NEW Clarion

SAM 1066 Newsletter

Society of Antique Modellers Chapter 1066

Issue nc012025

January 2025

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
johnhandrews@tiscali.co.uk

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.

Happy New Year To You All

Contents

Editorial

Happy New Year to one and all. Fingers crossed that we might get a few more good FF flying days in 2025.
The storm force winds of early December blew down a few trees here and there but Nick Peppiatt informed me that the day before the storm broke he was flying small models in flat calm in his local park.
I received this note from Jim Paton: (*I've just read Barrie Russell's & John Taylor's articles with their cure for Dutch rolling. When I complained about my RC Tomboy doing this I was told it was just trying to shake off the radio assist.*)

Right, what have we managed to put together for this year's first epistle to the afflicted :

- We kick off with the 2024 Annual General Meeting notification.
- Our chairperson reports on the remembrance meeting for the recently departed Peter Hall. He will be sorely missed by many.
- Gavin Manion outlines his thoughts on the Southern Coupe League, which he has agreed to take over now Peter has gone.
- A detailed report on the Crookham Gala is provided by Chris Redrup. Included are the competition results.
- Pylonius, from January 1956, tells of frustrated R/C aeromodellers turning in desperation to model boating. He also tells of a farmer's son who became secretary of a local model club.
- Martin Pike queries the name of a model he inherited from John Wingate's collection.
- Roy Tiller weighs in early this issue with more observations on early books in his modelling archives.
- News Review from 1950 records the SMAE's dismay at the low attendance at the decentralised meetings it promotes. It would seem contest modellers prefer the larger gala events. There is comment on international records and news of Finland hosting the Wakefield competition.
- As a page filler I have dipped into my picture archives and picked out a few from Middle Wallop in 2015.
- Heard at the Hangar Doors praises North American Aviation for whirlwind response to request for info. High tension cables are once again brought to our attention. The SMAE are to propose abandoning the ROG requirement at the FAI Commission meeting.
- Roger Newman sends a lengthy report from Wales on various interesting subjects together with a plan or two.
- Wikipedia provided me with details of the Wright Flyer. The first man carrying powered aircraft to fly on December 17, 1903. Invented and flown by brothers Orville and Wilbur Wright,
- Nick Peppiatt submits one of his detailed reports, this time The Trinity Indoor Flying meeting. It is significant that Nick does not appear anywhere in the article, did he forget to take his models?
- Engine Analysis is a new one on me, the Marown 1.5cc Snipe R/C from Jan. 1966.
- Secretary Ray Elliott sends his Notes for January 2025.
- We wrap up with Roger's three plans for the month.

Editor

2024 Annual General Meeting of SAM1066

SAM1066 AGM 2024

To be held Thursday 23 January 2025 at 7.00pm via Zoom. Would those wishing to "attend" please email the Secretary at secretary@sam1066.org at least five days prior to the meeting so that we can send you the log in details for the meeting along with copies of the Officers' reports. Any apologies for absence can also be sent to the Chairman.

Agenda for 2024 Annual General Meeting of SAM1066:

1. Welcome to members old and new for the season 2025
2. Apologies for absences
3. Chairman's report
4. Secretary's report
5. Membership secretary's report
6. Treasurer's report and accounts
7. Report on the David Baker Heritage Library
8. Election of Officers: Chairman, Secretary, Treasurer, Membership Secretary, Committee Members
9. Annual subscriptions for 2025
10. Any other business

Members views on the future of SAM1066/what to do with the increase of funds.

Any nominations for Committee positions and details of any other business to be discussed should be received by the Chairman at least 14 days prior to the meeting.
Tony can be contacted on tonyshepherd50@hotmail.com

SAM1066 Chairman's Report for AGM 2024

So let's start off with a review of the year's flying weather – but perhaps I'll gloss over that bit. Suffice it to say that I desperately hope that 2025 offers something better.

Back in the February edition of the New Clarion I asked what the membership want from SAM 1066 in the form of a series of ten questions. I don't know what I expected to see in the way of replies but I was definitely hoping to see a lot more than the half dozen that I received given a membership of over 300. Therefore I can only assume that you are happy that we continue to provide you with our monthly editions of the New Clarion, a few comps, the new format website and access the enormous amount of information in the David Baker Heritage Library so that's what we will carry on doing for the time being. However if at any time you feel that something different is required then please let me know.

As mentioned above the good old British weather hasn't been on our side and the only comp event we ran was one to the Cagnarata format at Odiham when Peter Carter was finally able to hold that meeting. Even then it was quite windy but at least we managed to get 5 entrants. We are hopeful that Peter will try and run Odiham again in 2025 and we are intending to run a few comp classes including another to the combined format with a handicapping system being applied to level things up. Look at the back of the August New Clarion for details of how it works. There will probably be at least two other days, most likely up on Salisbury Plain and now that the Free Flight Tech Committee are intending to go over to combined classes in a big way (albeit without handicapping) then we might just hold a small number of the single class comps for the most popular classes as there might not be many of these left. It's all being discussed at the moment with at least one other club also being involved. More anon.

So now it's time to thank those that do the work!

As always, John Andrews puts together the New Clarion every month so thanks John for continuing to undertake this huge task. And thanks also to all the regular and occasional contributors for their vital contributions.

Martin Pike has spent a lot of time reformatting the website and keeping the membership list in order so thank you for that Martin. And he's also started to organise flying meetings!

Nick Peppiatt has again kept control of our finances and we are still in a healthy state on that front as detailed in his annual report. Thank you to Nick for this work and also to Dave Cox for the auditing.

Roy Tiller, ably assisted by Barbara, is still busily maintaining the library of magazines and plans and as ever we thank you for all your work. This really is a wonderful facility which can access information from so many aeromodelling publications and drawings and Roy is always happy to help. If you want to read an article, perhaps on Banshees by Ron Warring, then ask Roy (he found that one for me!).

So let's hope that 2025 brings us all some great flying. Tony Shepherd Chairperson

SAM1066 Secretary's Report for 2024 AGM

Having the unenviable task of following in the footsteps of Roger I would just like to give my belated thanks for his sterling efforts over the years and for his help and encouragement since I took over as secretary. I particularly admired his ability

to come up with interesting topics for his monthly reports for The Clarion. Thankfully he is still on board with his notes from North Wales. I confess that sometimes I must think long and hard to come up with a suitable topic.
This has been another year where contest participation has been at a much-reduced level, even when the weather has been well-nigh perfect such as for the Coupe Europa/SAM1066 day in October. I guess we all know the reasons, with an ageing demographic being the most prominent. With the move to more combined classes for BMFA contests in 2025 we might see increased competition but with fewer classes.
The other competition that we were due to hold alongside Croydon Wakefield Day at Easter had to be cancelled due to the army requiring Area 8 for exercises. We did manage to run a Cagnarata contest at Odiham in August on behalf of the BMFA Southern Area but unfortunately this was blessed(!) with less than perfect weather resulting in a low entry.
Looking ahead to next year we are planning to run two comps on Salisbury Plain in conjunction with the Croydon club. The first of these will be in June and the second in October. Ray Elliott Secretary

SAM1066 Treasurer's Report for AGM 2024:
It has been a quiet year, but the accounts remain healthy. As you can see, £1250 has been put in an easy access savings account which does at least get a modest rate of interest. The expenditure was on keeping the SAM1066 website going and competition prizes.
Since compiling the accounts, I have learnt that Lloyds Bank, which SAM 1066 has used since 2008, will be changing the account to a Community Account and will be charging a monthly maintenance fee of £4.25 for the privilege. I am currently looking at accounts with other banks.
However, with the current healthy state of the accounts, membership of the society can remain free, as can competition entry.
Many thanks to Dave Cox for again reviewing the accounts as presented. Nick Peppiatt Treasurer

SAM 1066. INCOME EXPENDITURE AND PETTY CASH ACCOUNTS, 1ST OCTOBER 2023 TO 30TH SEPTEMBER 2024

SAM1066 CURRENT ACCOUNT

INCOME Date	Details	EXPENDITURE Date	Details	AMOUNT IN	AMOUNT OUT	CHQ. No	BNK BAL
01/10/2023	**Balance carried forward from 2022/23**						**1689.13**
		20/03/2024	Transfer to savings account		1250.00		439.13
02/04/2024	Cash float from previous secretary			30.00			469.13
		03/04/2024	Wine prizes Croydon Wakefield day		38.20		430.93
		19/06/2024	Renew TSOHost for SAM1066 website		86.26		344.67
		19/08/2024	Wine prizes Southern Area gala		15.98		328.69
		16/09/2024	Domain renewal sam1066.org (2y)		31.08		297.61
		16/09/2024	Site security license (5y)		30.58		267.03
			BALANCE AT BANK 30/09/2024				**267.03**

SAM1066 SAVINGS ACCOUNT

20/03/2024	Transfer from current account			1250.00			1250.00
09/09/2024	Interest			7.30			1257.30
			BALANCE AT BANK 30/09/2024				**1257.30**
			TOTAL BALANCE AT BANK 30/09/2024				**1524.33**

SECRETARY'S CASH ACCOUNT Now closed

Signed

Nick Peppiatt Treasurer

I have reviewed the SAM 1066 accounts for 2023/2024 as presented to me and find them accurate.

Signed DAVID COX

SAM1066 Membership Secretary's report for 2024 AGM
The membership list currently stands at 352 - about the same as last year.
I have implemented the agreement reached with you all; that if a regular NC email is bounced due to the mailbox being full, I just remove that address from the list. This is in preference to ringing the member up - the reason may well be that the member has died. Re-joining is not difficult if there is another reason.
The website has been extensively re-vamped, although there remain a few pages in the old style - the contacts page, membership application and D Baker library page. I had to call in a friend with expert knowledge recently as all the menus stopped working after an update. All working again thanks to David.

I hope you like the website - it certainly looks more modern and it now has a security certificate (a relatively new requirement) , so it seems more legitimate.
The 'Getting Started' is intended to guide people into our hobby 'ab initio'. If you have any suggestions, do please pass them on to me.
Some new photos would help - currently they are almost all mine.
I am using the website to promote my May Welsh event 10-12 May 2025. This is an attempt to instigate a new annual event, particularly for scale models. I fear that events are becoming ever more scarce, what with the loss of MoD sites and members aging. I'm still keen to welcome you to North Wales next year. The aim is to combine indoor, outdoor and social events - including a VE fly-in at Caernarfon Airport. Martin Pike. Membership Secretary

SAM1066 DBHL (Magazines) Report for AGM 2024:
The magazine Le Module Reedit d'Avion from issue No 1 to No 50, referred to in last year's report, have all been scanned and the 41 inserted plans have been scanned by my local plan copy shop. Details of these are now on my Excel files of "Magazines Held" and "Plans in Magazines". I will forward, during January, end of year copies of these files to our webmaster to replace those currently on the website. This is the first instance where we have a significant run of magazines complete with their inserted full size plans all in digital form meaning that magazine articles and plans are available to members by email.
This year fund raising has been limited to the sale of a few items at the one Bournemouth M. A. S. meeting held which raised £5.00 bringing the total library funds held to £10.21. The cost of the M.R.A. plan scanning was £73.80 leaving the Library Fund with a shortfall of £63.59 to be covered by funds from SAM 1066, leaving the Library Fund at nil. In light of the minimal activity with a financial implication I propose to close the rolling record of Library funds at the end of 2024.
Requests for copies of pages from magazines has continued, now all being replied to by email with no printing or postage costs involved. This year I estimate that approaching 100 pages have been sent out, about half of them to just one recipient that being our Esteemed Editor. Roy Tiller DBHL Archivist

Peter Hall's Celebration of Life - Tony Shepherd

We went to Peter Hall's 'Celebration of Life' last Friday afternoon 22nd November 2024. Ray and Chris Redrup were also there and they'd hung a few of his models from the roof timbers. I have attached a couple of photos of the display - Scram, F1g, P30 and probably open rubber or perhaps F1b. There's also a nice one of him fooling about. It was a lovely event.

Tony Shepherd

The Coupe League - Gavin Manion

The Southern Coupe League

Many will be aware of the recent sad passing of Peter Hall who, together with Roy Vaughn, was for many years promoter, commentator and indeed a competitor in the Southern Coupe* League (SCL). *Throughout "Coupe" in the context of SCL means F1G.*

The league was formed maybe twenty years ago to promote Coupe flying in the south of England to counter the then perceived dominance of northern clubs and flyers in this class.
Over the intervening 20 years Coupe has not escaped the general diminishment of flyers and entry numbers which have affected all classes so the SCL has, under the influence of Peter and Roy, striven to have a wider appeal for coupe flyers across the whole of the country, for example the last several years scores from F1G at the 2nd Area have counted wherever the competitor flew.
I understand that just a few years ago they considered dropping the "Southern" bit of the league's name but the words "national" and "league" together in a title offended their liberal sensitivities.
The last phone conversation I had with Peter was him offering me "the chance of a lifetime" as he put it. Peter said that he and Roy wanted the league to evolve to increase participation and continue to be "The League" for Coupe flying across the whole country… and by the way would I like to do it? I agreed that I would after the completion of the 2024 league at the Croydon Coupe Europa event in October on Salisbury Plain.

These are my thoughts and ideas to date set out to encourage comment:

Most centre around the desire to increase participation against a background of declining numbers generally in competitive free flight.
The events need to appeal to as many as possible so need to vary in style to appeal to "hard-core" and more relaxed fliers. So a mix of 3 and 5 flights events including when appropriate F1G in combination with other sub classes i.e. Vintage and Pre1970 so long as each individual's achievement is recognised.
Resist the tendency for the SCL to become "the Salisbury Plain League". The Plain can be hard to fly on in poor conditions and is perceived (wrongly I feel) as inaccessible in an ordinary car.
Encourage as wide a geographic location as possible (not easy with the flying sites we have available). Combining some coupe classes as above should help this.

Maintain the current automatic entry principle of the league, If you fly in a qualifying event then you're included in the league results. Similarly continue with the current scoring system for the very good reason that Roy understands it and has a spreadsheet that calculates it. It needs to be explained afresh to fliers and reviewed after a season to consider whether it still encourages participation.

Where are we now?

There are already some positives. I'm really pleased that Oxford MFC have agreed that their summer duration event will include a coupe event open to any BMFA fliers. Understandably and very importantly fliers will need to follow Oxford MFC's local rules to preserve the use of the lovely Portmeadow site. Details will follow as they become available.

The Birmingham Classic next year will open up the pre1970 Coupe event to all Coupes whilst maintaining the present awards for the pre1970 variety. Flying any Coupe will of course result in points scored in the SCL. The date for the Classic will be advertised soon in the modelling press.

The first round of the SCL 2025 will be the 10th Grande Coupe de Birmingham, this "hard-core 5 rounder" will again be accompanied by 3 flights of pre1970 coupe. Only entrance to the 5 round event will attract SCL points as there is no appropriate way to combine without losing the event's character. The details and dates for the Birmingham Coupe are on a separate notice in this publication.

Beyond this it's difficult to give details of the SCL event list as at the time of writing there is no FFTC Contest Calendar and no clarity as to how individual class results will be collated. However, I would hope that we should have at least Oxford and Birmingham as above, then the privateer events by Crookham, Croydon and Birmingham (Classic) and the BMFA Nats. Then presumably there will be the four Area Galas albeit with "Combined Mini". Finally, the organiser of this year's Buckminster Gala, completely under most people's radar, though not Mark Benns', dropped the word "Vintage" from the previous combined Vintage Coupe+P30 class. It's likely next year's Gala could provide an SCL event at the "relaxed" end of the spectrum.

I make that a potential total of 11 events in 4 different locations not including the Area events. It's a start.

If you've any comment or suggestion (even the offer to run a coupe event somewhere) then please get in touch. There's still a little time to sort out the details and maybe the present uncertainties should best be seen as an opportunity to change things to better suite where we are these days.

Please let me know your thoughts. Gavin Manion gavin.manion84@gmail.com

Gavin Manion

Crookham Gala - Chris Redrup

Crookham Gala 28th September 2024

This year's Gala was to have been held in June, when it was hoped that the weather would be pleasant but the Army decided that their use of Area 8 on Salisbury Plain took precedence, so we had to rearrange it for the next available gap in the calendar, which was September.

Following the sensible examples of Gavin Mannion's and Stuart Darmon's events, we chose to hold it on either the 28th or 29th of September, with the choice of day being announced 48 hours in advance, based on the weather forecast. This turned out to be an inspired decision as Saturday was predicted to be dry with lightish winds from the north west, while Sunday was to be wet and windy.

16 people turned up to fly and we set up near the south west corner of the trimming field. The cattle were penned just to the east of our position but thankfully the wind direction for much of the day was taking the models well clear of them. This turnout was a little disappointing given the good weather but it may have been influenced by some of the negative comments about Area 8.

Contrary to what some have said, access is really not a problem, even in a small car and the organisers of this event always clearly mark the safe route to follow across the site. As it is the only viable site for free flight in the south, I am always surprised that more people do not make use of it whenever the weather is kind to us.
By the time of the fly off the wind had dropped to zero so we were able to watch the models circulating overhead and landing a few yards away.

Combined Power had the largest entry with six people, four of whom maxed out. The winner was Neil Allen flying his F1C, while Pete Watson was second with his Dixielander, beating Chris Redrup's and therefore winning the George Fuller Trophy. Alan Jack had motor problems and ran out of time.

Both Combined Glider and Modern and Vintage Coupe had five entries each. Alan Brocklehurst was the only one to max out in Coupe, while Simon Dixon flew his Fruit 2 to second place, thus collecting the best Vintage Coupe prize.
There was no fly off in Combined Glider but Gary Madelin was victorious, maxing out with his F1H, while Simon Dixon picked up another prize for second with a Lucifer and a bottle of fizz for being Gala champion.

Unbelievably Mini Vintage only had one entry and E36 only two. In the past these have been the most popular classes – what has changed?

Ray Elliott set the standard by maxing out in E36.

E20 was introduced as a new event at this year's Gala. Paul Masterman and Chris Redrup battled it out with Chris just coming out on top. I am very impressed with the performance of these models and would like to fly them more. Unfortunately, that means travelling to Buckminster or Peterborough, where there is a real following for them.
Everyone agreed that it had been a great day and they had thoroughly enjoyed themselves so we will be doing it all again next year. We always have prizes and trophies at the Crookham Gala so there is something to fly for, the contest finishes early at 5pm and it is always a relaxed event, so look out for an announcement for next year's date and come and join us.

RESULTS

Combined Power
1st - Neil Allen
2nd - Pete Watson
3rd - Chris Redrup
George Fuller Trophy – Pete Watson

Combined Glider
1st - Gary Madelin
2nd - Simon Dixon
3rd - Dave Cox

Modern and Vintage Coupe
1st - Alan Brocklehurst
2nd - Simon Dixon
3rd - Ben Hobbs
Best Vintage - Simon Dixon

E36
1st - Ray Elliott
2nd - Paul Masterman

E20
1st - Chris Redrup
2nd - Paul Masterman

Mini Vintage
1st - Jim Paton

Chris Redrup

To All UK Free Flight Competitors – Have Your Say.

Since the 2025 Free Flight Programme and Calendar V2.0 was published by the FFTC on 19/12/2024, many of the UK competition fliers have contacted them requesting clarification on numerous points, pointing out the obvious inequalities in model performance in the Contest Groups and objecting to the changes to the Plugge competition and the reallocation of trophies. Many of us consider that so many major changes to the format of our competitions should not have been introduced without any prior attempt to consult the competitors.
As far as we are aware, none of the questions or objections have been answered, so we have sent a letter to the FFTC, requesting that they recognise their programme will do more harm than good, and have appealed to them to revert to the traditional competition format for 2025 and initiate a process of inviting proposals for a better solution for the future. It will be too late to do that at the end of the year if people have already left the sport in protest.
The FFTC have rejected options which have been presented to them: to either hold back on such major changes, or to trial their proposals at the Galas only.
Of the 29 people we have been able to contact in the short time available, 26 have endorsed the letter, many of whom were at the Buckminster conference in September, and I have no doubt that if we had more time and other contact details, we would have even more signatories. A copy of that letter can be obtained by emailing: chrisredrup@yahoo.com.

Unlike the FFTC, I am convinced that the majority of fliers are against the introduction of so many controversial changes without further debate of both theirs and other peoples' ideas, so I am giving all of you the opportunity to HAVE YOUR SAY.
If you do wish your voice to be heard, email me chrisredrup@yahoo.com your choice of the following two options.

1. Proceed in 2025 with the Free Flight Programme and Calendar V2.0 as published by the FFTC.
2. Revert to the traditional format of competitions for 2025 and consider all proposals for change during the year.

Please vote for one of the above ONLY and send me your vote no later than the 10th January 2025.
I will publish the result and send it to the FFTC for their consideration.

Chris Redrup Chairman, Crookham Contest Modellers

Topical Twists

Watered Down

The drift of radio modellers to the paddling ponds is still continuing at quite an alarming rate. And it seems the reason is that the newcomer to the hobby is too easily discouraged. Moodily surveying the mangled remains of the 20 quid radio gear and the ten quid engine lying among the wreckage of his first model—such a beautiful 60 bob kit—he is apt to yield too quickly to the temptation of drowning his sorrows in the nearest pond. But pushing the boat out, literally or otherwise, is not, we are told, the solution to happy radio modelling. The bleep box tyro should manfully put away all childish thoughts of boats and have another " bash."

Of course, it would be highly insulting to suggest to the scientifically minded newcomer of today that he should restrain his enthusiasm for the big and spectacular, and, instead, serve a useful apprenticeship on a simple sports model. It's embarrassing enough for him to appear in public with even the largest radio model now that they have been given away as prizes in the junior newspapers. And, anyway, he's not interested in all that toy aeroplane kid stuff. All he wants is something large and impressive which works by the magic wonder of R/C. An aeroplane, fashionable and exciting, is the obvious choice, but if the silly things will crash, a model boat will, at least, give endless hours of harmless, scientific fun. So why not leave our press button age operator down at the paddling pool where he's happy ?

Drama Dept.

The countryside used to be a restful sort of place before the coming of the Archers and model flying. Rural ructions are, alas, the order of the day in those quiet retreats where once tranquility reigned over all, and where even the rude peasantry were obliged to drink their soup with muffled spoons. With the alien diesel vibrating the ancient church steeple like a tachometer and the incessant barrage from the twelvebores of cornfield-patrolling farmers, there is nowhere left to go for a quiet bit of model flying.

Considering the general farmer-hostility towards us harmless model fliers, it is surprising to read of a farmer's son electing to become hon. sec. of his local model club. The situation, however, seems to give scope for some good old rumbustious melodrama.

The scene opens with apoplectic farmer crying down dire vengeance on all crop trampling model hooligans. In a fury of rage he takes down a spiked horse whip and prepares to go forth to ferret out the unspeakable hon. sec.—the leader of the vandals. Son now boldly confronts father and confesses his grievous sin. Whereupon farmer froths at mouth, and is carried off to his featherbed on a five bar gate. Son pleads for father's forgiveness in vain—and so it goes on.

A happy twist to the story would be for the erring son to heroically rescue his father's pet model-chewing goat from the combine harvester, and all would end in sweet forgiveness. A more up-to-date twist could be introduced by the gallant son failing in his heroic attempt. Then, as in the final scene, youthful hon. sec. and model-chewing goat disappear into the innards of the harvester, the farmer exclaims reproachfully, " Just a couple of mixed up kids !" (All comes well in the end, however, as they manage to bale out.)

Going to Pot

Not so many years ago the heart rending cry of modellers everywhere was for a light and efficient power unit. Manufacturers have long since satisfied this demand with featherweight engines of amazing simplicity and power output, and might well have rested on their well-earned laurels had they not been faced with yet another touching appeal. Since only one in umpteen model engines ever reaches the airborne state, prop flickers are pleading for something more in the nature of a mechanical toy. The manufacturers are answering by adorning their units with extra cylinders, and, already, the twin pot versions of the diesel are rearing their ugly heads.

There are many advantages of the twin cylinder unit over the orthodox one. It is twice as noisy, twice as heavy, takes twice the time to start, and is half as powerful. For less than double the price, therefore, prop flickers are getting double the value.

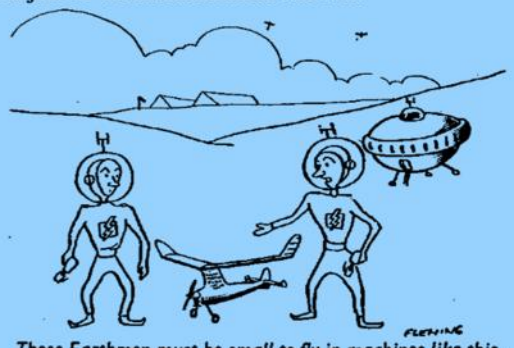
We can now look forward to future power units sprouting as many pots as the O'Donnell sideboard. Such is progress.

A Dressing Down

Our visiting teams abroad have been roundly criticised for manfully upholding our proud tradition of flying field scruff order. Amid all the frou-frou elegance of embroidered track suits and décolletée dungarees, that proud emblem of our national heritage, the oil stained flannel bag, continues to flout the modern tendency of feminine frippery and gadabout glamour. Hardly a cause of criticism, you might say. Quite the reverse, in fact. Apart from the manly dignity the flannel bag imparts to the wearer, it retains, together with the cement caked jacket, a healthy respect towards model flying as a weekend hobby; rudely challenging the quaint notion, held by the foreign chappies, of its being a sport.

Admittedly, the scruff order has its drawbacks—being directed to the local doss house by finicky hotel proprietors, for instance, but highly practical, in that its scarecrow appearance can often allow one to pass unnoticed in the middle of a cornfield.

However, if we are to take the plunge and dispense with our casual attire in favour of some elegant national dress, we have a wide and enchanting choice: pin stripe suit and bowler, knee length shorts and pith helmet, umbrella and raincoat, and Teddy Boy outfit. Anything outside this exclusive range would only make our English lads feel ridiculous. But this insistence on glamour make-up is all very well. For my part, so long as there is a pair of English braces dangling over a foreign field, I'll be happy in the knowledge that models are still being flown just for the un-nationalistic fun of it.



These Earthmen must be small to fly in machines like this.

Adding a postscript to these notes on overseas dress, we learn that something of a sartorial sensation was caused by the keen character who hitch hiked his way to the World Champs from Manchester. Begrimed, bearded and still slightly damp, the appearance of this typical specimen of British flying field order gave a welcome morale boost to our homesick lads, who were suffering some inferiority from all the dressy daintiness about them.

The beard, too, strikes a hopeful note. Attention to this fashionable outcrop on our flying fields could help to solve our dress problem without financial outlay. A bit of cunning topiary could give a prosperous impression of a fur-lined track suit. For this reason the cultivation of facial fungus might well be encouraged, and club wags might do well to refrain from diligent model searching in the region of the hirsute chin.

For further information on our bearded brethren the reader might wish to refer to my latest pamphlet, " Aeromodelling, and its Amazing Growth."

Pylonius

Model ID? - Martin Pike

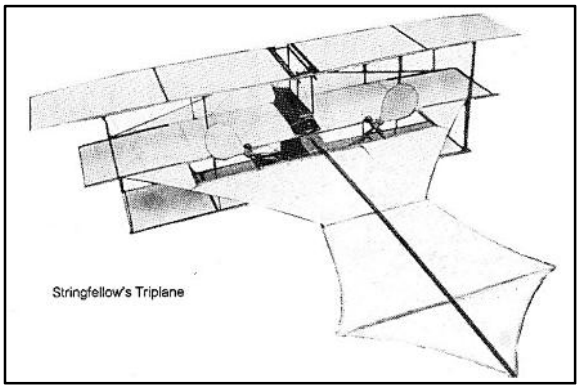
This is one of a number of models I inherited from John Wingate.
I guess it is a 1940's (US?) Wakefield. Any further suggestions? The wings seem not to match.
If I could identify it, I could build another wing.
The ruler is 36"...plus 3" to make a metre.

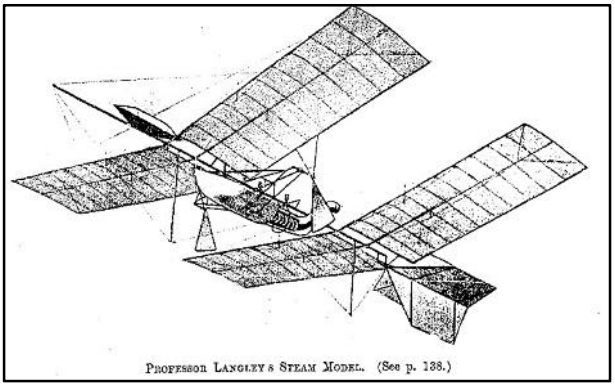
Martin Pike

DBHLibrary (Magazines) - Roy Tiller

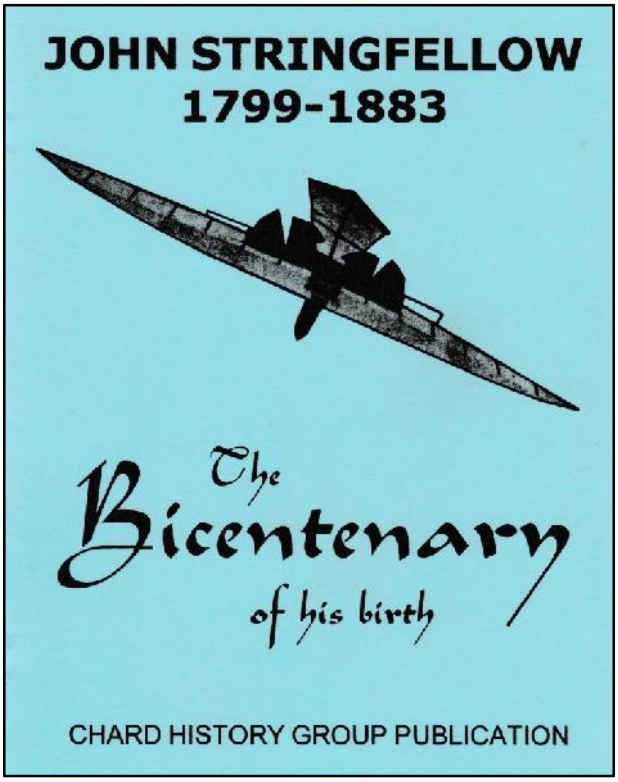
Report No.167 Our earliest books.

A final look at "The Theory and Practice of Model Aeroplaning" 1911 and "Flying and some of its Mysteries" 1912 both by V. E. Johnson. The 1911 book mentions John Stringfellow and his steam powered flying machine. The 1912 book has a sketch of Professor Langley's steam model.





What connection could there be between these two men. One from Chard, Somerset, U.K. and the other located across the pond in U.S.A.?



On a visit to Chard, a few years ago, I found a small museum, run by volunteers, and learned something of John Stringfellow and his exploits. The Chard History Group published a booklet on his life and experiments. See some extracts below.

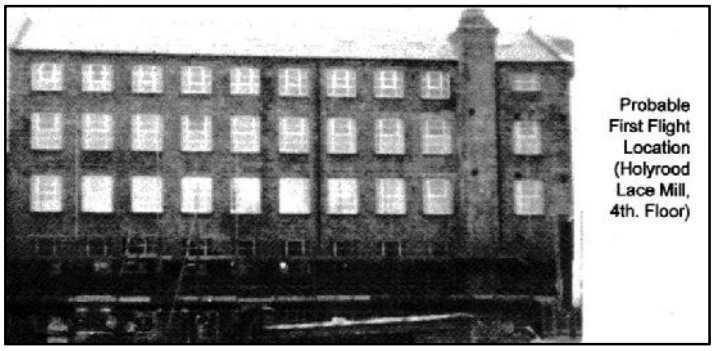
"John Stringfellow: The Flying Man of Chard.
John Stringfellow (1799-1883) was a son of Sheffield cutler William Stringfellow (1772-1842). William was interested in the newly emerging sciences and had a small laboratory and workshop near his house, which was the first in the area to be lit by gas. He mended and made guns, clocks, locks, mechanical models, gas apparatus and philosophical instruments. John Stringfellow was born on 6th December 1799 near Townwell Yard, Attercliffe, Sheffield. He was apprenticed to a bobbin-net lace manufacturer in Nottingham in 1815 and, four years later, was sent to Chard to install machines in Mill Lane. Shortly afterwards, he set up as a bobbin and carriage manufacturer. The lace machines used many hundreds of accurately made brass bobbins for which Stringfellow developed considerable repute as a manufacturer. In 1839, he helped to form the Chard Institute, a scientific organisation which had weekly lectures and, for a small town in a rural area, a distinguished membership.

Stringfellow presented a series of demonstration lectures on electricity. He filed patents on medical batteries, a scarificater for controlled bloodletting and a mobile shield for riflemen. He was greatly interested in ornithology and skilled in taxidermy. He later pioneered photography in the area and his collection is now looked after by Somerset County Museum. All this aside, Stringfellow's main contribution was to aeronautics - which earned him the title 'The Flying Man' - an account of which is given below.

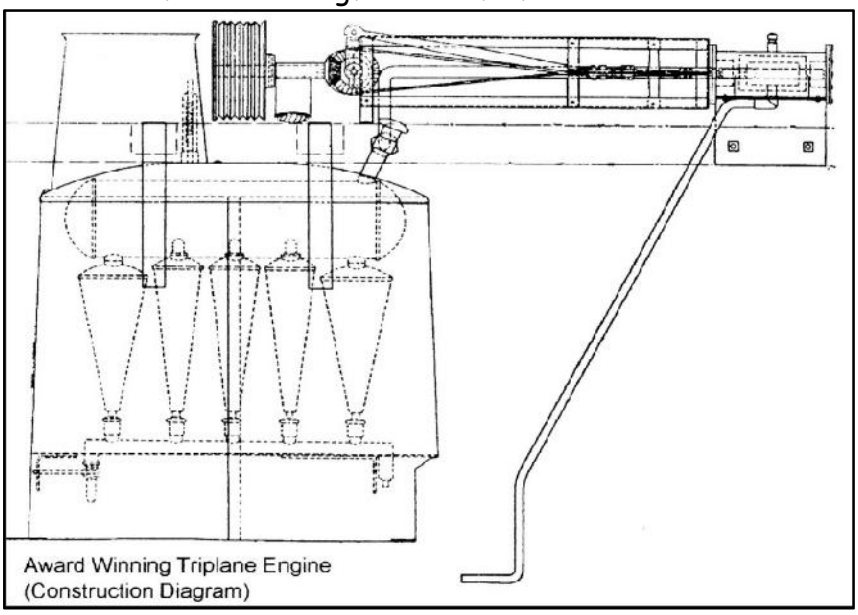
"Aeronautical Experiments in Chard and London
Local diarist and antiquarian Arthur Hull records in 1832 that Stringfellow stuffed a bittern for him (could this have sparked Stringfellow's interest in flight?). In the same year Stringfellow flew his silk balloon at the Reform Bill celebrations and this landed at Windwhistle Hill, 3 miles east of Chard. Presumably, this was an unmanned, hydrogen gas, oiled silk balloon. According to a contemporary, Henson and Stringfellow were busy planning a large aeroplane by 1840, and local memories recall that the extraordinary character, John Bondfield shot birds for them to study wing outlines. This was crucial because the Cayley wings were square and, for efficient powered flight, they knew that a high-aspect ratio was required but failed to incorporate a curve under the trailing edge. The strengthening problems that this presented were overcome by using bamboo and hollow wood spars, with a double kingpost and oval section wire bracing. Flight control was by means of a moveable pre-set tail and rudder to provide a system similar to that used by birds. The weight of the suspended engine and the shape of its gondola were probably considered adequate to provide lateral stability without the use of wing flaps. Cayley never liked using screw propellers for propulsion but they planned to use a pair of 10-foot diameter pushers. It was rightly considered that an engine developing 24 to 30 HP was required. Another unique feature was an undercarriage.

Henson left Chard in 1840 to join his father's business in London but experiments and construction of improved steam engines continued in both places. Stringfellow was determined to make his steam engines lighter to overcome the disadvantage of their own weight - and produced unusual boilers with cones heated by a spirit burner. He also worked on a steam engine for a road vehicle.
The key to progress still seemed to lay mainly with the engine and Henson continued to scour London for lighter and more efficient versions, with improved power-to-weight ratios. A series of model aeroplanes was made and launched down a slipway to provide initial momentum.

"Stringfellow's Experiments
This was the end as far as Henson was concerned because by then he was in financial difficulty. He married in 1848 and left England to join his father in the USA. Pressing on alone, Stringfellow worked on a smaller 10-foot, 9-lb. model fitted with his new lighter, more powerful steam engine and two four-blade propellers.
One way he refined wing shapes was to hold his various wing designs from the windows of express trains - as a sort of mobile wind tunnel - much to the amazement of locals, who by then had dubbed him 'The Flying Man'. Stringfellow's new model had pointed wings that were curved, lighter and more streamlined. To save weight, his new model had no undercarriage and was launched from the end of a sloping wire. It also had no fin and the tail was set at a lower angle.


Probable First Flight Location (Holyrood Lace Mill, 4th. Floor)

To avoid the effects of weather, Stringfellow hired a large, empty room in a disused lace mill. After a few abortive trials, he managed to fly the aircraft, which climbed steadily after detachment. Demonstrated in front of his friends from the Chard Institute and invited guests from London, this was the world's first sustained, powered flight. Marriott brought a London pleasure ground owner to see a demonstration. It was agreed to mount a demonstration flight in a marquee in Cremorna Gardens, London. This took place in front of a number of scientific gentlemen in August 1848, the aircraft flying 40 yards or some three times the distance flown earlier that year."
Other business activities then came to the fore in Stringfellow's life for some time.

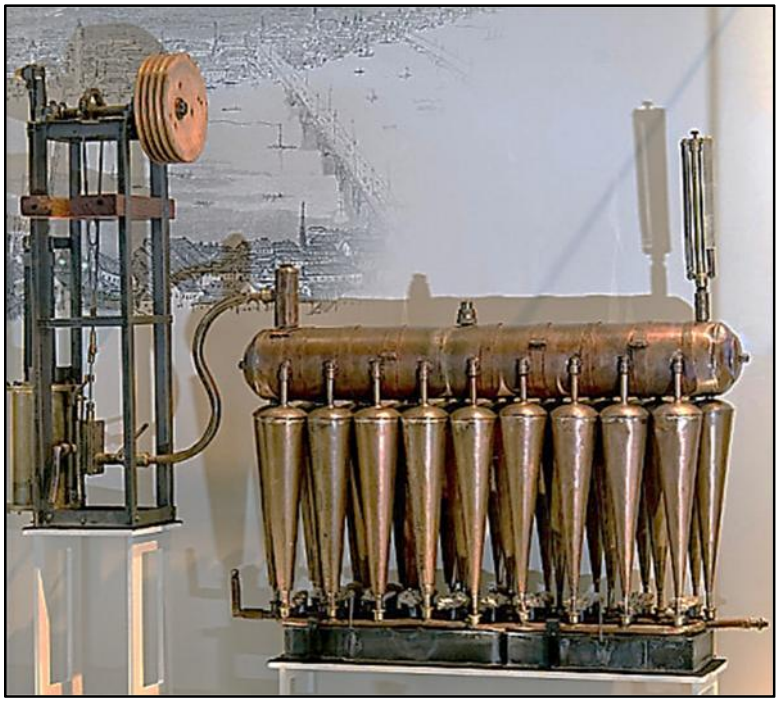

Award Winning Triplane Engine (Construction Diagram)

"The formation of the Aeronautical Society in 1866 caused a renewal of interest in flying. An exhibition at the Crystal Palace was to be mounted and prizes offered for the best models. By 1868, Stringfellow was becoming rather frail and rheumatic but, at Cayley's suggestion, he produced a superb steam-powered triplane that, although tethered for safety, flew successfully at the exhibition.

The Council was particularly impressed with the engine, awarding Stringfellow a prize of £150. Despite weighing only 13lb. the engine developed 1HP, and was the lightest and most powerful steam engine ever built.

Stringfellow's Grave & Memorial (with pioneer aeronaut Salmet flying overhead in 1912 commemoration)

Stringfellow invested the prize in a long workshop for testing his models.
Reflecting its importance in the story of flight, replicas of Stringfellow's triplane can be seen in the Science Museum in London and the Smithsonian Institution in Washington.
"John Stringfellow died on 13th December 1883. He is buried below a special commemorative *monument in Chard Cemetery. A* photograph exists which shows the famous aviator Salmet above this in his monoplane."
So what is the link between Stringfellow and Langley? Below is the answer that was found on the web.
Like the Wright brothers, who followed, John Stringfellow and his associate William Henson are an important link to early aeronautical researchers. At an exposition in 1868 in London's Crystal Palace, where it powered a triplane model along a cable, the Aeronautical Society of Great Britain awarded a prize of £100 to Stringfellow's engine as the lightest in proportion to its power, producing 0.75 kW (one horsepower) for the weight of 5.9 kg (13 pounds).



In 1889, Smithsonian Secretary Samuel P, Langley purchased the engine, along with a "car" designed to carry an engine and a pair of propellers, for £25. Langley held onto the engine briefly, sending it to L.D. Copeland of Smithville, N.J., for experimental work. Upon return of the engine to Langley, he turned it over to the museum section of the Smithsonian for public display, also in 1889.

Roy Tiller, tel 01202 511309,
Email roy.tiller@ntlworld.com

Roy Tiller

CONTEST SUPPORT

An outstanding feature of the competition secretary's report at the S.M.A.E.'s annual general meeting was the poor support given to the society's contests during last season and to the decentralised events in particular. From this it would seem that aeromodellers prefer to take part in the better organised and larger centralised contests rather than their local events, even if it entails a certain amount of travelling.

It was revealed, however, that the total entries received did not represent one member per club and this low percentage of participation is astonishing.

INTERNATIONAL RECORDS

Once again Great Britain figures in the list of world records for model aircraft thanks to the efforts of J. Marshall, who holds the flying wing record in the power class with a flight of 1 min. 50.8 sec., and R. Musgrove who holds the world record for special aircraft (helicopter) with a flight of 1 min. 6.8 sec.

While neither of these are spectacular they indicate some good work in the field of the less popular types and we would remind our readers that there are a large number of classes in the new F.A.I. list of recognised world records which have no holders and can be picked up with little effort by any enterprising aeromodeller.

At the same time we would issue a warning to those intending to make attempts on world records—or British records for that matter—to make quite sure that they comply with the requirements. For international records the claimant *must* be the holder of an F.A.I. competitor's licence—obtainable from the S.M.A.E. on application—and must comply with the rules of the F.A.I. *Code Sportif*, both as to the specification of the machine and the qualifications of the timekeeper and observers.

In the case of power duration classes there is no limit placed on the length of the engine run but we would remind British modellers of the rule obtaining in this country which limits the engine run to 2 min. If an attempt on a world duration record is contemplated in this country it is essential first to obtain the permission and co-operation of the S.M.A.E., who will provide competent observers and satisfy themselves that the conditions are complied with and that the flight is carried out under safe conditions.

WAKEFIELD NEWS

Information reaches us that the Finnish Aeronautical Association have decided to exercise their privilege to run the 1950 Wakefield contest in Finland and that they have provisionally fixed the date for July 23rd.

It would appear that they are proposing this date after consultation with the Swedish Royal Aero Club who are celebrating the 30th anniversary of their formation by holding an aviation meeting on July 30th which will include a model glider contest. The idea is, of course, to make it possible for Wakefield teams to take part in the Swedish glider event in the same journey and thus reduce travelling expenses.

Invitations have already been sent out by the Finnish Aeronautical Association to all the National Aero Clubs with an indication that the teams, which are limited to six competitors, will be their guests during the course of the contest.

There is little doubt that the S.M.A.E. will make every effort to send a team to both events, but priority must, of course, be given to sending a Wakefield team to Finland and even this is very largely dependent upon financial support given by the clubs. Last year was disappointing in the extreme and a much greater effort will have to be made by them this year if we are to maintain the prestige which we have acquired in past contests. The S.M.A.E. has many good friends who have assisted in the past with generous donations but there is such a thing as "killing the goose that lays the golden eggs" and there is a definite limit to what aeromodellers are justified in expecting in this direction.

The only sound way to participate in this, and any other international event is on a self-supporting financial basis and the sooner the clubs realise this and place this side of the society's activities on such a footing the better.

Wallop Pictorial - John Andrews

A few pictures from my archives of meetings at Middle Wallop in 2015

Barbara Tiller looks for lift whilst hubby Roy stands by with the watch

And away she goes

I nail the ‘39 Korda together

Do the necessary

Remove from Jig

Return to base, mission accomplished

The Jackson's fight the wind break

Peter piles on the turns for the fly-off

Away she goes, Jim Paton on the clock

Roy Tiller winds his diminutive biplane (could be a Wright Flyer)

Loads it onto his missile launcher

Hey Presto, ready to fire

Colin Shepherd readies his Dixielander, then the D/T pops on launch

He still picked up a bottle of wine to share with wifey Pat

John Andrews

Heard at the Hangar Doors - Aeromodeller January 1955

Heard at the HANGAR DOORS

Co-operation—as we like it

With the F.100 Super-Sabre selected by contributor John Enoch for this month's Aeroplane in Outline, we cabled North American Aviation with a request for a suitable cover photo. The cable was sent late one Thursday afternoon. At 9 a.m. on the next morning came the reply cable indicating that photo's were on their way and on Monday morning we found a selection awaiting us in the morning post. In the short space of 84 hours we had requested and received just what we wanted from a company half way around the World from Watford! Sometimes it takes us longer to get an immediate reply from around the corner!

We mention this admirable co-operation because in the same package with the F.100 pictures came the remarkable aerial circus seen above. Four generations of fighter aircraft are seen as a 110 m.p.h. SPAD is passed in turn by an F.86F, P.51 and Super-Sabre, quite a feat in both formation flying and photography.

High Tension and YOU

One would think that after all the warnings that have been issued and the tragic fatalities that have occurred, modellers would refrain from trying to fly a control-line model under high tension overhead powerlines. Another accident, this time involving an American Sergeant stationed in Britain, but not, most fortunately, involving serious injury, was reported in the last few weeks. Remember—the shortest distance twixt you and the devil is only the length of those steel wires if you but once make contact with an overhead line.

F.A.I. Agenda

The forthcoming F.A.I. Models Commission meeting, to be held in Paris on 11-12th December, will discuss the possibility of limiting model box sizes in order to avoid travel difficulties experienced in the past; the postponement of rounds in International contests (present regulations do not allow a stoppage for weather or other causes); and the British proposal that future Control-line World Championships shall be decided on all three classes of speed instead of a different capacity class each year. If possible, the introduction of stunt flying will be pressed.

In addition, the S.M.A.E. delegate has been instructed to table a resolution that the R.O.G. rule shall be abandoned in all future events, this requirement having outlived its usefulness. Retention of rise-off-ground will of course continue in such contests where points are allocated for such a manoeuvre, radio-control and precision events being examples of the type of contest where this requirement can serve a useful purpose.

Scrubbing the R.O.G. rule will ease the flying field situation for many individuals and groups, for hand launching can be undertaken on any part of an airfield, but suitable facilities for rising from ground are restricted. Chobham Commonites will probably welcome this relaxation if ratified!

Binders for Aeromodeller

We are pleased to announce that we have concluded arrangements for the supply of the famous **EASIBIND** Binders to our readers. These patent binders are quarter-bound in maroon and are supplied complete with wire retainers and locating rods, to enable any number of copies from one to a dozen to be held securely in place. Whilst firmly fixed copies can be instantly detached. The name "AEROMODELLER" is embossed in gilt on the spine. Price including postage, 10/6d. (*You do NOT have to send us your copies!*)

For the benefit of readers who desire to continue with the conventional binding, we can still arrange this work for them. Copies should be sent to us, when they will be bound complete with Index. Delivery approx. 3 to 4 weeks. Price including postage 12/6d.

Model Aircraft Byelaws

With present shortage of flying grounds, particularly in heavily populated areas, many aeromodellers are turning to local parks and other open spaces controlled by local councils. Which, no doubt, accounts for the greatly renewed activity on the part of local authorities in relation to byelaws governing the flying of *Power Driven Model Aircraft* in public parks and pleasure grounds.

Invariably such action by a local council is precipitated by complaints from local residents, either about the noise created, or danger to young children which the models impose. In few instances have a local council applied the byelaws purely as a matter of routine, or because misguided individual-

on the council consider all models a menace.

Let us first examine the Home Office's published comments contained in their circular on byelaws:—

Developments in the size and speed and the recently increased availability of those types of model aircraft to which the model byelaws are expressed to apply have made them potentially dangerous, and also capable of creating a nuisance through noise, so that it may often be desirable to regulate their flying in some degree. On the other hand, local authorities will recognize that through the construction and flying of model aircraft a real contribution may be made to the science of aviation; that they help to stimulate interest in national aviation; and that, under suitable conditions, they offer to many young people a legitimate pastime and good hobby. **The byelaws are not intended for the restriction of flying, but to make it possible to permit flying in areas where permission for this pastime would otherwise have to be withheld.** *Any restrictions should be limited, therefore, to what is really necessary under local conditions to protect the community at large from danger or nuisance.*

Note the words in bold letters which are the crux of the whole situation, which mean in effect that the byelaws are framed for the sole purpose of assisting aeromodellers in circumstances where there might have otherwise been a complete ban.

The final paragraph in the Home Office circular concerns the method of submission of the byelaws:—

All byelaws proposed to be made should be submitted to the Home Office in draft in the first instance, accompanied by a completed form C.22A. The Secretary of State thinks it desirable that any proposal to make such byelaws should be brought to the notice of any local model aircraft clubs, and their views considered, before the draft is submitted.

From the above it is obvious that if the problem is approached in the proper manner, and with the right spirit by aeromodellers and local councils alike, then the need for the byelaws need never arise.

Our duty, therefore, as the country's leading aeromodelling magazine is to give guidance to both clubs and individuals who may, either now, or in the future, be concerned with this problem.

Firstly clubs and individuals should get together when they desire the use of a local park, and make a common approach to the local council. This approach should firstly be in writing, and certainly should be made *before any flying takes place.* Remember that not all open spaces controlled by local authorities are necessarily subject to local byelaws, and may be controlled by local authorities under common law. In these particular cases the Home Office have no jurisdiction, and the aeromodellers no redress if the council impose a ban Hence the need to make a proper approach.

Assuming the flying ground in question is suitable not only from the aeromodelling viewpoint, but also in relation to noise nuisance, and the public safety angle, then the majority of councils will be co-operative, *providing they are approached in a civil and proper manner by the aeromodellers concerned.*

The suitability of the parks and open spaces should be carefully examined in the particular locality, bearing in mind the factors we mention above, and then a letter of application should be sent to the Council naming the flying grounds considered most suitable, and also suggesting stipulated times during which models may be flown.

In the majority of cases the Council will make grounds available between reasonable hours, and all concerned are satisfied.

Where the application results in either a complete or partial ban which the interested aeromodelling parties consider unreasonable, then, *and only then* will the need for byelaws arise. Even at this juncture the aeromodellers have an additional safety factor in that the byelaws must be published in the local press. Following publication they have the right to object, which will automatically bring the matter before the Home Office, whose principal task is to protect the rights of the citizen, in this case the rights of the aeromodellers concerned.

Finally, we state without hesitation, that in nine cases out of ten the aeromodellers are to blame when restrictions are applied, usually because of the "fly first, and ask afterwards," policy that unfortunately prevails. Let us hope that a saner and more rational approach to the problem will prevail in the future, to the benefit of all concerned.

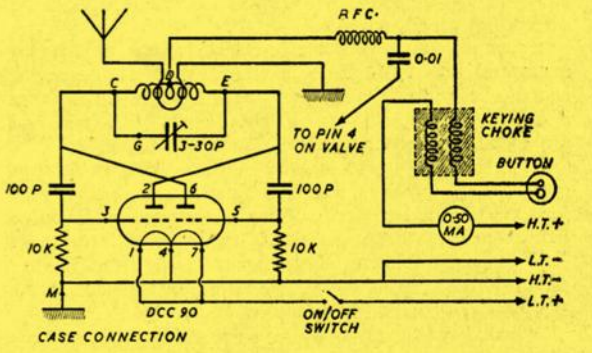
(Copies of Home Office byelaws relating to model aircraft may be obtained from the Editorial Offices on application.)

AEROMODELLER TRANSMITTER

Several readers have requested the circuit drawing for the transmitter we featured last month, as apparently they cannot obtain the earlier issue in which this was published.

A refinement shown in the circuit is the inclusion of a capacitor between the transmitter side of the keying choke and the common negative. With a new battery it is not important, but as the battery ages, its internal impedance rises and the inclusion of the capacitor, i.e., a low impedance ensures that there is no circulating R.F. current in the keying lead.

We would also point out a mistake in the wiring instructions on page 682. No. 17 reads "Bare covered ends of keying choke leads, solder 4BA tag to one, the other connects to **"Tag M."** This should obviously read **"Tag J"** as shown in the photograph on the same page.



Notes from North Wales - Roger Newman

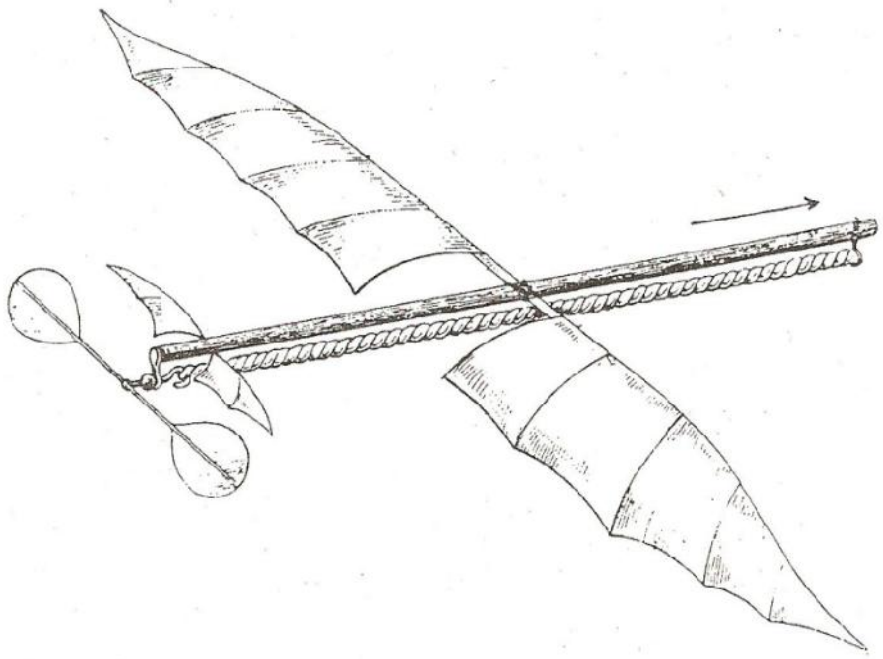
Occasional Notes from North Wales Dec 2024

Whilst browsing through (electronic) literature on my laptop, I unearthed a booklet sent to me by Gianni in Rome that was published to celebrate the 50th anniversary of the Fiat Model Aero Club. Fiat are naturally associated with cars, however they also have a long history associated with aviation dating back to 1908 with aeronautical products, the Company taking its first steps in Turin with the decision to design and produce an engine, the SA 8/75, derived from racing cars. This lead to the design & construction of complete aircraft, during which time aeromodelling enthusiasts within Fiat formed their own club. The following texts & illustrations are extracts from the above mentioned booklet, mostly from the introduction. Translation from original Italian is via Google Translate - exactly as translated.

1899-1999 Fiat turns 100, 1949-1999 the Aeromodellisti Group of the Fiat Ex-Students Association turns 50.

Two dates that speak of stories that intersect, that of the Company that was born from passion, from the desire to create machines that travel the roads of the world making life easier for people.
The second that comes to life from the dream of creating "flying machines" that satisfy a desire that has always been present in the soul of man: that of flying, of having infinite spaces to cross. Two projects that, with their obvious differences, have given life to realities that have lasted over time, passing through the many events of this country, suffering the consequences, adapting to circumstances and overcoming difficulties.
I like to point out how the history of our Aeromodellisti Group was born from that of Fiat, finding in the managers of the Student School of 50 years ago the conviction that this new activity could be a formative complement to those already existing, and in the students the enthusiasm and passion for the knowledge and application of new technical solutions.
The passion for an activity that combines inventiveness, technique and manual ability in creating what one has imagined, an ideal field for those who, like the Fiat Students, have been accustomed to combining technical knowledge with precision and personal initiative.
From that first address of developing a new educational activity we moved on to a competitive activity, which has given many satisfactions and recognitions at national and international level to the members of the Aeromodellisti Group and to the Association of former Students that they represent.
This publication, wanted to celebrate the 50th anniversary of the Group, starts from much further back, telling the story of model airplanes as a passion and a challenge taken up by men from various countries, a story that will then intersect with that of our model airplane enthusiasts. In these years, technical discoveries have followed one another, materials have changed, ever greater knowledge has been acquired in the field of aerotechnics, only one thing has not changed: the passion of those who, today as yesterday, are committed to creating "flying machines" that are ever more beautiful, elegant and fast.
This book, however, does not only want to talk about the past, but to plant a seed for the future, with the hope that it finds fertile ground to generate passion and desire to do in young people who can reinvigorate our group and give continuity to your activity; current model airplane enthusiasts ask for nothing better than to be able to "tell" on the flight field this

story that began 50 years ago, a story that speaks of dreams, passion and knowledge.
(It goes on to trace a history of the club through time with lots of interesting text & illustrations. I've just picked out a few bits that struck a chord with me)



The Penaud Planophore Flyer

The model designed and built by Alphonse Pénaud was, for its time, extremely innovative.
It had a wingspan of 45 cm and a propeller of 21 cm in diameter.
The skein of only 5 grams, given the reduced total weight of 16 grams, was sufficient to allow it to complete flights of just over ten seconds.

A slope flying model is launched towards the valley.

It is equipped with a magnetic directional system that will initially guide it to fly in the direction in which it was launched.
Then an automatic system will force it into a spiral flight to prevent it from moving too far away.

Finally the FIAT Senior Team, Italian Champions in 1958.

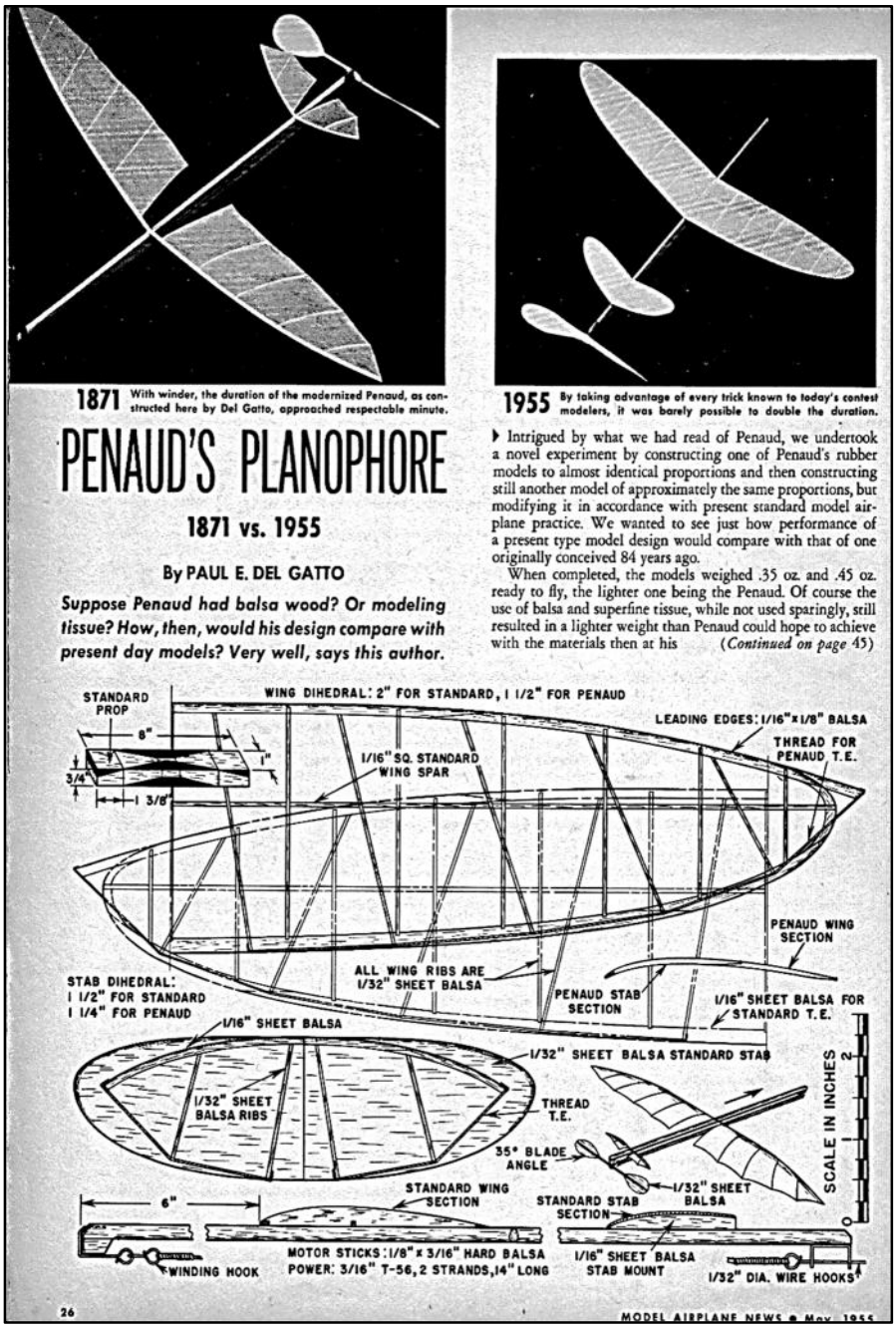
Here are a couple of snippets that might be of interest. First a little about Alphonse Penaud for those who are unaware.

Alphonse Pénaud (born 1850, Paris, France—died October 1880, Paris) was a French aeronautical pioneer.

Pénaud was the son of an admiral but suffered from a degenerative hip condition that prevented his following a family tradition of service in the French navy. As early as 1870 he began to demonstrate the discoveries that would eventually establish his reputation as one of the most influential of 19th-century flying-machine pioneers. Early in his career, he built and flew a series of rotary wing and fixed-wing models and ornithopters powered by twisted rubber strands. His most significant contributions related to the stability of fixed-wing aircraft. In 1871 he designed and built a rubber-powered model featuring dihedral wings for lateral stability and a combined horizontal and vertical tail surface designed to provide a measure of inherent stability in pitch and yaw. Pénaud flew his planophore, as the model was known, in the Jardin des Tuileries in Paris on Aug. 18, 1871. The model completed a circular flight of approximately 40 metres (130 feet) in 11 seconds, providing the first public demonstration of genuine stability in a heavier-than-air machine.

In 1876 Pénaud published an extraordinarily advanced design for a streamlined amphibious aircraft featuring braced monoplane wings, a glazed canopy, a fully enclosed engine, a wheeled undercarriage, and something approaching a modern control system. Discouraged by his failure to find financial support for his research and by public ridicule of his ideas, he took his own life.

How about a simple Penaud indoor comp – longest duration flight wins? Our Editor could even promote it as a "postal" comp with pics & results in a future NC? The model should be pretty straightforward to build & fly. Paul del Gatto had a design & short article published in the May 1958 edition of Model Aircraft News. It is featured below.



1871 With winder, the duration of the modernized Penaud, as constructed here by Del Gatto, approached respectable minute.

1955 By taking advantage of every trick known to today's contest modelers, it was barely possible to double the duration.

PENAUD'S PLANOPHORE

1871 vs. 1955

By PAUL E. DEL GATTO

Suppose Penaud had balsa wood? Or modeling tissue? How, then, would his design compare with present day models? Very well, says this author.

Intrigued by what we had read of Penaud, we undertook a novel experiment by constructing one of Penaud's rubber models to almost identical proportions and then constructing still another model of approximately the same proportions, but modifying it in accordance with present standard model airplane practice. We wanted to see just how performance of a present type model design would compare with that of one originally conceived 84 years ago.

When completed, the models weighed .35 oz. and .45 oz. ready to fly, the lighter one being the Penaud. Of course the use of balsa and superfine tissue, while not used sparingly, still resulted in a lighter weight than Penaud could hope to achieve with the materials then at his (*Continued on page 45*)

26 MODEL AIRPLANE NEWS • May, 1955

Penaud's Planophore

(*Continued from page 26*)

disposal. Had the material we now use and a winding rig been available to Penaud, it is conceivable that he could have achieved flights of approximately one minute in duration, even with the paddle type propeller then used. We have done better than 45 seconds with ours and feel that a minute's duration is within its capacity.

As we had anticipated, performance with the standard type was better and more easily trimmed for flight. We have exceeded 80 seconds on a number of occasions and, had we a larger indoor site to fly in, performance would be greater by perhaps 20 seconds or more.

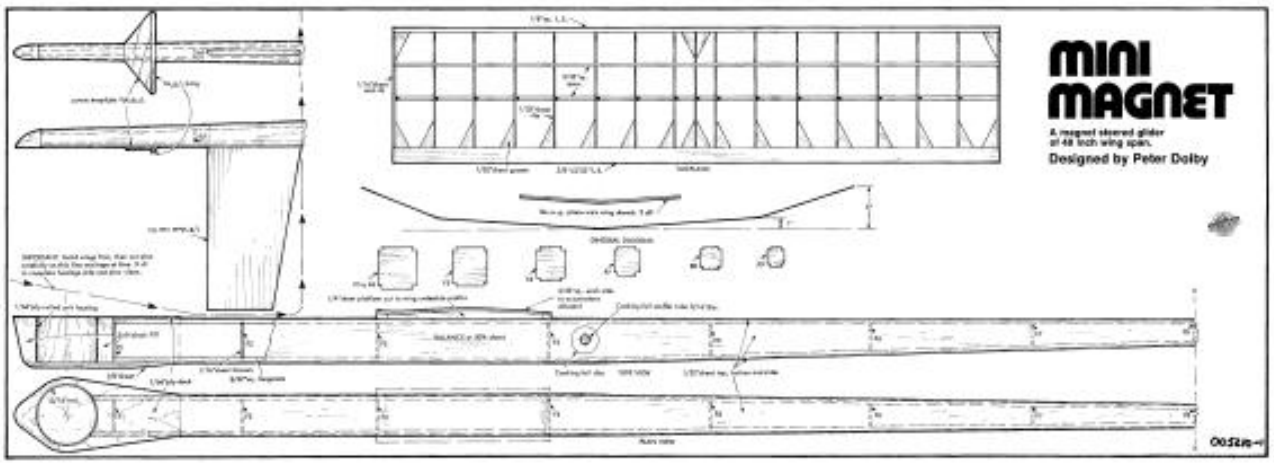
To us it ceased to seem remarkable that Penaud's model design should compare as favorably as it did, as the basic features of both are similar. Not bad for an 85 year old design.

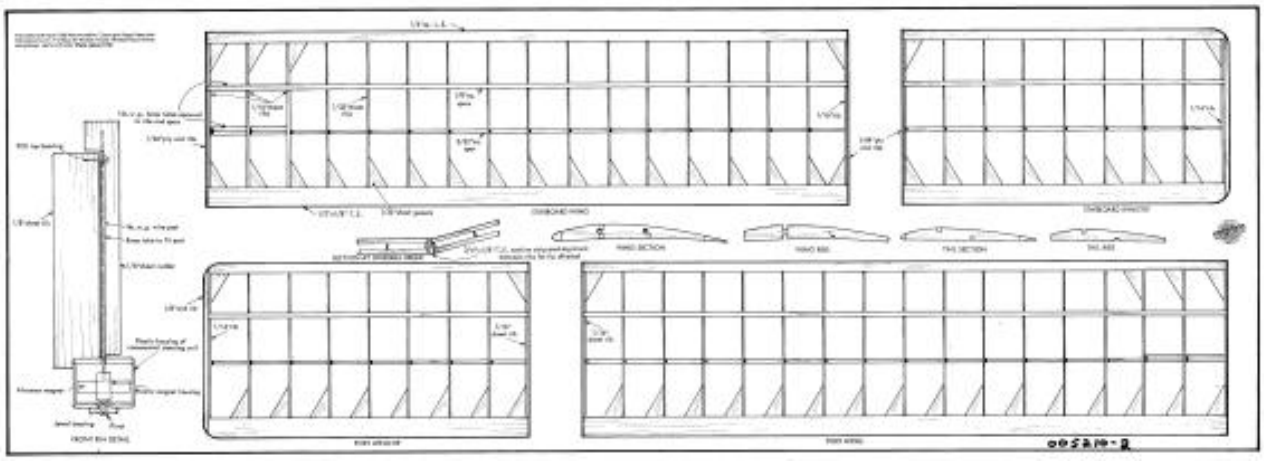
The construction of the standard type model is simple and straightforward and requires little skill. However, in constructing Penaud's design, care must be exercised in constructing the wing and stabilizing surfaces, as they utilize a thread trailing edge to which the tissue covering is afterward fastened. It may be necessary to use additional thread bracing across the center ribs to keep the wing and stab panels properly alined. When applying covering on Penaud's version, allow an approximately 1/8 in. flap to tuck under and secure the thread within.

It may be necessary to add some ballast to the nose to obtain correct longitudinal trim on both models. Turn and climb adjustments are best made by warping the wing and stab surfaces as required. END

MODEL AIRPLANE NEWS • May, 1955

Following on, the next illustration is of a magnet steering glider, the forerunner of the modern day F1E class. We have the plan of such a model (more modern design) in the DBHL plan library – the Mini Magnet designed by Peter Dolby & published in the April 1985 edition of the Aeromodeller. I wonder if it is still possible to acquire the magnet package, if so – from where?





MINI MAGNET

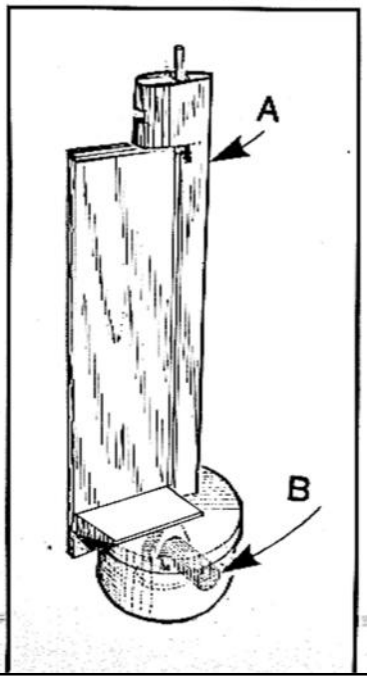
If you have any sort of local slope, build this lightweight magnet steered glider by Peter Dolby.

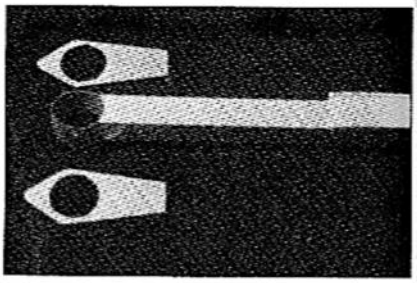
Magnet Steered Gliders (FIE)

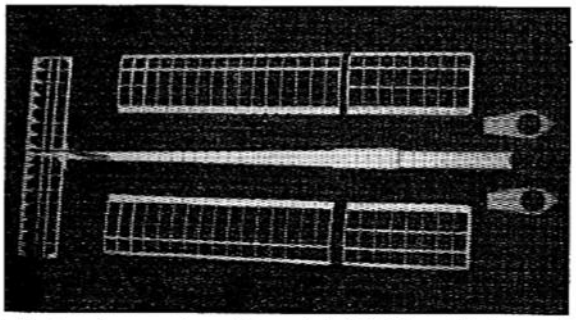
I am sure many readers will have heard of Magnet Steered Gliders even if never having seen an actual model, but for those who are not so familiar with the class here is a brief outline of some of the main aspects. Magnet models are free flight gliders flown from hillsides facing into wind and like hang gliders rely on lift created by the hill to maintain the flight. As the name implies a steering unit, using a bar magnet is employed to correct any in-flight deviations from a straight into wind flight path.

The unit in principle is quite simple, a bar magnet is pivoted to act like the needle of a compass. This is mounted in the nose of the model directly under a fixed front fin, the magnet will naturally seek a north/south alignment, so with the model held in the direction it is intended to fly, the steering rudder is fitted to the magnet, in a neutral position, thus if the model is moved away from this line, the magnet will seek north turning the rudder for in-flight correction.

The torque produced by this action is very small, but is sufficient, providing bearing friction is kept to a minimum. This ability to self-steer keeps the model on its flight path into wind; so the art of magnet flying becomes one of pre-setting the flying speed, i.e. by adding ballast and generally trimming to match the wind speed on the day and so keep the model within the narrow band of lift on the hillside.







Left, sketch showing the magnet/steering fin unit 'Rudder' 'A' is connected to magnet 'B' and is free to turn as the magnet turns. Above right, the components for the steering unit housing. Right, Mini-Magnet almost ready for covering, showing ultra simple structure.

Mini Magnet

'Mini' was built out of a desire for change, I have been flying magnet steered gliders for some years, and although FAI rules impose few restrictions on the design and size of models, the norm has tended to be of A 2 or larger areas. The potential of such a small model was a little unknown, so it was decided to make it as light as possible for use on calm days, when its performance could be more easily assessed. The models construction is quite simple and not too far removed from normal free flight practice, the only thing which warrants special attention are fin alignments and keeping the flying surfaces as warp free as possible.

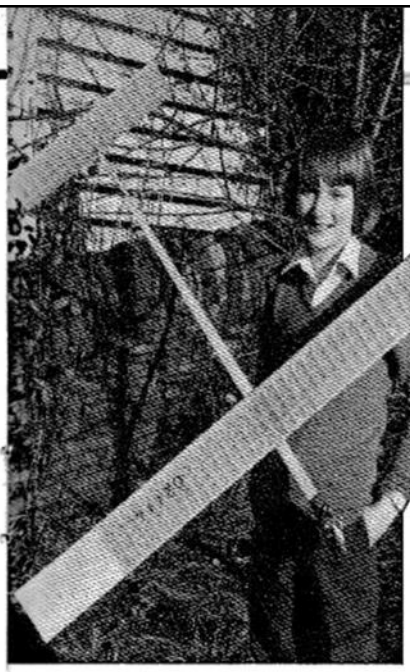
The magnet unit as drawn is one produced in Germany but available from Trevor Faulkner, it is supplied complete with front fin and rudder and simply requires fitting to the model.

Covering is entirely lightweight *Modelspan* for wing, tail and most of the fuselage with just the area of the front pod covering in heavyweight *Modelspan*.

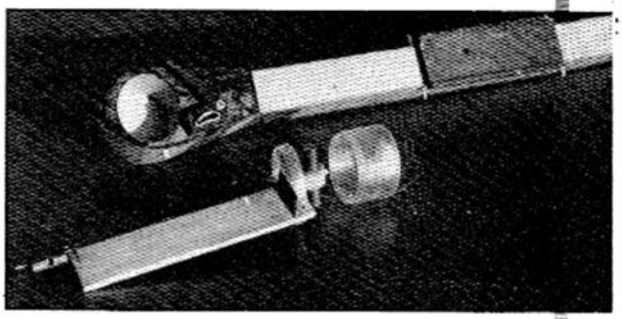
A fuse dethermaliser was used on the original model mainly to save weight, but the fuselage will easily accept a clockwork timer if preferred. Just a reminder to anyone using fuse, many hillsides are high fire risk areas in summer so *always* fit a reliable *snuffer tube*, better safe, etc...

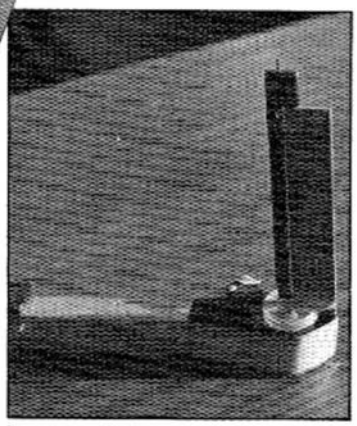
Initial flights were made in about 5 m.p.h. winds after first establishing a flat glide over level ground. Early flights from the slope indicated that the model was more susceptible to ground level turbulence than its larger counterparts, and was easily thrown off line, this proved to be no real problem as the steering unit is effective enough to quickly correct this. The weaving pattern is reduced as smoother air is encountered as the model gains height.

To conclude, 'Mini Magnet' flying proved to be great fun for a minimum outlay, much was learned about small model performance, which was far better than expected. No great changes of layout are being considered for the next model except perhaps a heavier version to cope with higher wind speeds. The major disadvantage which emerged for a model of this size was one of visibility on the ground, much of the areas where I fly are covered in bracken and the model was on several occasions only found after a lot of searching, the next model will be most



Peter's son Lee with completed model ready for flight testing in the local hills around Sheffield.





Above, steering unit out of its plastic 'pit box' showing the chunky bar magnet that does all the work. Left, steering unit installed in model, note unit may be removed for installation in second (third?) model.

certainly fitted with a buzzer!

The small steering unit described and other larger units are obtainable from:- Trevour Faulkner, 5 Birchitt Close, Bradway, Sheffield.

Construction

The wing construction is pretty straightforward, built over the plan in the usual way. The front of the trailing edge is packed up with balsa strip (greased with candle wax) to suit the undercamber. I use P.V.A. adhesive on most of the model, mainly because of the stresses incurred with shrinkage when using solvent types.

I produce wing and tail ribs by cutting round a slightly oversize blank template made from 1/16 in. ply, the blanks are then sandwiched together with finished size metal templates either side, the whole lot

Below, rear end of 'Mini' with 'sensible' tough construction of the tailplane - do not omit the gussets!

sanded to finished size and spar slots cut in. Just a small point, but I often find that wood density alters across the width of a sheet so I cut ribs from what I consider to be the 'stiffer edge' first, these are then numbered in pairs, (in the order they are cut W1, W2, etc.) and kept in numerical order, through to the finished stage. (W1's to wing centre).

On completion of the tailplane and the four wing panels, cover with lightweight *Modelspan* and apply three coats of 50% dope, 50% thinners pinning down to the board between coats and leave pinned for as long as possible before epoxying wing tips to inner panels.

The fuselage sides are cut from medium 1/32in. sheet and the 3/32in.×3/32in. strips glued to the top and bottom edges. The 1/16in. formers cut from hard 1/16in. sheet with the grain *horizontal* are fitted, between the two sides. These will keep the fuselage square in section but special attention should be paid to keep it as *straight* as possible before adding top and bottom sheeting.

The tube which holds the magnet unit housing is made by rolling a strip of 1/64in. plywood around the plastic housing of the unit with a slight overlap, it is then glued and lightly held with rubber bands until set, this gives a reasonable fit and makes it easy to remove the unit for use on other models. The fuselage is also covered in lightweight *Modelspan*, except for the pod area at the front, (this is covered in heavyweight *Modelspan*) and given three or four coats of 50/50 dope, thinners.

When the whole model is completed and before dashing off to the slope...some time should be given to checking the C.G. position. The balance point on magnet models is open somewhat to experiment, to suit various conditions, but it is as well to establish a starting point! The original was initially set up at 50% chord but later moved to 60% after trials. Also check your dethermaliser to make sure it is foolproof and properly extinguishes in the snuffer.

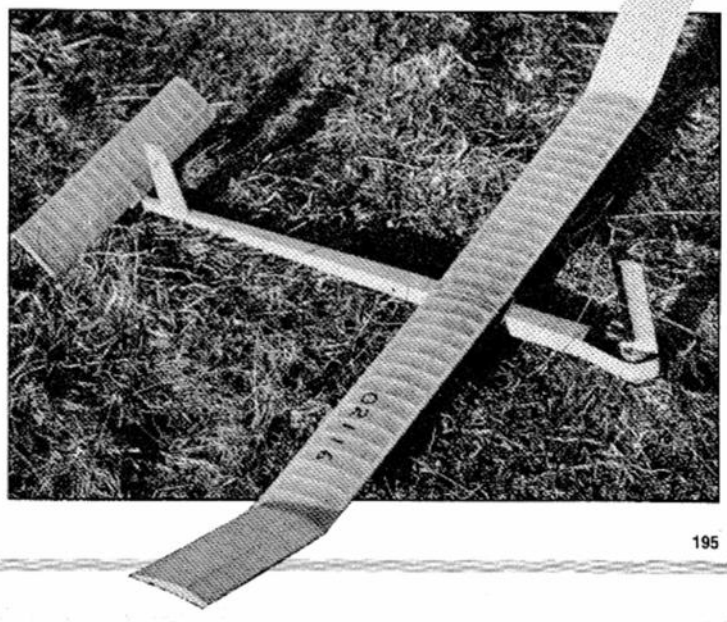
I always fit dethermaliser lines externally, because of personal experience during competitions (they also break during the last rounds of competition ... Murphy's Law).

Trimming

Choose a calm day for trimming over level ground to establish the flatest glide possible by adjustment of tailplane trailing edge packing, once this is established...off to the slope. I often find it is safer to start initial flight trails at the bottom of the hill and gradually work upwards, flying on short dethermalisation and making mental notes of the adjustment made.

In conclusion Mini Magnet proved to be simplicity itself in construction and flying has been great fun on those calm summer evenings, why not give magnet a try in '85...but be warned it is *addictive*.

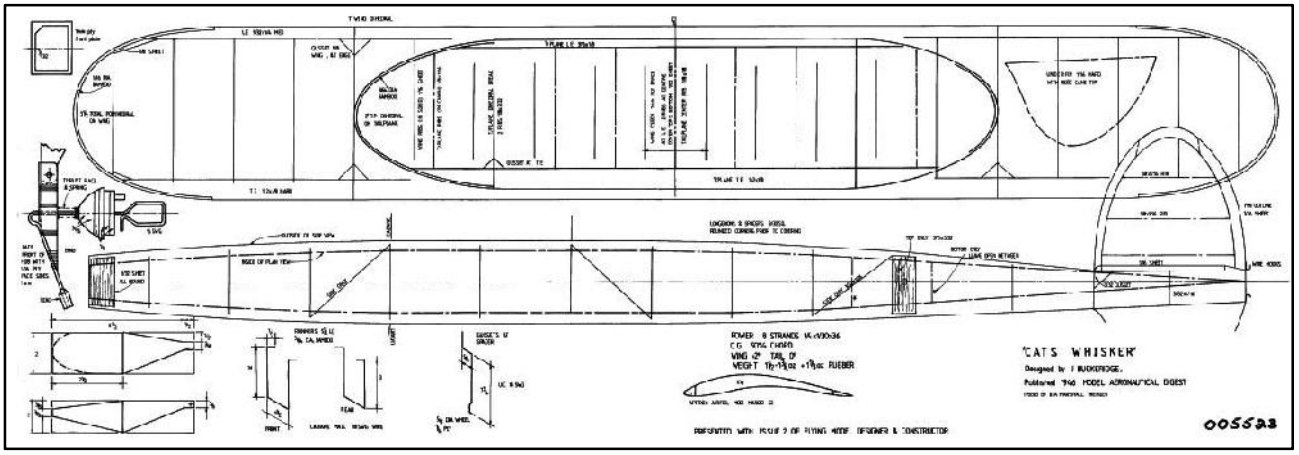
The finished model is functional rather than beautiful, note the tailplane is in the dethermalised position do not forget the d/t...this model can GO...



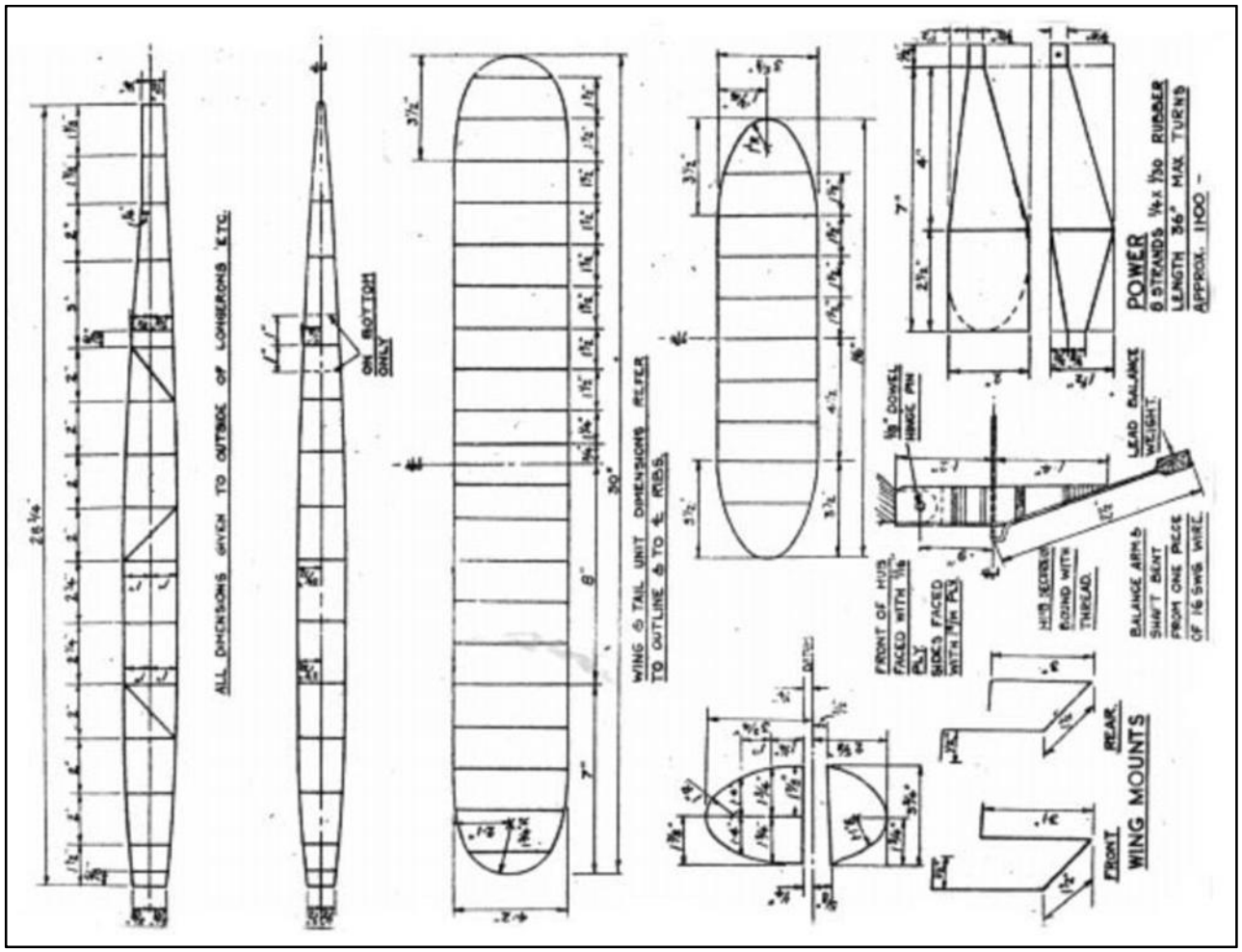
That's the end of a brief excursion into past Italian modelling, complete with tangents off in different directions!

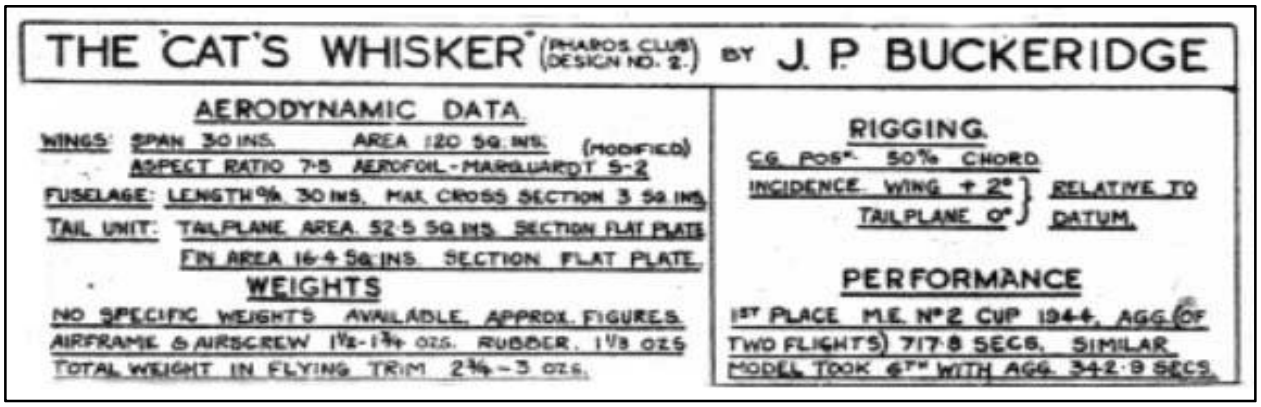
The latest BMFA end November Auction at Buckminster looks to have been another successful event with some 480 lots being sold, mostly a wide variety of engines & quite a few kits, all at seemingly quite high prices. Looking quickly through the results, top price paid was £540 for the 2.5cc Ray Gibbs Carter Special (mentioned last month) after 52 bids! Pretty good.

Another vintage lightweight for the mix. This one is the "Cat's Whisker designed by John Buckeridge in 1946 & published in the Model Aero Digest. Again, I don't recall any being flown at Middle Wallop? Does anyone?



The above plan says it was originally published in 1946 in the Model Aeronautical Digest & it was re-issued as a free plan within Issue 2 of Flying Models Designer & Constructor in Spring 1992, but without any accompanying text on construction or performance.




THE 'CAT'S WHISKER' (PHAROS CLUB DESIGN NO. 2.) BY J. P BUCKERIDGE

AERODYNAMIC DATA

WINGS: SPAN 30 INS. AREA 120 SQ INS. (MODIFIED)
ASPECT RATIO 7·5 AEROFOIL - MARSUARDT S-2

FUSELAGE: LENGTH % 30 INS. MAX CROSS SECTION 3 SQ INS.

TAIL UNIT: TAILPLANE AREA 52·5 SQ INS. SECTION FLAT PLATE
FIN AREA 16·4 SQ INS. SECTION FLAT PLATE.

WEIGHTS

NO SPECIFIC WEIGHTS AVAILABLE. APPROX. FIGURES.
AIRFRAME & AIRSCREW 1½-1¾ OZS. RUBBER. 1⅓ OZS
TOTAL WEIGHT IN FLYING TRIM 2¾-3 OZS.

RIGGING.

C.G. POS^N. 50% CHORD
INCIDENCE WING + 2° } RELATIVE TO
TAILPLANE 0° } DATUM.

PERFORMANCE

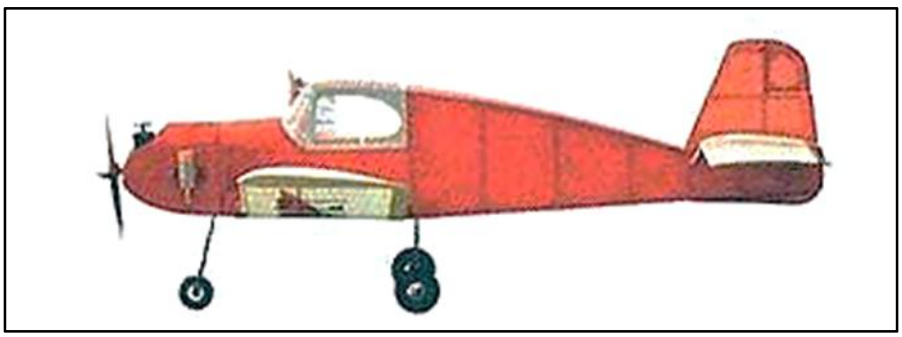
1ST PLACE M.E. N°2 CUP 1944, AGG OF TWO FLIGHTS) 717·8 SECS. SIMILAR MODEL TOOK 6TH WITH AGG. 342·9 SECS.

However the illustration above was taken from a scan of the 1944 edition of the Model Aeronautical Digest, where a citation is given for winning the 1944 Model Engineer No 2 Cup. So I guess the date of 1946 on the retrace is wrong? Anyone ever built & flown one?

A few comments on our December issue of the NC.

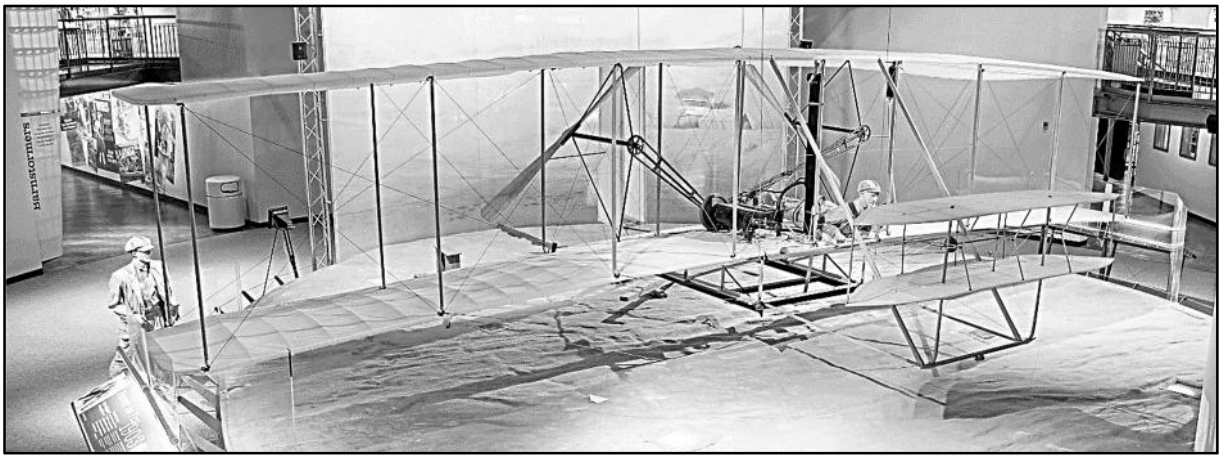
A jolly good read all round & another excellent piece of work by our Editor. Nice to read about John Taylor's remarks regarding Dutch Roll on his Pridmore Ladybird. I'm sure he remembers days gone by when we all flew regularly at Beaulieu & my Veron Cardinal suffered from similar problems, cured by the same solution as given by John. However I do not recall having had the problem with either of my 36" or 44" versions of the Tomboy, both of which clocked many hours.

Also a very interesting account by Paul Lovejoy on his two low wingers. I built & flew two Linetts (also low wingers) designed by George Woollett, both of which flew consistently over the years from the late '80's to the early 2000's & to the end of their useful lives. One powered by an ED Bee Mk1 & succeeded by another with an Albon Spitfire. Both exhibited similar flight patterns – a right turn under power & a left turn on glide. A fair bit of right thrust plus appropriate down thrust was applied & if by chance the right thrust was removed in some mysterious manner (like a prang) without noticing, it quickly became apparent as the model would execute a left turn on launch & quickly spiral in. The first power circuit always showed kamikaze tendencies with a climb into wind & a loss of height as the model circled on the downwind circuit as the engine heaved a quite heavy airframe skywards (my fault as nylon covering was the order of the day to combat Beaulieu gorse), but once a bit of altitude was gained the flight pattern was consistent, with a very stable & floaty glide which lead to many a long walk. One in fact ended as a "can't find" after a very lengthy flight across the full airfield, so back the next day complete with wife (who was an ace finder at that time) – job done at the cost of a lunch out for a reward! I really liked my Linetts. Why did I build them? Well - the design was published in the January 1954 Aeromodeller, just when I was getting into my first power models & I liked it, but never got round to building one. It just took a long time. Why two? Why not, the first one was flown until a fuel soaked fuselage gave up the ghost on landing, hence the second one. I enjoyed them but I have no suggestions for Paul, other than I used to fly both Linnets on full bore once sorted.



Roger Newman

The Wright Flyer - Wikipedia



The ***Wright Flyer*** (also known as the ***Kitty Hawk***, ***Flyer* I** or the **1903 *Flyer***) made the first sustained flight by a manned heavier-than-air powered and controlled aircraft—an airplane—on December 17, 1903. Invented and flown by brothers Orville and Wilbur Wright, it marked the beginning of the pioneer era of aviation.

General information	
Other name(s)	*Kitty Hawk*, Flyer I, 1903 Flyer
Type	Experimental airplane
National origin	United States
Manufacturer	Wright Cycle Company
Designer	Orville and Wilbur Wright
Status	Preserved and displayed at the National Air and Space Museum[1]
Owners	Wright Brothers
Number built	1
Flights	4
History	
Manufactured	1903
First flight	December 17, 1903, 120 years ago[2]
Last flight	December 17, 1903
Developed from	Wright Glider
Developed into	Wright Flyer II Wright Flyer III

The aircraft is a single-place biplane design with anhedral (drooping) wings,

A front double elevator (a canard) and rear double rudder. It used a 12 horsepower (9 kilowatts) gasoline engine powering two pusher propellers. Employing "wing warping", it was relatively unstable and very difficult to fly.

The Wright brothers flew it four times in a location now part of the town of Kill Devil Hills, about 4 miles (6 kilometers) south of Kitty Hawk, North Carolina. The airplane flew 852 ft (260 m) on its fourth and final flight, but was damaged on landing, and wrecked minutes later when powerful gusts blew it over.

The aircraft never flew again but was shipped home and subsequently restored by Orville. The aircraft was initially displayed in a place of honor at the London Science Museum until 1948 when the resolution of an acrimonious priority dispute finally allowed it to be displayed in the Smithsonian.

It is now exhibited in the National Air and Space Museum in Washington, D.C.

Design and construction

The *Flyer* was based on the Wrights' experience testing gliders at Kitty Hawk between 1900 and 1902. Their last glider, the 1902 Glider, led directly to the design of the *Wright Flyer*.

The Wrights built the aircraft in 1903 using spruce for straight members of the airframe (such as wing spars) and ash wood for curved components (wing ribs). The wings were designed with a 1-in-20 camber. The fabric for the wing was 100% cotton muslin called "Pride of the West", a type used for women's underwear. It had a warp of 107 threads per inch, a weft of 102, and a total thread count of 209. Since they could not find a suitable automobile engine for the task, they commissioned their employee Charlie Taylor to build a new design from scratch, a lightweight 12-horsepower (9-

kilowatt) gasoline engine, weighing 180 pounds (82 kg), with a 1-US-gallon (3.8 L; 0.83 imp gal) fuel tank. A sprocket chain drive, borrowing from bicycle technology, powered the twin propellers, which were also made by hand. In order to avoid the risk of torque effects from affecting the aircraft handling, one drive chain was crossed over so that the propellers rotated in opposite directions. According to Taylor:

"They figured on four cylinders and estimated the bore and stroke at four inches. It took me six weeks to make that engine. The completed engine weighed 180 pounds and developed 12 horsepower at 1025 revolutions per minute...The body of the first engine was of cast aluminum, and was bored out on the lathe for independent cylinders. The pistons were cast iron, and these were turned down and grooved for piston rings. The rings were cast iron, too. A one-gallon fuel tank was suspended from a wing strut, and the gasoline fed by gravity down a tube to the engine. The fuel valve was an ordinary gaslight petcock. There was no carburetor as we know it today. The fuel was fed into a shallow chamber in the manifold. No spark plug. The spark was made by opening and closing of two contact points inside the combustion chamber. Dry batteries were used for starting the engine and then we switched onto a magneto bought from the Dayton Electric Company. There was no battery on the plane. Several lengths of speaking tube...were used in the radiator. We blocked-tested the motor before crating it for shipment to Kitty Hawk."

The 8.5 foot (2.6 m) long propellers were based on airfoil number 9 from their wind tunnel data, which provided the best "gliding angle" for different angles of attack. The propellers were connected to the engine by chains from the Indianapolis Chain Company, with a sprocket gear reduction of 23-to-8. Wilbur had calculated that slower turning blades generated greater thrust, and two of them were better than a single blade turning faster. Made from three laminations of spruce, the tips were covered with duck canvas, and the entire propeller painted with aluminum paint.

On November 5, 1903, the brothers tested their engine on the *Wright Flyer* at Kitty Hawk, but before they could tune the engine, the propeller hubs came loose. The drive shafts were sent back to Dayton for repair, and returned on 20 November. A hairline crack was discovered in one of the propeller shafts. Orville returned to Dayton on 30 November to make new spring steel shafts. On December 12, the brothers installed the new shafts on the *Wright Flyer* and tested it on their 60-foot (18 m) launching rail system that included a wheeled launching dolly. According to Orville:
"We had designed our propellers to give 90 pounds (41 kg) thrust at a speed of 330 rev. per minute (about 950 of engine), which we had figured would be the required amount for the machine weighing 630 pounds (290 kg)."

In practice tests, they were able to achieve a propeller rpm of 351, with a thrust of 132 pounds (60 kg), more than enough for their 700-pound (320 kg) flyer.

The *Wright Flyer* was a canard biplane configuration, with a wingspan of 40 feet 4 inches (12.29 m), a camber of 1-20, a wing area of 510 square feet (47 m^2), and a length of 21 feet 1 inch (6.43 m).

The right wing was 4 inches (10 cm) longer because the engine was 30 to 40 pounds (14 to 18 kg) heavier than Orville or Wilbur. Unoccupied, the machine weighed 605 pounds (274 kg). As with the gliders, the pilot flew lying on his stomach on the lower wing with his head toward the front of the craft in an effort to reduce drag. The pilot was left of center while the engine was right of center. He steered by moving a hip cradle in the direction he wished to fly. The cradle pulled wires to warp the wings, and simultaneously turn the rudder, for coordinated flight. The pilot operated the elevator lever with his left hand, while holding a strut with his right.

The *Wright Flyer*'s "runway" was a 60-foot (18 m) track of 2x4s, which the brothers nicknamed the "Junction Railroad". The *Wright Flyer* skids rested on a launching dolly, consisting of a 6-foot (1.8 m) plank, with a wheeled wooden section. The two tandem ball bearing wheels were made from bicycle hubs. A restraining wire held the plane back, while the engine was running and the propellers turning, until the pilot was ready to be released.

The *Wright Flyer* had three instruments on board. A Veeder engine revolution recorder measured the number of propeller turns. A stopwatch recorded the flight time, and a Richard hand anemometer, attached to the front center strut, recorded the distance covered in meters.

Check this out: https://youtube.com/watch?v=5p87vdvO2fo&si=T3q14ql0Im5Zh-Ot
Left click or type into your browser.

Wikipedia

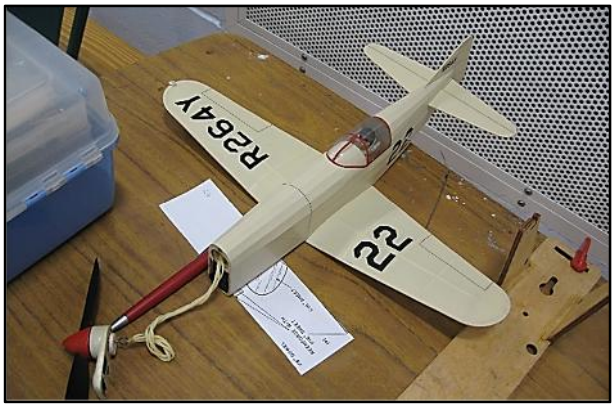
Indoor Isn't for Everyone 83 - Nick Peppiatt

The Trinity Indoor Flying meeting, held on 16th November

Unlike the Bromley meeting, described last month, this Trinity one was well attended, as these meetings held in Newbury on a Saturday morning usually are. The feature this month was a low key duration competition for rubber powered models of air racers, run by Dave King.

The top four air racers from left: - Steve Haines with a Comper Swift, Mick Langford with a Floyd Bean Special, winner Mike Stuart with a Keith Rider R-5 and Andy Blackburn with a Miles Sparrowhawk

Miles Sparrowhawk



Keith Rider R-5 'Elmendorf Special'

Floyd Bean X-2 Special

Comper Swift

There was no static scoring, the results being based on the best two flight times. Eight had entered, six flew and the top four were as follows: -

Flyer	Model	Two flight total (s)	Position
Mike Stuart	Rider R-5	80	1
Andy Blackburn	Miles Sparrowhawk	62	2
Steve Haines	Comper Swift	52	3
Mick Langford	Floyd Bean Special	42	4

Mike Stuart's 16" wingspan 1936 Rider R-5 was built from the Volare short kit, based on Tom Nallen's design. This one was finished as the 'Elmendorf Special' in Mike's usual impeccable style. It is worth noting that Volare has a website with a mass of information for builders of small flying models: -

Volare Products - Free Flight Model Aviation.

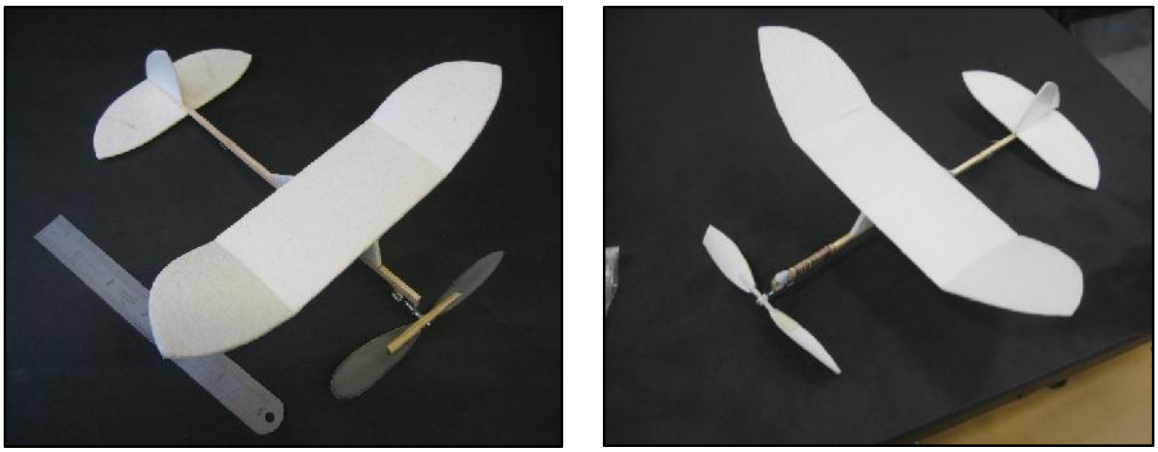
The Miles Sparrowhawk was built from the Walt Mooney Peanut plans published in the March 1976 edition of AeroModeller by Andy Blackburn. One potentially great flight ended with it circling too close to a wall, and crashing with the wing and fuselage separating on arrival. It was successfully repaired to fly again.

Steve Haines' Gipsy powered Comper Swift is the Veron design, now kitted by the Vintage Model Company. This is finished as the Australian registered VH-ACG, which was previously G-ABWH.

The Floyd Bean Special of 1939 is a Peanut sized model built by Mick Langford. I think it is based on Dave Livesey's plan available on Outerzone.

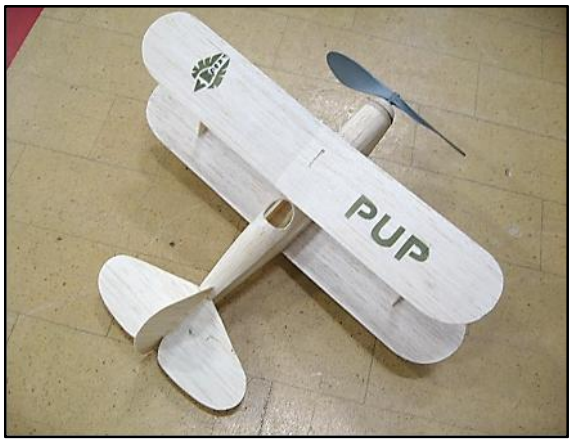
Other models seen at this Trinity meeting

Earlier in the year I had dug out a Steve Midson Mossie. This kit had been given to me by Steve for helping him out at a Model Engineering Exhibition in Olympia, which tells you how long ago it was! This model, with sheet foam flying surfaces, sparked the interest of Richard Preston, he of the Serene, first published in Model Flyer in December 2005. I had supplied him with some rough drawings, based on my model and the remnants of the kit. At this meeting, he was successfully flying his replica, which was constructed from Depron and fitted with an Ikara 'fighter' propeller. The wing curvature was obtained by repeatedly scoring the under-surface with the back of a knife blade in a span-wise direction.

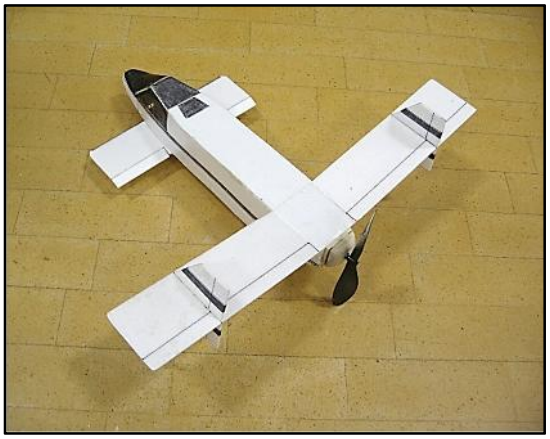


A pair of Steve Midson's 9in wingspan Mossies - from the original kit (left) and Richard Preston's replica (right).

The remaining photos show examples of other rubber- powered models flown, and give an indication of the wide variety of subjects that are brought along to this popular meeting.



Peter Smart's Frog Junior Series Pup.
Plans available from the House of Frog website.



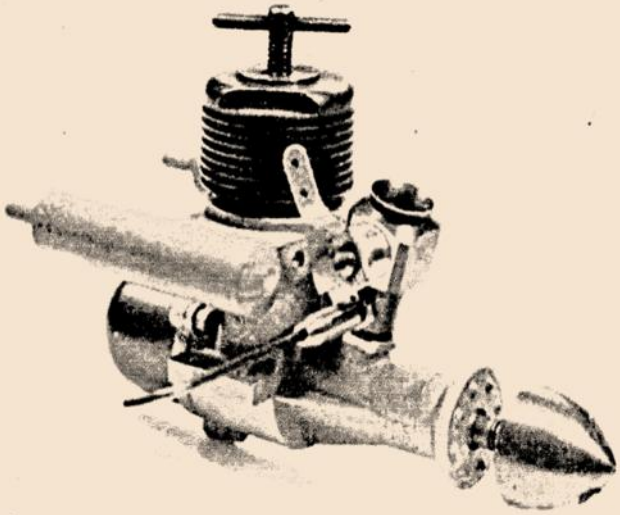
Rob Smith's Lockspeiser LDA-01,
built from foam sheet.

Richard Preston's Phantom Flash II Chameleon.
This 16in span design by Dennis Norman uses the Comet Phantom Flash flying surfaces
with a built up fuselage. Plans available on Outerzone.

Lee Bates had made the journey from Bromley by public transport
and brought along several models, including this fine Pfalz D.III made from an underlay foam.

Nick Peppiatt

Engine Analysis: Marown 1.5cc Snipe R/C - Aeromodeller Jan. 1966



First in a new series of regular monthly

ENGINE TESTS

by

Peter Chinn

MAROWN 1·5 c.c. SNIPE R/C

THE original M.E. Snipe 1.5 cc. diesel was introduced in the spring of 1962 and was joined by the Snipe R C in July 1963. Shortly afterwards, the makers, Marown Engineering Ltd., of Douglas, Isle of Man, announced silencers for the Snipe and Heron engines. Our present report, therefore, deals with the Snipe in this form i.e., with throttle type carburettor and fitted with the M.E. twin silencers.

New piston and cylinder

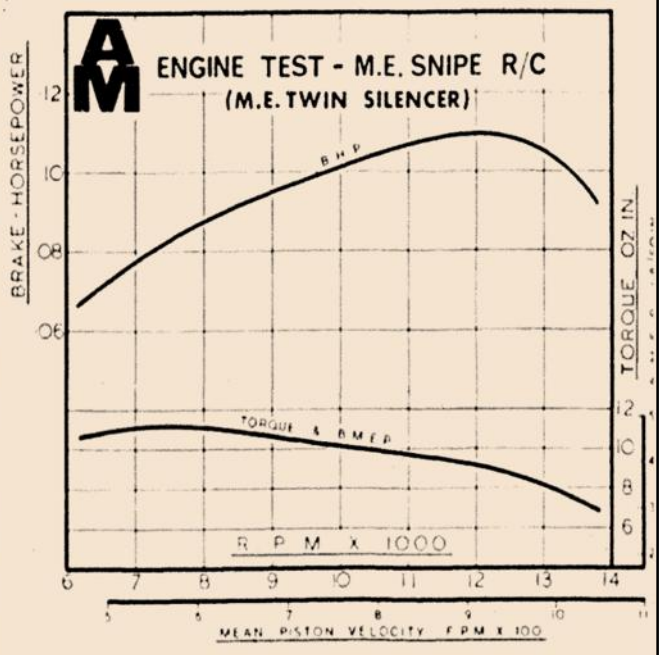
The basic design of the Snipe is unaltered, except for the recent introduction of a new piston and cylinder assembly. The piston is now lighter, due to a substantial reduction in skirt thickness, but a more marked change is in the radially ported cylinder. Hitherto, the cylinder liner has been located by an annular step in the crankcase, upon which the 0.690 in. dia. base of the liner was seated. Charge transfer was effected via three wide transfer flutes spaced at 120 degree intervals around the bore. The latest cylinder, however, has three ¼ in. dia. transfer ports drilled through the wall, at approximately 50 degrees to the horizontal. The liner is now located by a 0.750 in. dia. flange at exhaust level, below which it is stepped down to 0.600 in. o.d., tapering to 0.535 in. o.d. at its base, to form an annular transfer passage between it and the main casting. The thickness of the flange below the bottom edge of the exhaust port has raised, slightly, the level of the ports in the cylinder, but port timing is virtually unchanged since the piston height above the gudgeon-pin bosses has also been increased to compensate for this. The checked exhaust duration on our example was 150 degrees of crank angle, against 148 degrees with the original cylinder and piston.

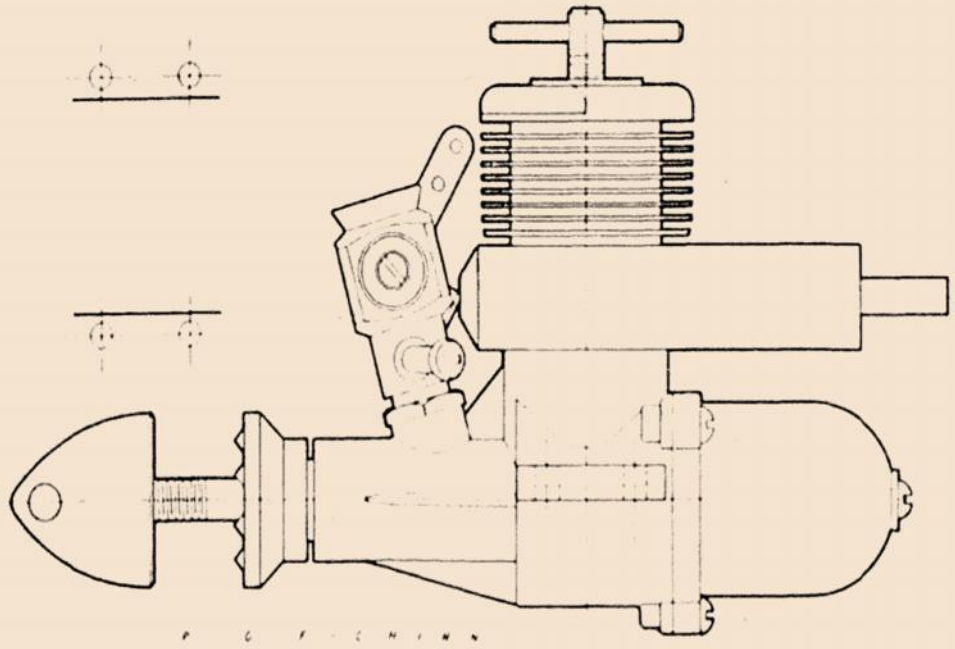
Tests with original cylinder

A sample of this new type cylinder and piston assembly was received from the manufacturers just after tests on the Snipe R/C had been completed and was therefore fitted to our test engine for a repeat series of tests. However, it soon became clear that, with this cylinder and piston, the Snipe was unlikely to reach the level of performance achieved with the original assembly. The engine ran less evenly and, even after a protracted running-in period, suffered rather more power loss on warming up than the original set-up. One would imagine that, since the original cylinder was an eminently successful design, the makers would not deliberately adopt an inferior replacement; therefore, it seems reasonable to assume that the performance of our converted engine was sub-standard and that current complete engines, having the benefit of a factory check, will be comparable with the earlier model.

Accordingly, our performance curves apply to the engine as tested with the original piston and cylinder.

The throttle equipped carburettor, fitted to the Snipe R C, has a machined aluminium body and uses the standard spray-bar assembly which is mounted





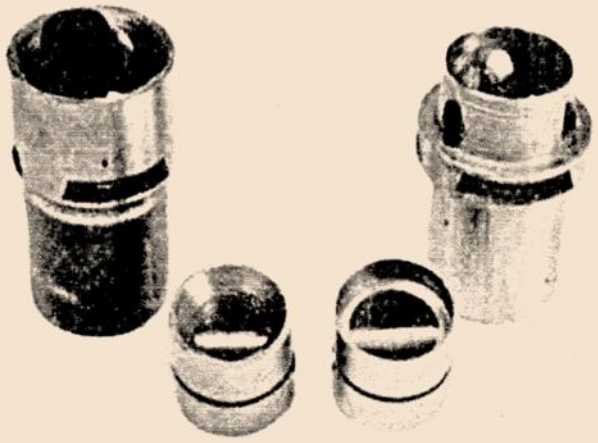
below the throttle valve. The carburettor screws into the threaded boss in the crankcase nose, replacing the regular intake of the standard Snipe engine (the latter engine can, in fact, be fitted with the complete R C carburettor to convert it to R C use). The throttle valve is of a semi rotary type, 0.300 in. dia., but, instead of being bored for air admission, it has flats machined on each side to form a 0.115 in. thick vane which, normally edgewise to the airstream in the full-throttle position, rotates through 90 degrees to the fully-closed (idling) position rather like that of a butterfly valve in a full size carburettor. In the latter position, air admission is via a bleed hole in the centre of the vane. The precise amount of air required at low speed to match the needle-valve adjustment, is then controlled by means of a small screw passing axially through the throttle rotor to partially obstruct the bleed hole. This, backed up by a coil spring snubber, can be adjusted while the engine is actually running. On the opposite side of the rotor, an adjustable actuating arm is fitted.

Unlike most other radially ported engines, the M.E. diesels have an exhaust collector ring and integral twin stub outlets as part of the main casting. This refinement has permitted the use of an exceedingly neat and effective silencer system. The M.E. silencer—two are used, one to each exhaust stub—is of fabricated construction and features an internal perforated tube within a $\frac{7}{16}$ in. dia. cylindrical expansion chamber. Each silencer has a neat adaptor block accurately tailored to fit the exhaust stub and locked in place by a grub screw.

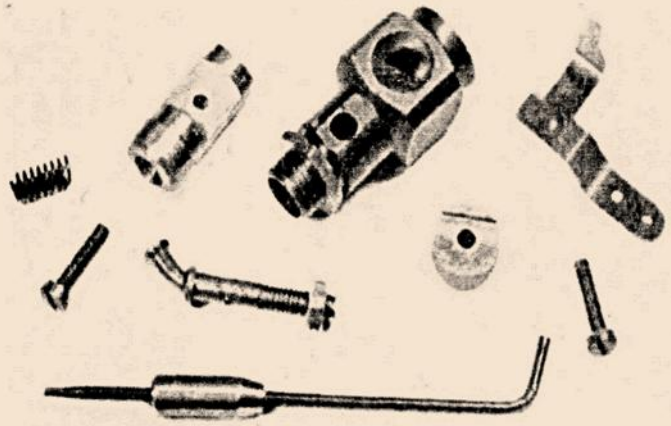
In general, the Snipe does not depart to any great extent from normal practice in $1\frac{1}{2}$ cc. diesel design and construction. An exception is to be found in the piston and conrod assembly which uses a fully floating gudgeon-pin, with end-float limited by wire circlip in a groove completely encircling the piston skirt. The engine is also noted for its generous shaft diameter and neat overall appearance.

Effective silencers

The Marown silencers are extremely effective in muffling exhaust noise and, with them fitted, the Snipe was just about the quietest of all model engines of similar displacement that we have tested to date. At the same time, power loss is much less than one finds with some of the cruder types of silencers offered for engines of this size. This is especially



Latest revised cylinder and piston for Snipe is shown (right) compared with previous type. Note lighter piston and inclined transfer ports through cylinder wall replacing wide internal flute system.



Parts of the Snipe R/C carburettor. Air-bleed control is via hole in throttle valve with screw adjustment. Throttle arm position is adjustable. Standard needle-valve is installed below throttle.

noticeable if the engine is loaded for speeds below, rather than above, 10,000 r.p.m. On such loads our test engine lost no more than 300 r.p.m. or a little over 9 per cent power. At higher speeds, the power loss is considerably more and it exceeds 15 per cent (and rapidly increases thereafter) if r.p.m. is pushed beyond the 12,000 mark. Also, the engine does not sound happy when equipped with silencers and propped for speeds much above 12,000 r.p.m. This, however, is not important from the operational standpoint, since the prop sizes most likely to be chosen for models powered by the Snipe R/C, i.e. 8 x 4 and 8 x 3½, will produce in-flight r.p.m. in the 10,000-11,000 range, which are well suited both to the engine's performance and to silencer efficiency.

Starting qualities of the Snipe R/C are excellent and no deterioration in ease of starting was evident with the silencers fitted. The needle-valve was easy to adjust and non-critical and held its settings firmly at all times. The contra-piston showed no tendency to seize in the bore when hot; nor did the compression screw run back at any of the speeds tested.

So far as maximum b.h.p. is concerned, the Snipe R/C with Marown silencers, as tested, was about 25 per cent down on the standard Snipe (without silencers) tested 3½ years ago. This is due to (a) an overall slight reduction in torque with the throttle carburettor, plus (b) a more rapid decline of the torque curve at high r.p.m., when the silencers are used. This is much as one would expect and results in a peak power of 0.11 b.h.p. at 12,000 r.p.m., compared with 0.148 b.h.p. at just on 14,000 r.p.m. with the earlier standard engine.

Idling speeds

Safe idling speeds on our test model Snipe R/C, using 8 x 4 props, were in the 4,500-5,000 r.p.m. bracket. It is possible to adjust the throttle for lower speeds, but we found that the engine could then be idled for only very short periods, otherwise the cooling off that occurred during idling, resulted in an artificially "under-compressed" condition occuring when the full-throttle position was resumed and would cause the engine to misfire and stop. For this reason, too, it is helpful to have the needle-valve setting a trifle on the rich side, at the cost of a hundred or so revs, so that the risk of the engine cutting out in the "under-compressed" condition, is reduced.

With a combination of throttle and needle-valve adjustments aimed at achieving safe idle periods of 40-60 seconds, we recorded the following maximum and minimum speeds on various props: 6850/4000 on a 10 x 3½ Top-Flite wood, 7,600/4,200 on a 9 x 4 Top-Flite nylon, 7,900 4,200 on a 9 x 4 Keilkraft nylon, 9,200/4,800 on a 8 x 4 Tornado nylon, 10,000 5,200 on a 8 x 4 P.A.W., 10,200 5,200 on a 8 x 3½ Top-Flite wood, 11,200 5,500 on a 7 x 4 Tornado nylon and 12,800/6,000 on a 7 x 3 Trucut.

Weighing approximately 5 oz. with silencers, the Snipe R/C is not the lightest of small R/C engines, but it is robustly made, handles nicely and is, undoubtedly, good value at its present price of under 90s. including silencers.

Power/Weight Ratio (as tested complete with silencers): 0.35 b.h.p./lb.

Specific Output (as tested complete with silencers): 73 b.h.p. litre.

SPECIFICATION

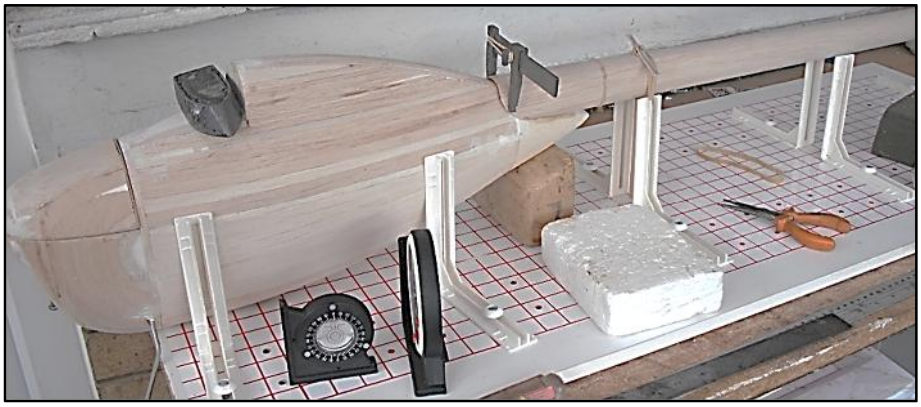
Type: Single cylinder, air-cooled, reverse-flow scavenged two-stroke cycle compression ignition with crankshaft type rotary-valve induction.
Bore: 0.505 in. Stroke: 0.455 in.
Swept Volume: 0.0911 cu. in. — 1.494 c.c.
Stroke/Bore Ratio: 0.901:1
Weight: 4.0 oz. (less silencers and fuel tank)
5.1 oz. (with silencers and fuel tank)
General Structural Data
Pressure diecast aluminium alloy *crankcase* and main bearing unit with cast-in Meehanite *main bearing bush*. *Crankshaft* of EN.33 steel, case hardened, with cutaway web flanks for counterbalance, 0.349 in. dia. main journal, 0.187 in. dia. crankpin and 0.203 in. bore gas passage. *Cylinder liner* of EN.351 steel, case-hardened and retained by machined aluminium alloy finned *cooling barrel*, externally threaded and screwing into top of crankcase. *Piston* of Meehanite cast-iron with 0.156 in. dia. solid *gudgeon-pin*, fully-floating, retained by 24 s.w.g. steel wire *circlip* in groove around piston skirt. *Connecting-rod* of machined L.64 aluminium alloy. Crankcase *rear cover* of pressure diecast aluminium alloy secured with three screws. Detachable machined aluminium alloy *fuel tank* secured to crankcase backplate with single screw. Pressure diecast aluminium alloy *prop driver* on crankshaft taper. Machined aluminium alloy *spinner nut*. Machined aluminium alloy *carburettor* body screwed into boss on crankcase nose and locked by brass hexagon nut. Machined aluminium alloy *throttle rotor*. Brass *spraybar* assembly. Beam mounting lugs, plus provision for bulkhead mounting. Optional twin *silencers* of fabricated brass construction.

TEST CONDITIONS

Running time prior to test: 2 hours
Fuel used: Keilkraft diesel.
Air Temperature: 55 deg. F (13 deg.C)
Barometer: 30.10 in. Hg.
Silencer Type: Marown "Twin".

The 'Nomad' - Peter Carter

Reference the model NOMAD featured on Rogers " Plans of the Month" page in last month's Newsletter.
A few years ago three of these appeared together at Middle Wallop and were seen flying , one was owned by David Baker , My own, pictured here, and Ano'.
It is quite a large model, 78inch w/s , stab span 35inch span , aerofoil section Goettingen239.
Mine is powered by PAW 29 diesel.



Peter Carter

Secretary's Notes for January 2025 - Ray Elliott

Well, that's the end of my first year as Secretary. Apologies if my focus in these notes has been on outdoor free flight duration but this is my main area of interest and it's clearly less difficult to write about what you know than that of which you have limited knowledge.

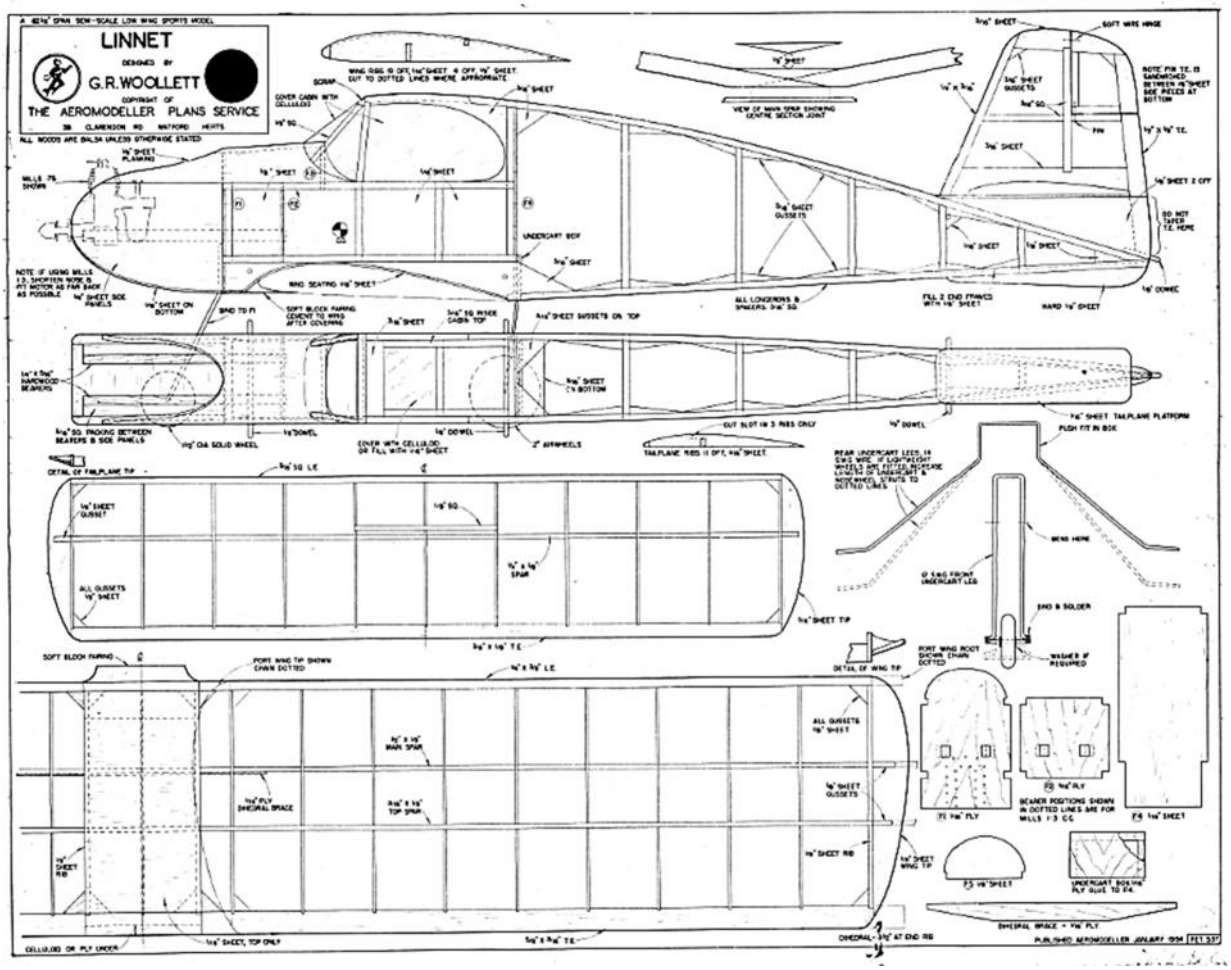
Looking forward to 2025 the BMFA contest calendar has now been published, with a restructured format for all BMFA competitions with virtually all individual classes being subsumed into a number of combined classes. This is viewed as a means of making contests more competitive given the reduced number of flyers we now have. However, the publication of the calendar has caused concern amongst the free flight community. Chris Redrup of the Crookham club has taken the lead in co-ordinating these concerns and has written an open letter to all UK free flight competitors asking for their comments. Please see note from Chris above.

With regards to SAM1066 we are currently planning to run two contests alongside the Croydon club (as in previous years) with dates of mid-June and early October. The format of these contests has yet to be decided.

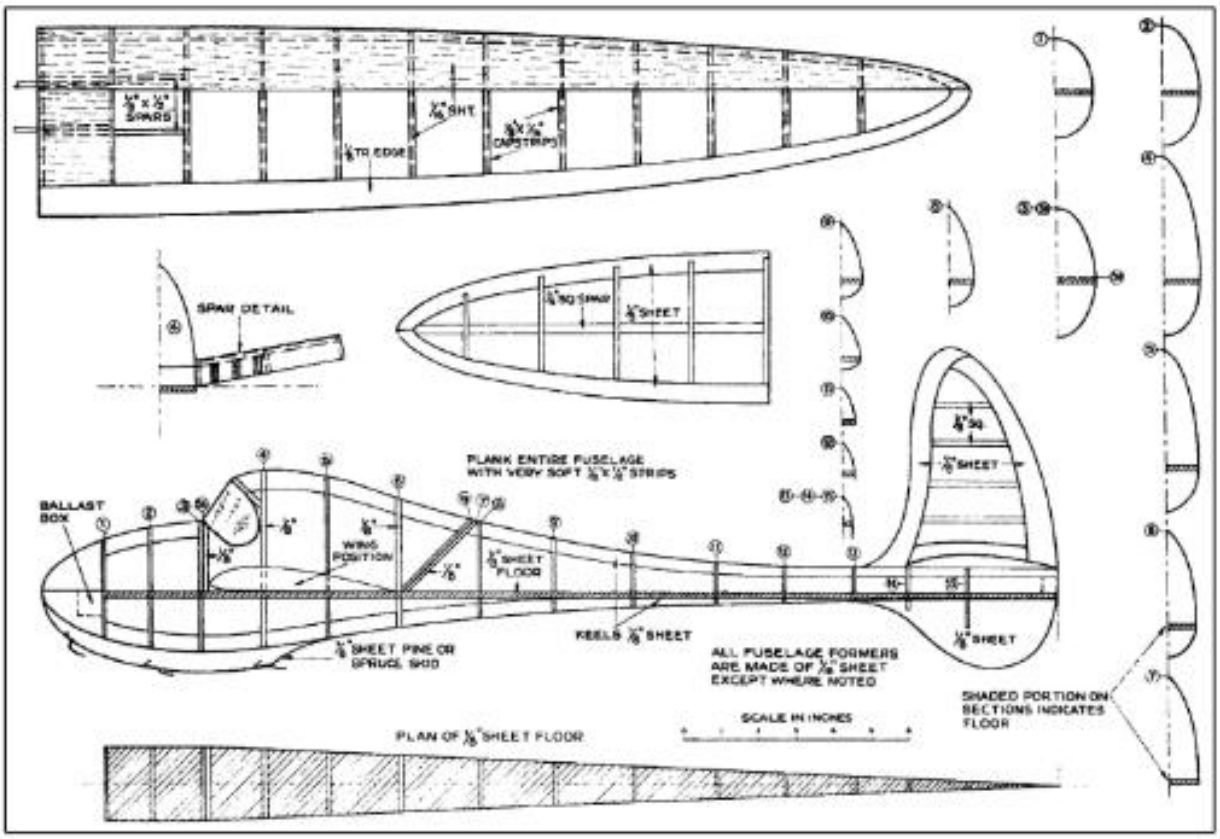
Finally, may I wish you all a happy new year, with calm weather and good flying.

Plans for the Month - Roger Newman

Power: Linett – why not!



Glider: Southern Belle -design from the 1943 USA Air Trails annual



Southern Belle

DUE to the increasing shortage of rubber and of gas motors many model builders have turned their talents to the construction of the long-neglected sailplane; and so has the author - with amazing results. His attempts have been quite justified, as you can see by glancing at the photographs and plans that accompany this article.

If you are looking for a really "solid" towliner, then you need look no further. The model also fits all A. M. A. contest requirements.

Construction: Construction is begun by enlarging the plans to full size; this can be done easily with a little time and patience. Use a sharp-pointed pencil to insure accuracy.

The fuselage is built first. The floorboard is cut from 1/8" sheet balsa and is the main part of the body. The formers are cemented to the floor at right angles and then notched when dry. The keel outlines are cemented into the notches. The section over the wing is made removable for ease in transportation. The fuselage is now ready to be planked with very soft 1/8" strips. When this has been done, cement the noseblock in place; the latter is made of fairly hard balsa, as it takes the shock when landing. When dry, sand entire fuselage until the planking is about 1/16" thick. Then smooth flown with very fine sandpaper. A nice finish can be obtained by applying several coats of wood tiller with sandings between coats.

The wing can be made next so that it call be fitted against the body's removable section. The trailing edge is made from 1/8" sheet and is pinned to the workboard. The wing ribs are cut from 1/16" sheet except the center rib which is medium hard 1/8". The brace spars are hard 1/8" by 1/2" and only extend so far as is shown on the drawing. The 1/16 sheet planking can now be cemented in place. Do not omit this for the strength of the wing lies here. Use several coats of cement where the ribs meet the 1/4"-square leading edge. Notches are cut into the fuselage where the auxiliary spars pass through. Use plenty of glue at this station. The wing spars and the spars that pass through the body are cemented together at an angle that will allow a tip rise of 4-3/4". The joint is then bound with thread.

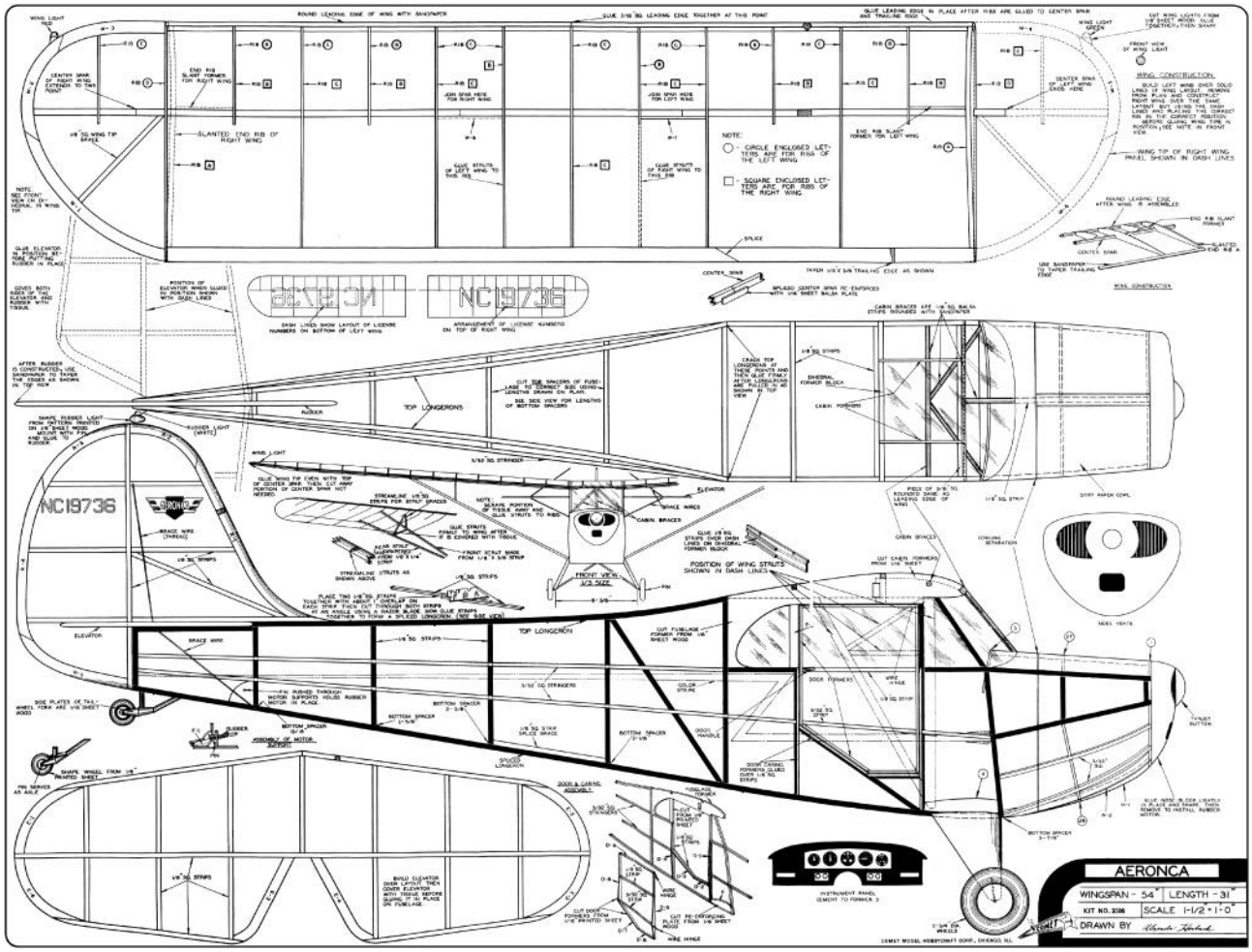
The tail can be easily made by following the instructions on the plans,

Cover the surfaces with a good grade of tissue, using fairly thick dope. The tissue should be of a color that can be seen easily from the air or on the ground; it should be applied with the grain running; spanwise. Spray lightly with water and allow to dry. This will cause the fibers of the paper to compress and the covering will be taut. Use about three coats of clear dope on the surfaces with a slight sanding between coats. The fuselage should be doped in a color which contrasts with the wing and tail. The original was striped in a bright red with a yellow background.

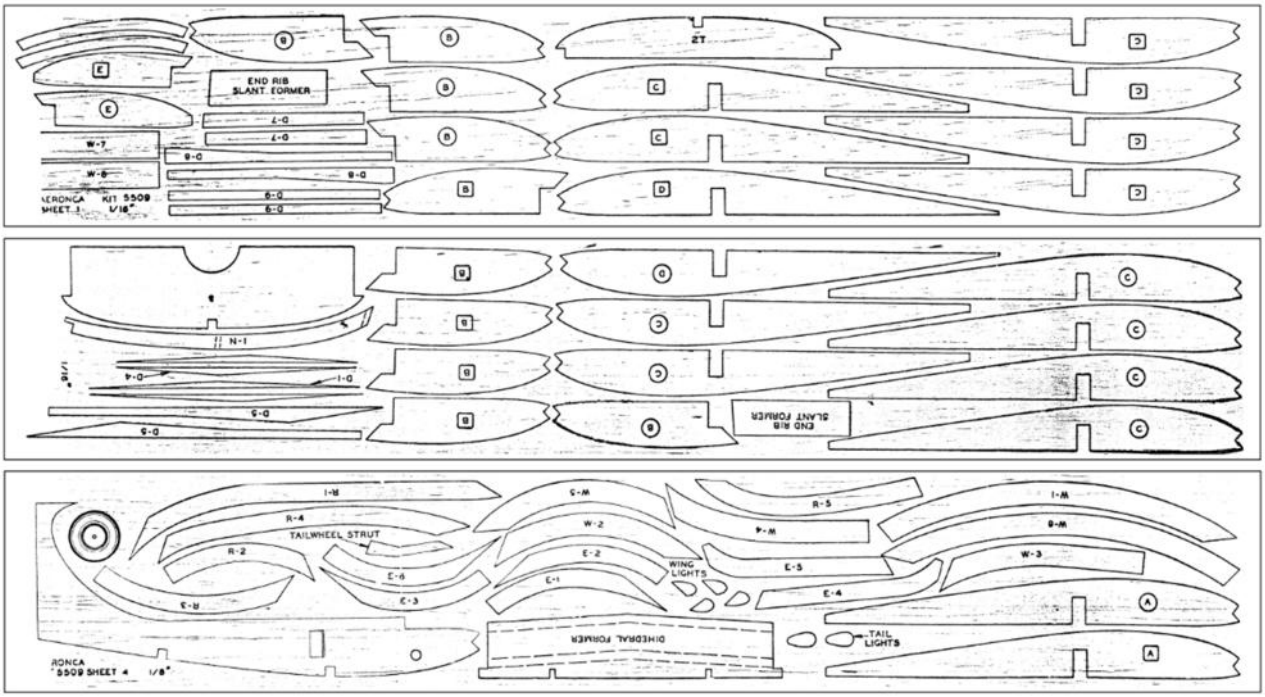
The windshield can be added now as well as the landing skid, which is made of pine or very hard balsa. The tow hooks are cemented to the skid. The stabilizer is cemented to the fuselage and the rudder and sub-rudder are cemented in place.

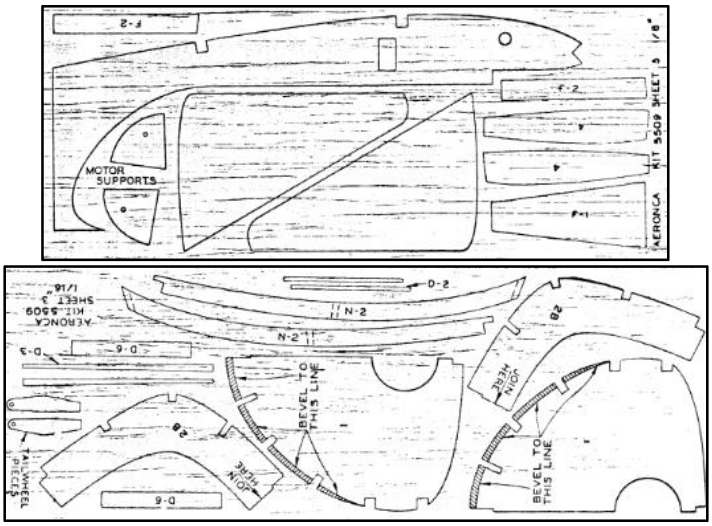
Flying: Adjust for a long, smooth glide. Do not adjust for a nose-high glide but for a nose-low flight, so that it will not "mush" in flight. Use No. 8 thread for the tow cord; ordinary kite string can also be used. A good launching technique can be had only with practice. The model should be towed into the wind and when it has reached its maximum altitude, walk slowly back toward the spot where you started and the tow cord will slip off the hook and the glider will begin its search for updrafts.

Rubber: Aeronca Chief – a 54" Jumbo Scale rubber design.
Remember the Jumbo Scale comps at MW. They produced some lovely models, albeit not too many of them.



Aeronka Chief





Roger Newman

Events and Notices

SUPERLIGHT CARBON E-20 AND HLG BOOMS

New stock just in.

First come, first served.

Carbon rod blanks, ideal for E-20s and hand or catapult-launched gliders. Long enough for two booms.

97cms long, 4mm diameter tapering to 1.5mm. 3.4 grams, but some wet-and-dry action will lower this figure.

£8.00 each + postage from Martin Dilly on +44 (0)208 7775533 or martindilly20@gmail.com.

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:
£20 for Salisbury Plain - £35 for North Luffenham

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

Options for Flying on Salisbury Plain, Area 8

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

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

A CENTURY OF BRITISH FREE FLIGHT

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

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

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

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

La 10ème Grande Coupe de Birmingham

A qualifying event
for the 2025 Southern Coupe League

Pending the approval of the FFTC and field availability this event will take place at MOD North Luffenham at 10.00 on

Saturday 22nd February
Or Sunday 23rd February 2025

F1G for the Aeromodeller Trophy: Two flights between 10:00 & 12:00 then three rounds to published timetable.
Pre 1970 Coupe Three flights (no rounds) start 10:00. Within this event models which meet our pre 1958 cut-off date will fly as **Vintage Coupes.**
Pre 1970 Coupe may double up with F1G as at previous events. Contacts below for details if unsure.
Both event finish at 14.45 followed by fly-offs as required (Not DT!)
Maxes will be determined by conditions on the day.
Prizes for 1,2 & 3 in F1G and Pre 1970 Coupe. The winner of F1G will be awarded the **Aeromodeller Trophy** and the top placed Vintage Coupe the **Vintage Plate**.

Entry Fee £10 covers both events
(includes £5 FFTC field fee for ALL competitors).

The organisers will determine which of the two days of that weekend are likely to have best weather and will email potential attendees on the evening of Thursday 20th Feb to confirm the chosen day. Will all potential fliers please email gavin.manion84@gmail.com ahead of time so that they are included in that confirmation email. Single registrations on behalf of a group of fliers would be very welcome.

For further information contact: -
Gavin Manion at gavin.manion84@gmail.com tel 01543 422509 or
Stuart Darmon at stuartdarmonf1a@yahoo.com tel 01858 882057

Indoor Model Flying
Bangor, North Wales
at the
Brailsford Centre LL57 2EH

Sundays 15-00 til 18-00
2024 Dates:
6th.Oct - 3rd.Nov - 1st.Dec
2025 Dates:
To May - dates to be decided

Free-Flight Models & Lightweight R/C
Beginners Encouraged

Contact: Martin Pike, 07831 141418
Email: martin.pike.xray@btinternet.com

Join us, flying models. No experience needed,
We have free flight models for people to try out.
Of course you are welcome to bring your own models.
We fly: duration models; scale models; and fun-fly such as Gyminnie Crickets and Hangar Rats.
Radio models must be slow flyers to fly safely in the hall.
The hall is 25x22x10m, a good size for model flying

TWIFF

(Totton West Indoor Free Flyers)

Please bring all your toys (Free flight only)

Sundays, from 12:00-16:00

Admission for flyers £15.00

Free for spectators and helpers

2024

15th September	20th October
17th November	15th December

2025

19th January	16th February
16th March	27th April

25th May

The West Totton Centre has 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

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

Chasetown Indoors

I have secured an indoor flying venue at ;
THE ERASAMUS DARWIN ACADEMY,
POOL ROAD,
CHASETOWN,
BURNTWOOD,
WS73QW

Flying 1pm til 4pm
Saturdays

2024
28th Sept, - 19th Oct,
9th Nov, - 7th Dec,
2025
11th Jan, - 8th Feb,
8th Mar.

The parking is at the far end of the car park & the sports hall is the far end of the car park, the large building.
Costs are the same as previously, £8 for flyers & £2 for spectators, children free.
Can you bring your BMFA + contact details & write them down in the supplied book please.
We need 15 flyers to break even, hopefully see you on Saturdays.
Contact: peter.thompson7406@gmail.com

Waltham Chase Aeromodellers

INDOOR F/F MEETINGS

Waltham Chase Aeromodellers have booked the Main Hall at **Wickham Community Centre, Mill Lane, Wickham, Hants PO17 5AL** for a series of twenty events on the following **Thursday** evenings:

2024:
Sep:19th., Oct:3rd., Oct:17th., Oct:31st.
Nov:14th., Nov:28th.
Dec:12th.

2025:
Jan:2nd., Jan:16th., Jan:30th.
Feb:13th., Feb;27th.,
Mar:13th., Mar:27th.
Apl:10th., Apl:24th.
May:8th., May:22nd.
Jun:5th., Jun:19th.

All meetings will run from 7.00 p.m. to 9.30 p.m. The Main Hall at Wickham Community Centre is particularly suitable for indoor free flight models of all types, with a ceiling free of obstructions. Tables and chairs will be available in the hall, the organisers are always grateful for assistance with moving furniture. A hot drinks machine is available on site.
Admission will be £8 for fliers and £2 for junior fliers, and spectators accompanied junior spectators and parents of junior fliers admitted free.
Fliers will be required to show proof of insurance.
No R/C models may be flown at these events.
Waltham Chase Aeromodellers look forward to welcoming all indoor F/F fliers to these events.
For further details please contact:
Alan Wallington, "Wrenbeck", Bull Lane,
Waltham Chase, Southampton, Hants.
(Tel. 01489 895157) (e-mail: indoor@wcaero.bmfa.club)
or see our web site: https://wcaero.bmfa.club

E30/RDT/BMK/E20 Batteries

The 75mAh lipo's which I sell for E30 now come with Micro JST plugs which make them suitable for BMK timers etc. Since they do not have the current limiter, they work well with the Band Burner and can also be used as lightweight E20 batteries. Just send me £10 and I will put 4 in a Jiffy bag
Ron Marking, Pros Kairon, Pennance Road, Lanner, Redruth TR16 5TF. Alternatively, use PayPal but e-mail me your address. ron.marking@btinternet.com

DILLY JAP IS BACK –AGAIN

Well, that seventh roll of tissue went pretty fast, 300 yards in a bit under three years. I've just received a new roll; almost inevitably there's a slight price rise but it's still only £15 for a five yard roll a yard wide, or £17 by mail to the UK, folded. I normally sell it in rolls at contests, but if you want yours mailed in a roll let me know and I'll sort out a length of plastic pipe and find a courier price. Doing the sums, there's now well over a mile of Dilly Jap covering models all over the world.

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

I'm on 0208-7775533 or e-mail: martindillv20@gmail.com

INDEPENDENT REVIEW OF DILLY JAPANESE TISSUE

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

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

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

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

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.

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.

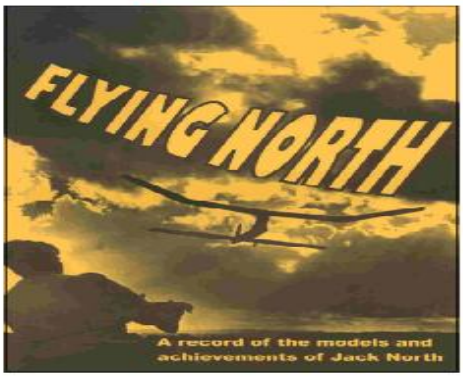
FREE FLIGHT FORUM REPORT 2021

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

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

Copies are available from: Martin Dilly, 20, Links Road, **WestWickham,** Kent BR4 0QW
Or by phone: +44(0)2087775533 Or e-mail: martindily20@gmail.com

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 Boales 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

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 2025

With competitions for Vintage and/or Classic models

All competitions are provisional. **Check websites before attending**

February 22nd	Saturday	Coupe De Brum, Luffenham
or February 23rd	Sunday	
March 9th	Sunday	BMFA 1st Area
March 23rd	Sunday	BMFA 2nd Area
April 6th	Sunday	BMFA 3rd Area
April 18th	Friday	Northern Gala, Luffenham
or April 19th	Saturday	
May 4th	Sunday	BMFA 4th Area
May 24th	Saturday	London Gala, Salisbury Plain
or May 25th	Sunday	
June 1st	Sunday	BMFA 5th Area
July 6th	Sunday	BMFA 6th Area
July 26th	Saturday	East Anglian Gala, Sculthorpe
& July 27th	Sunday	East Anglian Gala, Sculthorpe
August 9th	Saturday	Southern Gala, Salisbury Plain
or August 10th	Sunday	
August 23rd	Saturday	**FF Nationals,** Sculthorpe
August 24th	Sunday	**FF Nationals,** Sculthorpe
August 25th	Monday	**FF Nationals,** Sculthorpe
September 7th	Sunday	BMFA 7th Area
September 13th	Saturday	Stonehenge, Sculthorpe
& September 14th	Sunday	& Equinox cups
October 12th	Sunday	BMFA 8th Area
October 25th	Saturday	Midland Gala, Luffenham
or October 26th	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

Useful Websites

SAM 1066	-	www.sam1066.org
Mike Woodhouse	-	www.freeflightsupplies.co.uk
BMFA	-	www.bmfa.org
SAM 35	-	www.sam35.org
National Free Flight Society (USA)	-	www.freeflight.org
Ray Alban	-	www.vintagemodelairplane.com
Belair Kits	-	www.belairkits.com
Wessex Aeromodellers	-	www.wessexaml.co.uk
US SAM website	-	www.antiquemodeler.org
Peterborough MFC	-	www.peterboroughmfc.org
Outerzone -free plans	-	www.outerzone.co.uk
Vintage Radio Control	-	www.norcim.org
Model Flying New Zealand	-	www.modelflyingnz.org
Raynes Park MAC	-	www.raynesparkmac.c1.biz
Sweden, Patrik Gertsson	-	www.modellvänner.se
Magazine downloads	-	www.rclibrary.co.uk
South Bristol MAC	-	www.southbristolmac.co.uk
Vintage Model Co.		www.vintagemodelcompany.com
John Andrews		www.johnandrewsaeromodeller.webs.com

control/left click to go to sites

Are You Getting Yours? - Membership Secretary

As most of you know, we send out an email each month letting you know about the posting of the latest edition of the *New Clarion* on the website. Invariably, a few emails get bounced back, so if you're suddenly not hearing from us, could it be you've changed your email address and not told us?
To get back on track, email membership@sam1066.org to let us know your new cyber address (snailmail address too, if that's changed as well).

P.S.
I always need articles/letters/anecdotes to keep the New Clarion going, please pen at least one piece. I can handle any media down to hand written if that's where you're at. Pictures can be jpeg or photo's or scans of photos. I just want your input. Members really are interested in your experiences even though you may think them insignificant.

If I fail to use any of your submissions it will be due to an oversight, please feel free to advise and/or chastise

Your editor

John Andrews