. I swelled with pride when I heard a nearby flyer remark to his companion "Look at that, I've got to make one of those".

I had maxed again, with another textbook flight. Two maxes in the bag, Oh boy! was I on a roll. My regular readers, if I have any left, will recognise a familiar pattern here. Overconfident, you bet.

I wound for my third flight and launched the Hep-Cat once again. Where was the vertical climb? gone, just a gentle spiral followed by a flat cruise to an indifferent altitude. The model was down, short of requirements, I hope the nearby flyer that witnessed my second max was missing for the third flight.

Duff air? Duff rubber? Duff flyer? I think a combination of all three at best.

Having shot my bolt in small rubber, I went back to base, kicked the metaphoric cat and turned my attention to the Tomboy to start improvements. There was a slight breeze by now, as it was early afternoon, so I set the Tomy timer on the Tomboy to about 4 minutes which I expected would see me down in the field.

I fly my Tomboy with the Irvine Mills at full-wack using a full standard tank. I only fly it in the Hilda Baker event and now, after three years events, the Mills is getting run-in and the model's climb has become somewhat akin to a Banshee's. Nowadays the altitude reached on the full tank is considerable and binoculars are required to see when the engine stops. The D/T descent also takes some time, resulting in a lot of guesswork to keep flights in the field when in lift. As has been suggested before, it would be much more reliable to run on low power with a big tank, thus limiting the altitude, thereby making flight control more accurate. However phut-phutting about is not my way, I'm much too flamboyant for that style of flying.

Back to the Tomboy flight, up she went and, when the engine cut, Tomboy was in a stonking great thermal. With the altitude and slight breeze, the model was soon over the edge of the airfield, still rising. About then, I was wondering what had happened to the D/T, but the model was so high I could not tell whether it had tripped or not, more on that later. I hadn't bothered to take my spare binoculars with me and as a result I lost sight of the Tomboy. I was still on the airfield, as I had had to stop cycling to keep it in sight as long as I could. I had the impression that the model was losing height when I last saw it so I took a line on the horizon, left the bike by the sewage farm gate and set off over the road. Luckily, the line was between the wooded areas and, three fields later, there was the model only about thirty yards off my line.

Back at base again, Brian had clocked the flight at five minutes or so but had lost sight of it over the hump. He had entered the time on the flight sheet, so I had to endorse it 'out of the field'. I rested my weary bones for a while and watched Brian with the Clipper and the efforts of other modellers' roundabout. Flying conditions were close to ideal later in the day, so it was back into the fray with the Tomboy again.

I mentioned earlier that the D/T was somewhat doubtful on the flyaway and investigation revealed that the Tomy had lost one half of the weight bar, which was rattling about inside. This made the timer indecisive as to whether it would keep running. I bend my weight bar in a V at the rattler and heat it with a cigarette lighter to fit it. This anneals the piano wire and if you adjust the angles too much it appears that the arm may snap off at the bend under vibration. A point I must bear in mind for my new Stomper, which also sports a Tomy D/T. All was not lost with the Tomboy D/T however, as originally it was built with a fuse set-up which was still in place, so back to square one.

Small digression over, but it was relevant, anyway back to 'the' Tomboy flight. Being late in the day, the drift was minimal so Brian and I set up towards the middle of the field, on top of the rise for a good view. Up goes the Tomboy with a yard and a half (slight exaggeration) of fuse on the tail, it was set for about eight minutes as near as I could guess.

The model zoomed up doing its stally imitation of the Banshee roll and we were soon craning our necks to see it overhead. After a couple of minutes the engine stopped and the model started to glide, in what must have been a large gentle patch of lift, appearing to just sustain the existing height. After about four minutes, the model started to drift too quickly towards the edge of the field over by the fire practice area and began to lose height. I was now wishing I had not set it off in the

middle of the field. I was cycling along underneath it and it drifted right over the edge of the field, then back in again on the inner half of the circle. Tomboy was about 100 feet up at this time and I was cursing my luck when on the next inner turn the drift changed.

The model moved off left, following the peri track and completed the flight with a neat three pointer well in the field, just over seven and a half minutes after launch. For once things had gone right for yours truly, even the D/T, which popped as I picked up the model.

We then called it a day, had a good chinwag with all and sundry in the area and on the campsite, then off to the pub up the road for dinner. In the pub we met Malcolm Jagger, had a chat about the whirlwind at Old Warden as we demolished the meal, then a couple of pints later we ferried Malcolm back to the campsite on our way back to the B & B.



Author with two models, Tomboy and adoring wife Rachel

Day two, Sunday, was a rest day for us. The drift had turned through 90 degrees and we were set up on the far side of the field. I had a few flights with the Tomboy but there was now a definite breeze and it was obvious that I would not be able to better my day one flight. I had no other models for the competitions of the day so it was a few test flights with my open rubber models and assisting Brian with his glider. The weather was great and it was a real pleasure sitting about watching all the activity. On days like that at Wallop, you don't have to fly anything to enjoy yourself.



Your scribe steps up for his major prize, a kiss from the delectable Carol Farley
Also second place & best diesel in Tomboy

Day three, Monday, I had a recently finished Archilles, which would go in very small rubber but my attempts at trimming in the slightly stronger wind soon had a cracked longeron and other minor damage. It now occurred to me, that I had half a dozen flights or so in Tomboy, why not go for the most flights over two minutes. The wind was now blowing back towards the hangers, but two minute flights were still well short so I started to get a few done. I did about three flights, then, at control, I asked Carol Farley how others were doing. Somebody had already done over a dozen and a simple calculation at about 15 minutes a flight made me realise I could not catch up. Decision, rest on my laurels from day one and wait for the prize giving.

John Andrews

Here and There

THE EDITOR COMMENTS ON CURRENT TOPICS

THE "MODEL ENGINEER" EXHIBITION

One of the main attractions at this year's *Model Engineer* Exhibition, the attendance at which exceeded last years by some thousands, was the Model Aircraft Competition Section.

Here the current popularity of flying scale models was very much in evidence and some remarkably fine examples of workmanship were to be seen. The judges task was a very arduous one and the standard was so high that it would be no exaggeration to say that at least 75 per cent. of the models entered deserved to win a prize.

The Championship Award went to P. M. H. Lewis, of London, N.3, for his splendid 1/18th scale Hawker *Demon* which was a very fine example of clean construction and neat finish.

The "eye catcher" in this section was however, undoubtedly a model of a supersonic Naval jet which was entered by L. W. Harrison, of London, S.W.6. This was a very close runner-up for the Championship Award and the wealth of detail which had been incorporated in the model was incredible. Mr. Harrison certainly deserves full marks for his imaginative skill.

Next month's MODEL AIRCRAFT will contain a complete list of the prize winners together with photographs of the winning models.

AUSTRIA WINS THE A/2

As we go to press we learn that Oskar Czepa (pronounced Sheppa) of Austria, has won the 1951 Swedish Cup contest for A/2 gliders, with a three-flight aggregate of 871 seconds. All three of Czepa's flights were, in fact, maximums (five minutes under F.A.I. rules), bad visibility rendering the official time of his second flight as 217 sec.

The winning model is unorthodox in design and completed different from accepted British or Continental "Nordics." A very large wing area is employed with a span of over 6 ft., the tailplane area being only about one-seventh of the wing area. Fuselage is of the stick type, and also very long. The necessary fuselage area is given by a nacelle-type fairing around the *tailplane* centre section. Another most interesting feature is the bird-type aerofoil section employed.

According to the designer, models of this type give their best performance in still air conditions. This is particularly significant since the 1952 contest will be held at Graz in Austria in, so we understand, still air (as far as this can be guaranteed). We are therefore publishing plans and a detailed description of the design features of this winning model in an early issue. We hope, also, to include plans of the second place model (Petkovski of Jugo-Slavia), which also incorporates a number of unusual features.

R. C. Monks was top place British team member, placing fourth (including two maximums). Other British placings were H. R. Thomas 14th; W. T. Bailey 28th; and W. P. Holland 29th, out of a total of 42 entries.

The International Power Duration event held at the conclusion of the meeting was won by Jacques Morisset, of France, with a conventional long-moment pylon design with a British Elfin 2.49 motor. R. C. Monks was also fourth in this contest (Elfin 1.8)

Swedish Cup Result			*sec. agg.*
1. Oskar Czepa	Austria	... ...	871
2. Ljube Petkovski	Yugoslavia	... ...	800
3. Arne Hansen	Denmark	... ...	797
4. R. C. Monks	Great Britain	...	754
5. Pierre Serres	France	... ...	725
6. Andre Avonts	Belgium	... ...	689

(11 nations competed)

A detailed report of the International meeting at Bled in Jugoslavia will be given in our next issue, this meeting having been covered for us by Ron Warring, with Don Brockman as photographer.

WEMBLEY LESSONS

In view of the fact that the so-called Festival of Britain National Model Flying Championships, which were held at the Empire Stadium, Wembley, on July 14th, only drew a crowd of little more than 1,000, we can probably take it for granted that the sponsors will not be prepared to repeat the experiment next year.

From the competitors' point of view it was an enjoyable meeting, but it must be borne in mind that it was not organised for the benefit of the competitors—a point which seems to have been overlooked by many of the fliers present. The object of the Wembley Stadium authorities was to put on a show which it was hoped would attract sufficient numbers of the general public to make it a paying proposition. After all, they do not run speedway race meetings because the riders enjoy motor-cycle racing or greyhound races to provide exercise for the dogs!

It has been said that the poor attendance was due to the almost entire lack of press publicity which the meeting was given; to a certain extent this may be

true. Supposing, however that a crowd of say 20,000 had been present, would the sort of show which they would have seen have kept them interested for 3½ hours and sent them home feeling that they had had good value for their money? We doubt it very much. Such shows are all right in small doses as additional attractions at air displays, fetes, etc., but a whole afternoon of C/L flying is, even to us, positively boring. Speed flying in particular is extremely dull to watch, unless one happens to be a C/L fan, and present day stunt flying is not much better. At Wembley the only demonstrations which had any spectator appeal were the mock " dog fight " between the *Flying Fortress* and the Fokke Wulf 190 and the flights made by the large Bristol *Brabazon* and Johnny Nunn's jet powered D.H. *Vampire*. As we have said before in these columns, team racing could be made interesting for the unitiated to watch if it was well staged. However, in an arena as large as Wembley Stadium the fact that team racers are relatively small models is a big drawback.

We have mentioned all these points because we would not like to see the Wembley fiasco repeated. If at some time in the future a sponsor is found who would be prepared to back the organisation of a similar meeting we hope that the lessons learned at Wembley will be remembered—otherwise the event may well do the model aircraft movement far more harm than good.

TIMEKEEPERS, TYRO AND EXPERT

We could not agree more with our contemporary when they raise the question of the varying standard of eyesight as displayed by timekeepers at important National events. The standard of contest flying is now very high and, even in poor weather, something like a minimum three-flight aggregate of 12 min. is necessary to get into the top places.

Now, in poor weather, it is often very difficult to keep a model in sight for 4 min., and contests are won and lost on the ability of the timekeepers concerned to follow the flight through as far as ever possible. A system which allows a model to be clocked off immediately it disappears from view, even if momentarily, when it may be hundreds of feet up and obviously good for a much longer *actual* flight time seems unfair. When a model is quite high and near the limit of visibility it is generally invisible and visible, alternately. As it turns one way it disappears from sight and then re-appears again on the other part of its glide circle. The inexperienced timekeeper tends to " press the button " immediately the model first disappears from view, the more favourable official to wait until it is obvious that the model will not re-appear again and is definitely " out-of-sight." That two such interpretations of the rule are possible is inconsistent, to say the least.

There is no simple solution to this vexed question of timekeeping. We have heard many suggestions, and thought of a few ourselves. A simple eyesight test will not do much to improve the position, although it is a definite fact that many people just cannot see a model at a distance when it is clearly visible to other onlookers.

One suggestion made by a leading contest flier was to allow 10 sec. from the time a model first disappeared from view before clocking off. If the model reappeared again within that time, then timing was continued, and so on. Another suggestion was that binoculars should be used *in the really important National events*. Cost would prohibit the universal use of binoculars—those clubs or areas which had enough would obviously be at an advantage over poorer rivals—but it is not impossible to hope that with, say, a set of six official timers for the Wakefield and Nordic Trials enough binoculars could be bought—or borrowed—to eliminate the " eyesight factor " from a model's official performance

One thing we do not want to see, however. With all this publicity now being devoted to clocking models off too soon the natural reaction may be for timekeepers in the future to err on the side of being too generous and resolutely refusing to clock off as long as they *think* the model must still be airborne. This could lead to a state of affairs even worse than the present!

CIRCULAR RUNWAYS?

Once again the full size people have " borrowed " an idea from the modellers. The U.S. Army are now using control line take-off to launch remote control target models. The model is placed on a three-wheeled dolly tethered to a central pole by a 70 ft. cable. After some three laps the aircraft has picked up sufficient speed to become airborne and fly off the dolly, to continue in free flight under radio control. Previously the method of launching used was by rocket assistance, off a specially prepared ramp. This new method, it is claimed, saves both time and expense. Perhaps it is not beyond the bounds of possibility that one day we shall see conventional aircraft with pilot and passengers aboard taking off " control-line style." It would save a lot of runway!



The supersonic Naval jet " Attacker " model by L. W. Harrison, of London, S.W.6, which attracted a good deal of interest at this year's " Model Engineer " Exhibition

2026 Nationals - Laura Butler

2026 Nationals: Sculthorpe August 29th.-31st..

We only had an hour's journey to Sculthorpe after staying away for a few days in Lincolnshire, we had a bright but blowy morning when we arrived.
There were not a large number of us but numbers did grow as the day continued.

Saturday was the combined classes mostly with others also added. We started at the end of the airfield to see an electric fence in front of us and by the time flying commenced a rather large amount of cows descended to this fence. Wayne launched unsuccessfully his combined rubber model that ended up straight in the middle of the cows, he did manage to retrieve it, under the instructions of others, from the cows that had trodden on it. This was the first of three such cow related model inspections and ended being won outright by the cows with a score of 3-0 to the cows.

We did eventually move further up the airfield with less cow involvement but mainly due to the wind direction. Sculthorpe is very big and was nice to fly on and retrieving by car as instructed was also quite different, some liked it some didn't but all went ok.

Combined glider was the biggest class on the Saturday with 10 x entered, Combined Electric 8 x entered, Combined Power 6 x entered, Combined Rubber 5 x entered. 5 X other classes were also run with x 7 more entered. Sue Johnson won the Women's Cup.
Please as always check the results on the BMFA FFTC website so no mistakes.

We attended the Sunday at Sculthorpe, a bit more overcast than the Saturday with a bit of low cloud/mist at first but that did burn off quite quickly. The flying started further down the airfield that kept us away from the cows, but sheep were the animals of choice that day but they were not really interested in the models like the cows'.

Sunday was mainly FAI day with F1A & F1B both having 5 entries each, F1C 3 entries (Ken unfortunately not feeling 100% sat out from flying and timed for others) and F1Q 2 entries. Classic Glider, Vintage Rubber/Power & SLOP were also run.
The early flying models in the FAI rounds were just flying in the low mist but this did clear and it was not long before it became quite busy at times with models flying. Again retrieval was by car like the Saturday which all seemed to work out ok.

We gave our club mate Dave Cox a hand with timing etc. in Vintage rubber/power in the morning, unfortunately we were not flying due to other commitments (plus an untrimmed model) and we left the competition site at midday heading for home.

All in all a very good weekend flying at a very large site, most if not all seemed to enjoy themselves with not too many dramas. Wayne, Gary and Bob could have done without the cows but have joined the Hoof Proofer club with Peter Martin from the previous outing at Salisbury Plain.

Hopefully the mini Nationals at North Luffenham are well attended and hopefully we can all be back together again at the 2027 Nationals in one place for 3 days as we were in 2025.
A good result for all after the cancellation of the original days due to circumstances out of ours or anyone else's control.
Thanks to all that organised, helped, timed, attended, plus those behind the scenes doing what you do to make this happen including the FFTC.
See you in 2027.

Laura Butler

Sculthorpe Nationals Pictorial

Pics courtesy Paula Butler
























53756









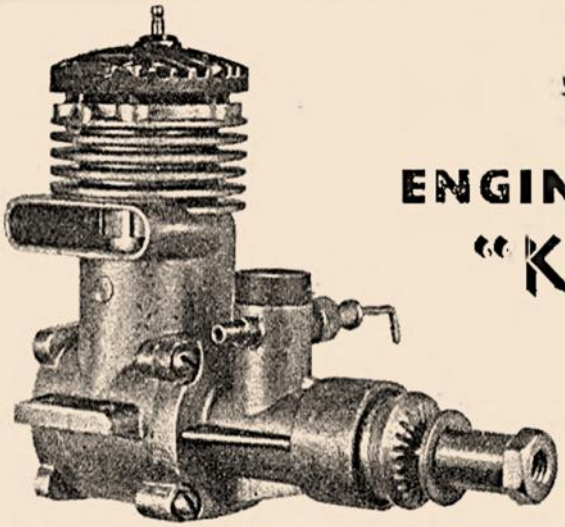






Laura Butler

Engine Analysis: KOMETA MD5 - Aeromodeller Nov. 1958



ENGINE ANALYSIS No. 53

"KOMETA" MD 5

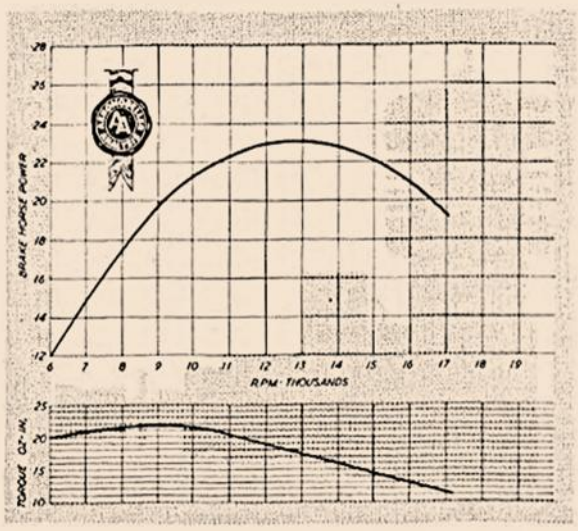
Disappointing power figures on our test example of the engine used by U.S.S.R. for stunt in Brussels.

—by R. H. WARRING

THE OLD TENDENCY to discredit Russian engineering and technical progress has been exploded as something of a myth in the light of their achievements within the last decade—particularly in the field of aviation and rocketry. Russian aeromodellers, too, have met their counterparts from the free world on common ground and established that their performances are certainly of world standard, with their designs incorporating original thinking.

We know so little of Russia, and have had so little direct contact with their engineering productions, that we can only hazard guesses as to their true standards. Most industries certainly appeared to start out by copying Western standards and consequently to lag behind these countries in development. The Russian cars, for example, had the very familiar shapes of British and American cars of two or three years previously. Illustrations of model aero-engines showed a similar resemblance to "early" Western layouts and appeared comparatively crude by contemporary standards. But Russian technical achievements in certain fields are outstanding, and to "type" all productions on a generalised basis can be most misleading.

Model aero-engine production must rate as relatively unimportant in the national scheme and so could hardly be expected to receive the same degree of development and technical backing as, say, full scale rocketry. Thus the *Kometa* engine, as presumably typical of a contest type widely favoured for control line work, shows nothing remarkable either in design or performance. The design layout, in fact, appears very largely to have been influenced by the Italian Super Tigre, having such features in common as general appearance and construction; the method of head fixing leaving a gap between cylinder head and cylinder jacket; using the rear ballrace as a location for the crankshaft; and the needle valve lock. On performance the *Kometa* was very disappointing, only coming up to the standard of a good 2·5 c.c. diesel of half the capacity, although there are reasons to suppose that this may not be typical of the design. It is also a very heavy engine for its power.



The engine supplied had definite high-speed timing and "speed" ports, but with a venturi insert in the choke tube more consistent with a "sports" engine. Both the liner and venturi are obviously interchangeable and whether we had a correctly "matched" combination or not we do not know. At one period, indeed, we thought that possibly in view of the low prop-r.p.m. figures achieved the *Kometa* was designed for opposite-hand running, but a check on the timing confirmed that it is intended to run in the conventional direction.

Another feature was an almost complete lack of compression, which made starting difficult, for the engine was both reluctant to suck fuel and to achieve sufficient compression in the head for firing. The Russian glow plug was quite ineffective on 2 volts and needed at least 3 volts to produce an adequate element temperature. And, having got the engine going, it was found that the needle valve could not be closed down enough to lean-out the mixture for optimum running, *i.e.*, when fully closed the mixture was still much too rich.

It proved impracticable to resolder the needle in a different position (a very hard solder had been used originally which would not soften under red heat) and so a new spray bar unit was fitted for the tests. The original needle had a very fine taper and the replacement was considerably coarser. Needle valve setting was found very sensitive which would verify that the very fine taper on the original was a highly desirable feature.

Because of the extremely advanced timing (the intake closing very late, or some 60 degrees after top dead centre) starting and slow speed running proved relatively difficult. Once having fired, however, the *Kometa* ran steadily and well on all propeller loads, and was most

SPECIFICATION

Displacement: 4·77 c.c. (·299 cu. in.)
Bore: ·747 in. Stroke: ·664 in.
Bore stroke ratio: 1·085:1
Weight: 8 ounces
Max. B.H.P.: ·234 at 13,000 r.p.m.
Max. torque: 21·8 ounce-inches at 9,000 r.p.m.
Power output: ·049 B.H.P. per c.c.
Power/weight ratio: ·029 B.H.P. per ounce
Material Specification:
Crankcase and cylinder jacket: light alloy pressure diecasting
Cylinder: steel, heat treated and annealed
Piston: light alloy casting, machined to finish. Two cast iron rings
Crankshaft: hardened steel
Con. rod: light alloy forging (casting?)
Bearings: two ball races (Russian origin)
Bearing unit: light alloy die casting
Cylinder head: light alloy die casting, anodised. Aluminium gasket seal
Spraybar: brass, plated needle and thimble
Venturi: aluminium, anodised
Prop. driver: light alloy, brass split collet

happy running at the higher speeds. Below 10,000 r.p.m. there was appreciable blow-back through the intake—literally spraying raw fuel out of the choke tube—and performance on large propellers was pretty poor. Running above 12,000 r.p.m., however, was most steady with the critical adjustment of the needle valve almost certainly a feature of the needle valve fitted. Fuel consumption appeared to be relatively high without being excessive.

All the test runs were conducted with a standard racing fuel (Mercury No. 7). Undoubtedly performance would have been improved considerably by increasing the nitromethane content, although not to any exceptional standards. There was no call to increase the dope content to match the design compression ratio, although this may have made for easier starting. The main trouble in starting, however, was the high leakage past the piston.

Constructionally the *Kometa* comprises a relatively massive crankcase-cylinder casting in light alloy, the transfer passage and diametrically opposed exhaust stack being formed integral with the casting. The casting is machined internally and the front faced off.

The cylinder liner is relatively thin, with a wall thickness of approximately $\frac{1}{32}$ in. fabricated from steel and heat treated, although relatively soft in the finished state. The bore is finished by honing after reaming and the cylinder is ground externally where it fits into the casting (and quite a loose fit, incidentally, although this did not appear to leak). Square-shaped exhaust and transfer ports are cut in the cylinder walls, diametrically opposed and with a very large degree of overlap. A single transfer port is drilled in the cylinder wall matching a similar hole drilled in the piston. This characterises the "speed" liner and shortens the length of the effective transfer passage. An alternative liner can be used with this engine without the piston port, transfer being effected up the side through the cast-in passage. This alternative liner is also appreciably shorter. The bottom of the bore of the "speed" liner, incidentally, is relieved by boring. A certain amount of hand work is done on the liner after heat treating, notably the cleaning up of the edges of all ports with a file.

The piston is a light alloy casting, machined externally and internally and left somewhat heavy. The asymmetric head is domed and incorporates a deflector plate. Two cast iron rings are fitted, each ·039 in. deep, neither of which bedded down as well as they could have. The turned finish on the piston, too, was relatively rough, although this has no particular significance.

Both the gudgeon pin and crank pin are 60 mm. diameter, the former being hollow and press-fitted into the piston. It was difficult to tell if the connecting rod was a casting or forging in light alloy, but it appeared to have been shot blasted and then finished off by filing to remove any remaining flash. Both the big and little end bearings are slotted for lubricant distribution.

The crankshaft is a massive affair, ·472 in. (12 mm.) diameter at the rear, stepping down to ·275 in. (7 mm.) and then at the front to a 6 mm. (metric) threaded length (a ¼ BSF nut will fit this thread, incidentally, although a little loose). The weakest point of the shaft is undoubtedly the end of the thread which is necked and could be a source of failure. The hole through the centre of the shaft is 9 mm. diameter, terminating in a large rectangular port.

The ball races are a relatively loose sliding fit over the shaft. The rear race locates in the main bearing casting and the front race is an easy push fit into its housing. The bearing length in the casting appears to have been bored but shaft fits throughout were generally good. The whole bearing unit attaches to the front of the crankcase unit with four screws. The propeller driver locks on to the shaft with a split brass collet with an extended propeller nut necessitating drilling out the hubs to ¾ in. diameter clearance and also restricting the pitch size which can be accommodated without additional packing washers (a plain nut would have been a better proposition).

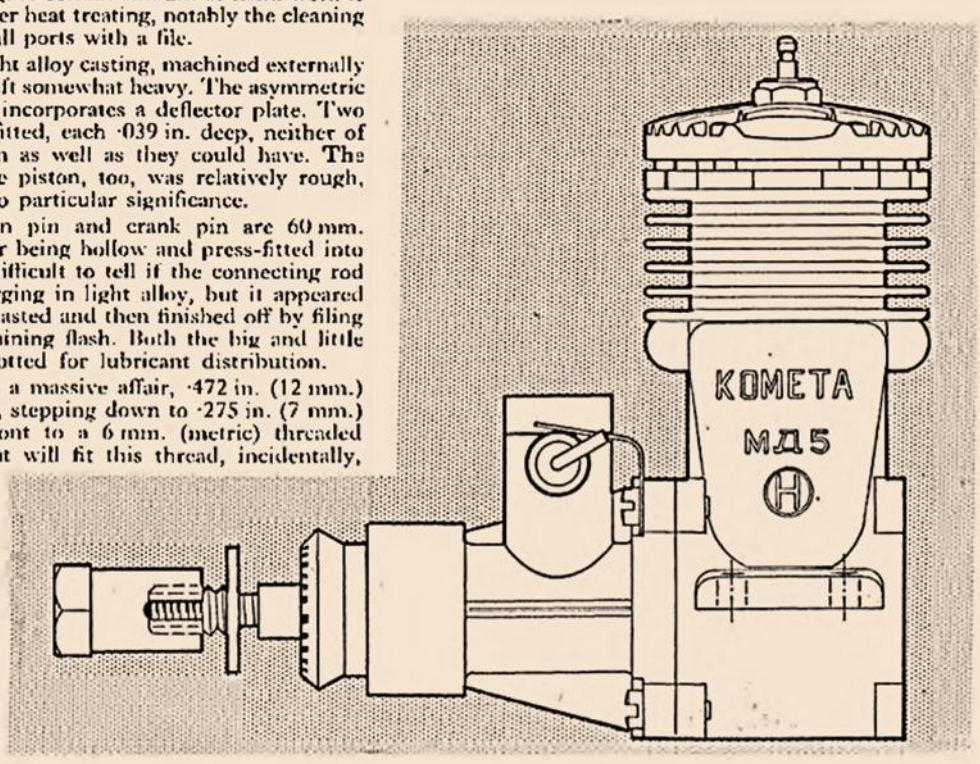
PROPELLER—R.P.M. FIGURES

Propeller dia. x pitch		*r.p.m.*
12 x 4	(Trucut)	6,000
10 x 4	(Trucut)	7,400
9 x 4	(Trucut)	10,900
8 x 4	(Trucut)	12,800
8 x 3	(Trucut)	13,600
7 x 4	(Trucut)	15,000
9 x 4	(Stunt)	10,600
8 x 4	(Stunt)	13,000
7 x 4	(Stunt)	14,300
9 x 6	(Frog nylon)	10,600
10 x 6	(Frog nylon)	8,500
8 x 4	(Tiger)	13,600

Fuel used: Mercury No. 7.

The cylinder head is a separate casting incorporating a shaped plug to match the piston contours. This seats directly on to a small flange on top of the liner and seals with an aluminium gasket. It is held down by six screws engaging in the jacket casting. The glow plug is offset to the transfer side.

Summarising, a well made engine on conventional lines which should certainly achieve better figures than the test performance we conducted. It was a brute to handle from the point of view of starting, but very consistent once it was running. For control line work a 9 x 6 Frog nylon propeller would probably be as good as any, although the *Kometa* we had was obviously ported for high speed running when one would expect peak power to be developed at around 15-16,000 r.p.m., instead of the 13,000 r.p.m. we found. The weight is a considerable disadvantage for use on free flight models.



Gee Bee Pylon Racers - Wikipedia



The **Gee Bee Model R Super Sportster** was a special-purpose racing aircraft made by Granville Brothers Aircraft of Springfield, Massachusetts, at the since-abandoned Springfield Airport. *Gee Bee* stands for Granville Brothers.

Design and development

The 1932 R-1 and its sister aircraft, the R-2, were the successors of the previous year's Thompson Trophy-winning Model Z.

Assistant Chief Engineer Howell "Pete" Miller and Zantford "Granny" Granville spent three days of wind tunnel testing at NYU with aeronautical engineering professor Alexander Klemin. Granville reasoned that a teardrop-shaped fuselage would have lower drag than a straight-tapered one, so the fuselage was wider than the engine at its widest point (at the wing attachment point[s], within the length of the wing chord). The cockpit was located very far aft, just in front of the vertical stabilizer, in order to give the racing pilot better vision while making crowded pylon turns.

Gee Bee Model R-1



General information	
Type	Air racing
National origin	United States
Manufacturer	Granville Brothers Aircraft
Designer	Howell W. "Pete" Miller, Zantford Granville
History	
Manufactured	1932-1933
Introduction date	1932
First flight	13 August 1932
Developed from	Gee Bee Model Z

Operational history

The R-1, piloted by Jimmy Doolittle, won the 1932 Thompson Trophy race. He lapped all but one of the competing aircraft, made easy turns and never had to come down and make a tight pylon turn. He also set a new F.A.I. world landplane speed record of 294.418 mph (473.820 km/h) in the Shell Speed Dash.

The *Springfield Union* newspaper of September 6, 1932 quoted Doolittle as saying, "She is the sweetest ship I've ever flown. She is perfect in every respect and the motor is just as good as it was a week ago. It never missed a beat and has lots of stuff in it yet. I think this proves

that the Granville brothers up in Springfield build the very best speed ships in America today." Another Springfield paper of the same date quoted Doolittle as saying, "The ship performed admirably. She was so fast that there was no need of my taking sharp turns although if the competition had been stiffer I would have. I just hope Russell Boardman can take her out soon and bring her in for a new record. There were lots of things we might have adjusted more properly if we had had time to run tests with the ship, and they would have meant more speed. I am sure Russell Boardman can take her around at quite a bit more than 300 miles an hour so you see my record may not last long after all."

He also personally wrote Zantford "Grannie" Granville a letter dated September 7, 1932, on Shell Petroleum stationery and addressed to Granville Brothers Aircraft, which reads as follows:

Dear Grannie:

Just a note to tell you that the big G. B. functioned perfectly in both the Thompson Trophy and the Shell Speed Dash.

With sincere best wishes for your continued success, I am as ever. - Jim

Privately, however, Doolittle was more concerned than he let on about the Super Sportster's stability. "I could tell from the first moment that it was a touchy and probably unpredictable airplane. ... I didn't trust this little monster. It was fast, but flying it was like balancing a pencil or an ice cream cone on the tip of your finger. You couldn't let your hand off the stick for an instant, and I didn't know how much angle of bank would be safe when making pylon turns."

The R-1 rapidly acquired a reputation as a dangerous aircraft. This shortcoming was common to most racing machines of any kind. During the 1933 Bendix Trophy race, racing pilot Russell Boardman was killed, flying Number 11. During takeoff from a refueling stop in Indianapolis, Indiana, Boardman pulled up too soon, stalled the R-1 and crashed.

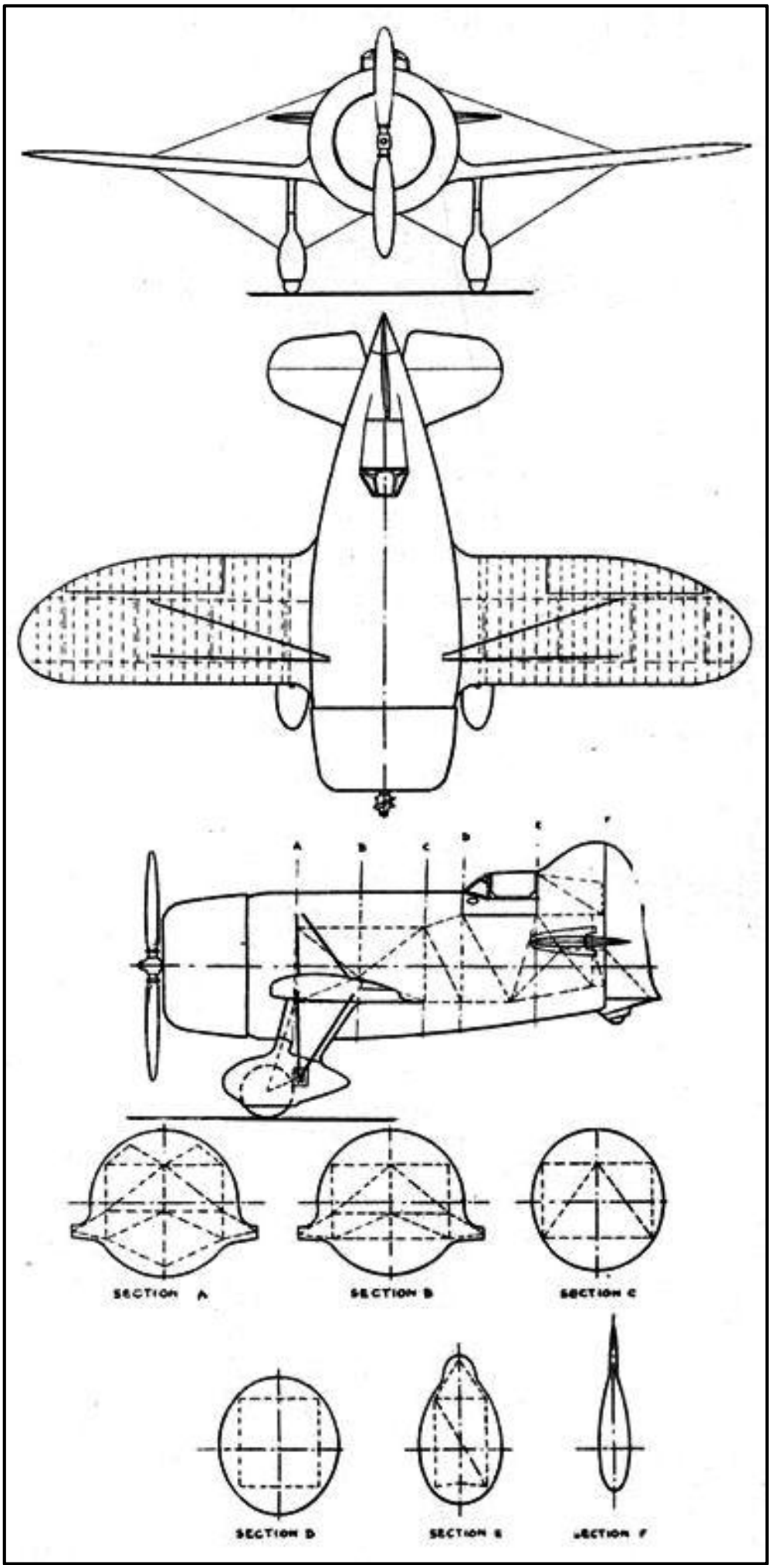
The R-1 was repaired but with an 18 in (460 mm) fuselage extension, creating the "Long Tail Racer". It was painted with "I.F." on the cowl (standing for "intestinal fortitude") and the same cartoon "Filaloola Bird" was painted on the side of the fuselage as it was on their successful Model YW. It was decided to save time by not repairing the R-1 wings, but to use the original wings from the R-2, which had been removed in February 1933 when new wings with flaps were built and installed. The R-1/2, or "Longtail" aircraft carried race number 11 because the R-2's original wings were already painted as Number 11 and the repaired fuselage had to be painted regardless. This aircraft crashed in a landing overrun incident soon after it was built, but Roy Minor, the pilot, was not severely injured. The damage was not severe but there was no money left for repairs.

The unrepaired Long Tail Racer was sold to Cecil Allen before the sheriff's bankruptcy auction ended the Granville Brothers company. Allen renamed the ship Spirit of Right, built an entirely new wing with a different airfoil and added a new rear fuel tank for the long distance Bendix race. Former Granville Bros. chief engineer "Pete" Miller wrote to Allen warning him never to put fuel in the rear tank as it would move the center of gravity too far to the rear and make the aircraft too tail heavy to be flown.



It is unlikely that Allen ever attempted a fully fuelled take-off before the start of the race.

In 1935 he started the 2,043 mi (3,288 km) Burbank to Cleveland Bendix Trophy race with all tanks full, wallowed off into the morning fog, crashed in a field just beyond the runway and was killed instantly. In spite of all the fuel, there was no fire. After this final crash, the aircraft was never rebuilt.


A
B
C
D
E
F
SECTION A
SECTION B
SECTION C
SECTION D
SECTION E
SECTION F

Specifications (Gee Bee Super Sportster R-1)

Data from The Influence of Racing Types on Commercial Aircraft Design.[16]

General characteristics

Crew:	1
Length:	17 ft 8 in (5.38 m)
Wingspan:	25 ft 0 in (7.62 m)
Height:	8 ft 2 in (2.48 m)
Wing area:	75 sq ft (6.97 m^2)
Airfoil:	NACA M6 (modified)
Empty weight:	1,840 lb (834 kg)
Gross weight:	2,415 lb (1,095 kg)
Max takeoff weight:	3,075 lb (1,394.8 kg)
Fuel capacity:	160 US gal (610 L)
Aspect ratio:	6.1
Incidence:	2.5 Degrees
Powerplant:	1 × Pratt & Whitney R-1340 Wasp 1,344 cubic inch (22 L) displacement air-cooled 9 cylinder radial, 800 hp (596.5 kW)

Performance

Maximum speed:	**294.38 mph** (473.8 km/h, 255.81 kn)
Cruise speed:	260 mph (418.4 km/h, 230 kn)
Stall speed:	90 mph (144 km/h, 78 kn)
Range:	925 mi (1,488 km, 804 nmi) 630 miles at full throttle,
full throttle:	2.14 hours
cruising:	3.65 hours

The 1932 R-2 was identical to the 1932 R-1 except that it used a smaller 550 hp (410 kW) Pratt & Whitney Wasp Junior (R-985) nine cylinder radial powerplant, with a narrower engine cowling, as the aircraft was intended primarily as a cross-country racer with a larger fuel capacity of 302 US gal (1,140 L; 251 imp gal) to increase the distance between fuel stops.
The gross weight of the R-2 with full tanks was 3,883 lb (1,761 kg).

In 1933, the R-2 was modified with the more powerful Pratt & Whitney Wasp and its cowling from the 1932 R-1 which was uprated in 1933 with the bigger, more powerful Pratt & Whitney R-1690 Hornet.

Other 1933 R-2 modifications included a new thicker wing with a longer span of 27.8 ft (8.5 m) and an area of 104 sq ft (9.7 m^2), and Granville's 2-piece, double hinged flaps to aid in getting in and out of very short runways with a full fuel load.
The landing speed of the R-2 was cut from 100 to 65 mph (161 to 105 km/h).
Both racers also got an aluminum extension to their rudder.

Wikipedia

Southern Coupe League Update - Gavin Manion

Here, very belatedly, is an update on the Southern Coupe league table up to the recent Mini Nats.

I'm sorry for the dearth of SCL information throughout much of this season. The reasons are firstly that there was almost no flying throughout the summer period due to restrictions because of fire risk. Secondly and purely personally I've had two cataract operations, the first way back in June, which left me unable to see the computer screen until this last week.
So with apologies for the lateness here is the table up to 17th October. There's been a lot to catch up with so if I've made any errors please get back to me.

gavin.manion84@gmail.com

Southern Coupe League as at 17th. October 2026 V2

Points	Croydon Cagnarata 6th April	London Gala 24th May	Oxford Duration 12th Sept	Croydon + Crookham 20th Sept	Mini Nationals 11th Oct	7th Area 25th Oct	B'ham Coupe 28th or 29th Nov
12	R Vaughn	G Manion	S Middleton	R Vaughn	P Woodhouse		
9	C Redrup	A Brocklehurst	R Fryer	L Pritchard	J Pritchard		
8		C Redrup		C Redrup	S Dixon		
7		R Elliott		A Brocklehurst			
6				G Manion			
5							

7 rounds only so all to count:-

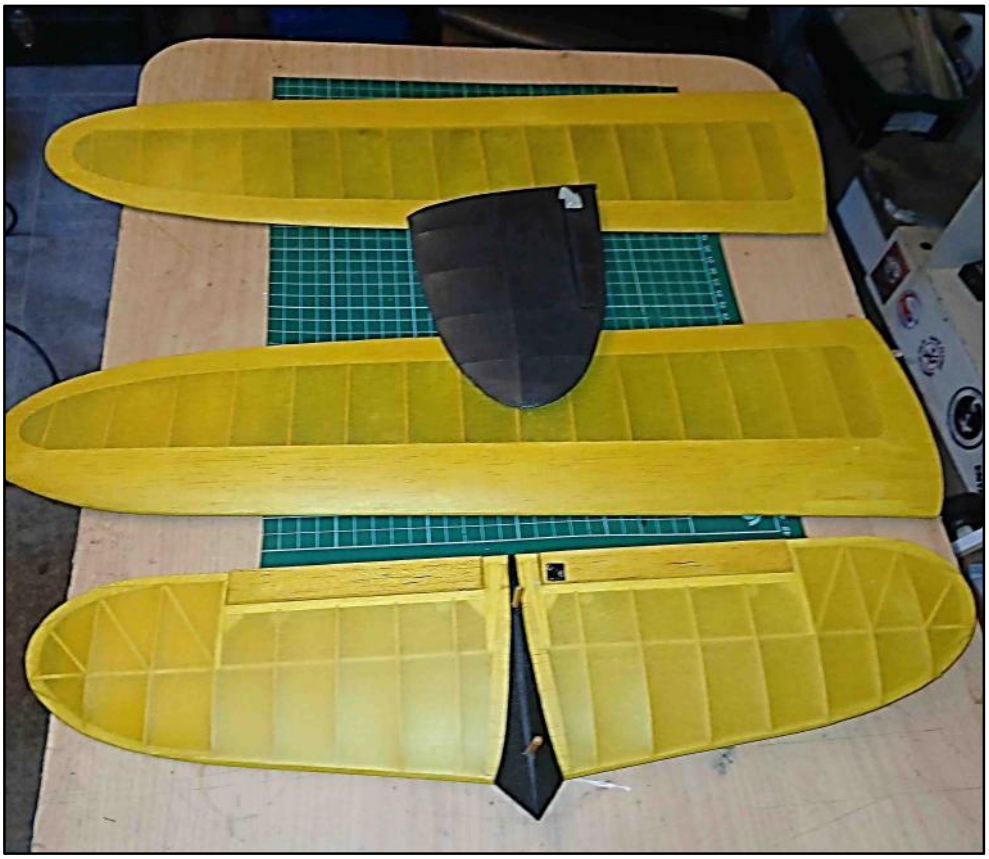
Current Standings with two rounds to go.

1st.	Chris Redrup	9 + 8 + 8	25
2nd.	**Roy Vaughn**	**12 + 12**	**24**
3rd.	Gavin Manion	12 + 6	18
4th.	Alan Brocklehurst	9 + 7	16
5th.=	Stephen Middleton	12	12
5th.=	Pete Woodhouse	12	12
5th.=	Richard Fryer	9	9
5th.=	Luke Pritchard	9	9
5th.=	Joe Pritchard	9	9
10th.	Simon Dixon	8	8
11th.	Ray Elliott	7	7

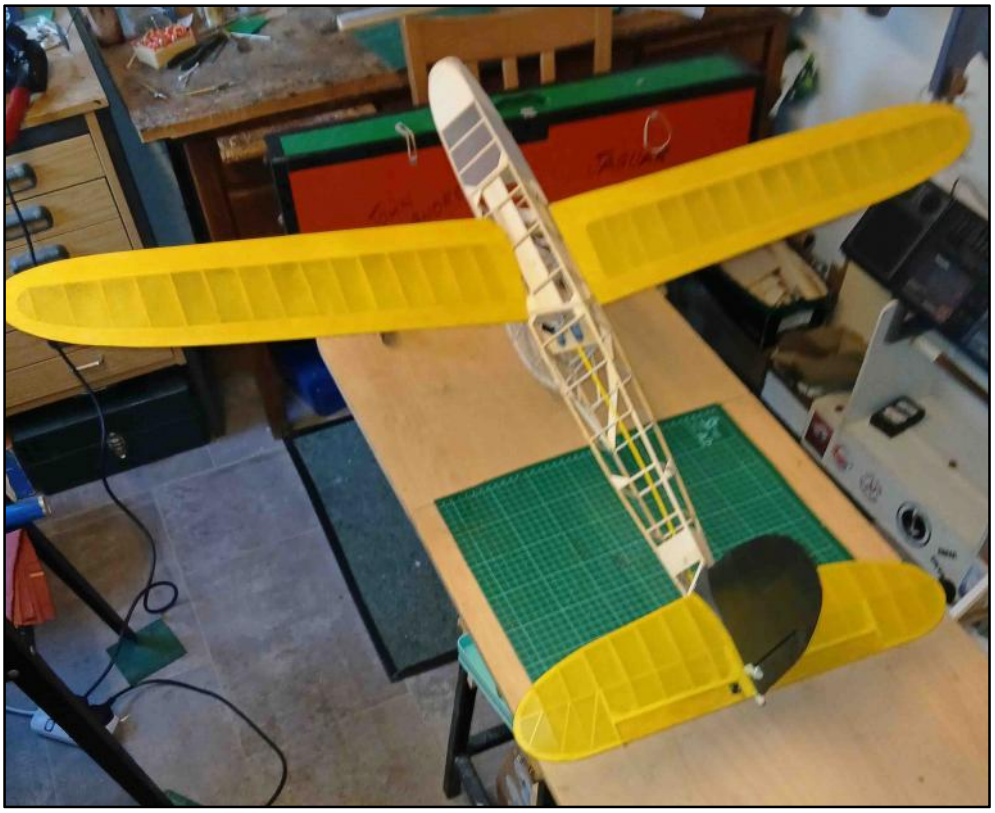
Gavin Manion

Jaguar Refurbishment Continued - Colin Shepherd

Continued from last month: Progress so far



All the surfaces covered with docuam and tissue.



Now for the difficult bit.

Colin Shepherd

Crookham Gala Report - Chris Redrup

Crookham Gala 20th September 2026
Salisbury Plain

The Crookham Gala and the Coupe Europa contest could not be held when originally planned due to the high fire risk this summer so both organisers decided to run the events together, on one of the few available weekends in the revised contest calendar.

This possibly resulted in some of the usual people not being able to attend but those who did enjoyed a relaxed event and good weather, with the added benefit of competing for two cash prizes for any classes which featured in both of the contests.

Combined Mini was, as in previous years, the most popular with 10 entries, half of which were F1G, while Combined Maxi was an all glider event and unusually, there were no Dixielanders competing for the George Fuller Trophy this year.

The three competitors who maxed out in Combined Mini decided to split the total prize money for the top three places rather than fly off.

Longest flight of the day was my F1G, which was eventually recovered 5 miles away with the aid of a tracker, two very helpful friends and Google Maps.

A huge thank you to all who helped out on the day, especially Paula Butler, who yet again took the entries and manned the results table.

Results

Combined Mini

Equal 1st

Roy Vaughn	F1G
Trevor Grey	E30
Tony Shepherd	E30

Combined Maxi

1st	Colin Sharman	Classic Glider
2nd	Dave Cox	Vintage Glider
3rd	Dave Etherton	Vintage Glider

Chris Redrup

Occasional Notes from North Wales - Roger Newman

November 2026

A good edition last month, much as always! The laws of coincidence striking once again – this time the Wikipedia article on the Voyager, as I had just previously visited the Hooten Park Trust Museum again, inclusive of a perusal of their second hand books. Came away with two volumes – one of which was entitled "Voyager – the flying adventure of a lifetime"! I have yet to read it but am now looking forward to so doing. The other one "Faster than the Sun" is the autobiography of Peter Twiss who flew the Fairey Delta 2 to a speed in excess of 1120mph & breaking the world airspeed record by a considerable margin, much to the surprise of many – excluding the Fairey Team! And inevitably it has to be said in the face of considerable lack of assistance & enthusiasm from the then Ministry in charge of British Aviation.
Nothing new here.



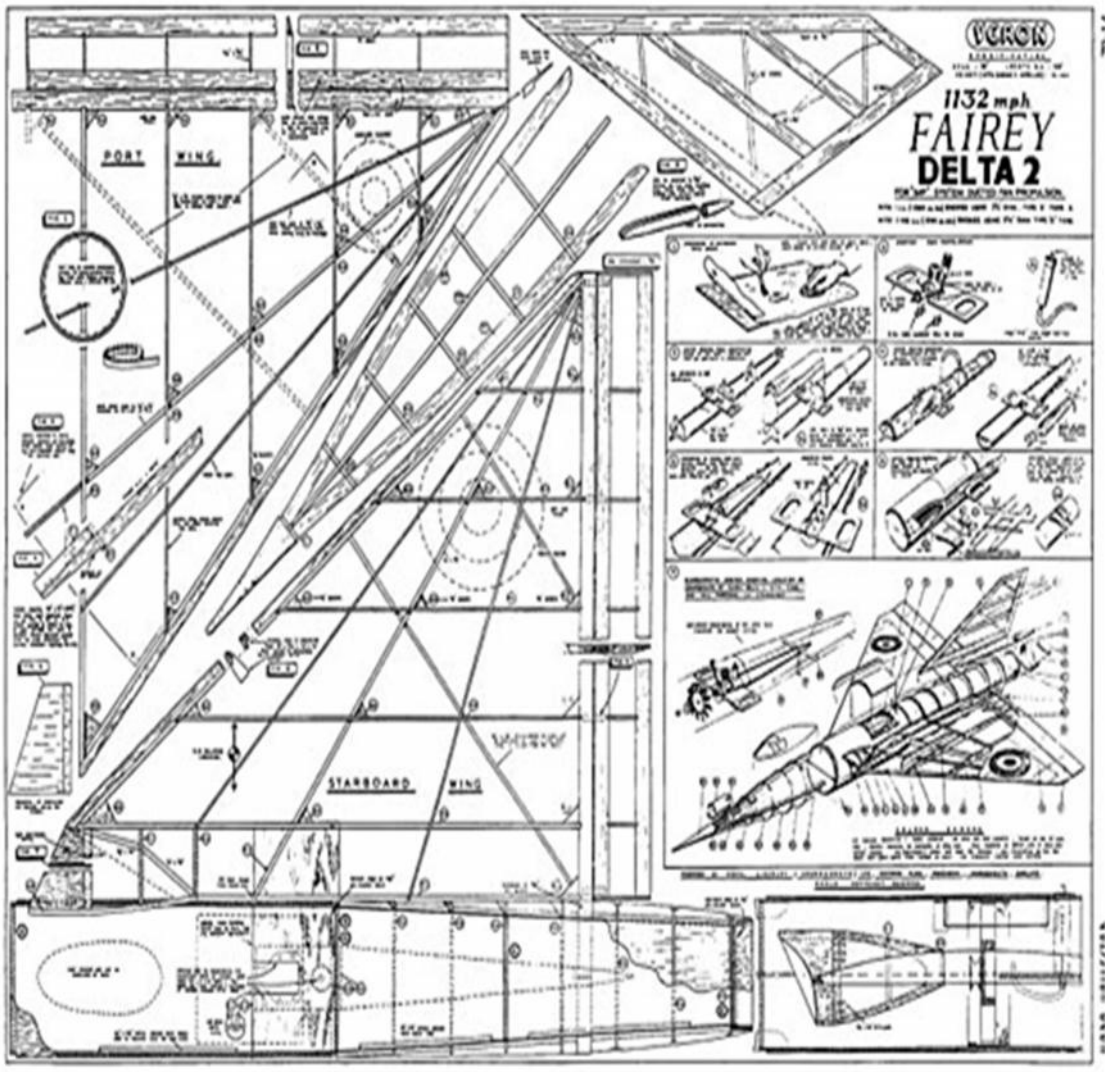
WG774 1st prototype & world speed record breaker

The book was a very interesting & informative read, very much focussed on then activities of the author & his time as one of Fairey's test pilots & latterly Chief Test pilot.
Sadly neither the record breaking or the more important fundamental research into high speed flight didn't do Fairey any long term good as they were subsumed into Westlands, who had zero interest in anything but helicopters, particularly after the Sandys infamous Defence White Paper of 1957 effectively crucified the British Aviation industry.
Even the Fairey Rotodyne sunk without a trace once in the Westland environment.

Fortunately the FD2 2nd prototype survives & is resident within the RAF Cosford Museum, whilst its predecessor & 1st prototype (the world speed record breaker) became the eventual BAC 221 & also survives in the Fleet Air Arm Museum at Yeovilton, having served as part of the Concorde development program.

Google Wikipedia – Fairey Delta 2 for a quite brief but interesting expose.

And of course, Phil Smith produced a Veron ducted fan version, which has featured in a previous NC but here it is again for completeness!, I recall asking if anyone had ever seen one in flight but there was no response, so I guess not?



Virtually nothing remains of the Rotodyne XE521 which was subsequently cut up and scrapped at RAE Farnborough, but a fuselage section, rotor pylon and sections of the massive 27.4m (90ft) diameter rotor were salvaged by Cranfield College. There they survived until 1981, when they were acquired by the Helicopter Museum. Subsequently an Eland engine was added and a complete test rotor blade and several tipjets found on an airfield in Gloucestershire where they had been used by Rolls Royce in a noise research programme.

These components were airlifted to Weston-super-Mare by a RAF Chinook helicopter, the blade being too large and heavy to transport by road. These collectively now form the Helicopter Museum's unique Rotodyne exhibit housed in the Westland Helicopter Museum. *(info extracted from the Helicopter Museum website).* It was way ahead of its time, viz all the hype about eVtol, which has yet to happen in spite of vast amount of funding. Interestingly one of the cited problems to be overcome was that of the high noise level from the tip-jets mounted directly at the rotor blade tips. Shades of eVtol here with noise related problems & downwash issues! Again Wikipedia has a very informative article on the Rotodyne.



Now – have I imagined that there was a Jetex powered model vaguely (?) similar to the Rotodyne with tip mounted Jetex 50s? Perhaps someone has recollections?

On the modelling front, zero has happened due to family hospitalisation problems over the past few weeks so sadly nothing at all to report.

Not a lot else to say this month, other than the idea of our Hon Sec regarding electric mini Vintage rubber models has good appeal. My two pennyworth would be to base a class around our old Small Vintage Rubber Class (Vintage Lightweights):

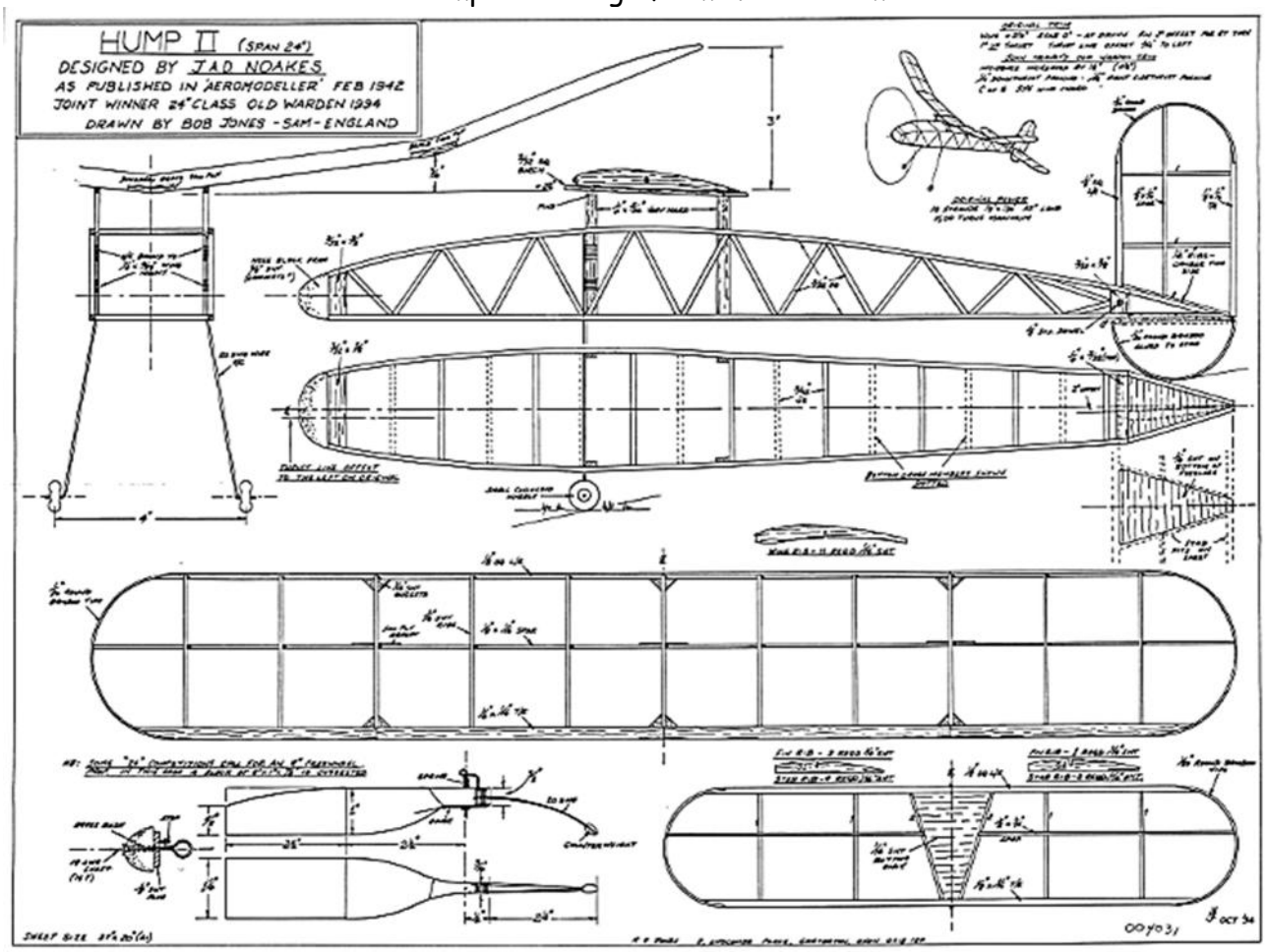
"Any model designed for rubber power with wingspan up to and including 34" from the Vintage period as described above may be flown.
To use a common motor/battery combination, with a specific electronic motor controller / timer for motor run & rdt (all to be agreed & defined)"

This could (?) create a level playing field in terms of the technology & interest would be how well different models could be built & flown – the skill of the modeller! My analogy goes in some way back to Formula Ford days in motor racing where the cars were pretty similar & the driver was paramount in racing /winning.

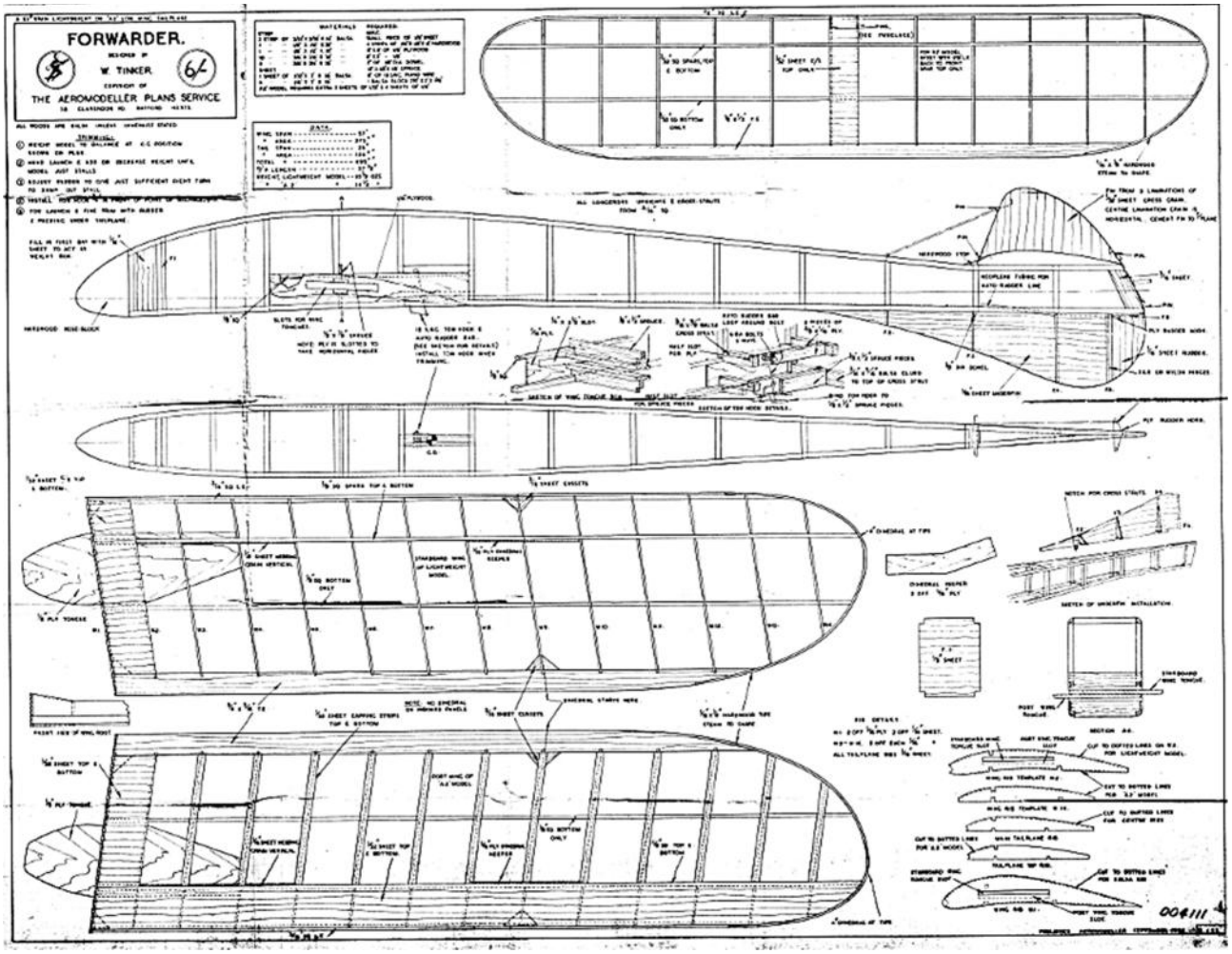
Finally the amalgamation that wasn't. From what little I know, it seems the valiant & good efforts of the combined working party of SAM1066 & SAM35 came unstuck at the SAM35 AGM, where in spite of there being a majority in favour of amalgamation – objections from a few gave rise to the decision to allow a years' grace for "further discussions" on the topic? Quite why is beyond me.

Plans for month

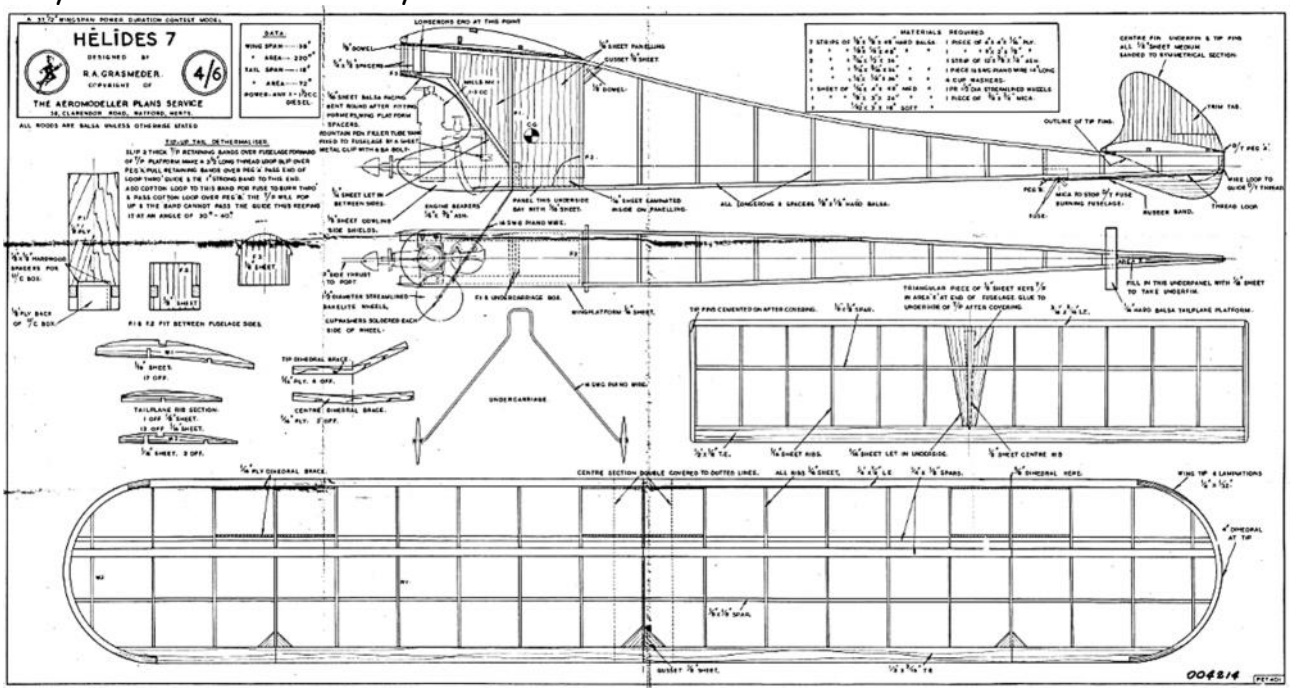
Rubber: Hump II – design from 1942 Aeromodeller



Glider: Forwarder – rather unusual low wing lightweight/A2 published in Sept '52 Aeromodeller. Interestingly last month's Helios glider elicited good correspondence from Stuart Darmon - thanks Stuart.



Power: Helides 7 – a 37" span comp model for a Mills 1.3! Was anyone ever brave enough to build & fly one? How about nowadays! Dec 1950 Aeromodeller.



Roger Newman

Ole Tiger - Ray Malmstrom

From the book: Ray Malmstrom 60 years of IVCMAC



Maestro Malmström strikes again!

Ray produces another sparkling sport design in this profile control-line model of

OLE TIGER

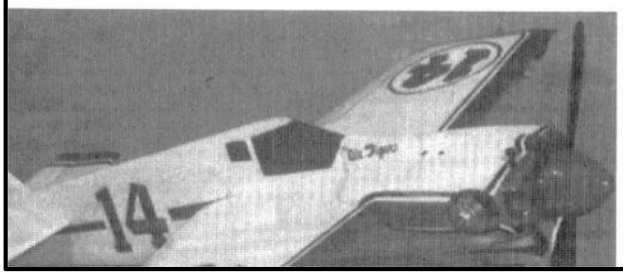
for .049 (.8 c.c.)-.06 (1 c.c.) engines

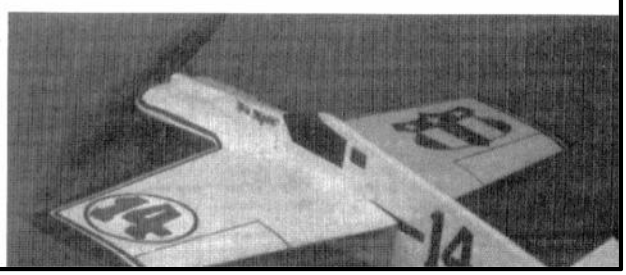
'Go to it – Lad' designer Ray Malmstrom urges a young modeller to check his Li'l Midget racer. Real bird is at bottom of page opposite – get off that tender fin, you burly Cop! Teeny, isn't it?

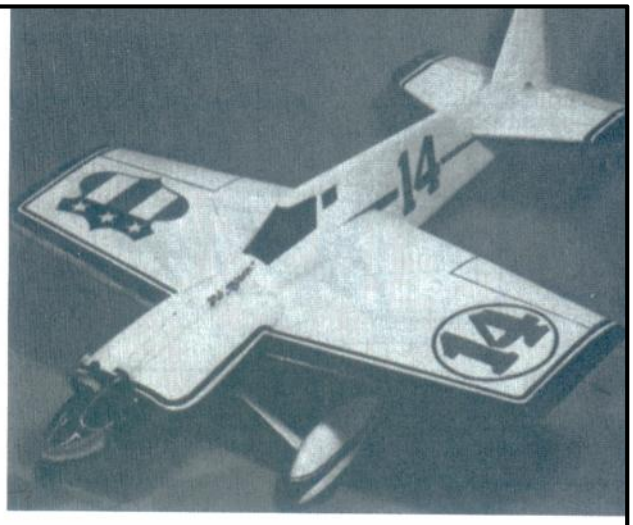
AMERICAN MIDGET RACING aircraft have always been popular subjects for aeromodellers – Art Chester's *Goon* and *Jeep*, Bill Falck's *Rivets*, Steve Wittman's *Bonzo*, have all appeared in model form. Now we proudly present, simplified to profile type, a model of perhaps the sleekest, and certainly one of the four fastest midgets ever built – Bob Downey's *Ole Tiger*. In its colour scheme of white with red and blue trim the model is a real eye-catcher, and if you follow carefully the instructions and building sketches you should have no difficulty in building and flying this fascinating little job. (See also, this month's *R.C.M.&E.*)

Start by cutting the basic fuselage shape **(A)** from medium ¼ in. sheet. Cut out the engine/undercarriage mounting piece **(B)** from ¼ in. ply. Bend the undercarriage wire to shape using a vice, insert into the slot in piece **B** and firmly bind with thread and cement. Assemble piece **B** to the fuselage shape **A.** Cut out two side pieces **(C)** from 1/16 in. ply and cement firmly both sides of the nose. Drill holes to suit the engine you intend to use. You may have to enlarge the cut-out for some engines. You can do this with a fretsaw or file. The plan shows the Cox .049 Medallion installation. This particular engine is most suitable, both from the power and easy-starting points of view. Performance will obviously be 'pepped-up' by motors of 1 c.c. Araldite a 'KK' 7½ c.c. team race tank in the position shown on the starboard side.

Now is the best time to construct the wheel fairings. Start by bending a 20 s.w.g. piece of wire to the shape shown, then bind with fuse wire and solder to the undercarriage leg. Bind and cement two balsa blocks to the ends of this wire. Wheel fairing piece **D** from ¼ in. sheet fits over these blocks and is firmly cemented to them. A 'KK' 1½ in. diam. plastic wheel is then slipped on the axle and retained with a small soldered washer. Fairing pieces **E** are then cemented either side of piece **D.** Carefully carve and sandpaper the fairing to shape. Repeat for opposite leg. We have slightly modified the fairings to give more wheel clearance for take-offs from short grass. You can use smaller diameter wheels and add to the scale appearance if you intend to operate from tarmac. Construct the tailplane and elevator from the plan, using tape, nylon or silk for the hinges. Give the tailplane two coats of clear dope, sanding between coats and pinning flat on a board while the dope dries. Make sure the two parts of the elevator move freely before cementing the completed tailplane firmly into the tailplane slot. Add the filler piece. Cut the fin from ⅛ in. sheet and give two coats of clear dope. Note the rear portion of the fin is cut away and re-cemented at an angle, offsetting it ¼ in. to the right. (Model viewed from the rear.) Cement fin to fuselage. Check that tailplane and fin are at right angles. Construct tailwheel as shown and insert dowel rod firmly into a ⅛ in. diam. hole drilled in the lower rear end of the







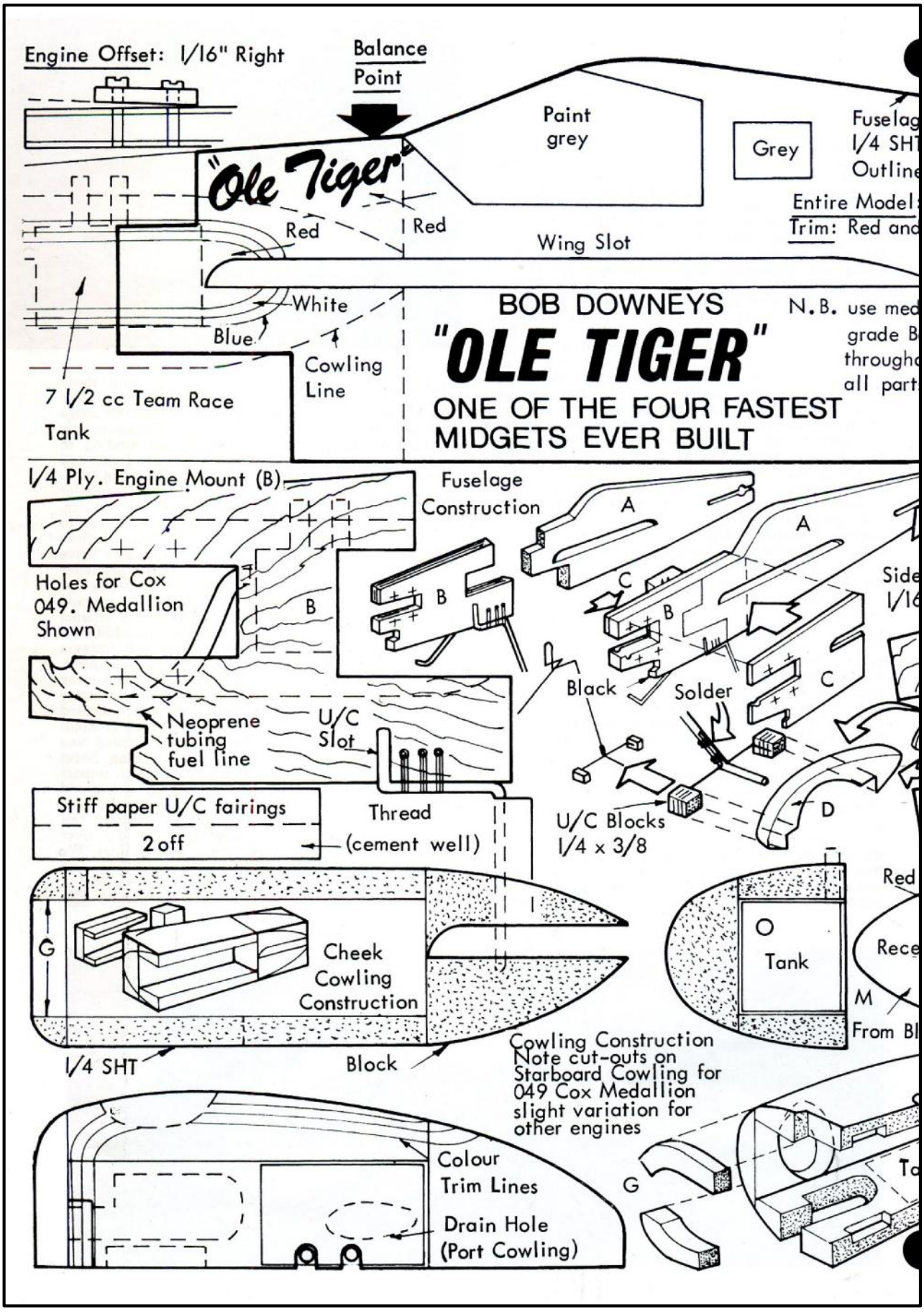
fuselage. Cement and add tailwheel fairing pieces **H** and **J.** Give fuselage and wheel fairings two coats of clear dope. The engine should now be bolted in position. Two 1/16 in. thick metal or plywood washers should be placed between the engine lugs and fuselage on the front mounting bolts as shown. This points the centre line of the engine slightly to the right (model viewed from the rear), and when flying, this adjustment helps to maintain line-tension. Connect engine to fuel tank with a length of neoprene tubing. Cut the wing from ¼ in. sheet. (The wing chord requires two pieces of ¼ in. sheet be joined spanwise, unless you are using 6 in. wide ¼ in. sheet, which is fairly costly!) Sandpaper the wing to correct section. Cut out the recess for bellcrank mounting piece **F.** Cut bellcrank from 1/16 in. ply, drill and attach the control rod (18 s.w.g.) and two lead-out wires (22 s.w.g.), but do not bend the ends of these wires at this stage. Assemble the bellcrank and control-wires to piece **F** as shown. Note carefully the distance washer between wing and bellcrank, and do make sure that the bolt holding the bellcrank is screwed *tightly* into the ply piece **F.** This is most important. The wing may now be pushed through the fuselage wing slot and firmly cemented in place. Add starboard wing-tip weight. Check that wing is at right angles to the fuselage, using a set-square. Cement the 1/16 in. ply control horn into the small slot cut in the left-hand elevator. Further secure the control horn by a small nylon, silk or tape patch as shown. With pins, lock the bellcrank at neutral and bend the end of the control rod and insert it into the hole in the control horn, checking that the elevator is also at neutral. Secure the control rod with a small soldered washer. Make the lead-out wire guide from ¼ in. sheet and 1/32 in. ply. Drill, and slip on to the lead-out wires. Cement guide on port wing tip. With the bellcrank and elevator still locked at neutral, form the hooks on the end of the lead-out wires. Remove pins locking bellcrank.

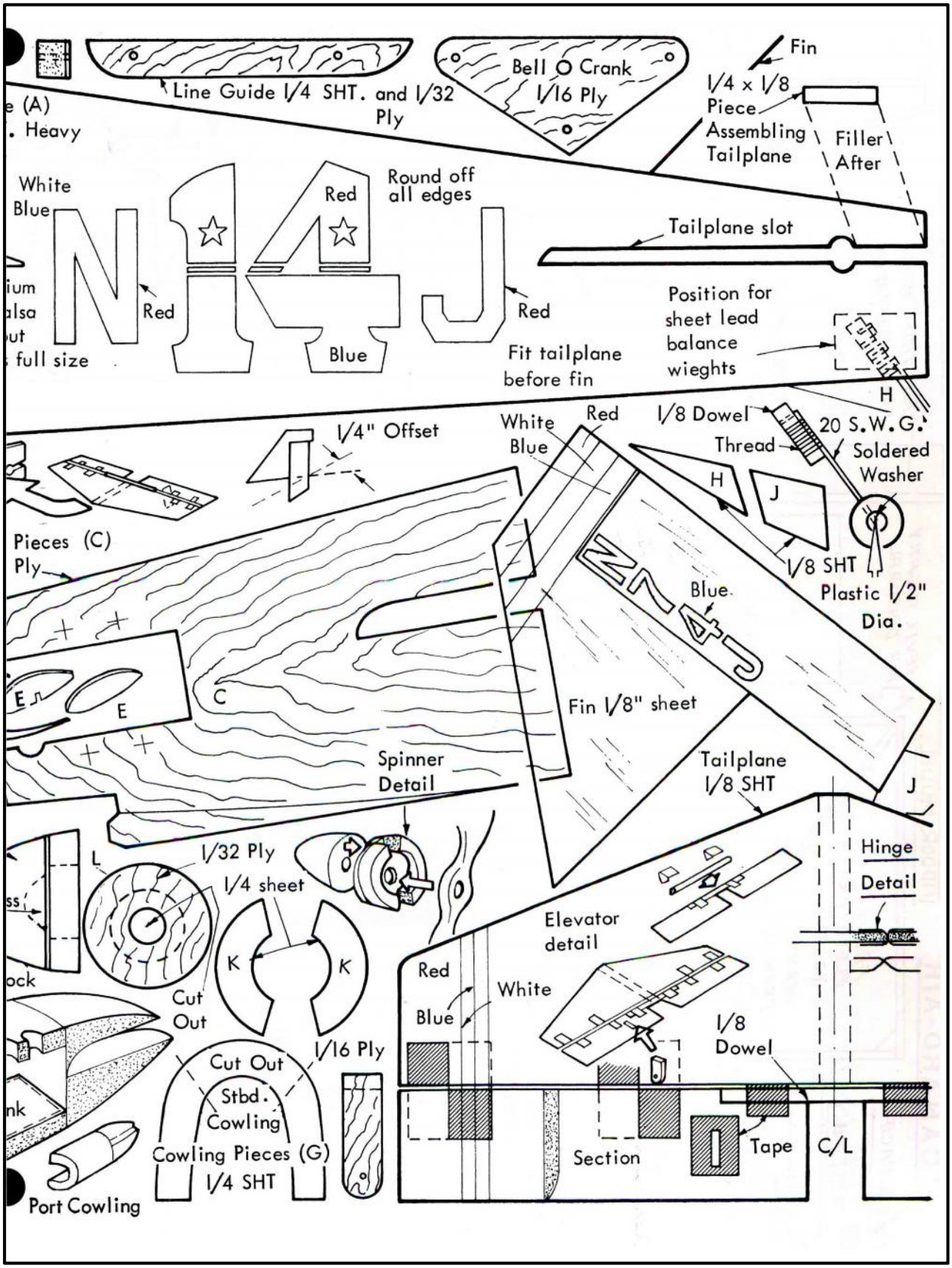
The 'cheek' cowlings are made up from ¼ in. sheet and block as shown. Carve, and sandpaper carefully to shape. Note that the port cowling has a drain hole cut in the undersurface. The sketch of the starboard cowling shows the cut-outs and recesses to fit the Cox 049 Medallion, to afford access to the controls and cylinder head for battery clip connection and priming. These will differ slightly for variant engines. Incidentally, if you are *really* in a hurry to get your 'Ole Tiger' airborne you can omit these cowlings, but as they are so characteristic of this type of aeroplane they are well worth the little extra time and trouble. It is up to you! Complete the cowlings by adding front pieces G and sanding to shape. Give cowlings two coats of clear dope, and cement in position, sliding them onto the wing leading edge and flush with the fuselage. The propeller spinner is made from ¼ in. sheet (pieces **K**), 1/32 in. ply (disc **L**) and block (piece **M**). Assemble, carve to shape shown, sandpaper and give three coats of clear dope. Now bolt the propeller onto the engine drive shaft. Fit the spinner over the front of the propeller using an impact adhesive, such as Evo-Stik or Humbrol Universal adhesive. *Ole Tiger* is now ready for painting and trimming. We used Humbrol enamel in the handy tinlets. This does not require additional fuel-proofing. The colour scheme, trim and insignia are detailed on the plan. *Ole Tiger* is then complete.

Before flying, balance your model by suspending from a length of thread tied to a pin, which is firmly pushed into the top of the fuselage at the indicated Balance Point. The model should hang level. A small amount of tail weight will probably be needed and the position of this weight is shown on the plan. Sheet lead is ideal and must be firmly attached with impact adhesive. A slight nose-down trim is O.K. but avoid any tendency to tail heaviness. With the balance correct, you are all ready for the first exciting test flight. Choose a calm day, operate preferably over grass, and fly on 30 ft. thin steel or nylon lines. We know you'll find your *Ole Tiger* a thrilling and colourful little job to fly – so we'll be seeing you at the Air Races!

FULL SIZE PLANS




Engine Offset: 1/16" Right
Balance Point
"Ole Tiger"
Paint grey
Grey
Fuselag
1/4 SHT
Outline
Entire Model
Trim: Red and
Red
Red
Wing Slot
White
Blue
Cowling Line
7 1/2 cc Team Race Tank
BOB DOWNEYS
"OLE TIGER"
ONE OF THE FOUR FASTEST MIDGETS EVER BUILT
N.B. use med
grade B
through
all part
1/4 Ply. Engine Mount (B)
Fuselage Construction
A
A
B
B
C
C
Holes for Cox 049. Medallion Shown
Neoprene tubing fuel line
U/C Slot
Black
Solder
U/C Blocks 1/4 x 3/8
D
Stiff paper U/C fairings
2 off
Thread
(cement well)
G
Cheek Cowling Construction
1/4 SHT
Block
Tank
Red
M
From Bl
Cowling Construction
Note cut-outs on Starboard Cowling for 049 Cox Medallion
slight variation for other engines
Colour Trim Lines
Drain Hole (Port Cowling)
G



From the book: Ray Malmstrom 60 years of IVCMAC
Courtesy Chris Strachan

Secretary's Notes for November 2026 - Ray Elliott

CROYDON COUPE EUROPA / SAM1066 GALA 20TH SEPTEMBER

This contest was held in conjunction with the Crookham Gala. This was brought about by the crowded calendar resulting from the rescheduling of BMFA contests due to their being rearranged because of the risk of fire at our flying sites in August.
It was decided that the F1G scores from the Crookham Mini contest would be taken for the Coupe Europa contest, with the Vintage and Classic Glider scores from the Crookham Maxi contest being taken for the SAM1066 Combined Vintage/Classic Glider contest.
The contest was blessed with pleasant flying conditions.
F1G was close fought with Roy Vaughn coming out on top, being the only one to make 3 maxes.
In Classic / Vintage Glider Colin Sharman pipped Dave Cox by 21 seconds.
Top 3 competitors in each event received cash and wine prizes.
Many thanks to Martin Dilly for the photographs.

RESULTS

F1G

1st.	Roy Vaughn	6.00
2nd.	Luke Pritchard	5.48
3rd.	Chris Redrup	5.41
4th.	Alan Brocklehurst	5.33
5th.	Gavin Manion	5.25

***Combined Vintage* / Classic Glider**

1st.	Colin Sharman (Inchworm)	6.54 Classic
2nd.	David Cox	6.33 Classic
3rd .	David Etherton	5.08 Vintage (Oren)



Dave Etherton



Luke Pritchard Gavin Manion

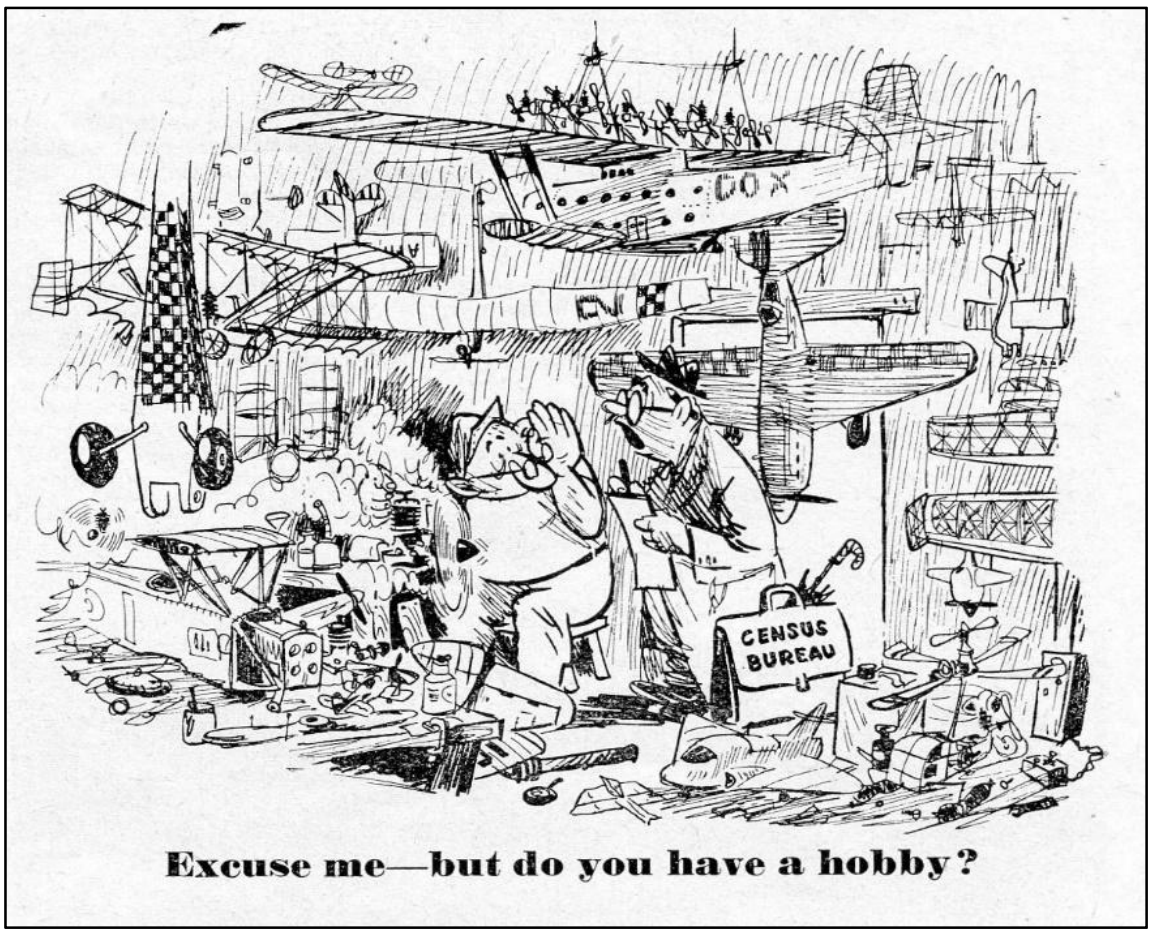


Gavin Manion



Alan Brocklehurst

Ray Elliott



Events & Notices

THE AEROMODELLING HUB

A new website to encourage and inform, whatever your level.
www.aeromodellinghub.co.uk

Options for Flying on Salisbury Plain, Area 8

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

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



Permits for Salisbury Plain & North Luffenham

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

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

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

TWIFF

(Totton West Indoor Free Flyers)

(Free flight only)

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

Admission for flyers £15.00 Free for spectators and helpers

2026

17th.May - 14th.June

20th.September - 18th.October

15th.November - 13th.December

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

There is a Tesco Local nearby for coffee and snacks.



Location :- Hazel Farm Road, Totton,

Hampshire, SO40 8WU

www.google.com/maps/place/West+Totton+Centre/@50.9103094,-1.5097122,15.5

Or, if you like, car park entrance at ///playroom.pump.dorm

Contact Ken Brown 02380578866 or 07913814492 brown53hh@gmail.com

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: martindillv20@gmail.com

INDEPENDENT REVIEW OF DILLY JAPANESE TISSUE

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

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

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

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

A CENTURY OF BRITISH FREE FLIGHT

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

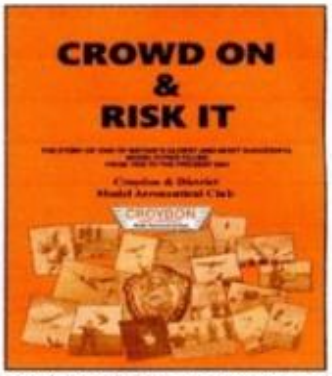
The histories of gliders, scale, rubber, electrics, power models and indoor are all explored by people who've spent most of their lives flying their classes. Although there's no 2022 Free Flight Forum Report we think A Century of British Free Flight will more than fill the gap. All proceeds will go towards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

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



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

CROWD ON & RISK IT



This is the story of one of Britain's oldest and most successful model flying clubs, Croydon & District MAC, from 1936 onwards. The club contributed much to aviation, both model and full-size, and the late Keith Miller compiled its history till around 1960. Now, this up-dated 73 page version of the club's history, copiously illustrated with many previously unpublished photos, takes the Croydon saga up to the present. Contributions by past and present members vividly capture the atmosphere of the heyday of free-flight, with almost weekly contests at Chobham or Bassingbourn.

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

Just £10 by PayPal or cheque

Contact Martin Dilly (martindilly20@gmail.com), phone/fax 020 8777 5533 or write to 20, Links Road, West Wickham, Kent BR4 0QW for your copy.

FREE FLIGHT SUPPLIES

MICHAEL J. WOODHOUSE
12 MARSTON LANE, EATON, NORWICH
NORFOLK, NR4 6LZ, U.K.
Tel/Fax: (01603) 457754 International Tel +44-1603-457754
e-mail: mike@freeflightsupplies.co.uk.
Web site: http://www.freeflightsupplies.co.uk.
Face book https://www.facebook.com/groups/266212470107073/

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

ORDERS and PAYMENT

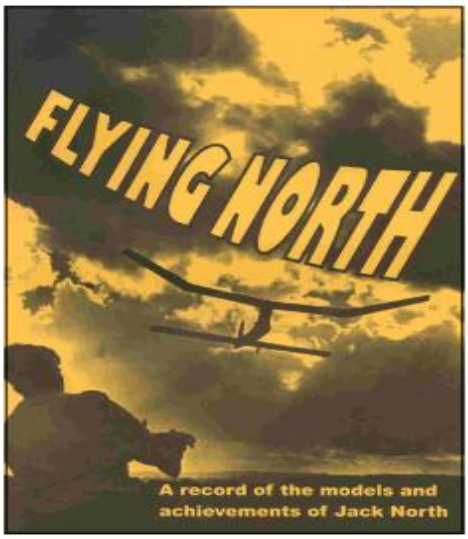
Place your order by telephone, by e-mail, CASH, DIRECT TO FREE FLIGHT SUPPLIES BANK ACCOUNT, CREDIT/DEBIT CARD, MORE!
WESTERN UNION, PAYPAL

AVAILABLE

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

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

THIRD RE-PRINT JUST ARRIVED



FLYING NORTH

A goldmine for vintage and nostalgia model flyers -

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

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

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

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

READERS' FEEDBACK

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

"I hope it becomes a classic."

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

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

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

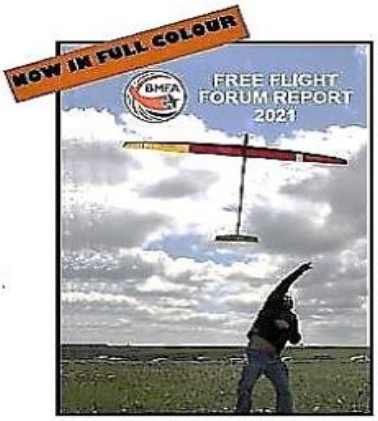
"A very balanced record of Jack's modelling and professional activities"

"The best aeromodelling book since the Zaic Yearbooks"

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

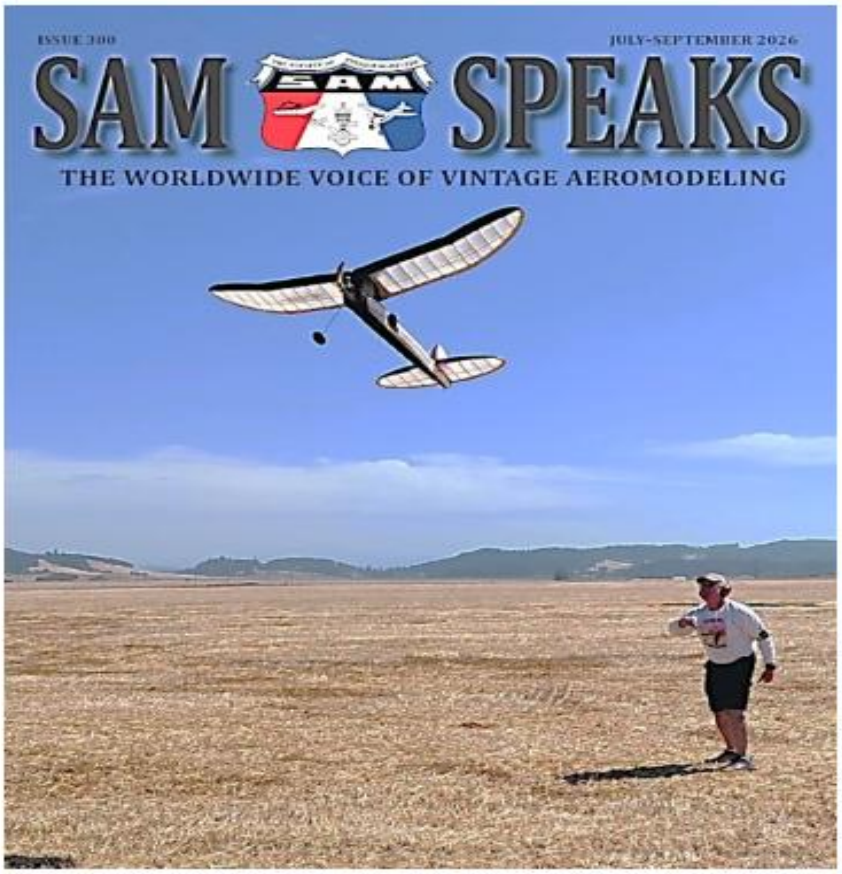
FREE FLIGHT FORUM REPORT 2021

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



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

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



This bi monthly emagazine can be obtained from the Society of Antique Modellers. Web site
http://www.antiquemodeler.org/
for the modest cost of $30 pa.
Quite a few UK people already belong,
but a few more might help our Parent Body!

Provisional Events Calendar 2026

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

March 1st.	Sunday	BMFA 1st Area
March 22nd.	Sunday	BMFA 2nd Area
April 3rd.	Good Friday	Northern Gala, Luffenham
April 6th	Easter Monday	Croydon & **SAM1066**, Salisbury Plain
April 26th	Sunday	BMFA 3rd Area
May 16th	Saturday	Oxford Duration, Port Meadow
May 23rd to 25th	Saturday - Monday	May Welsh Bangor (see add)
May 23rd.	Saturday	London Gala, Salisbury Plain
or May 24th	Sunday	
June 7th.	Sunday	BMFA 4th Area
June 28th.	Sunday	BMFA 5th Area
July 11th	Saturday	Crookham Gala, Salisbury
or July 12th	Sunday	
July 26th	Sunday	BMFA 6th Area
August 2nd	Sunday	Southern Rally, Salisbury
August 10th	Monday	Cleemac KK Event, Buckminster
August 16th	Sunday	BMFA 7th Area
August 29th.	Saturday	**FF Nationals,** Sculthorpe
August 30th	Sunday	**FF Nationals,** Sculthorpe
August 31st.	Monday	**FF Nationals,** Sculthorpe
September 12th	Saturday	Stonehenge Cup, Sculthorpe
September 13th	Sunday	Equinox cup, Sculthorpe
September 19th	Saturday	Crookham Gala
or September 20th.	Sunday	
September 20th	Sunday	East Anglian Gala, Sculthorpe
October 4th	Sunday	BMFA 8th Area
October 10th	Saturday	Croydon & **SAM1066**, Salisbury Plain
or October 11th	Sunday	
October 24th	Saturday	Midland Gala, Luffenham
October 31st	Saturday	Buckminster Gala, Buckminster
or November 1st	Sunday	
or November 7th	Saturday	Buckminster Gala, Buckminster
or November 8th	Sunday	

Please check before travelling to any of these events.
Access to MOD property can be withdrawn at very short notice!
For up-to-date details of SAM 1066 events at Salisbury Plain check the Website
www.SAM1066.org
For up-to-date details of all BMFA Free Flight events check the websites
www.freeflightuk.org or www.BMFA.org
For up-to-date details of SAM 35 events refer to SAM SPEAKS or check website
www.SAM35.org

SAM 35 Events Calendar - Sam 35 Speaks

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

What's on in 2026

28-29 Sept	Sam 35 Power Strugglers Buckminster. APS plans Theme. contact Andy Brough 07472079777 acbrough@hotmail.com
10-11 Oct	Sam 35 Autumn Gala Buckminster Swap meet on Sunday (Monday available to Sam35 members) Contact Doug Hunt 07899938556 dfhsam35@gmail.com
10 Oct	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
11 Oct	Elite Voetsak Tribute racing class run by PMFC at the Sam35 Retro Fest Bucky. Brian Lever blever@btinternet.com
11 Oct	E20,RUBBER BOWDEN, 36" HI-START, CAT/ HLG run by PMFC at Sam35 Autumn gala. Contact Chris Grant 01162510716 freeflight@peterboroughmfc.org
11 Oct	Mick Taylor Shield CL Aerobatics at the Sam35 Retro Fest Buckminster. Event 3 of 3 & Trophy presentation contact. Chris Maggs maggs2@gmail.com Mobile 07824828599
12-13 Oct	Sam35 Power Strugglers Buckminster. contact Andy Brough 07472079777 acbrough@hotmail.com
17 Oct	PMFC Indoor Flying at Bushfield Leisure Centre , Peterborough PE2 5RQ. 10:00 to 14:00 Sport free flight in a large hall with low key comps and prizes, Slow light RC welcome (no Shockies /Helis). Includes BMFA Pussycat competition as detailed in "Tailplane" in June's Speaks. Competition full details at https://peterboroughmfc.org/events Andy Green. 07853 557085 chairman@peterboroughmfc.org
21 Nov	PMFC Indoor Flying at Bushfield Leisure Centre , Peterborough PE2 5RQ. 10:00 to 14:00 Sport free flight in a large hall with low key comps and prizes, Slow light RC welcome (no Shockies /Helis). Includes BMFA Pussycat competition as detailed in "Tailplane" in June's Speaks. Competition full details at https://peterboroughmfc.org/events 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



Printed by Matlock Print, Derbyshire

Useful Websites

SAM 1066	-	www.sam1066.org
Mike Woodhouse	-	www.freeflightsupplies.net
BMFA	-	www.bmfa.org
National Free Flight society (USA)	-	www.freeflight.org
Belair Kit's	-	www.belairdigital.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.mfnz.org
Raynes Park MAC	-	www.raynesparkmac.c1.biz
Sweden, PatrikGertsson	-	www.modellvänner.se
Magazine downloads	-	www.rcbookcase.com
South Bristol MAC	-	www.southbristolmac.co.uk
Vintage Model Co.		www.vintagemodelcompany.com
Magazine Downloads	-	www.rcbookcase.com
Flying Aces Club	-	www.flyingacesclub.com
Oxford Model Flying Club	-	www.oxfordmfc.bmfa.club
DC Maxecutors MAC	-	www.dcmaxecuter.org

control/left click to go to sites
or paste the address into your browser

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