NEW Clarion

SAM 1066 Newsletter

Society of Antique Modellers Chapter 1066

Issue nc072024

July 2024

Affiliated to SAM 1066 Website:

Club No. 2548 www.sam1066.org

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

Tel: 01788 562632
Mobile 07929263602
e-mail
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.

Contents

Editorial

First up, I received a wrap on the knuckles from Martin Dilley for miss-spelling Jim Baguley's name in the last issue. The error was initiated by the original article in the old paper-back Clarion.
Well half the year has gone, but looking at the events table there are still quite a few more meetings to have a go at. A note for sports flyers, you are more than welcome to attend these events as they are not for competition flyers only.

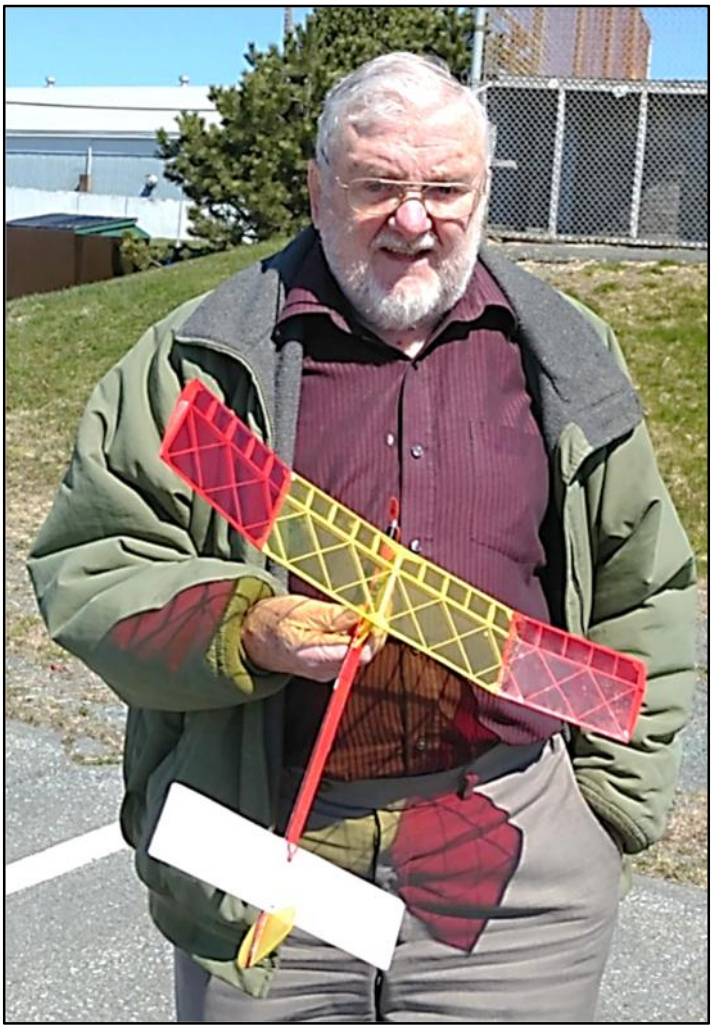
What have I cobbled together for this July issue:

- We kick off with a communication from Nova Scotia's John O'Sullivan who reports that the three stalwarts there are still functioning. He advises that he has a design of his appearing in the Aeromodeller soon. He harks back nostalgically to a Nationals here, where he borrowed some shoes on a recovery run and did not know from whom when the hunt was over.
- Pylonius has a dig at the R/C flyers who are deserting the flying fields in favour of causing havoc on local duck ponds with R/C boats. Fancy club names also attract his attention with examples. He also puts forward a theory why many competitions do not get underway until after lunch, apparently ad hoc motor vehicle appreciation groups are holding up proceedings.
- I've dug out one of my articles from the 2004 paper-back Clarion, it's Pt2 of my indoor series, with a few pictures from Cardington.
- The 1949 News Review complains of aeromodellers getting in the way of spectators at major meetings and also draws attention to bogus photographers who use carrying a camera as a reason to invade competitors personal space. It reports that model aircraft for inclusion in the Model Engineering Exhibition are considerably up an previous years but late entries will be accepted but not catalogued. A good sign.
- Nick Peppiatt writes of small CO2 motors and provides pictures of models and plans.
- Heard at the Hangar Doors quotes some amusing 'Japanese pigeon English' instructions from some pre-war kits. Quotes details of the PO R/C licence required for model flying.
- Initially being short of copy I dug into my picture files from the 2009 Nationals.
- Continuation of the Zeppelin story, with details of the Hindenburg disaster, which blighted airship development.
- Roy Vaughn reports on F1G at the Nationals with results and league table.
- Engine Analysis from 1957 features the Davis Charlton 2.5cc Rapier. A good solid engine with a few minor quibbles.
- Gavin Manion outlines the thinking behind his Luffenham based Petit Classique de Brum.
- I surfed tinternet for the details of Sopwith's 1914 Schneider Trophy winner.
- There is a transcript of an interview of our Membership secretary for the B.M.J.
- Wayne Butler gives details of his home-made cover for the BMK E36 controller.
- Roy Tiller disseminates the content of some more of our archive magazines.
- Roger Newman sends a few notes from his new abode in North Wales.
- Our Secretary's monthly report is expanded into his activities at the Nationals on Salisbury Plain. He includes a few pictures.
- The issue wraps up with Roger Newman's three plans for the month.

Editor

Nova Scotia Report - John O'Sullivan

Hi John;



Greetings from the sparse Nova Scotian Free Flight contingent. John and Brian Richards and I are still hanging in in free flight. I have my Blizzard E 20 model plans coming up in August Aeromodeller. I have been flying indoor R/C electrics all winter and now getting into outdoor R/C electric sailplane flying which has been curtailed by Draconian Transport Canada and MAAC regs.
I find Nostalgia gets better every year and as a sample am appending an unusual tale from my flying at the 1964 British Nationals.
It's hard for many of the newcomers to appreciate the size and excitement of contests back in the 50's to 70's when almost everyone designed and built their own models.

A Shoe Story

Almost exactly Sixty years ago in 1964 the British Nationals was held over the Whitsun weekend and was blessed with great weather and several hundreds of competitors.

Contests had large entries back then: with 296 in Open Glider and over 100 in Open Power. Those were the days!

I was making one of my glider flights when I hit a boomer thermal taking the model to speck size at several hundred feet. I was following it along the runway in bare feet. When passing through the large camping area I realized the model would likely go out of the airfield. I yelled out "anyone got a pair of size 9 shoes". A guy came up to me with shoes. I did not take my eyes off the model and he proceeded to put the shoes on my feet. I did not even see his face.
Off I went following the model and eventually recovered it. Then I realized that I had no clue as to who the shoe donor was and had no means of tracking him down.

Well, I got to the 23 man fly-off and when getting ready I was chatting with noted glider flier Mike Burrows. I mentioned the shoe incident and he said to me "A club-mate of mine lent his shoes to somebody and he does not know who". So all's well that ends well and my good Samaritan got his shoes back.

Mike Burrows went on to be one of the world's most innovative and eccentric bicycle designers. I stuck to model airplanes. An internet search comes up with many of his successes.
https://www.cyclist.co.uk/in-depth/mike-burrows-bike-designer-profile

John O'Sullivan

Extract from Model Aircraft July 1955

Topical Twists

Radio Waves

That " highlight " of the rally world, Radio Control, seems to be fast following its colourful predecessor, C/L stunt flying, into oblivion. The electronic experts, who have so long enjoyed complete air supremacy of our flying fields, are seeking fresh delights among the duck life and tiddler nets of the boating pond. Vessels, simply bristling with radio activity, are being skilfully navigated through the hazards of weed and hostile swan, while the bleep box expert retrieves his aerial from a tearful small boy, who is now minus a fishing rod, and happily contemplates a future free from flyaways and spiral destruction.

Picture the lively pond-side scene as the boats collide with a jolly thump to the cheerful chant of " Who's using his so-and-so transmitter ? " And even the tearful small boy can now be seen chortling with glee as the little man dashes up and down the rigging in uncontrollable frenzy.

The only one not overcome with joy is the poor old competition flier, who has come to rely upon the radio sideshow as a useful spectator diversion. While recognising the valuable contribution made by stunt flying, team racing and the odd jet, he is mainly indebted to the radio revellers for keeping the more serious model flier free of the spectator menace. Of course, he can sympathise with the radio types, floundering in a turbulent sea of clamouring onlookers, giving up in distress and taking to the boats. He can also understand that a boat in midstream is relatively safe from damage by small grubby boys, who have a natural aversion to cold water. But how he'd like to see the radio aerials back on the flying field—down the far end with the prams, dogs, picnic parties, and all the fun of the fair.

• • •

Dummy Run

Children of all ages will be thrilled by the new supersonic breed of team race pilot which is to replace the pre-1914 pioneer effigies that have been in circulation all too long. These be-goggled, cap-in-reverse veterans, when not humanely concealed by the oil soaked opacity of the cockpit cover, looked as much out of place in all that streamlined comfort as, no doubt, their pressurised, oxygenated, radio-linked successors will be among the old fashioned ornamentations of prop and undercart.

I suppose this toy airman business is all very diverting, but you can't help thinking that, by now, model flying should be sufficiently grown up to have emerged from the dummy stage.

• • •

Flighty Names

Since the society takes such a forbidding view of the more frivolous choice of club titles, inaugurators of new clubs are often faced with an unhappy situation. With the funny hat and shirt tail fashion clamouring for " Nimbus Nudgers " on the one hand, and the more sober element insisting on the unadorned simplicity of " Hogswill and District " on the other, they can only arrive at a feeble compromise by way of " Hogswill (Nimbus Nudgers) & District M.A.C."

But even to clubs outside the movement the range of colourful descriptive title is limited. Mainly imported from America, where " Cement Squeezers," " Cumulus Catchers " and " Balsa Butchers " jostle each other in overcrowded confusion, there are but few model operations which have not already been annexed to some M.A.C. or other. Those that do remain are of a pretty dull order, and no one is likely to be inspired by " Tissue Trimmers," " Prop Flickers," or " Glowplug Ghouls," on the club heading.

Sometimes a touch of historical colour can help to liven up the club title, and I notice that one club has used this gimmick to steer a happy course between the stodginess of " Hogswill " and the absurdity of " Nimbus Nudgers " by calling themselves the " Flying Druids "; thus pursuing a middle of the woad policy, as it were. How they happened on this extraordinary name is a matter of conjecture, but I think it is all a matter of word play. Someone, talking through his funny hat, suggested " Dope Fiends." This was turned down because of its delinquent flavour, but set up a train of thought which travelled via " Drying Fluids " to " Flying Druids."

• • •

Sport Model

Attending his first model meeting, a newcomer to the hobby was puzzled to know why the events didn't get under way until mid-afternoon. He was unaware, of course, that, by long tradition, the morning session is devoted entirely to the functions of the Mutual Motor Cycle Admiration Society, of which all model officials are prominent members. At this particular event the business took rather longer than usual as it was Invitation Day to ex-modeller motor cyclists. But, even at that, flying would have got under way shortly after lunch had not an ex-modeller turned up in a ritzy looking sports car. (" That's a smashing car." " Really ? " " No, Riley.") An emergency meeting of the society was instantly called, and a large portion of the assembly immediately disappeared under the rakish bonnet.

Whatever they found there to delight and enthrall it certainly wasn't space for model stowage; and surely the modeller's dream car is a super cabin job which would not only carry all his models but also his family—for retrieving purposes.

To Fresh Fields . . .

Northern Heights M.F.C., cast in the Slough of despond at the loss of their fashionable car park at Hawkers, are to make rally history by holding their next garden party on a flying field. Sadly, however, there will be no provision for team racing; so, as I sneak in at the tradesmen's entrance, I will expect to be confronted with a notice bearing the legend " No Hawkers or Circulars."

Strangely enough, some areas are regarding the AI Glider as unfit for adoption.

A correspondent to this journal calmly suggests that existing records be scrapped and all future record attempts be made in still air.

Possibly a sound idea, but, in the present state of our weather, any flight in still air should count as a record.

Pylonius

John Andrews - Goes Indoors - Part 2 - John Andrews

Extract from old paper-back Clarion
Continued from March New Clarion 2004:

John Andrews - Goes Indoors - Part 2

Pressing on from last month's epistle to the afflicted it was in 1997 that I summoned up the nerve to contact indoor maestro Laurie Barr and arranged to pay my first visit to the Mecca of UK indoor flying, the old airship hangers at Cardington near Bedford. Sunday April 13th saw yours truly travelling down the M1 motorway and I must admit that I was a little apprehensive at the thought of mixing with the big guns of the UK indoor scene when I'd only been at it for a few months.

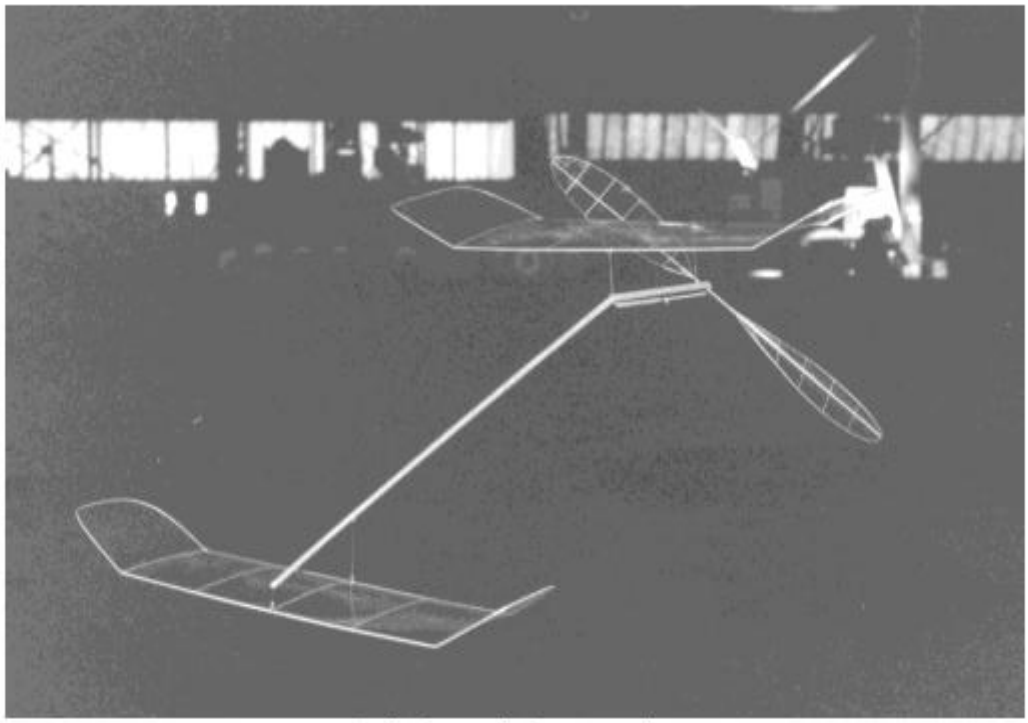
I turned off the motorway at junction 13 and at the top of the first rise; looking to the right I could clearly see the two sheds breaking the skyline some eight miles distant. I still feel the same buzz when I crest the rise even these days. I eventually arrived and turned in through the gates, and then following Laurie's instructions drove between the two sheds round to the rear entrance of Shed No.1. I drove inside and Oh Boy! Was it big? I don't think any first time visitor could fail to be completely in awe of the sheer size of the place. The photo below gives a flavour of the shed; Robin Bailey poses with one of his latest international F1D models and in the far distance a James Bond 007 type airship.

A debonair Robin Bailey and his F1D model

There was a light aircraft parked over one side of the shed now I was in that place from 10-30am until 6-30pm and the first time I noticed that aircraft was when I was showing the wife the camcorder video later that evening at home. I had not seen that aircraft at all during the day even though I had videoed it when I had panned around at the start of my video record

Which should give you some idea how big the place is (or perhaps how unobservant your scribe is).

Performances on that first visit were not record breaking. The record book shows flights of 4 minutes or so with my tissue covered models whereas the two guys I had set up next to were doing 9 minutes with the Mylar covered Penny Planes they had, but I was hooked on indoor.



Robin's model cruises by

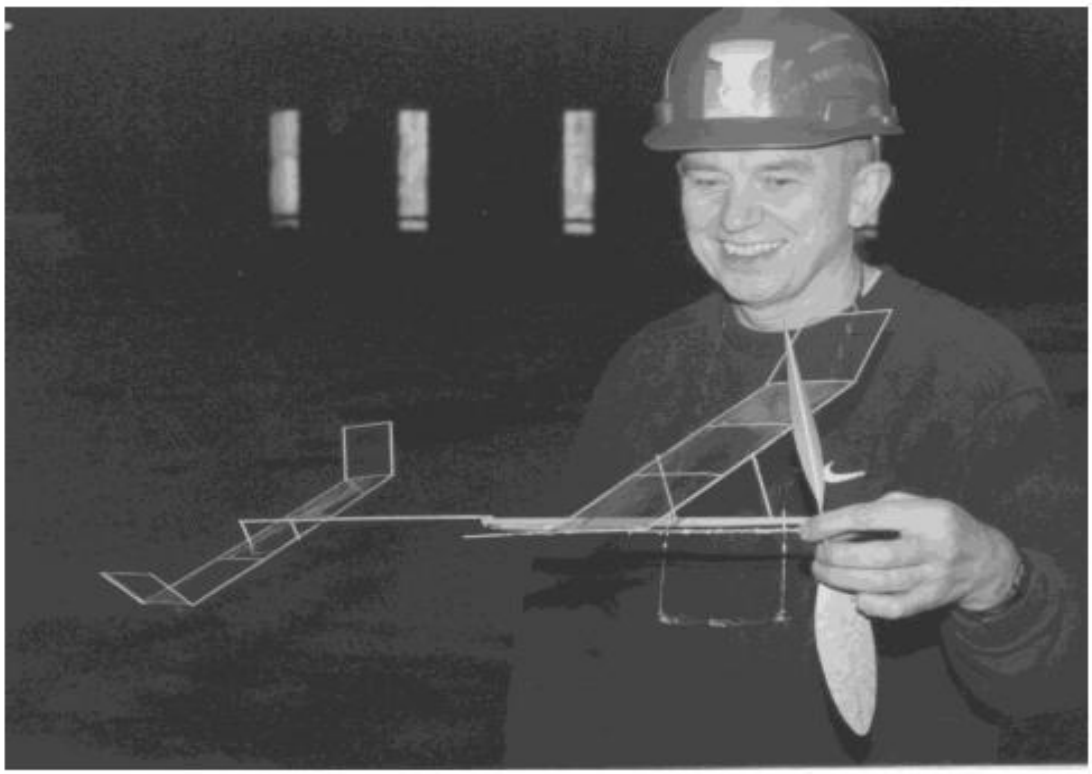
(These models are not difficult to photograph, at the speed they fly you could change the film in the camera and still get a second shot)

There's not been much vintage content as yet so a little Airship history should fill the bill.

Shorts Brothers Engineering Company won a contract for the construction of a Airship in 1916 and one the their young engineers, 29 year old Claude Lipscomb was given the project. The design team moved from London to Cardington for several reasons: the gentle prevailing winds: the site was near to Bedford where several precision light engineering companies were based and nearby at Putnoe was an airfield used be the Royal Flying Corps.

The internal dimensions of the sheds are stated as: Length 812 ft, Width 180 ft, Height 157 ft and containing 4000 tons of steel.

The construction looks more akin to shipbuilding than the aircraft industry, huge girders and braces held together by monster rivets, but they are for building Airships after all. There are internal catwalks at the top of the shed sidewalls and one in the peak of the roof. For safety reasons individual modellers are not allowed to do retrieval work from these catwalks, normally John Tipper or Roy Wilson do the work at the end of the day.



Roy Wilson, one of the catwalk retrievers, with his EZB
(The model is his from his who needs wing ribs period)

To complete the potted history, the first Airship to come out of the Cardington facility was the R31. The ship was commissioned in November 1918 exactly two years and two months from the date that Lipscomb set up at Cardington. Remember this impressive project was achieved without computers and modern methods of communication; it was designed by hand and built by hand, not a calculator in sight.

Vintage digression over, back the flying. My first ambition was to get a model up near the roof; I never got more than half way up there on my initial trip. My third visit saw me with a condenser tissue covered o/d Penny Plane with which I had managed to raise my flight times towards 6 minutes on my second visit, but not towards the roof. This third visit was roof time, I put 1200 turns on a 1/8" x 18" motor which I knew was far too much for a good flight time but should get the model high.

The model shot away more akin to an F1C power model than an indoor job but the desired high climb was definitely on. Problem, Shed No.1.is a little worse for wear these days with many holes in the roof and broken windows. It is the condition of the roof that has required the suspension of green mesh curtaining below the roof to prevent falling debris. This curtain hangs in folds, some lower than others that leaves gaps into which high flyers can pass above the curtain into the roof space. It is said that models have flown above the curtain and been sucked outside through the holes in the roof. I cannot vouch for the truth of these rumours. My Penny Plane reached the roof in quite spectacular fashion and for a moment I was mentally patting myself on the back for a job well done,

when it suddenly occurred to me that perhaps it was not such a good idea. The model flew through a gap in the curtain and I could see it circulating above the mesh for a little while then it landed on top of the netting. Model gone I thought.

At that time I did not know about the recovery possibility and it was at the next meeting two weeks later that I heard a voice up in the roof. It was John Tipper up there with a pole doing a recovery exercise at the end of the day and low and behold down floats my model; tissue shrunk and wing like a propeller but back in hand. I had bought a roll of Mylar covering material so the Penny Plane was recovered and lasted well until I gave it away at a Coventry meeting.

With my new found covering material I set about trying to build models for the 10-minute milestone. I built several EZB's and Penny Planes but could not get the weight down below 4 gms and keep the models strong enough to fly. My log book is full of 8 & 9minutes flights but it was July 26th.1998 before I managed to get EZB No.6 below 3 gms and with 1800 turns on a .110" x 17" motor I finally beat the ten minute barrier and 11-00 minutes dead is on record. The 15-minute barrier still seems a mile away. I will need to get good wood and work on my propellers as that is where significant weight can be saved.

Losing models indoors does not seem an option at first thought but I have lost four. My Penny Plane No.2 was an eight-minute model and very reliable until it slid down the side netting, through a gap and down to the bottom of the sidewall slope. Too high for pole retrieval and too low for side catwalk. Number 2 loss was a very flimsy EZB No.5, one of my attempts at low weight, which resulted in a very flexible model. The shed was being used as a storage depot for water barrels and they were piled up about 30ft. high and in one area they were loosely stacked on top of the majority, which were encapsulated in blocks of nine on pallets. No.5 was trimming OK until I wound her up when distortion removed the turn and off down the shed she goes straight as a die until she was down the barrel end where a graceful turn set in and she flew over the top of the loose barrel pile. I climbed all over those barrels but the model eluded me. EZB No.7 was lost high up in the side girders out of reach again.

We moved into shed No. 2 and the air was much less stable in there mainly due to the big doors not being shut properly. To emphasise the size of the sheds once again, there is a six-story block of flats with a pitched roof in No.2 and they do not reach the roof by any means. About now I invested in the gas filled steering balloon as the drift made steering a regular necessity and I managed to lose just one model in No.2.

We are back in Shed No.1 again now and this year I hope to make a serious attempt at improvement.

Next issue polystyrene surfaces and vintage if we can dig some up.

John Andrews

NEWS Review

The 1949 Nationals and the Public

The outstanding feature of the 1949 Nationals was the exceedingly good behaviour of the general public and most of the difficulties encountered emanated from over-enthusiastic aeromodellers unable to cure their curiosity, and crowding close to the other competitors, thus impeding their movements and causing annoyance to the spectators by blocking their view.

Another nuisance to both competitors and officials are the large number who approach the starting off area under the guise of photography, by holding a camera at the "ready," and it is time that some restraint was placed on "unofficial" photographers at our national contests.

Only in the last stages of the meeting did the general public encroach on the roped-off contest area and that was in the latter stages of the Radio Control contest when the extreme novelty of the entries proved too much for their self-restraint.

Local Events

The extremely successful control-line meeting organised on Easter Monday by the South-Eastern Area Committee with the active co-operation of the Model Section of the Dover Youth Club, brings into prominence the importance of local events in the model aircraft calendar, and the advantages of the "Area" scheme.

For the model movement to develop on the right lines two essentials are required. The first of these is the establishment of contact between all model aircraft enthusiasts on a group system; and the second is adequate local publicity by each group to keep the local population aeromodel-minded and aware of our activities.

Many of the misconceptions which exist regarding model aircraft flying would no longer exist if the public more fully realised what was really involved in the sport, and the movement would be strengthened and eventually receive much greater facilities than it has at the moment.

Properly organised events, like the Dover one, which can be attended by the public not only provide excellent propaganda for the model flying movement but are also capable of providing very attractive financial returns which again produce further facilities.

The enterprise of the South-Eastern Area is to be commended, and it is hoped that other Areas will be inspired to organise similar events.

We know that the public are a nuisance at many events if not kept under proper control, but they can be looked after properly by efficient organisers, particularly at control-line events where the local football field or cricket field, with provision for spectators, can be utilised.

S.M.A.E., A.G.M. and Prize Giving

As the necessary accommodation at Londonderry House will not be available on November 13th, 1949, the date previously fixed for the Annual General Meeting, this will now take place on November 20th, 1949.

The arrangements for the Annual Prize-Giving Dance, which will be held in the spacious ballroom, at Londonderry House, on the evening prior to the A.G.M., are well in hand, and it bids fair to be the most successful function of its kind yet held by the Society.

Messrs. E. F. H. Cosh and H. J. Nicholls, who are in charge of the organisation, report that those who have felt that in the past the dinner, speeches, and prize-giving have been unduly prolonged, leaving too little time for dancing and conversing with old friends, should be well satisfied with this year's arrangements.

Dancing will go on throughout the evening, except for a short break for the prize-giving, and a running buffet and bar will be provided. Further details will be announced later, but book the date now, November 19th, 1949.

Bowden Trophy Contest

Intending competitors in the Bowden Trophy International Contest, are reminded that they must possess a current F.A.I. Competitor's Licence. Application for these should be made to the S.M.A.E. Records Officer on the appropriate form which is to be found on page 57 in the S.M.A.E. Handbook.

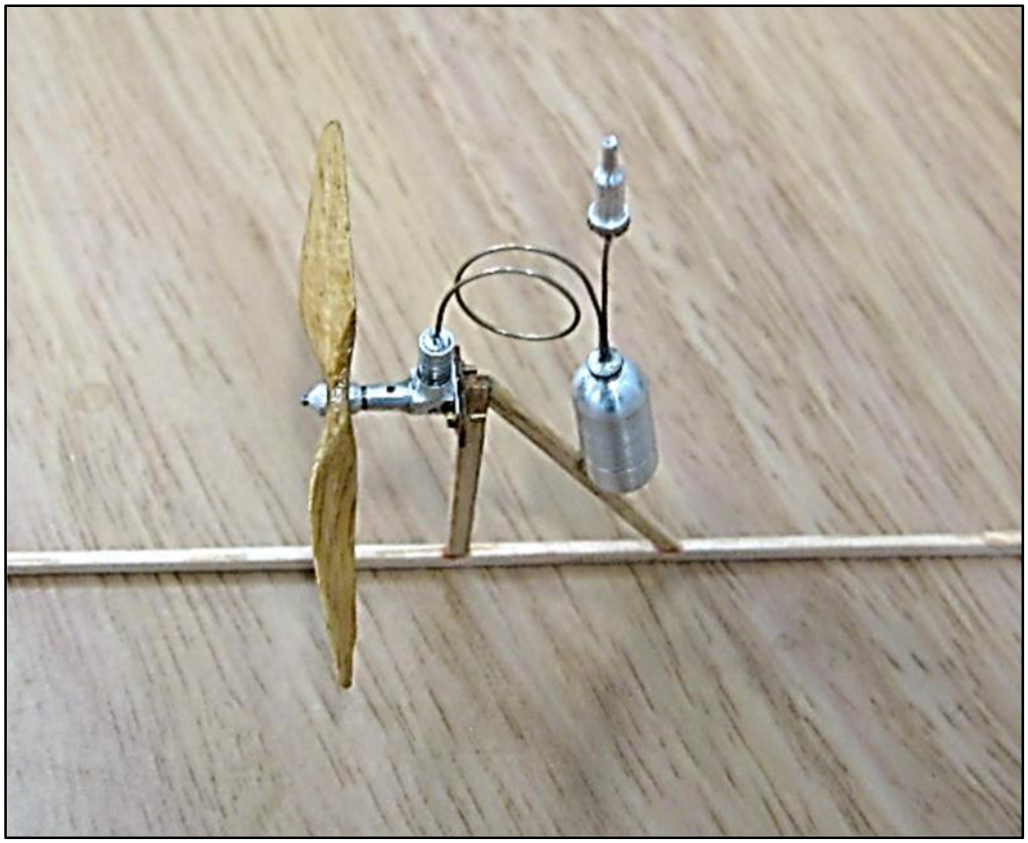
The M.E. Exhibition

At the time of going to press the number of model aircraft entries in the Competition Sections of the Exhibition greatly exceeds those received in any previous year. Although the official closing date for entries is July 11th, late entries will again be accepted this year, but it will not be possible to include details of these in the Official Catalogue. All entry forms must, however, be received by August 8th, 1949.

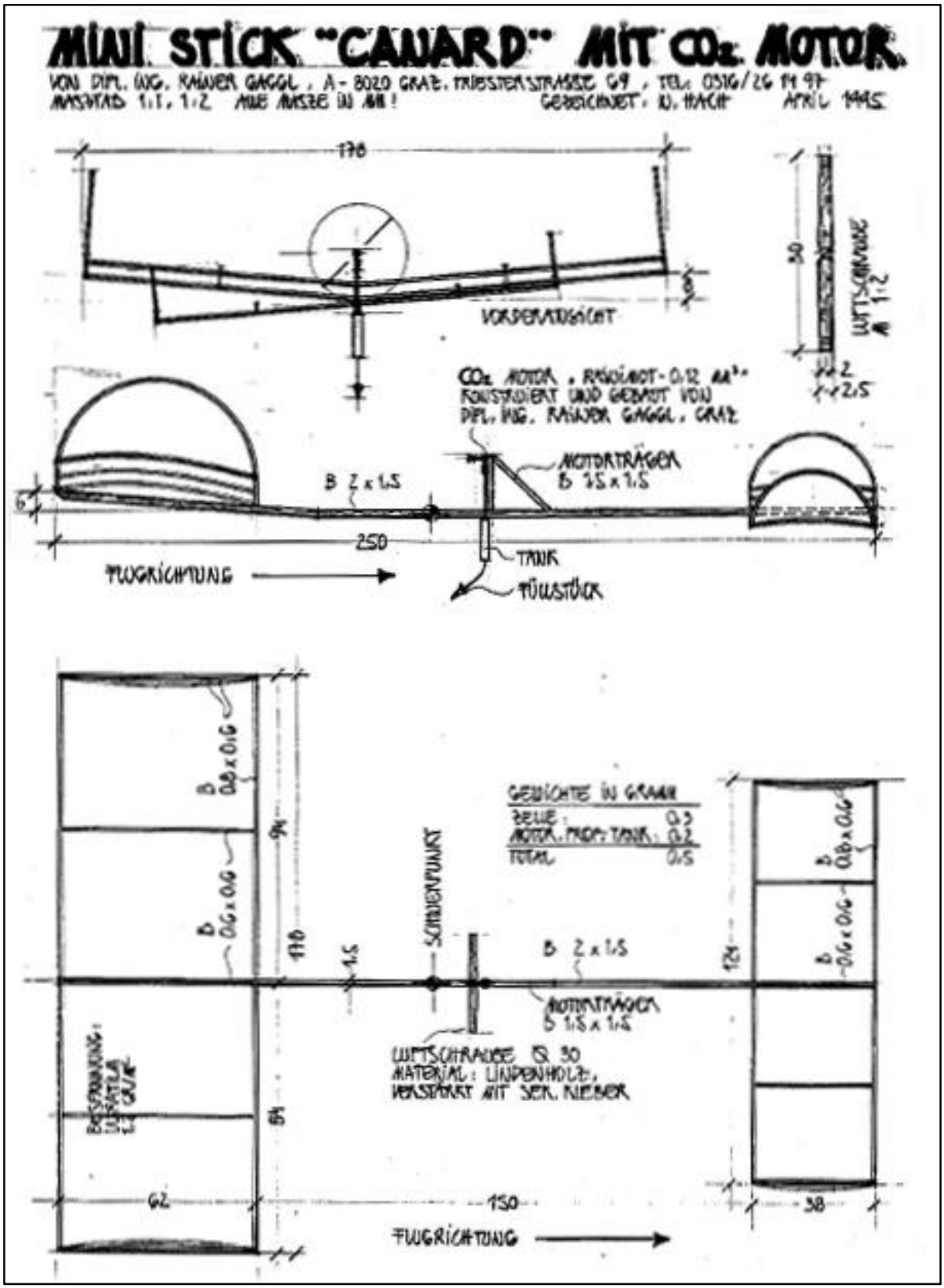
Indoor isn't for everyone 78

Small CO_2 motors and the creations of Rainer Gaggl

In IIFE 70 (NC November 2023) I gave details of Gerard Moore's tiny 0.7mm^3 CO_2 motor. This has now been fitted to a model, which was built for him by Mike Watters, to a design by the Austrian, Rainer Gaggl. This was test flown at the Trinity indoor meeting which took place on the 11th May.



GM07 fitted to a Rainer Gaggl designed Mini-Stick "Canard". Model weight 1.4g.

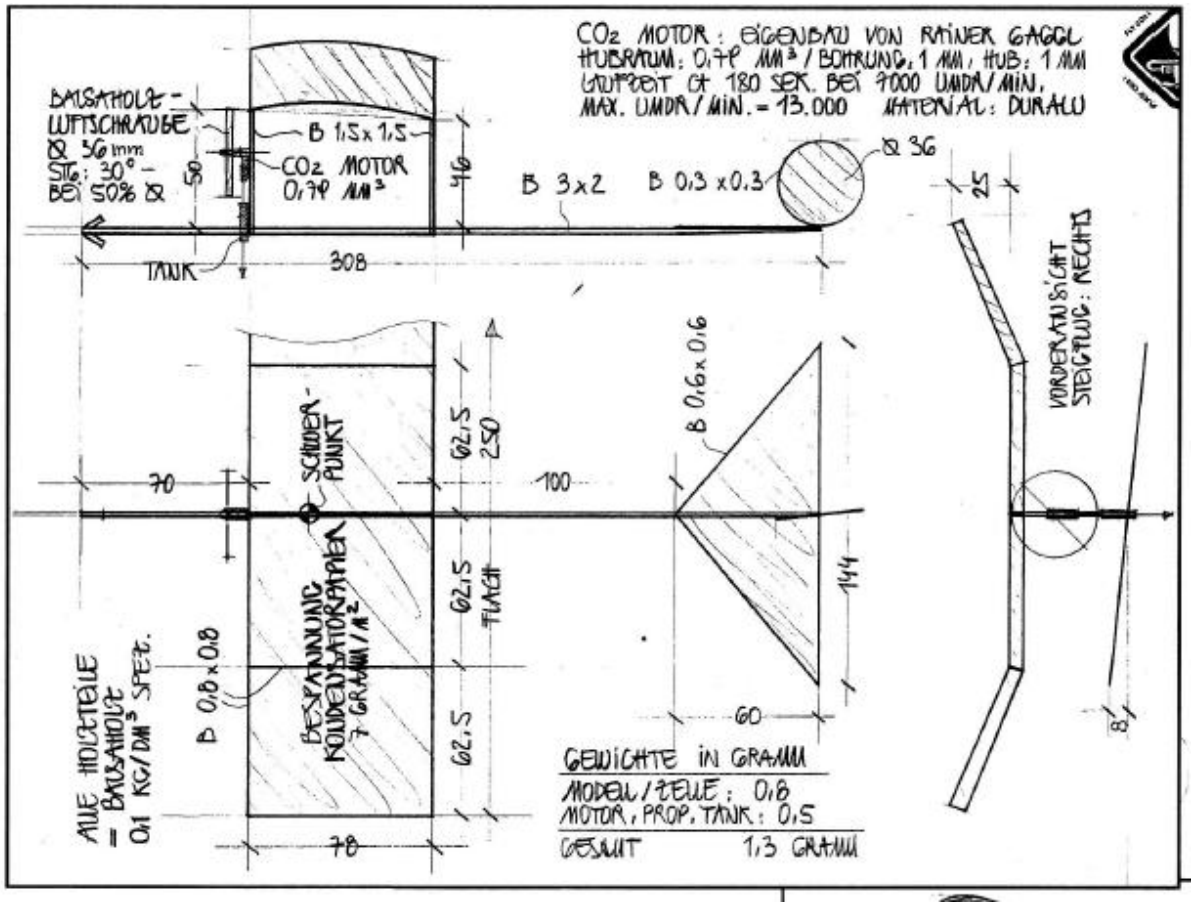


Drawing of Rainer Gaggl's CO_2 powered Mini-Stick Canard from the March 1996 edition of AeroModeller

It was a joy to see this 7" wingspan model flying in a most stable manner. The tank was originally glued to a motor mounting strut, as can be seen in the photographs. This came loose and it was found that the turn of the canard could be readily adjusted by altering the sideways position of the tank, by rotating the feed pipe to the cylinder head. The dihedral and fore-plane tilt are less than shown in the drawing above. Gerard fitted his motor in a tractor configuration, whereas Mike Watters has also made a Gasparin G3 powered version with the motor mounted in the pusher configuration shown on the drawing.

Rainer Gaggl's model was powered by his own remarkably small Rainimot 0.12mm^3 motor. This has a bore of 0.5mm and stroke of 0.6mm and weighs a mere 0.2g with tank and 30mm dia. propeller. Further details of its construction can be found in an article in Bill Hannan's Models & Modelers International, published in 1997. This motor is too small for an O-ring piston seal and uses a Delrin acetal plastic piston with a sealing lip. This is certainly an amazing piece of miniature engineering.

Rainer Gaggl produced a series of Rainimot CO_2 motors of different capacities, some of which were produced in small production batches. The first appears to be one of 21mm^3 capacity, with a stroke and bore of 3mm, and weight with a 3cc tank and propeller of about 4.5g. This motor uses an O-ring seal on a plastic piston. The March 1996 AeroModeller article by Klaus Hammerschmidt reports that parts for 100 motors had been produced.



Drawing of Rainer Gaggl's indoor model for CO_2 power, from the October 1995 edition of AeroModeller.

Another Rainimot motor was of 0.79mm^3 capacity, which was used to power a Pou de Ciel of 110mm wingspan and an indoor duration type model, drawing shown above. This motor had a bore and stroke of 1mm and a weight with propeller and tank of 0.5g. A horizontal twin version of this motor is also shown in a photo in the March 1996 AeroModeller article. It was capable of running for three minutes at 7,000rpm from a single tank fill. The capability of long run times was a feature of the Rainimot motors

A drawing of a 1105mm wingspan CO_2 duration model, 'Ohrliwurli', in Flying Model Designer and Constructor Vol. 8 No.2 (Spring/Summer 2001) indicates a Rainimot of 85mm^3 capacity was also produced, but I have found no further details of this particular motor.

Odiham 2024

Don't forget the cagnarata and scale competitions to be held at the Odiham meeting on August 18th. Please see the notices section at the end of this newsletter for further details.

Nick Peppiatt

July, 1954

Heard at the Hangar Doors

South Midland competitors in the Weston and Astral Trophies enjoy an interchange of design study in front of one of the Henlow Hangars.

Honourable English—as she is spoke!

An example of a pre-war Japanese kit plan came into our possession recently, and, having caused convulsions amongst the AEROMODELLER staff, we thought our readers might like to try their hand at interpreting the lucid instructions contained therein. We quote:

"TEST: Please look into wing backwing and stand wing, etc., and turn of propeller. And drop in oil at coshon ball of propeller.

"FLYING: At first see through from forward and get it mended all out of order. Next time opposite direction for wind blow at open ground 40-60M long line. And then start itself from on the ground.

"ATTENTION: Please paint at combine point without fail because of motionless combine point. Please according to elucidation method of bend the turning of every bamboo."

We understand these kits were sold through Woolworths before the war, but we wonder how many achieved the flying stage! Probably as many as would occur should we attempt to illustrate a design in Japanese script ! !

International Eligibility

We are requested by the Council of the S.M.A.E. to remind all would-be participants in International Contests—Championship status or otherwise—that no person can represent Great Britain unless he (or she) is of British nationality. This decision, made back in 1951, avoided the fact that, had the normal practice of selecting the top six men in the Wakefield Trials been followed that year we should have had the unusual situation that an American (Jimmy Tangney) would have flown for Great Britain in Finland!

Further, aspirants to International honours are reminded that though the S.M.A.E. welcomes private participation in events which the Society is unable (for financial reasons) to enter, such entry must have official sanction before the individual can be granted the status of representing Great Britain. Reflection shows this as a logical requirement, for the granting of official recognition should not be based on the depth of an individual's pocket, and the Society must be assured that an entrant is capable of putting up a performance of such order that the country he represents is not disgraced.

Extension for Crossword

The response to date for the £100 S.M.A.E. Crossword has been so poor that we had to investigate the situation to see where we had gone wrong! Apparently the time factor was too generous for the average reader, and it is obvious that the majority of aeromodellers have forgotten the closing date entirely, or—never let it be said—lost their entry forms.

The entry form is now available in your local model shop, and the closing date has been extended to Sept. 30. Apart from the large cash prize available, remember that your entry is devoted to one purpose only, *i.e.*, the sending of British Teams to the World Championship contests. Rally round, British aeromodellers, and ensure that we do not lose our prestige in the world of aeromodelling.

Official Gen.

Those terribly controversial entries for the Area contests held on April 25 came in for a lot of discussion at the last Council Meeting. The action of disqualification was upheld, but in order to maintain interest in the various championship events (Plugge Cup, Caton Trophy, etc.) the entries will be allowed to stand for these events.

Those control-line enthusiasts interested in the flying of jet-propelled models will be pleased to learn that they may effect individual insurance at a fee of 25/- per annum. Full details may be obtained from the Hon. Secretary at Londonderry House.

Other information to the contrary, it is stressed that S.M.A.E. membership is valid for a full twelve months from date of joining. Certain misunderstandings have arisen through efforts to standardise the affiliation dates of clubs, but we repeat, this does not affect the individual insurance or membership of members.

Non-Service modellers may enter the R.A.F. Models Association contest for the Thurston Cup

(Wakefield models to pre-1954 specification) at the R.A.F. Championships, to be held at Horsham-St. Faith, near Norwich, on August 15. First round of the event will take place at 11 a.m., and the second at 1.30 p.m. Pre-entry is required, and should be made to Flt.-Lieut. A. Coutts-Smith at R.A.F., Horsham-St. Faith, Norwich, Norfolk, before July 1st, together with 1/6 entry fee.

Radio Control Licences

Readers will appreciate that our paragraph published last month appertaining to Radio Control Licences was written before we had the opportunity of studying the actual licence conditions. Let us therefore hasten to assure those people who have written expressing concern at the conditions as originally issued by the G.P.O. that amendments have already taken place and that other alterations may be announced in the future.

Following publication of the licence in detail a meeting was called between all interested parties, namely, the S.M.A.E., the Model Power Boat Association, the International Radio Control Models Society and representatives from the three Companies manufacturing radio control equipment. At this meeting all of the conditions required by the G.P.O. were discussed in detail and a representative committee formed to negotiate with the G.P.O. with a view to altering many points that the representative meeting considered impracticable or harmful to the radio control movement in general.

The stipulation that "the licensee only may operate the equipment" has been amended to enable persons under the licensee's supervision to operate the equipment. A fairly essential amendment we must agree if one is to be able to carry out field tuning.

The power limitation has been amended as follows:—

26·96 to 27·28 Mc/s — Maximum effective radiated power **1·5 watts.**

464 to 465 Mc/s — Maximum effective radiated power **0·5 watts.**

Operators should note this new method of classifying transmitter power output in terms of E.R.P. as against the old method of restricting the input to the last valve at 5 watts.

In order to trace possible interference the G.P.O. insist that the 5 mile radius limit of operation must remain but they are quite agreeable to contest organisers giving collective notification. Should the licensee operate regularly at points outside his normal 5 mile limit then he should give permanent notification to the Telephone Manager of the district in which these operating points occur. It will not then be necessary for him to give notification each time he operates.

The conditions of the licence relating to frequency control and provision of frequency checking equipment are under discussion at the time of going to press and an announcement will be made relating to these important items as soon as a decision is reached. Meantime the G.P.O. have announced that for the next few months no action will be taken against persons contravening the licence conditions unless definite interference is caused.

Summing up we would firstly ask radio control operators *not* to bombard us or the G.P.O. with licence questions until the whole matter has been settled. The G.P.O., we might add, are being most co-operative over the whole question, and modellers can be assured that the S.M.A.E. and the other bodies mentioned are looking after their interests.

Providing a licence is taken out modellers can continue to operate their present equipment, which in most cases will comply with present regulations regarding power output.

We shall, of course, be publishing a full statement of licence conditions once full agreement has been reached with the G.P.O.

C/L on T.V.

Model Aviation received a well-deserved and long-awaited boost on Sunday, May 23rd, when London Airport became the location for the first really successful live Television demonstration to be broadcast by the B.B.C. Slipped into a "Roving Eye" programme in the Sunday "Children's Hour"—peak time of the week for young viewers—without prior announcement, it nevertheless completely "stole the show."

The programme itself was as comprehensive as the time allowed. It opened with a remarkably lifelike demonstration of a D.H. Mosquito F.B.6 by Charles Crawley, followed by a short interview in which model flying as a hobby was explained with the aid of John Lane's beautifully detailed D.H.4 and some expert assistance from Berkeley Smith on the C/L handle (using six-inch lines!).

Next came Tony Brough and his "Flying Saucer," lending a topical touch, and finally three-in-a-circle Combat, with Michael Barton and Bob Thorogood flying stunt models and Alan Blunt a semi-scale twin.

Taken as a whole, the programme was remarkably successful. It has already borne fruit in more than one direction and may well produce extremely tangible results, particularly for club members in the London Area. It represents a landmark, both in Model Aviation's relations with B.B.C. Television and as the first public demonstration of Model Flying in Britain's aviation "shop window."

Mystery Engine Identified

That magnificent 10 c.c. racing engine illustrated in our heading photo last month is now identified as the 11th product of Wavertree MFC member S. N. Bibby and we gather that it was made about two years ago and was "lost," complete with yellow speed job from his m/cycle pannier. To prove the fact, Mr. Bibby sent us his tenth engine, a true sister to the one we pictured, and a pair of amazingly small diesels. One is a 0.3 c.c., and the other a diminutive 0.05 c.c. which makes an Allbon Bambi look Elephantine beside it. Bore of the latter is 9/64ths and stroke 5/32 in., yet the whole motor was completed within 8¼ hours from start to test run and fabricated on a 2-inch centre lathe of Mr. Bibby's own manufacture. Photos of this amazing motor will appear next month.

Nationals 2009 - John Andrews

I'm a bit short of content for this issue at the moment so I thought I'd dig into my picture files and I selected some of my National's Pictures from the:

British National Championships 2009 at RAF Barkston Heath.

Kath Wingate's and my car backed up to a control table, I do not recall manning one but that's my chair

John Wingate and myself take time out on one of the three days

John Wingate launches his ‘Cherokee’ with Kath on the watch

Martin Pike gets his ‘KK Eaglet’ up and away

John Wingate launching his (I think) ‘Northern Arrow’ vintage Wakefield

(I think) Davitt senior launching a scale model

Reg Biddlecome and Jean take on sustenance

Vic Willson about to release his 'Urchin'
Vic was the originator and editor of our 'New Clarion' until his untimely death.

Well that's brought back a few memories.

John Andrews

Zeppelin (continued) - Editor

Extract from the book 'The Zeppelin Story' by John Christopher

FALL OF THE GIANTS

Of all airship crashes *Hindenburg*'s remains the most mysterious and most contentious. Many theorists were attracted to the idea of sabotage... But not only did the American investigators fail to find any evidence of sabotage, the Gestapo investigation was equally negative.

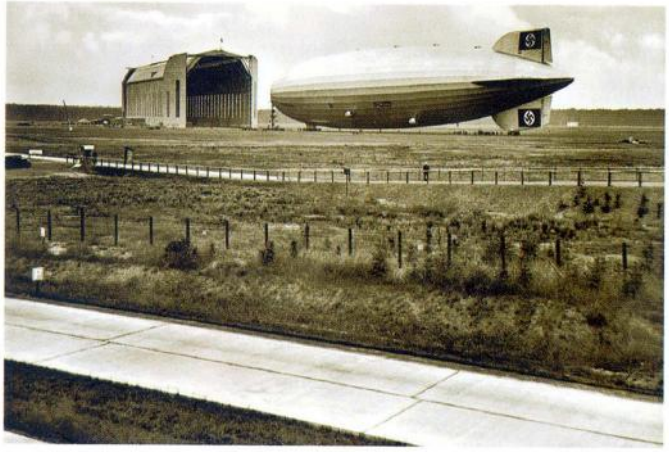
Len Deighton, *Airshipwreck*

On the evening of 6 May 1937, one year to the day since her first flight to the USA, the LZ129 *Hindenburg* had been due to arrive at the Naval Air Station at Lakehurst once again. This wasn't the first transatlantic crossing of 1937 as the airship had already made a roundtrip to South America in March, to be closely followed by the LZ127 *Graf Zeppelin*. By this time the smaller *Graf* was servicing the South Atlantic routes on a regular basis, while the *Hindenburg* was scheduled to make a total of eighteen flights to the USA and back.

On board the *Hindenburg* were thirty-six passengers, a number which fell far short of the maximum capacity which had been increased to eighty over the winter, plus a crew of sixty-one. Many of the crew members were undergoing training for the *Hindenburg*'s sistership, the LZ130, which was already under construction. As a result, there was a surfeit of officers crammed into the control car, although Hugo Eckener was not present and in command was Captain Max Pruss.

Did you know?

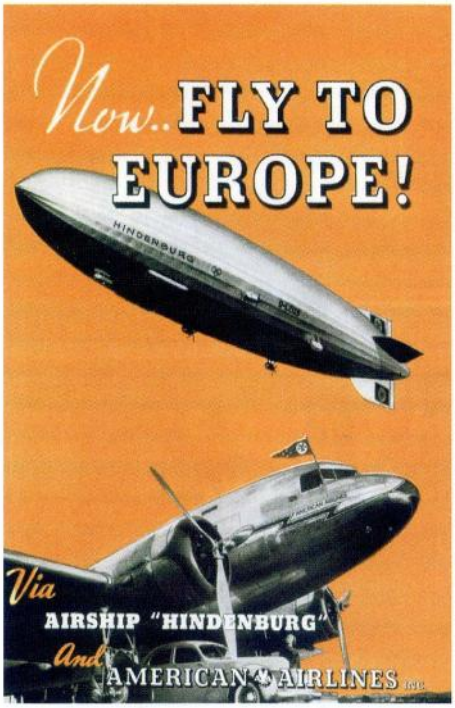
The Empire State Building has an airship mooring mast at its top, but no airship ever docked with it. Its primary purpose was to make the building that bit taller than the rival Chrysler Building.



The LZ129 Hindenburg at the new international facility at Frankfurt. Two airship hangars were constructed at this location to house the Hindenburg and its sistership, the LZ130.

Assisted by favourable winds, the *Hindenburg* appeared over the skyscrapers of New York three hours ahead of schedule. But upon reaching the airfield at Lakehurst, Pruss was advised that their early arrival meant that the landing crew and officials were not yet in place. Furthermore, a weather front approaching from the west was threatening to bring rain and thunderstorms to the area. Accordingly, he took the ship several miles to the south-east with the intention of sitting out the weather front and allowing time for the crew and officials to be mustered. The thunderstorms lingered in the vicinity for some time and it was around 7.00 p.m. when Pruss finally circled above the landing field to take a closer look at the surface conditions. Adjusting the airship's trim, he then made an approach, facing into the wind and descending to about 200ft (60m) and 700ft (210m) or so away from the mooring mast. The engines were throttled back leaving the silvery airship hanging almost motionless against the leaden sky.

As most of the passengers assembled at the large promenade windows to look for their families and friends waiting for them

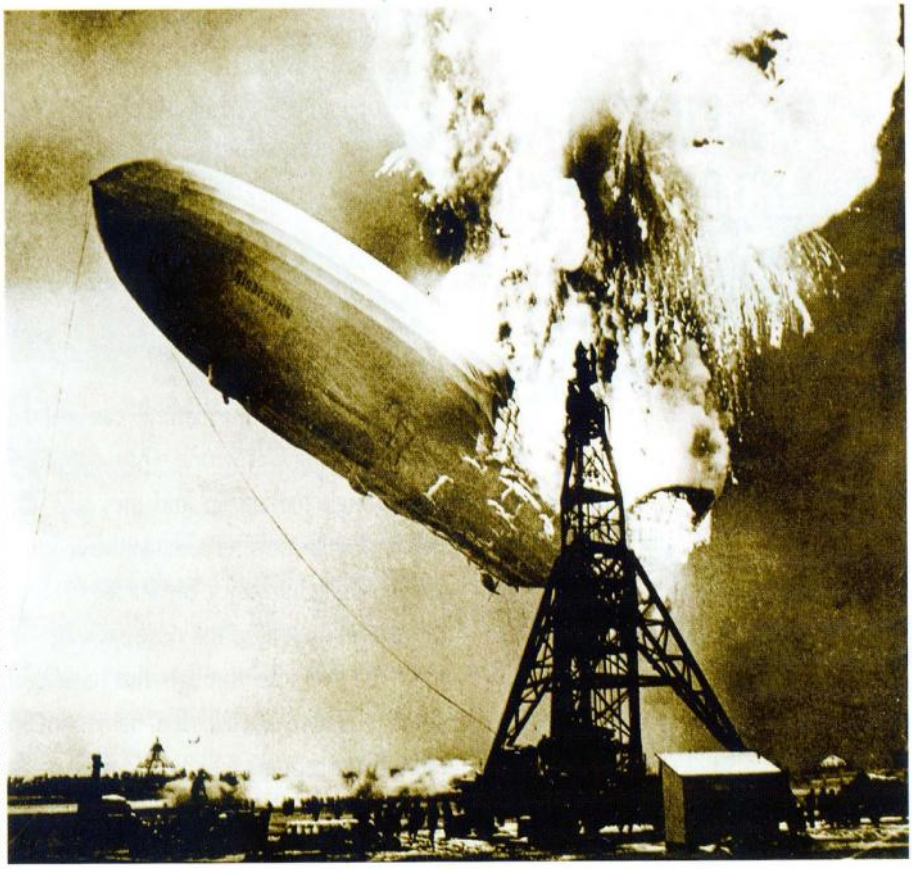


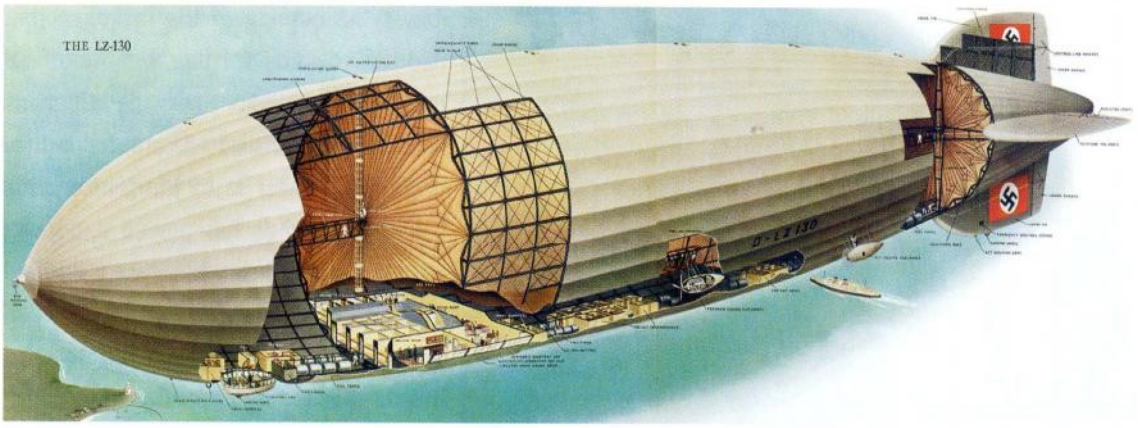
American Airlines poster for the Hindenburg's service to Europe. The airline provided air links to further destinations within the USA.

below, ropes were dropped from hatches near the airship's nose down to the ground crew. Moments later several observers on the ground spotted a glow and then a burst of flame just forward of the upper fin. Many said they heard a sound like the 'pop' of a gas stove. The flames spread fast from the rear of the ship, devouring the hydrogen cells and the hull at an incredible speed and sending up a gigantic mushroom cloud of fire and smoke.

The officers in the control car realised that something was wrong when a shudder ran through the airship and they saw the deadly orange glow reflected in the window panes. Losing buoyancy, the tail fell towards the ground, pointing the nose skywards at first. The fire tore through the passenger accommodation and a blast of flame shot up through the central axial corridor as if it was a chimney. Watching from the nearby hangars, radio reporter Herb Morrison reported the

In a blaze of fire the Hindenburg falls to the ground at Lakehurst, New Jersey, on the evening of 6 May 1937.

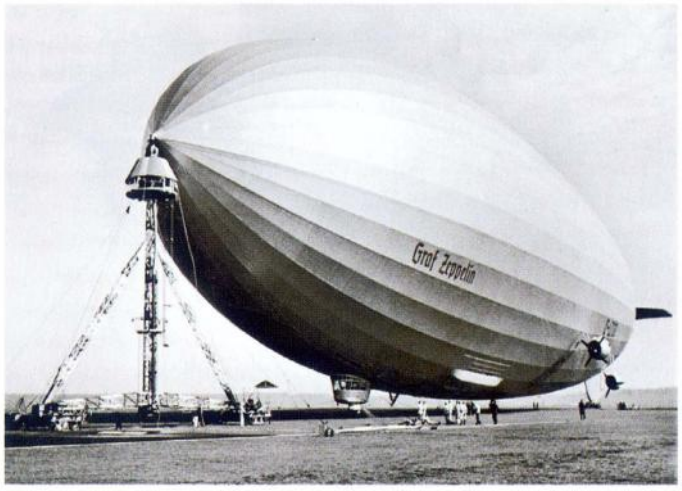




unfolding tragedy with undisguised horror. 'There's smoke and there's flames now... crashing into the ground – not quite to the mooring mast. This is terrible. This is one of the worst catastrophes in the world... Oh the humanity!'

Despite the inferno there were many miraculous escapes that day. Some passengers jumped from the airship's windows, while others fought their way out through the tangle of girders once the nose section had fallen to the ground. Sixty-two passengers and crew survived, while thirteen passengers and twenty-two members of the crew died in the fire or as a result of their injuries. This number is relatively small in comparison with the scale of modern airline disasters.

▲ *Despite the loss of the* Hindenburg, *the Zeppelin Company went ahead with plans for the LZ130 and this cutaway was published by* Fortune Magazine *in the USA.*



▲ *The LZ130* Graf Zeppelin *was almost identical to the* Hindenburg *apart from the arrangement of the passenger decks and forward facing engine pods to accommodate the water recovery gear.*

This was, however, the first great disaster to be captured on film and, combined with the soundtrack of Herb Morrison's poignant commentary, the fall of the *Hindenburg* has been seared into the public consciousness for all time.

The cause of the accident has inspired much speculation over the years. Clearly it was the burning of the hydrogen that had proved so devastating, but the official enquiry, or enquiries as the Germans held their own, failed to come up with a conclusive answer as to the source of its ignition. Sabotage has proved a popular and sensational theory but there is no hard evidence. It is more likely that a snapped bracing wire may have ignited escaped hydrogen collecting under the upper cover, or even sliced through one of the gas cells. More recently a rocket scientist in America put forward a theory that the special coating applied to protect the outer hull could have spontaneously ignited under certain atmospheric conditions.

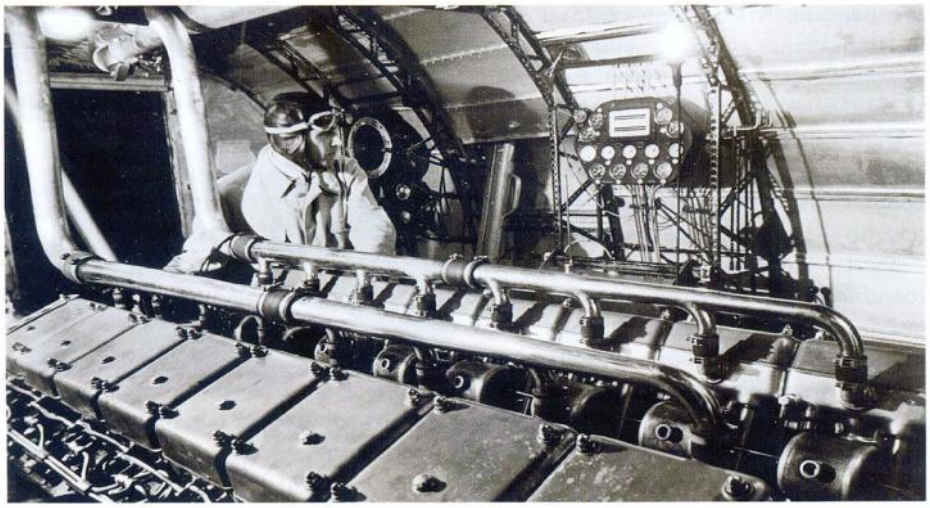
Construction work on the *Hindenburg*'s as yet un-named sistership, LZ130, was well advanced by the time of the disaster at Lakehurst, and there was every expectation

that the Zeppelin Company would continue its transatlantic services. Hugo Eckener knew that this depended on the airship being inflated with non-flammable helium and the design of the LZ130 was modified accordingly. Helium is slightly heavier than hydrogen, so considerable weight savings had to be made. Helium is also very expensive and more difficult to replenish, therefore measures were needed to avoid any unnecessary venting and these included the installation of systems to recover water from the engine exhausts. But the main problem with helium was that the Americans held the major supplies of the gas which was extracted from natural gas deposits, mostly in Texas.

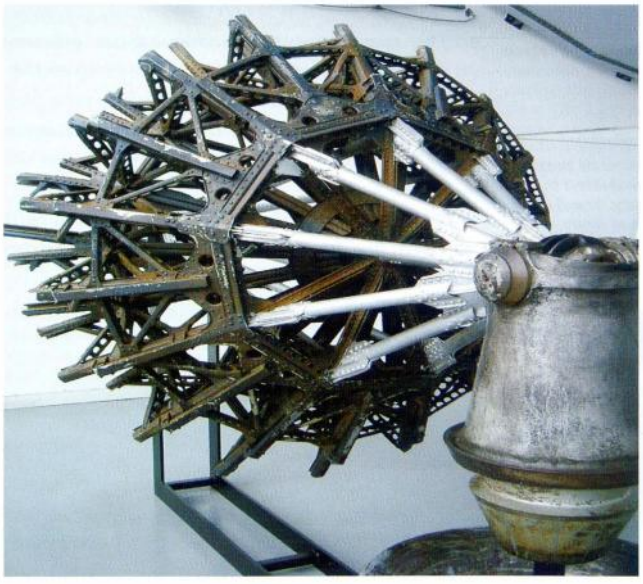
Completion of the new airship had been expected for late 1937. Publicity photographs were taken and brochures printed to attract bookings. Certainly the photographs reveal modernistic accommodation, although varying slightly in layout from the *Hindenburg*, with a dining room running across the width of the ship, and lounges and cabins arranged on either side.

▲ *Light and modern, the galley of the new LZ130 Graf Zeppelin.*

➤ *Inside one of the engine pods, an engineer monitors the performance of his Daimler-Benz DB602 diesel.*



The LZ130 would never carry a single fare-paying passenger because the Americans reneged on their promise to supply helium in the light of increased political tensions within Germany. The new airship finally flew for the first time on 14 April 1938, christened as the *Graf Zeppelin* (the original LZ127 being laid up in a hangar in Frankfurt). Inflated with hydrogen, the LZ130 made a number of propaganda flights and even probed the British radar defences strung along the eastern coast, but she never flew the Atlantic. Hermann Göring had both *Graf Zeppelins* dismantled and in the spring of 1940 the hangars at Frankfurt were dynamited to make way for the Luftwaffe's aircraft.



➤ *This nose cone on display at Friedrichshafen is almost all that remains of the LZ130 which was scrapped on the orders of Hermann Göring.*

Editor

F1G at the Nationals - Roy Vaughn

Competitors Reports on F1G at the Nationals

Peter Hall has asked me to collate the reports on his behalf. I was one of the many regular competitors to give the event a miss, in my case because of the weather. Just four brave souls were left to wrestle with the conditions.
The winner was Neil Allen with five straight maxes. His score alone was impressive in the conditions, but even more so because he only started at 4 o'clock:

Neil Allen:
"We flew from the airstrip on Monday, as on the previous day, and had some fine weather early on. I used the good bit to trim my F1J power model but later in the morning it became unsettled/showery and remained so for a few hours. Wind 10-15mph.
Under these conditions, and flying from the airstrip, I find reliable stable air hard to pick. All my F1J flights struggled to glide well through the valley of doom...
At about 4pm, after a prolonged shower ,it brightened a bit and the wind dropped. Loathe to waste some good weather, out came my F1G and flew 5 quick maxes all in very stable air with no sign of turbulence over the valley! I was amazed at the contrast in conditions and rather chuffed to get the 5 maxes in. Got soaked on the last retrieve though. Ron Marking had a good total made in some of the trickier conditions.
Not flown F1G for a while. What a lovely class it is, and nice to fly an event with more than 2 entries."

Ron Marking: up from Cornwall, managed second place:
"I had planned to have a leisurely Monday, just three flights with P30 and then a wander over to the wood with Colin McKenzie to look for Tony Winter's Urchin. Well, the P30 flights didn't take very long – don't ask – and by the time we returned from the wood there was still a lot of the day left and I couldn't just sit around so decided to perhaps have three flights with the Coupe. It was still rather turbulent and the first two flights got sucked down into the valley. I then realised that not many others had entered and another good flight might see me doing quite well; especially when Colin offered to do the retrieves. Mark Benns had a test flight with his all singing all dancing model but it flew away, but then I saw that Neil Allen was assembling a Coupe but he couldn't get in five flights in the time remaining, surely. I had forgotten that he is still a youngster and could actually run when retrieving! The third flight was a max, and the next two, but Neil managed to get all five flights done and maxed on them all. Actually, to come second when I hadn't planned to enter was a good way to end the NATS."

Jim Paton: was beaten by the conditions into third:
"I really wanted to fly on Saturday but I had a family commitment. Sunday was too windy, so I opted reluctantly for Monday. My old Bukins normally stay in trim being of carbon fibre and Kevlar and should have flown ok. The one I chose was not good and with the retrieves being rather arduous over the valley of death, I gave up after three flights. I saw Ben had done a max so I resigned myself to second at the Nationals. My best ever! Someone else flew so I actually came third. I returned home with a resolution to trim my two Bukins. I have inherited a couple of Robin Kimber's modern coupes, so they probably need trimming also. I haven't flown F1G for a while as five flights on Salisbury Plain is a bit daunting."

Ben Hobbs: brought up the rear with a splendid max on his first flight followed by one of his trademark retrieves:
"Just a brief report, as I did not see most of the Coupe action, I was engaged in looking for the model. Just as I launched, the wind swung 90 deg. Taking the model over a large clump of

trees, my tracker insisted it had landed in the trees, although I looked further, for several hours, it was Chris Redrup who located it, about 500 meters beyond the trees, the flight was 2:30 mins. Thanks Chris.
Although the weather was changeable, there was plenty of lift about. I was too exhausted to continue flying after that, but I did wonder where all the usual Coupe flyers were, as there were only 4 of us."

Results

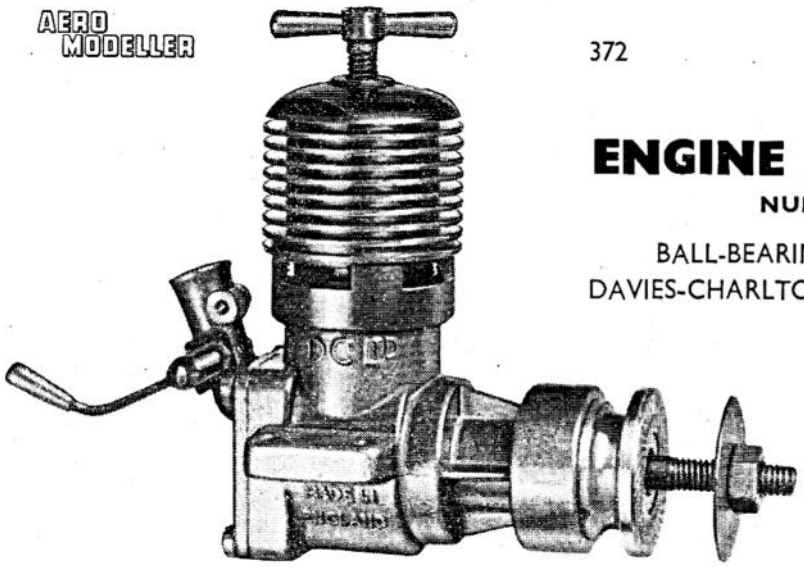
	Entrant	Club	League Score	Time
1	N.Allen		12	10.00
2	R.Marking	Cva	9	9.07
3	J.Paton	Oxford	8	2.48
4	B.Hobbs	Oxford	7	2.00

League Standings after Round 4

	Entrant	Club	Coupe De Brum	London Gala	Second Area	Nationals	Total
1	P. Woodhouse	Morley	12		12		24
2	B. Hobbs	Oxford		9	7	7	23
3	R. Marking	CVA			8	9	17
4	A. Brocklehurst	B&W		12			12
=	N. Allen					12	12
6	C. Foster	Morley	9				9
=	S. Fielding	Morley			9		9
8	S. Philpott	Birmingham	8				8
=	M. Stagg	B&W		8			8
=	J. Paton	Oxford				8	8
11	I. Taylor	Birmingham	7				7
12	G. Manion	Birmingham	6				6
13	B. Whitehead	Peterborough	5				5
14	A. Moorhouse		4				4
15	B. Dennis	Oxford	3				3
16	M. Marshall		2				2
17	S. Darmon		1				1
18	A. Hewitt						0
=	L. Drennan						0
=	G. Warburton						0
=	R. Vaughn						0
=	R. Elliott						0
=	P. Carter						0
=	G. Peck						0

Roy Vaughn

AERO MODELLER 372 July, 1957



ENGINE ANALYSIS

NUMBER 37

BALL-BEARING DIESEL FROM DAVIES-CHARLTON IN 2.5 c.c. CLASS

THE RAPIER

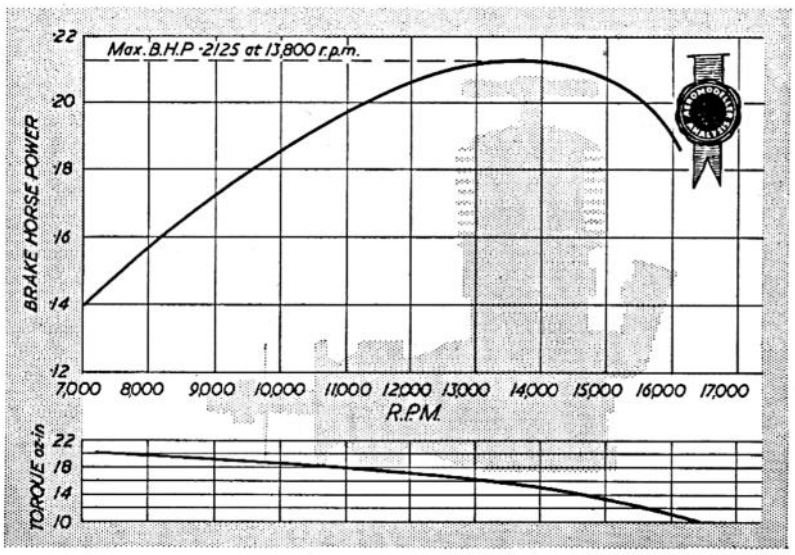
reviewed by R. H. Warring

THE NEW 2·5 c.c. Rapier represents a distinct departure from previous Davies Charlton design practice, yet in layout and construction is readily recognisable as "one of the family". There are certain indications that it is probably intended for more limited production than the other D-C motors (the connecting rod is turned, for example, instead of being a forging), produced to appeal to the more limited market of specialist modellers who want a "hot" power plant in the 2·5 c.c. class.

The Rapier is a very well made job. The design is conventional for a ball-race, rotary disc induction layout, with the choke tube cast integral with the back cover and unswept, rather than horizontal. This makes for a nice compact engine in overall length and brings the needle valve into a really convenient position for grasping. The whole engine is rugged, easy to handle and with the performance of a top-class two-and-a-half.

Its main limitation appears to be a certain lack of consistency at the higher end of the speed range. At 14,000 r.p.m. and above it became difficult to arrive at exact settings for the compression and mixture for optimum performance, and unless these adjustments were made carefully the engine ran "rough", with an appreciable fall off in power. Since, however, the engine peaks at just under 14,000 r.p.m., this has little significance for the average operator.

On an original Rapier tested, this tendency towards inconsistency at above peak speeds was put down to the extremely heavy piston used, which was also responsible for marked vibration between 11,500 and 13,500 r.p.m. The final production Rapier has a lightened piston—which is responsible for reducing vibration to a very satisfactory level —but without altering the high speed characteristics. Possibly, therefore, this is due to a limitation in transfer port area. The transfer ports are of moderate area only (actually the same as the exhaust in depth, being cut with the same tool) and when the engine is assembled roughly one-third of



SPECIFICATION:

Displacement: 2·469 c.c. (·150 cu. in.)
Bore: ·5785
Stroke: ·5705
Bore/Stroke ratio: 1·01
Bare Weight: 5 ounces
Max. B.H.P.: ·2125 at 13,800 r.p.m.
Max. torque: 20 ounce-inches at 7,500 r.p.m.
Power rating: ·086 B.H.P. per c.c.
Power/Weight ratio: ·0425 B.H.P. per ounce

Material Specification:

Crankcase: Pressure die-cast light alloy
Crankshaft: Hardened steel
Cylinder: Steel
Contra Piston: Steel
Piston: Cast iron
Cylinder Jacket: Light alloy (anodised green)
Rear Rotor: Die-cast light alloy
Main Bearings: Two ¼-in. bore Hoffmann ball bearings
Spraybar: Brass

Manufacturers:
DAVIES-CHARLTON LTD.,
Hills Meadows,
Douglas, Isle of Man
Retail Price: £3/7/0 (including tax)

this area is masked off by the cylinder gasket.

The general handling characteristics, on the other hand, are very good. Starting is particularly easy, and the "feel" is very solid and smooth. The Rapier liked a squirt through the exhaust ports initially for starting from cold, but after that would start readily on reduced compression after finger choking. There is a definite tendency to "bite" when hand starting, particularly with propellers of 7 in. diameter and smaller, but this is certainly not as vicious as some high-performance 2·5 c.c. diesels. We had no trouble hand-starting down to a 6 × 4 propeller size.

Good controls

Once started on an over-rich and/or reduced compression setting the Rapier continues to run smoothly, leaving plenty of time to set about final adjustments. The controls, too, are nicely placed. The appearance and general "feel" of the compression tommy bar has been much improved by the addition of tapered brass sleeves to each side and this control stands nicely clear of the head—a welcome feature since the cylinder gets really hot. The needle valve is behind the cylinder, readily accessible and again fitted with a brass "spade" grip. Both these little refinements in detail design would appear to be thoroughly worthwhile. Another very practical feature is that the threaded length of the propeller shaft is more than adequate to accommodate any likely propeller size, although we must confess to a feeling that the crankshaft as a whole is a bit on the slender side for a potent 2·5.

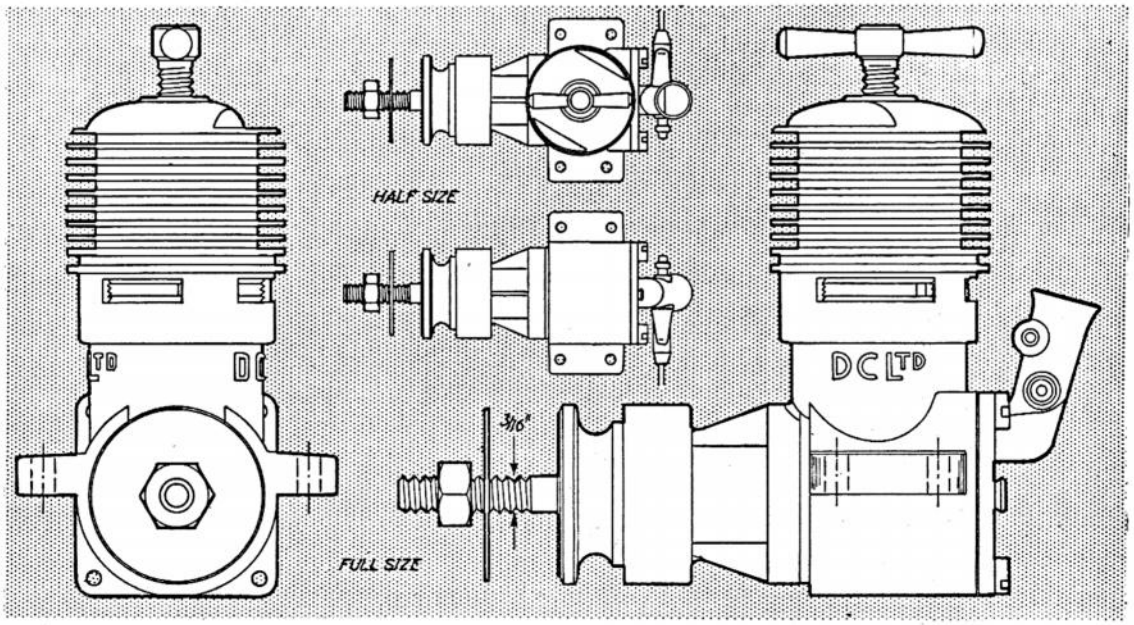
The crankcase casting incorporates the two housings for the ball races, these being of ¼-in. bore and fairly closely spaced. The actual length of shaft between supports is only a matter of one inch. The shaft has a generous clearance between the plain length of bearing and the rear ball race itself effectively provides an oil seal. Leakage of oil from the front bearing was negligible.

The hardened steel crankshaft is ¼ in. diameter, stepping down sharply just in front of the front ball race to 3/16 in. diameter and threaded 2 B.A. for the propeller nut. The propeller driver or hub is turned from dural with a pulley section and the front face knurled for grip on the propeller boss. Bore of the driver is tapered and it is locked on to the shaft by driving up on to a split brass collet —a very effective method of locking, if difficult to remove for dismantling the engine. The crankshaft is solid throughout its length, but even so seems a little small in diameter for the job. The crank web is ⅞ in. diameter, cut away to lighten and provide a counterbalance. Crank pin diameter is ·178 in., the pin being turned integral with the shaft unit.

The cylinder merely rests on top of the crankcase casting with the lower part a "floating" fit inside the crankcase unit. It is centralised by assembling the cylinder jacket which screws down on to external threads on the crankcase. Cylinder seal is given by a gasket under the exhaust flange and transfer passage is provided by clearance between the bottom of the cylinder and the walls of the crankcase unit. Care should be taken not to over-tighten the Jacket.

Porting

Porting is orthodox, with transfer and exhaust ports milled through the cylinder walls and flange, respectively, one above the other. The four pairs of slots give the equivalent of 360 degree porting, although the exhaust may or may not be "baffled" to a certain extent, depending on the relative positions of the liner and jacket when finally



assembled and tightened. Special care should be taken not to over-tighten. There is a fairly generous amount of sub-piston induction, the effect of which is that the Rapier will continue to run fully choked (i.e. with a finger over the choke tube).

The cylinder is of generous wall thickness and should therefore be free of distortion troubles. The upper length (above the exhaust flange) is ground to finish and is a plug fit in the turned light alloy cylinder jacket (on some earlier engines this fit is very loose; this appears to have little effect on performance, although it does lead to the cylinder liner overheating).

The original piston used on the Rapier was a quite ponderous affair machined from cast iron with a wall thickness of $\frac{1}{8}$ in. It is now lightened out considerably by a milling operation with appreciable benefit on running. Fit of the piston and cylinder, and contra-piston are both excellent, the compression setting being positive, but smooth to adjust.

Induction is by rear rotor disc valve, driven by picking up on the end of the crank pin. The rotor disc is a light alloy casting and, unlike so many others of this type, seems to stand up to the job well. The Rapier, as received, had done a fair amount of running, judging from the colour of the piston, and we gave it a further two to three hours running time. At the end of that period there was slight play on the disc bearing, but certainly nothing that could give trouble, in fact, the increased bearing tolerance was only significant of "running-in."

Downdraught carburettor

The choke tube is cast integral with the crankcase back cover, located centrally and sweeping upwards. The spray bar is of brass and relatively small in diameter, located well down the tube. A boss is included in the casting towards the top of the choke tube for the fitting of a second spray bar, if desired, but not drilled out. The choke tube is entirely adequate in size for the job and its upsweep allows a reasonable carb. length for smooth needle valve control, yet reduces the overhang on beam mounts to a minimum.

Peak power on two engines tested was in both cases developed just short of 14,000 r.p.m., but running could be extended on propeller loads up to 16,000 r.p.m. and more (with the proviso previously mentioned that running adjustments became increasingly critical). The fall off in power past the peak is fairly sharp, so there is nothing to gain in over-revving the Rapier. An 8 × 4 or 9 × 3 would appear a good propeller size for free flight; and a 7 × 6 or 8 × 6 for control line. For speed work the Rapier can quite nicely cope with a 6 × 9 —but watch your fingers when hand-starting!

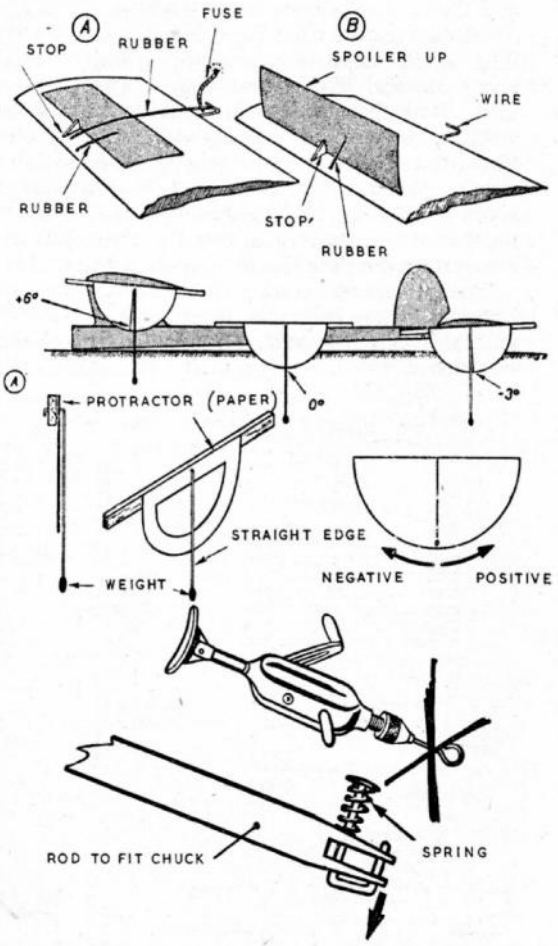
Summarising, a rugged engine with plenty of power, easy to handle and trouble free. The crankshaft seems a little slender to stand up to the rough-and-tumble of control line flying, but time may prove otherwise. About the only thing we can really quibble about is the prop washer! An engine of this class and performance justifies something more solid, if only from the point of appearance.

D.C. RAPIER PROP-TESTS

Propeller—R.P.M. Figures	
Propeller dia. x pitch	*r.p.m.*
9 x 5 (Stant)	9,200
8 x 4 (Stant)	12,900
8 x 6 (Stant)	10,000
8 x 8 (Stant)	8,900
7 x 4 (Stant)	14,500
7 x 6 (Stant)	13,300
6 x 4 (Stant)	16,200
6 x 6 (Stant)	15,100
8 x 4 (Tiger)	12,200
8 x 3½ (Tiger)	13,800
6 x 9 (Tiger)	13,800
10 x 4 (Trucut)	7,700
9 x 4 (Trucut)	10,400
8 x 4 (Trucut)	13,300
7 x 4 (Trucut)	15,100

Fuel used: Mercury No. 8 and Allbon diesel fuel.

Czechoslovakian modelling hints



Ideas to help you with your hobby from Czech modellers, include an emergency dethermalising device at top, also suitable for fixed tailplane arrangements. Sheet spoiler pops up vertically. Next is a surefire incidence checker using three pendulums on protractors. Bottom: a winding hook for quick release safety action

Petit Classique de Brum - Gavin Manion

Le Troisième Petit Classique de Birmingham.

(Let's have another go at holding the Birmingham Classic).

Part of the flight-line at the 2023 Classic

The original date for this year's Birmingham Classic at North Luffenham was Sunday 17th March. The weather looked fine, it even seemed that the parascending club were going to give it a rest for the day and I was beginning to breathe easy until….at 10pm on the Saturday night I received an email with the news that there was a military operation on the field and it was possible that we wouldn't be able to get access.

Well, "possible" counts for nothing when people are going to be travelling upwards of 100 miles to attend. I had no choice but to cancel and frantically email everyone on my list to explain and ask they ring round and make sure everyone got the late news. It all must have worked because no one has ever complained that they were waiting at the gate and where was I? Thank you for everyone's understanding that night and over the succeeding days, it really was appreciated as I was rather stressed.

It's a military field of course, and military needs will always override our use of the field so please **do check before you travel**.

Now the new bit

Having set out the sorry story of what went wrong last time let's put it all behind us and have another go. Our esteemed editor assures me that the notice for the rescheduled Birmingham Classic is in the diary section of this issue. All the essential details are there but maybe it would be useful to explain some of the unique features of The Classic for those who've never been but who might be tempted.

The Classic was deliberately designed to be very different in character to the Birmingham Coupe which, as anyone who's flown it can attest, is a bit intense! Five flights in rounds to a tight schedule on a short day, sometimes in poor weather, is strictly for the dedicated.

The Classic is just three flights, not in rounds and with a leisurely start and finish time. The CD will set the max so that there is sufficient challenge but you won't spend all day walking around rural Rutland. Finally, we will fly on the better of the days over the weekend as determined by the forecast on the Thursday evening. Hopefully no more turning up on a horrible Sunday following a perfect Saturday.

Of course, on a nice day (we all like flying on a nice day) that's not really enough to keep you pleasantly busy. So the first novelty is that you can enter two models in each class, you just need to make sure that the flights are correctly recorded, and at the end of the day you discard the lowest score. Either the CD or the on-field instructions will make it all clear. This "two for the price of…" entry is all very French and much better than dropping your first flight and being miserable all day. You can experience L'ambiance Française and save the ferry cost by coming to North Luffenham instead

There are a variety of classes hopefully with that "Classic" feel; Classic Glider and Classic A1 both to a sensible 50m line have always been popular at this event with the "proper" length line really calming the performance of the larger gliders. ½A Power and E36 combined is an attempt to make a meaningful contest by restricting the potent E36 models to the same 8 seconds run

as ½A. To date E36 has been on top but surely it's time for someone to turn up with a full house ½A and set about them. There's Mini Vintage of course, always popular with both rubber and power fliers though no-one has yet turned up with a Nord and a 100m towline. Finally, and because I'm organising it, there's got to be Coupe. In this case pre 1970 Coupe which of course includes all of the Vintage ones because they fit the date description.
All this for a tenner which, if you enter everything (twice) I think works out at £1 per contest entry!
Stu and Kris will, I'm sure, despite all my efforts to dissuade them, keep the CD table well stocked with nibbles and tasters to supplement the food you've brought. And then there's the wine…there are bottle prizes for the first three places in each event.
Oh yes, and there's a full time CD for you to chat to. None of this do-it-yourself malarkey.
If you feel that you might come along drop me an email before the 19th Sept. (well before please) and I'll make sure you're on my email list so you know which day we're going to fly.

Here are some photos of last year's event with fliers from north and south of the country in attendance at this central venue. I'm afraid that I don't have a photo credit for them though I have a suspicion it might be our editor. If it is then I'm sure that he will own up.

Steve Barnes looking intense
(and beautifully central) fettling his ½A model

Ray Elliott (also perfectly framed)
with his E36.

Glider Maestro Colin Foster and Kate with his Classic A1
And an unlikely looking 50m line (blame the lens)

Who took these photos? Not me. (Editor: yup the're mine)...

Gavin Manion: gavin.manion84@gmail.com

Gavin Manion

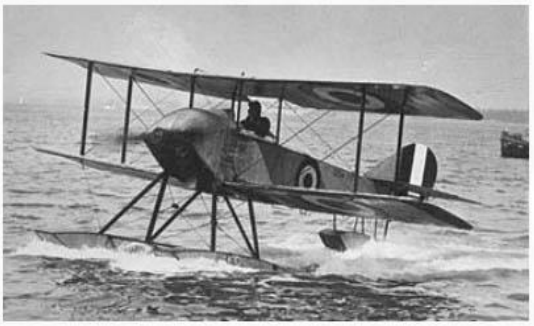
1914 Schneider Trophy Winner - Tinternet

Sopwith Tabloid/Schneider

The **Sopwith Tabloid** and **Sopwith Schneider** (floatplane) were British biplanes, originally designed as sports aircraft and later adapted for military use.
They were among the first successful types to be built by the Sopwith Aviation Company.
The "Tabloid", so named because of its small size, caused a sensation when it made its first public appearance.
A floatplane variant was prepared in under a month and entered for the 1914 Schneider Trophy race where it was piloted by Howard Pixton. This aircraft won the competition against minimal opposition.

Production orders for both types were placed by the military, and although a few Gnome Lambda-powered Tabloids saw limited service in the early war years, some Schneiders were still in Naval service four years later, at the end of the First World War.

Tabloid/Schneider



Role	Sports/scout aircraft
National origin	United Kingdom
Manufacturer	Sopwith Aviation Company
Designer	Fred Sigrist
First flight	1913
Introduction	1914
Retired	1918
Primary users	Royal Flying Corps Royal Naval Air Service
Number built	About 42 Tabloids, 136 Schneiders[1]
Variants	Sopwith Baby

Design and development

The original Tabloid, which was first flown by Harry Hawker on 27 November 1913, was a two-seat single-bay biplane with a side-by-side seating, which was unusual at the time. The equal-span wings were staggered and used wing warping for lateral control. The rectangular-section fuselage was a conventional wire-braced wooden structure with the forward section covered in aluminium sheet and the remainder, aft of the cockpit, covered in fabric.
The wings were also of wood, covered with fabric. The tail surfaces were of steel tubing, fabric-covered, and the undercarriage had a pair of forward-projecting skids in addition to the wheels. The most distinctive feature of the design was the engine cowling, which almost entirely covered the upper half of the engine.

The prototype was powered by an 80 hp (60 kW) Gnome Lambda rotary engine and in a trial flown by Harry Hawker at Farnborough the Tabloid reached 92 mph (148 km/h) and took only one minute to reach 1,200 ft (370 m) while carrying a passenger and enough fuel for 2½ hours. A production order from the War Office for the Royal Flying Corps was placed early in 1914, and a total of 40 were built to this specification. However, the aircraft's speed made it an obvious candidate for entry to the Schneider Trophy competition.

Sopwith decided at the very last moment to enter the Tabloid in the Schneider Trophy International Seaplane Race, the second of which was to be held at Monaco, where the first had been staged the previous year. The aircraft had its undercarriage exchanged for a central float, and the 80 hp (60 kW) Gnome Monosoupape engine replaced by a new 100 horsepower (75 kW) nine-cylinder version.
On 1st April the machine was taken to the River Hamble but when Pixton applied power the float dug in, throwing Pixton into the water, wet but unharmed. They didn't have a boat, and the aircraft drifted with the tide and could not be brought ashore until the early hours of the next morning. Returning to Kingston, the float was cut in half and refitted as twin floats to improve stability.
The next day they took the aircraft to the River Thames near Teddington Lock where it made a short flight to Eel Pie Island. The aircraft was immediately dispatched to Monaco, and Sopwith's team set off to the Hotel Bristol in Monte Carlo.
The whole conversion process had taken four days.

In Monaco the aircraft was tested the day before the race and an extra fuel tank was added in the cockpit to avoid the need to refuel during the event. Pixton made another test flight early on race day, 20 April, and, encouraged by the relatively low speed and poor technique of many of his competitors, started the race. About half-way through, a slight engine problem caused Pixton to climb slightly to give himself more time to glide into wind and land should the problem get worse, but it gave no further trouble and after a few laps he returned to a lower level. After the compulsory 28 10 kilometres (6.2 miles) laps of the course, taking about 2 hours, and knowing he was comfortably in the lead, he flew an extra two laps so that he would gain the 300 kilometres (190 miles) world seaplane speed record. His average speed had been 86.75 mph (139.61 km/h) and the maximum was 93 mph (150 km/h). No other seaplane had ever exceeded 80 mph (130 km/h), and he nearly doubled the speed of the previous year's winner. One technique that he employed was to dramatically bank during turns, something that none of the others had done. It was soon discovered that one cylinder of Pixton's engine had failed due to a broken cam half-way through the flight

The remaining competitors either did not start, or failed to complete the course except for one Swiss pilot, Burri in an FBA biplane powered by the same Gnome Monosoupape engine as the Tabloid. He had had to alight to refuel, and averaged 51mph.

Jacques Schneider invited Pixton to the Sporting Club after the event, and, amid the luxury of the hospitality in the land of wine and champagne, when asked what he would like to drink, bemused his host by replying "Thanks, mine's a half of Bass".
After this success, Pixton became a little dissatisfied with his role, saying "I think I will give up flying and go into something new, a business of my own perhaps. Flying's for the young. Besides it's getting too commercial".

However Pixton continued with his work for Sopwith, testing and delivering aircraft and competing in air races until, on 4 August 1914, war was declared and soon all non-military-related aviation had to stop, except within 3 miles of a recognised aerodrome.

The first order, for twelve "Schneider" floatplane aircraft, was placed in November 1914 by the Royal Naval Air Service. Like the race winner, these were powered by the 100 hp (75 kW) Monosoupape and differed only in minor detail from the racer - most noticeably in the redesigned tail float. Later production aircraft were fitted with ailerons in place of wing-warping, and were fitted with a Lewis gun firing upwards through an opening in the wing centre-section, and development would lead to the Sopwith Baby. In all 160 were built. No original Tabloids or Schneiders survive but full-size reproductions are displayed at the RAF Museum Hendon and Brooklands Museum.

Tinternet

British Medical Journal Interview - Dr. Martin Pike

Consultant radiologist Martin Pike talks to **Erin Dean** about the satisfaction and enjoyment he gets from building and flying his own model aircraft

In calm weather, Martin Pike can often be found at a stretch of open land near his north Wales home flying small model aeroplanes. Fringed by hills and mountains, it's a stunning spot for the Bangor consultant radiologist to enjoy his hobby.

"I often fly in the early evenings, as the sun sets behind the mountains," he says. *"The aircraft are quiet, so it's a peaceful, heart-warming activity. Part of the enjoyment is finding the planes after they've landed, which can mean walking several kilometres looking for them."*

These small, light planes are free flight models, which means they fly without external control. Carefully handmade, mainly from balsa wood, tissue paper, and wire, they may be flown indoors or outside.

Some just glide, while others are powered by propellers that are spun by a twisted rubber band before they take off, and others have small motors.

For Pike, the hobby started with building Airfix type plastic kits of Concorde and other aeroplanes as a child, which were not designed to fly. By the time he was 17, he had started building his own more complex craft that were designed to fly.

He drifted away from the hobby for a while before returning to it around 20 years ago, when the internet allowed him to gather information and connect with other free flight enthusiasts.

Free flight aircraft can be built from kits, plans, or completely from scratch. Creating a model is an absorbing feat of engineering and a delicate skill that involves building an accurate and stable model, while keeping it light and well balanced, Pike says.

"There's something quite cerebral about it," he says. *"You can't just buy free flight planes, you construct them. When flying them you really have to think about the aerodynamics and how it is flying."*

Enthusiasts often gather to compete with their craft—and travel significant distances to do so. *"Part of the joy is getting together with other people interested in the same thing,"* Pike says. *"While you're striving to achieve something and you're pitting yourself against others in competitions, there's also a lot of camaraderie and sharing of information and advice. It's quite a small community, so you get to know people."*

Free flight modelling offers Pike a sense of seeing something through to completion, which his work doesn't always offer.

"As a radiologist I don't produce anything," he says. *"I write reports and they disappear; I don't actually see the patients, so I don't have the satisfaction of a GP or surgeon of seeing someone get better. To create something that I can say I built is great, and quite a thrill. I can also see that I'm improving from looking at my earlier models."*

While the hobby offers an outlet that is very different to work, he does wonder if what he describes as the "slightly pernickety" nature of those drawn to diagnostics sets him up well for the attention to detail required for building the aircraft.

It is a niche activity, which peaked in popularity in the 1950s and 1960s, and does tend to draw an older crowd, Pike says. He hopes that more people get to see its appeal and become involved.

More than anything, seeing a self-built plane fly brings a sense of joy and wonder, he says. *"For me there is a special thrill in seeing something I've made out of sticks and tissue take to the air and fly under its own power. It is like being 8 years old again—it's that kind of magic."*

How to get involved

If you decide to build a model, start big (50-75 cm wingspan) as they are easier to balance and fly than smaller craft

It can be easy to get discouraged when a plane won't fly, so start with a simple aircraft from a kit

Find a big space to fly—a sports field or larger

Seek out local clubs (which can be quite scarce) and other enthusiasts to learn more and benefit from members' experience. The British Model Flying Association (BMFA) has a list on its website.

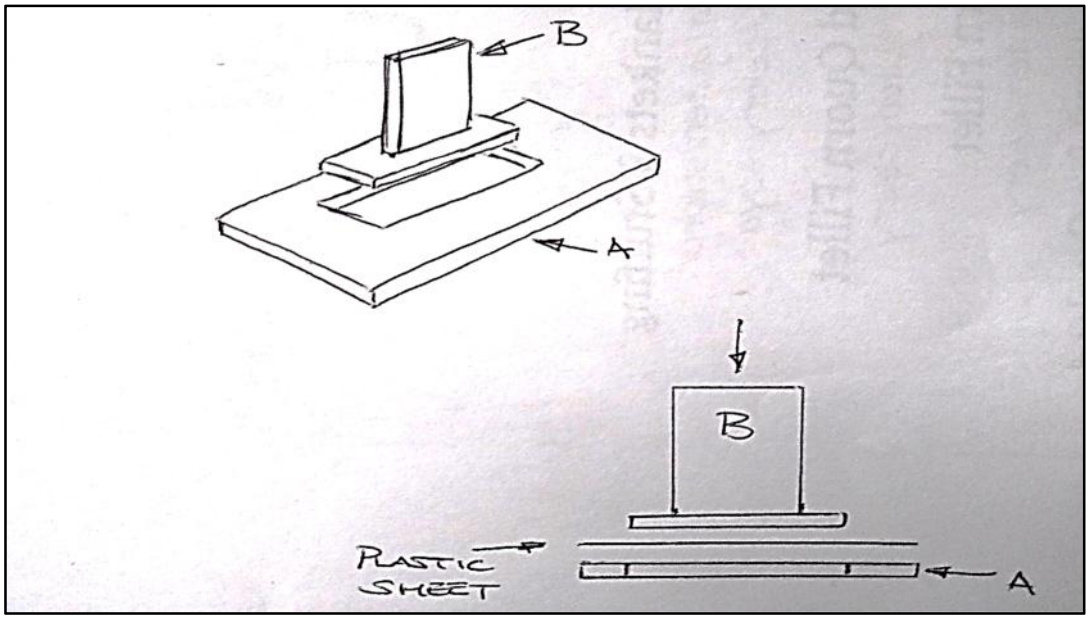
Aeromodeller magazine is a good source of information on free flight. Online societies like SAM 35 and SAM 1066 and website Maxfliart are valuable sources of support and inspiration.

For competitions there are strict criteria for different categories set by bodies such as BMFA.

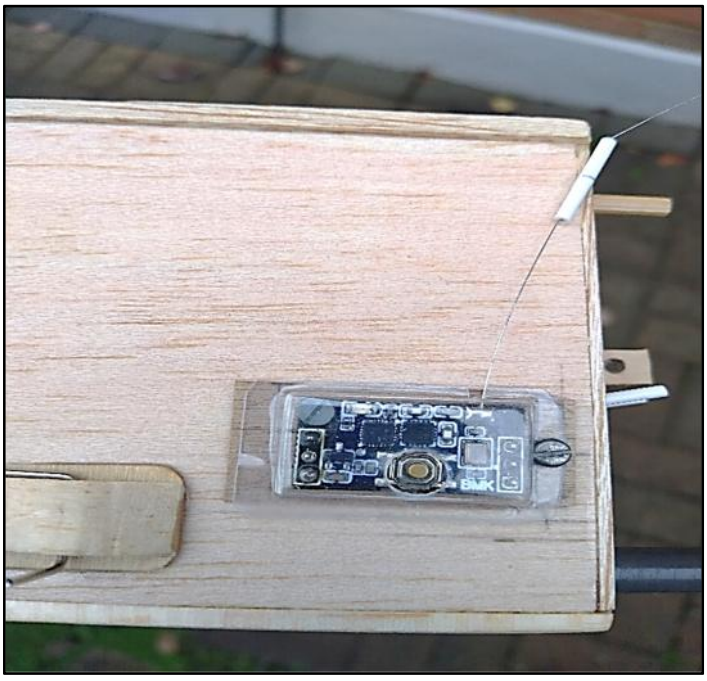
Erin Dean/Martin Pike

BMK E36 Controller Cover - Wayne Butler

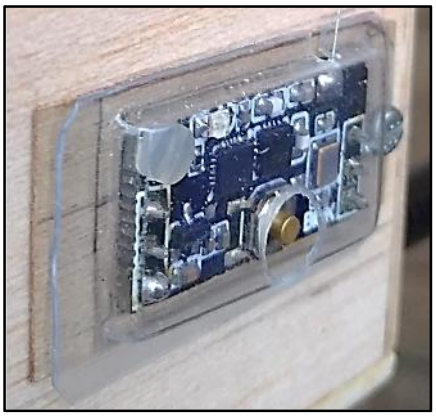
This Year I built a new a Super Pearl E36 model using most of the parts from my previous model.
I elected to try the BMK E36 controller with RDT, This item is a small compact unit that has proved itself to have been a really good purchase and seeing as it was also RDT was a bonus.
When the item arrived the question was how to mount the unit, this item is very slender and could easily be put inside the fuselage. But then how do you alter the programing as the unit uses an led during programing plus during use. So I elected to retro fit to the side of the pylon like others that I have seen, but then I did not like the idea that the controller was exposed to the elements.
When you retrieve a model, unless in the summer time, most are in wet grass or worse long wet grass. Even after a test glide the model can be very wet.
So I elected to make a cover, I did not want this to be a large box on the side of the pylon so I tried to make the most slender one I could.

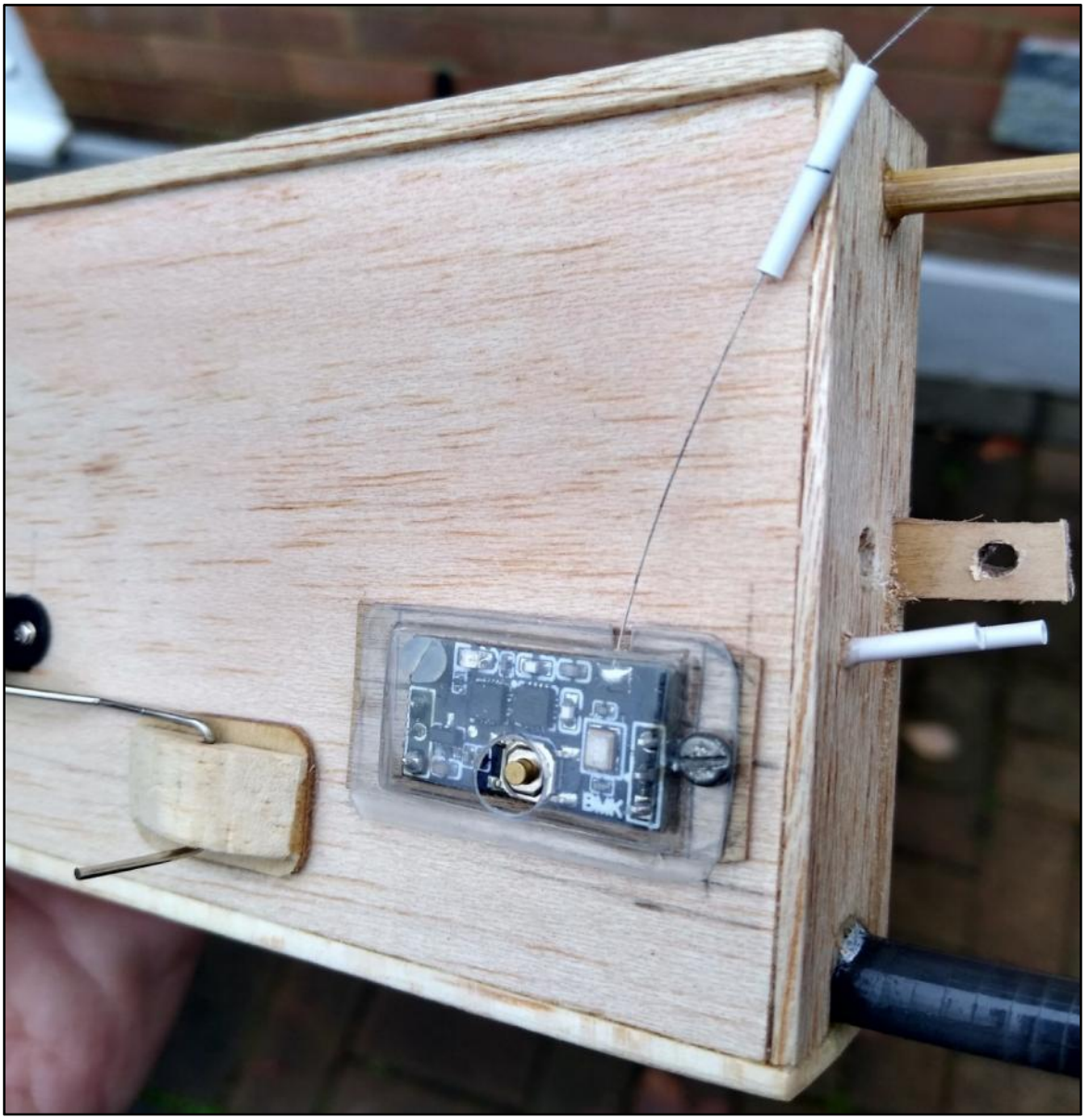


I decided to press/mould a piece of plastic from a delivery packet, nothing special. Item A was cut from 3/16" hard balsa and a hole cut the size of the cover that I wanted, Item B was cut from hard 3/32" and was slightly smaller than the hole as clearance for the plastic sheet. The finger hold anything will do.
I cut the piece of plastic sheet, held to item A with pegs and heated plastic with a hot air gun, this is only thin sheet and takes no heat at all before becoming malleable. Very quickly then push item B through the hole in item A and let cool.
I trimmed the plastic sheet with a flange around the outside to aid mounting, cut a small slot in the top for the antenna and cut or drill a hole over the button so you can arm and operate the unit.



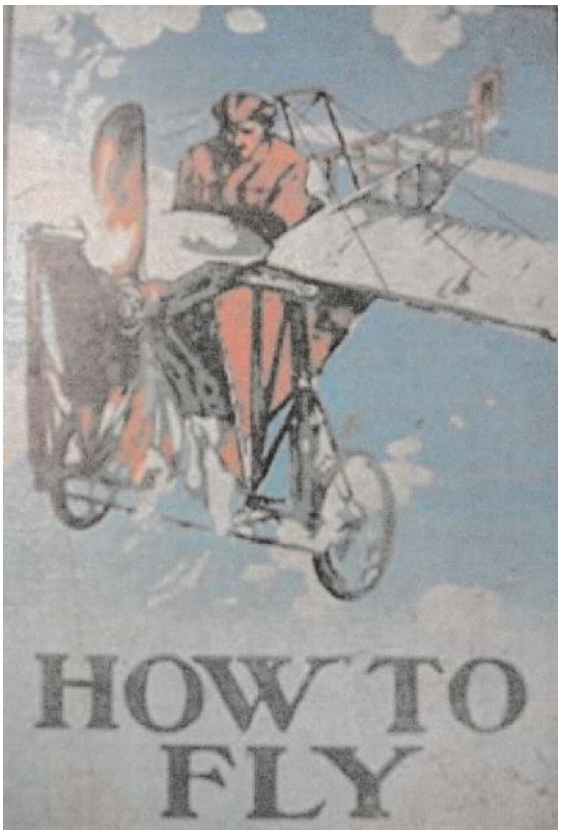
This has worked really well for me and others have asked how I made it, so there you go. All made out of bits and bob's.
I also lost the model this was fitted to during the Nationals at North Luffenham, It sat in a field of crops for a week and a half before a really nice farmer gave me a call from his tractor telling me he had my model. Top Bloke. After getting the model back everything looked ok other than the battery. So I connected a new battery and all powered up successfully. So that's my little cover, hope it helps someone out.





Wayne Butler

Report No.161 Our earliest books.



Continuing in 1910 we come to "How to Fly" edited by Richard Ferris and published by Thomas Nelson & Sons, London. The title and cover picture of this book would lead one to believe that the subject matter relates to the building and successful flying of your own man-carrying machine. This is most likely the case however we only have access to photocopies of the cover and Chapter XI Model Flying *Machines which opens with a bit of a warning.*

IT is related of Benjamin Franklin that when he went out with his famous kite with the wire string, trying to collect electricity from the thunder-cloud, he took a boy along to forestall the ridicule that he knew would be meted out to him if he openly flew the kite himself.

Other scientific experimenters, notably those working upon the problem of human flight in our own time, have encountered a similar condition of the public mind, and have chosen to conduct their trials in secret rather than to contend with the derision, criticism, and loss of reputation which a sceptical world would have been quick to heap upon them.

But such a complete revolution of thought has been experienced in these latter days that groups of notable scientific men gravely flying kites, or experimenting with carefully made models of flying machines, arouse only the deepest interest, and their smallest discoveries are eagerly seized upon by the daily press as news of the first importance.

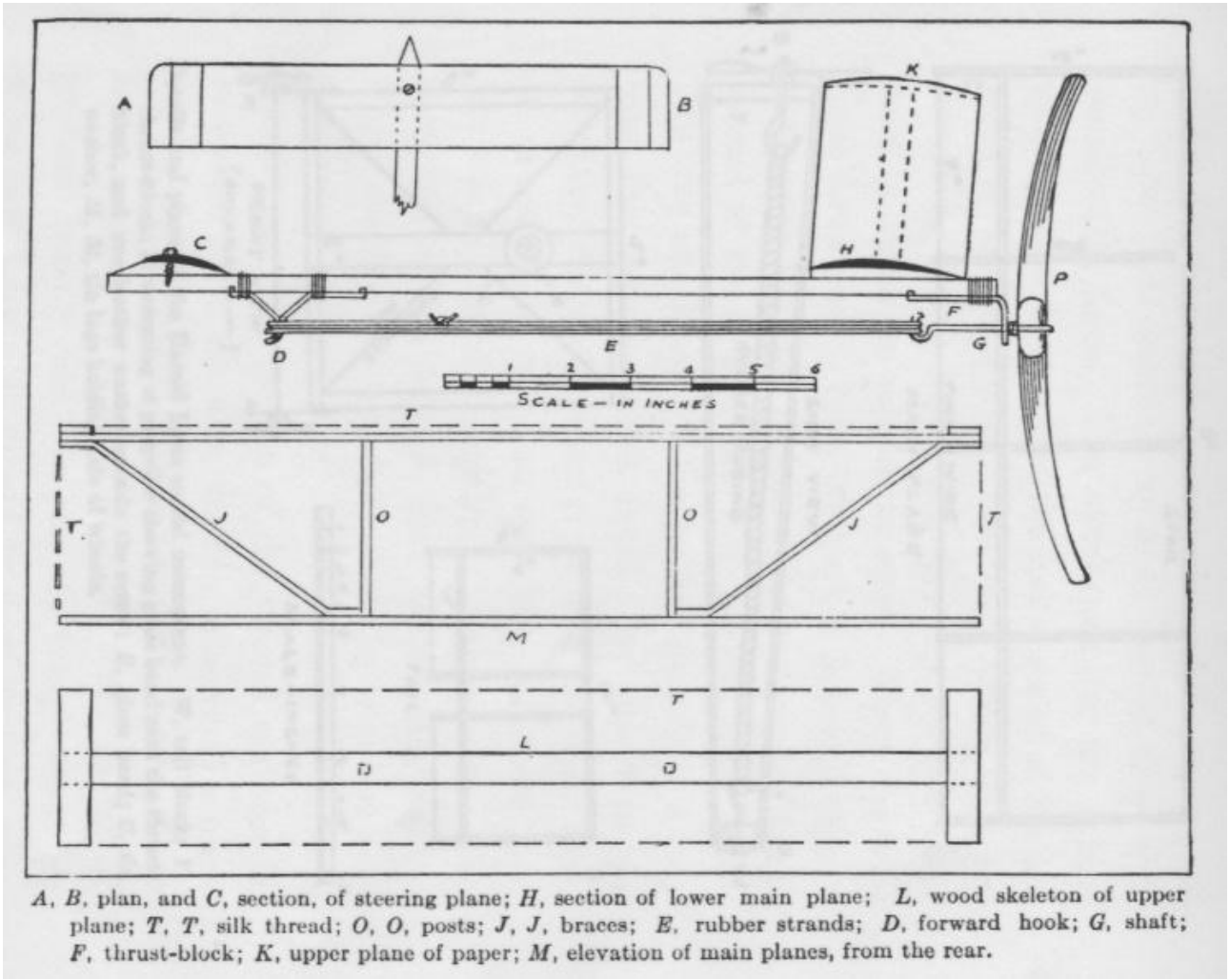
The next page, rather fortunately, brings relief from that introduction with advice of a much more encouraging situation for the, then current, model aeroplane builder and flyer.

The author next describes how a model aeroplane manages to fly. Accompanying diagrams show turbulent air flow over a "flat plane forced through the air at a large angle of incidence" and "smoothly flowing air currents caused by correctly shaped plane at proper angle of incidence".

The first described model, "the simplest", is a stick type biplane with the lower plane being of all sheet construction, whilst the upper plane is paper covered over a central spar with end plates and silk thread for the leading and trailing edges, if I have interpreted the drawing correctly!

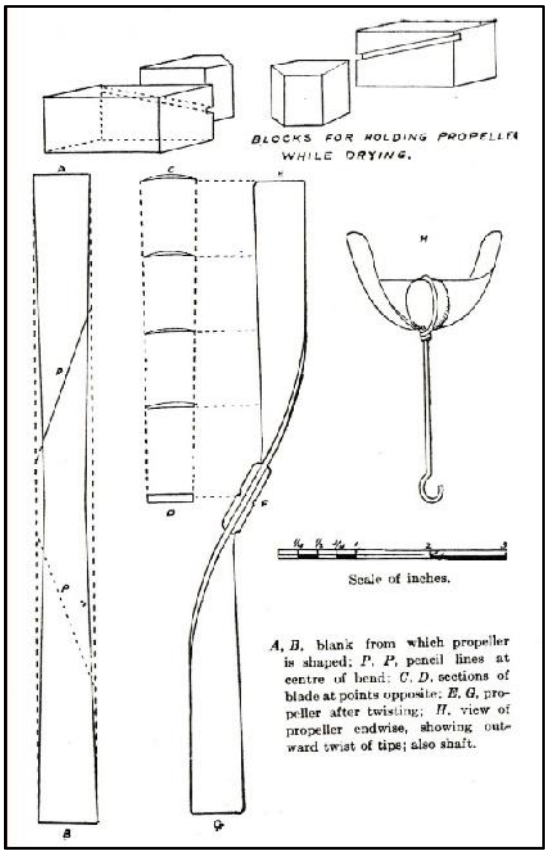
Parts list, plan and propeller details all shown here.

For the first-described model—the simplest—the following materials are needed: some thin white-wood, $\frac{1}{16}$ inch thick (as prepared for fret-sawing); some spruce sticks, $\frac{1}{4}$ inch square (sky-rocket sticks are good); a sheet of heavy glazed paper; a bottle of liquid glue; some of the smallest (in diameter) brass screws, $\frac{1}{4}$ to $\frac{1}{2}$ inch long; some brass wire, $\frac{1}{16}$ inch in diameter; 100 inches of square rubber (elastic) "cord," such as is used on return-balls, but $\frac{1}{16}$ inch square; and a few strips of draughtsman's tracing cloth.



A, *B*, plan, and *C*, section, of steering plane; *H*, section of lower main plane; *L*, wood skeleton of upper plane; *T*, *T*, silk thread; *O*, *O*, posts; *J*, *J*, braces; *E*, rubber strands; *D*, forward hook; *G*, shaft; *F*, thrust-block; *K*, upper plane of paper; *M*, elevation of main planes, from the rear.

The author states that the propeller is the most difficult part to make and therefore describes this process first. The propeller is made from thin white wood which should be well steamed by holding near the spout of a boiling kettle, the blades are then "coaxed" into position and the whole placed in the drying jig.



The utmost care should be taken to have the two blades bent exactly alike—although, of course, with a contrary twist, the one to the right and the other to the left, on each side of the centre. A lead-pencil line across each blade at exactly the same distance from the centre will serve to fix accurately the centre of the bend. If two blocks are made with slots cut at the angle of 1 inch rise to 2¼ inches base, and nailed to the top of the work bench just far enough apart to allow the tips of the screw to be slid into the slots, the drying in perfect shape will be facilitated.

The author does advise that this is not a very good propeller and the description of the second model gives details and a sketch of a type of propeller produced by fanning multiple layers of wood.

The all sheet flying surfaces are also subject to steaming and forming to give a curved plate wing section. This is then thinned to the leading and trailing edges and further thinned towards

the tips. There is no dihedral on any of the flying surfaces, well, the Wright brothers did not seem to need any!

The wings are to be "fastened securely to the spar", whilst the foreplane is held by just one screw, fastened not too tightly, so that, in the event of a hard arrival, it may pivot on the screw rather than be damaged. Angles of incidence for both planes are shown on the drawing, that for the foreplane also being mentioned in the text as being at a slope of 1 in 8.

Pre-flight checks are limited to checking the balance either side of the stick fuselage, with any necessary corrections being carried out by "a little work with a file on the heavy side." The 100 foot of 1/16" rubber is made up into 10 strands, with the loops passed over the two hooks "and the model is ready for flight."

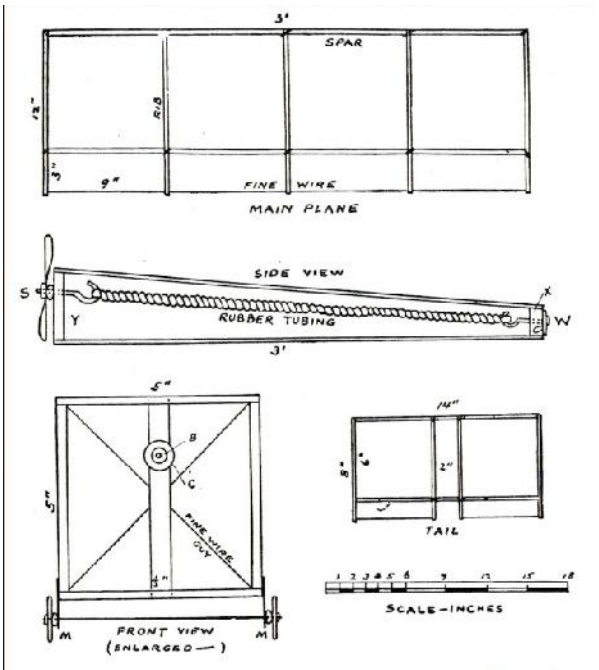
The author's instructions for the first flight and for the trimming of the model are reproduced alongside.

I can imagine that, if the only man-made items that you had ever seen flying before were kites and balloons, to achieve a 100=foot flight straight and level would have been immensely satisfying.

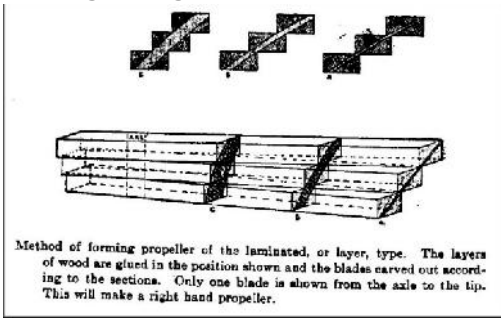
To wind up the rubber it will be necessary to turn the propeller in the opposite direction to which it will move when the model is flying. About 100 turns will be required. After it is wound, hold the machine by the rear end of the spar, letting the propeller press against the hand so it cannot unwind. Raise it slightly above the head, holding the spar level, or inclined upward a little (as experience may dictate), and launch the model by a gentle throw forward. If the work has been well done it may fly from 150 to 200 feet.

Many experiments may be made with this machine. If it flies too high, weight the front end of the spar; if too low, gliding downward from the start, weight the rear end. A bit of chewing gum may be enough to cause it to ride level and make a longer and prettier flight.

The second model featured is a "very graceful model of the monoplane type". This model is to be launched from a table top but no indication of length of flight is given.



Details and plans of the Harold Lynn model monoplane. *W*, tail block; *Y*, thrust-block; *S*, mounting of propeller showing glass bead next the thrust-block, and one leather washer outside the screw; *B*, glass bead; *C*, tin washer; *M*, *M*, tin lugs holding axle of wheels.



Method of forming propeller of the laminated, or layer, type. The layers of wood are glued in the position shown and the blades carved out according to the sections. Only one blade is shown from the axle to the tip. This will make a right hand propeller.

The chapter concludes with advice of some record flights, "at the contest of the Birmingham Aero Club (England) in September, one of the contestants won the prize with a flight of 447 feet, lasting 44 seconds.

The American record for length of flight is held by Mr. Frank Schober, of New York, with a distance of 215 feet 6 inches."

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

Roy Tiller

(Occasional) Notes from North Wales - Roger Newman

Another month taken up by issues medical et al, which could be well done without. Never mind. The Nats have come & gone. Spoke briefly with our Hon Sec & he reported there was quite a "reasonable" attendance for Area 8, with some kind & some not quite so kind weather. Hopefully he will have commented more on the occasion in his notes. Pleased to see that my old Crookham Club mates figured well in the results.

Otherwise a quiet month. Few more links from Paolo Rossi in Bergamo – here is one all about full size gliding which may be of interest. This particular page provides for downloads of a variety of older & more modern books in pdf format. There is an option to select English as a translated language. Gliders - Gruppo Falchi Bergamo

Another interesting topic for when I "get round to doing something" - when I moved up here the vast majority of my modelling goods & chattels were scrapped, given away or sold. Something I now regret in as much I've found my feet up here. There is & will be always lots to do (non-modelling) but looking ahead to the winter months, there will be spare time eventually & I would like to get back to building & flying – quite what I have no idea yet, but whatever it will be will be smallish as places to fly are few, far between & small. So when a dialogue with Crookham members produced a mention of local (UK produced) technology I had a further look. The products are well suited to what I might need by way of rdt, timers etc – the web site is BMK's Store for Free Flight – BMK's Free Flight Store (bmks.co.uk) – in particular, because of my small field requirement, the E20 & RDT products seem to fit the bill a treat. For example, the E20 timer bundle includes an E20 timer with esc & band burner DT, a small coreless motor, a couple of 65mm props, a 150mA LiPo & a LiPo charger with an extension cable. All this for a quoted price of £30. Maybe start with an E20 Tomboy or something similar? There is also a model shop a few miles up the road, past Chester which looks a viable contender for supplies. Time will tell.

Very little on eVTOL this month. There have been many other distractions taking up too little spare time. However, a few comments "en passant". There have been a couple of marketing news releases from Beta & Archer, both about their specific products taking first flights transitioning from vertical to horizontal & back again as world beating announcements. Both operating in autonomous mode. Interesting & demonstrating perceptible progress but a very long way from the end goal of having certified & revenue earning products. There have been mentions of refinancing/fund raising concerning other companies indicating potential financial problems looming on the horizon, but early days yet. Lots of other marketing hype about "signing" up for operating/building vertiports etc. However nothing has popped up of substance. Received quite a few modelling photos from Gianni in Rome via WhatsApp but so far have failed dismally how to transfer them to my PC, maybe next month?

Enjoy the summer whilst it lasts.

Roger Newman

Secretary's Notes for July 2024 - Ray Elliott

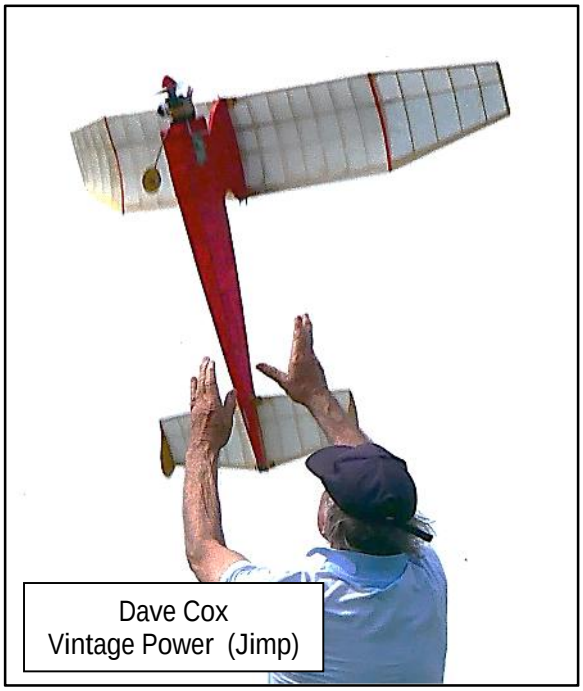
Free Flight Nats – a personal perspective

For the first time since lock down the Nationals were back to their three days on one site format and I attended all three days on Salisbury Plain. I booked a room for two nights at The Pelican in Stapleford which is about 7 miles from Area 8. This was OK except that they don't serve breakfast despite saying they do on their website (I ordered and paid but they did

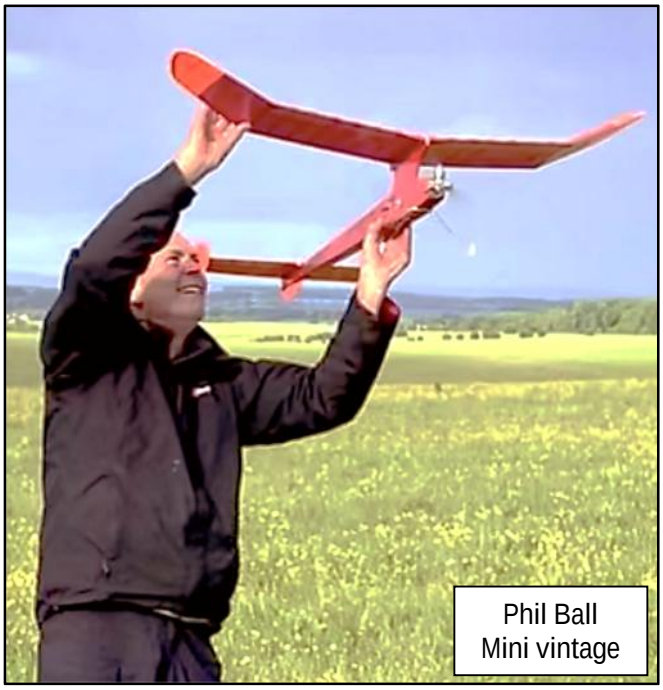
refund the cost). The restaurant closed quite early (8pm Saturday, 6pm Sunday) which would be an issue for many. Never mind, there's a Wetherspoon's and a good chippie in Warminster.
Given my general health and the somewhat difficult terrain on Area 8 I decided I would only fly three classes (one class per day, Combined Electric, F1Q and E36).
Saturday: first was CE and I elected to fly my 300 sq in version of Tom Smith's well known Nig Nog which has served me well since I built it in 2016. The weather was good with a lightish but directionally variable breeze. I had a check flight with a 4 second motor run and a short DT and everything was fine. I then waited a while before making my first comp flight as the wind was now blowing towards some woods. After a while it veered to a more south westerly direction and I decided to fly. Disaster! 4 second run and a 15 second DT. Clearly when I reprogrammed the electronic timer I hadn't locked in the changes (11.5 second run and 3-minute DT). I could (should?) have put the model away but I don't like ending on a low note so made one more flight having reprogrammed the timer correctly. This was about 5 minutes, landing just short of the main road. I then put the model away.
Sunday: dawned bright with a stiffer breeze than Saturday with the forecast of rain and possibly thunderstorms later. This was F1Q day which meant five flights but with a 2.30 max instead of the 3.00 on Saturday. I flew my F1B based model which generally performs quite well in breezy conditions. My first two flights were 2.10 and 2.12 but I maxed comfortably with the third, by which time the skies had darkened with rain to the north of us. I was downwind at the time hoping not to get wet and hadn't found my model. I then had a phone call from Chris Parry who said he knew where it was and would return it to my car. Many thanks Chris. When I got round to making my fourth flight it was 3.30 and starting to rain. I decided that as I couldn't come better than fourth and I didn't fancy getting wet I'd pack it in. I came fourth anyway!
Monday: was a calmer day than Sunday and I flew E36 with my Eureka built from a Don DeLoach short kit. The first flight was a comfortable max but I dropped 3 seconds on the second flight and 20 seconds on the third. I came fourth.
I enjoyed the three days although retrieving was quite hard going at times particularly walking back uphill through the long grass to the airstrip. I had my cycling/walking GPS in my pocket, and it recorded that I had walked 15 miles over the three days.
I haven't included any results as these are available on the BMFA website.
Some thoughts on where to hold the Nats.
The number of people flying free flight is going down but the entries at the Nats on Salisbury Plain appear to be worse than the general trend. I would suggest this is due to concerns about Salisbury Plain; access, the difficult terrain and the geographical location (too far south).
As to alternative venues I know there are issues with large numbers of people at Barkston but what about Sculthorpe?
Thanks to Martin Dilly for the photos except the one of Phil Ball which was taken by me.

Chris Redrup
Combined Rubber

Mark Benns
Large F1Q in
Combined Electric



Dave Cox
Vintage Power (Jimp)

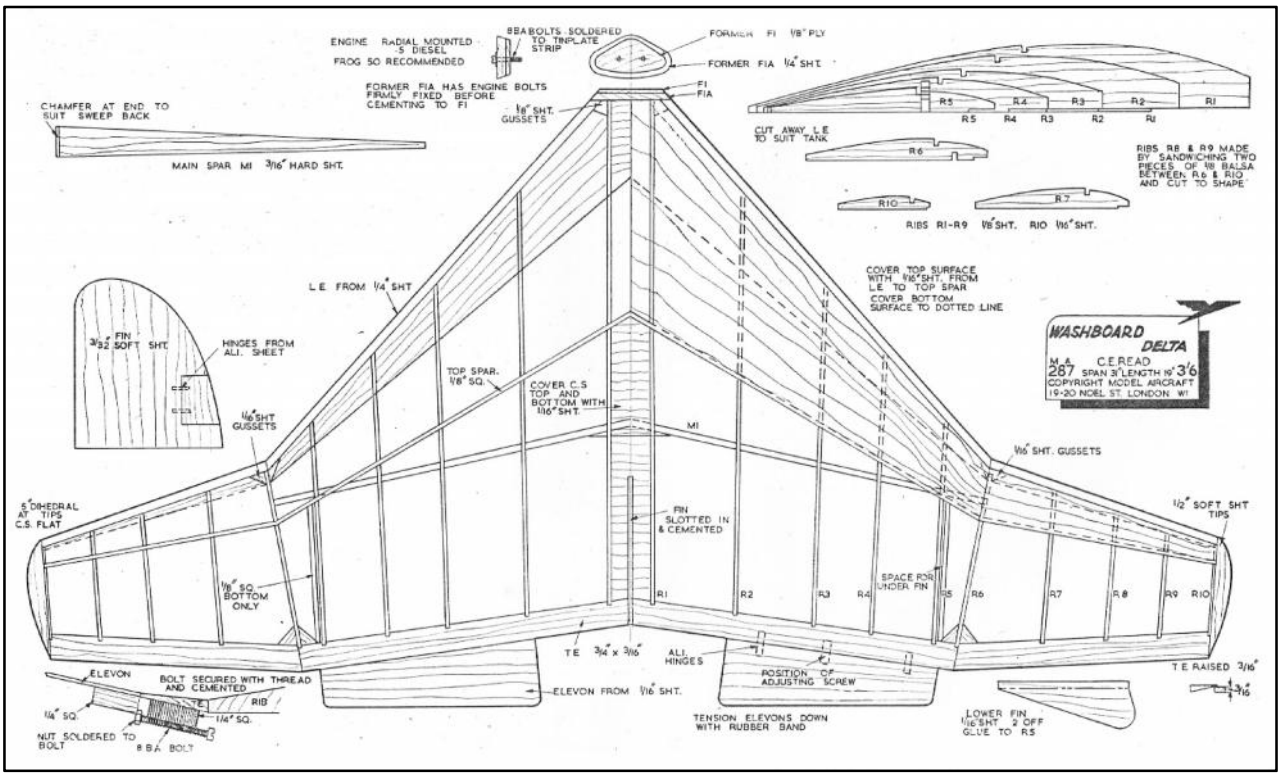


Phil Ball
Mini vintage

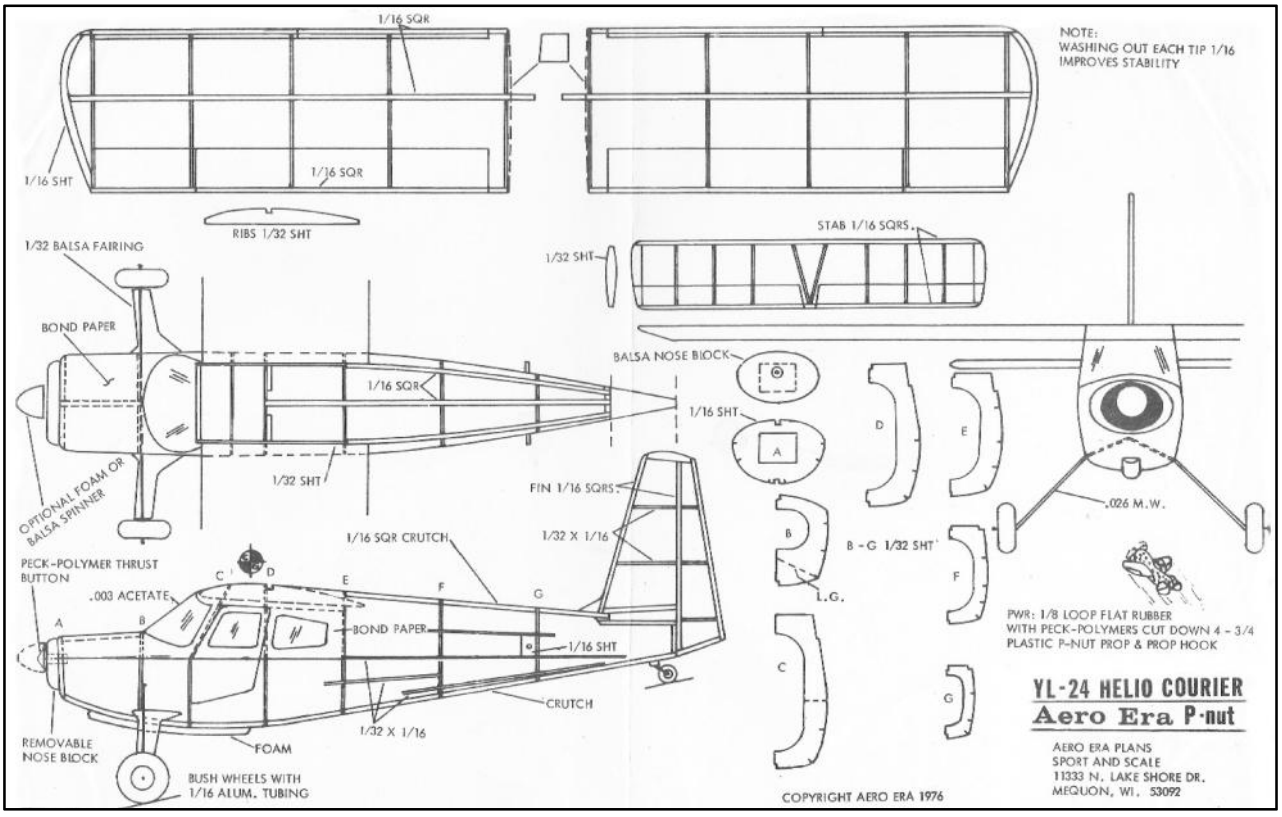
Ray Elliott

Plans for the Month - Roger Newman

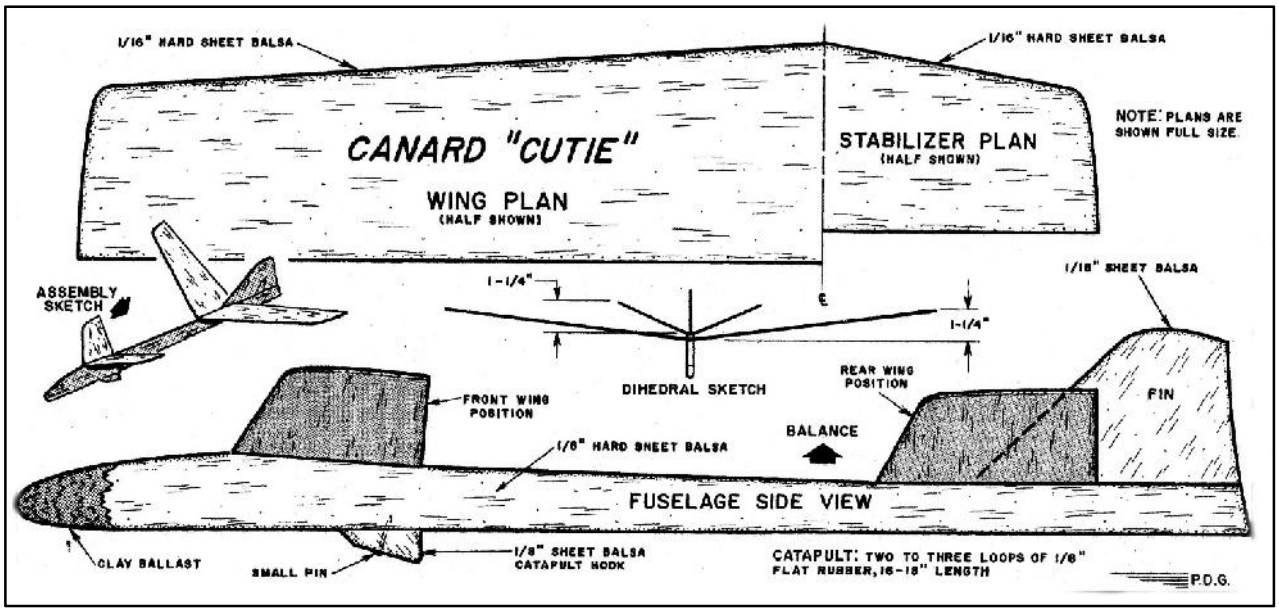
Power: Washboard - small quite early Model Aircraft plan for 0.5cc flying wing.



Rubber: Peanut for the winter build program - YL-24 Helio Courier



Glider: Canard Cutie - I have an idea this has appeared before? Apologies if so, but build it anyway as it's a good stable flyer!



Roger Newman

Candidate for a Pullet Surprise
by Mark Eckman and Jerrold H. Zar

I have a spelling checker,
It came with my PC.
It plane lee marks four my revue
Miss steaks aye can knot sea.
Eye ran this poem threw it,
Your sure reel glad two no.
Its vary polished in it's weigh.
My checker tolled me sew.
A checker is a bless sing,
It freeze yew lodes of thyme.
It helps me right awl stiles two reed,
And aides me when eye rime.
Each frays come posed up on my screen
Eye trussed too bee a joule.
The checker pours o'er every word
To cheque sum spelling rule.
Bee fore a veiling checker's
Hour spelling mite decline,

And if we're lacks oar have a laps,
We wood bee maid too wine.
Butt now bee cause my spelling
Is checked with such grate flare,
Their are know fault's with in my cite,
Of nun eye am a wear.
Now spelling does knot phase me,
It does knot bring a tier.
My pay purrs awl due glad den
With wrapped word's fare as hear.
To rite with care is quite a feet
Of witch won should bee proud,
And wee mussed dew the best wee can,
Sew flaw's are knot aloud.
Sow ewe can sea why aye dew prays
Such soft wear four pea seas,
And why eye brake in two averse
Buy righting want too pleas.

That's all folks !!

Events and Notices

For Sale

Jetex units 2x200 kits plus fuel and extra,
2 Scorpion units complete,600 fuel x 29,
4 Paa-loader units, new 50 unit plus fuel,
1 Scorpion kit, used plus a lot more fuel.

Rapier Motors
L1x9, L2x112, L4x45, L3x12 plus fuses.

Tan 2 Rubber- 1 box May'99 unopened,
1 box March 2002 unopened.

Rubber Winders
Russian Type F1B winder,
D Stapleton with belt hook,
And 10/1 Knight & Pridham winder.

Also many Jetex models mostly unflown.

For details contact Spencer Willis:
Tel. 01362 821045.
Email: willis@spencerandclaire.plus.com

Provisional Southern Coupe League Calendar 2024

The calendar this year is a little different to normal with the delayed Coupe de Birmingham within calendar year, dates of some host events shuffled round, only one Coupe event in the Areas rather than the usual two and Coupe (F1G) absorbed into the new "Combined Mini" class at the London Gala. Combined Mini should be won by an F1J so League points will be awarded in accordance with the scores of Coupe entrants in isolation. Scoring will remain as now with nine league points for first place on the day then six down to one point for the following places with five highest score to count toward final placings. The League trophy will be presented at Coupe Europa. Here's hoping for better weather.

Round	Competition	Date	Location	Notes
1	Coupe de Brum	24 or 25 February	N.Luffenham	Ask organiser for notification of selected date
2	London Gala	14 April	Salisbury Plain	Coupe scores in Combined Mini to count
3	2nd Area	28 April	Area venues	
4	Nationals	27 May	Salisbury Plain	
5	Crookham Gala	23 June t.b.c.	Salisbury Plain	
6	Southern Gala	18 August	Salisbury Plain	
7	Coupe Europa	13 October	Salisbury Plain	

Rescheduled Petit Classique de Brum

MOD North Luffenham, Sat 21st OR Sun 22nd September 2024

A competition of 3 flights, no rounds. Start 10.00 end 16.00,
followed by Fly-offs as required. Max and Fly-off (not DT)
to be determined by the CD on the day with regard to weather and other conditions.

Classes will be:
pre 1970 Coupe (incl. Vintage Coupe), Classic A1,
Combined E36 + 1/2A power (both 8 second run), Classic Glider (50m line)
and Mini Vintage.

Competitors may enter two models, separately, in each event.
Highest placed entry to count, NO SUBSTITUTION of parts nor model permitted.
Entry £10 for the day, prizes for 1,2&3 in each class.

NOTE TO POTENTIAL FLIERS: -
If the forecast is for VERY INCLEMENT weather on both days,
then WE WILL POSTPONE.
The decision whether we go ahead will be notified by email
by the evening of Thursday 19th.

If you received a personal email from me late on 16th March
cancelling the previously scheduled event then you're on "the list".
If you didn't then you need to contact me by email
if you think you might attend so I can add you to it

Gavin Manion gavin.manion84@gmail.com
Stu Darmon tel 01858 882057

Southern Area BMFA Free Flight Gala

Sunday 18th August 0900-1800 hrs

RAF Station ODIHAM, Hants

CAGNARATA Comp. CD Nick Peppiatt. nickpeppiatt@hotmail.com

SCALE Comps. CD Mike Smith. michaeldocsmith@gmail.com

& SPORT Flying

For security reasons all attendees are required to pre- register.
Those wishing to attend **must** send the following details to:

Peter Carter
74 Buckland Avenue
Basingstoke
Hants, RG22 6JA

Phone 01256 352922 - p.carter34@btinternet.com

Name, - Car: make, model and registration no.; BMFA number, together with Contact details.

including entrance fee of £10 with cheques made payable to Southern Area BMFA;

Arrive at Station main gate from 0800-0945hrs.

Please note those attendees that paid the entry fee for last year's cancelled event are exempt from payment this year.

SAM 1066 'Cagnarata' Contest

To be held at the Southern Area BMFA Free Flight Gala
on Sunday 18th August 2024 at RAF Odiham

This contest format is popular in Italy and is basically an all-in event where models of different classes are flown against each other.
Differences in performance of the various classes are taken into account using a handicap system (K factors) with different maxes depending on the K factors. The classes to be flown with associated K factors and maxes are set out below. The total flight time score is calculated by taking the sum of the actual flight times and multiplying it by the appropriate K factor.

Class	K Factor	Max (secs)
E36 (motor run 8 secs)	1	120
Mini Vintage Power (motor run 10 secs)	1	120
F1G/Vintage Coupe	1	120
F1H/A1	1	120
Mini Vintage Rubber	1	120
Open Vintage/Classic Glider	1	120
Tailless	1	120
E30 (motor run 40 secs)	1	120
P30	4/3	90
CO_2	4/3	90
E20 (NFFS Rules – motor run 20 secs)	4/3	90
Under 25in Vintage Rubber	3/2	80
Hi-Start Glider	3/2	80
CLG/HLG (modern)	2.5	48
CLG/HLG (classic/vintage)	3	40

Note 1: All fliers must be BMFA members – pre-entry is required via Peter Carter – see separate ad
Note 2: Four flights for comp, no rounds
Note 3: Competitors may enter more than one class
Note 4: DT fly-offs may be used as appropriate, fly-off time as per max in class.
Note 5: Free competition entry, prizes for the first four places.
Note 6: Competition will begin at 10.00 and end at 16.00, followed by any fly-off.

Croydon / SAM 1066 Contests 2024

1st April (Easter Monday); Croydon Wakefield Day / SAM1066

Salisbury Plain Area 8. Start 10.00

Croydon Classes:
F1B (in rounds), 4oz and 8oz Wakefield (combined),
Marcus Lightweights, P30

SAM1066 Classes:
Mini Vintage to BMFA rules,
Vintage / Classic Glider (combined)
Vintage / Classic Power (combined) to SAM1066 rules.

Contact; Ray Elliott tel 07513 549734, email ray.elliott8@btinternet.com

13th October: Croydon Coupe Europa / SAM1066

Salisbury Plain Area 8. Start 10.00

Croydon Classes:
F1G (in rounds), Vintage Coupe

SAM1066 Classes:
Mini Vintage to BMFA rules,
Vintage / Classic Glider (combined) Vintage / Classic Power (combined)
to SAM1066 rules.

Contact; Ray Elliott tel 07513 649734, email ray.elliott8@btinternet.com

Options for Flying on Salisbury Plain, Area 8

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

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

Permits for Salisbury Plain & North Luffenham

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

The costs are:
£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

A CENTURY OF BRITISH FREE FLIGHT

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

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

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

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

Cocklebarrow Vintage R/C
Sundays

14th July, 18th August, 22 September.

Signposted from Aldsworth Glos.
on the B4425 between Cirencester/Burford
and off the A40 between Northleach and Burford
[follow SAM 35 signs].
What 3 Words: positives arrival calculate

All types of R/C up to 1975
sport flying no competitions.
BMFA insurance essential.

Contact:
Tony Tomlin Tel.02086413505 Mob. 07767394578
pjt2.alt2@btinternet.com.

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

CARBON HLG AND E-20 BOOMS

I expect to have by mid-July a small number of carbon booms suitable for E-20s and HLG/CLGs, in fact probably long enough to make one of each. They'll be 80cm, 4mm tapering to 2mm.
Price uncertain at present, but please let me know if you might be interested as it will have to be first come, first served.
I'm on 0208-7775533 or martindilly20@gmail.com.

FREE FLIGHT SUPPLIES

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

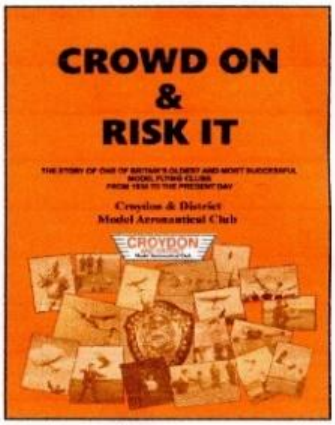
I supply items, which are needed by the free flight modeller, or any other modeller, items that cannot be readily obtained through the normal model shop outlets. I also believe in the builder of the model principal so what you will find, on my list, are components, plans and kits etc. Although I am not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

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

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

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

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 £8 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.

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: martindilly20@gmail.com

INDEPENDENT REVIEW OF DILLY JAPANESE TISSUE

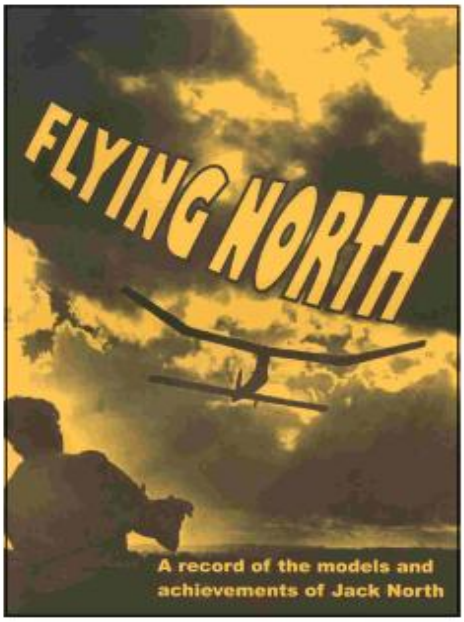
The following appeared on the Hip Pocket Aeronautics Builders' Forum. Nine different tissues were tested, doped and un-doped.

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

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

So far, the Dilly Jap tissue has the highest specific strength of all the tissues and 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!"

THIRD RE-PRINT JUST ARRIVED



FLYING NORTH

A goldmine for vintage and nostalgia model flyers -

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

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

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

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

READERS' FEEDBACK

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

"I hope it becomes a classic."

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

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

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

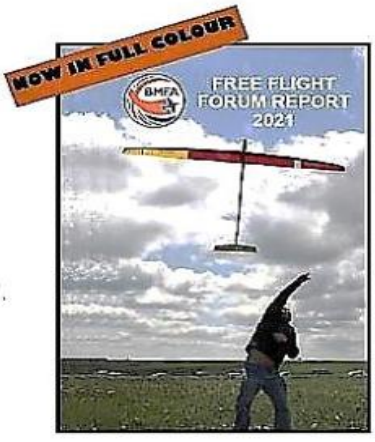
"A very balanced record of Jack's modelling and professional activities"

"The best aeromodelling book since the Zaic Yearbooks"

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

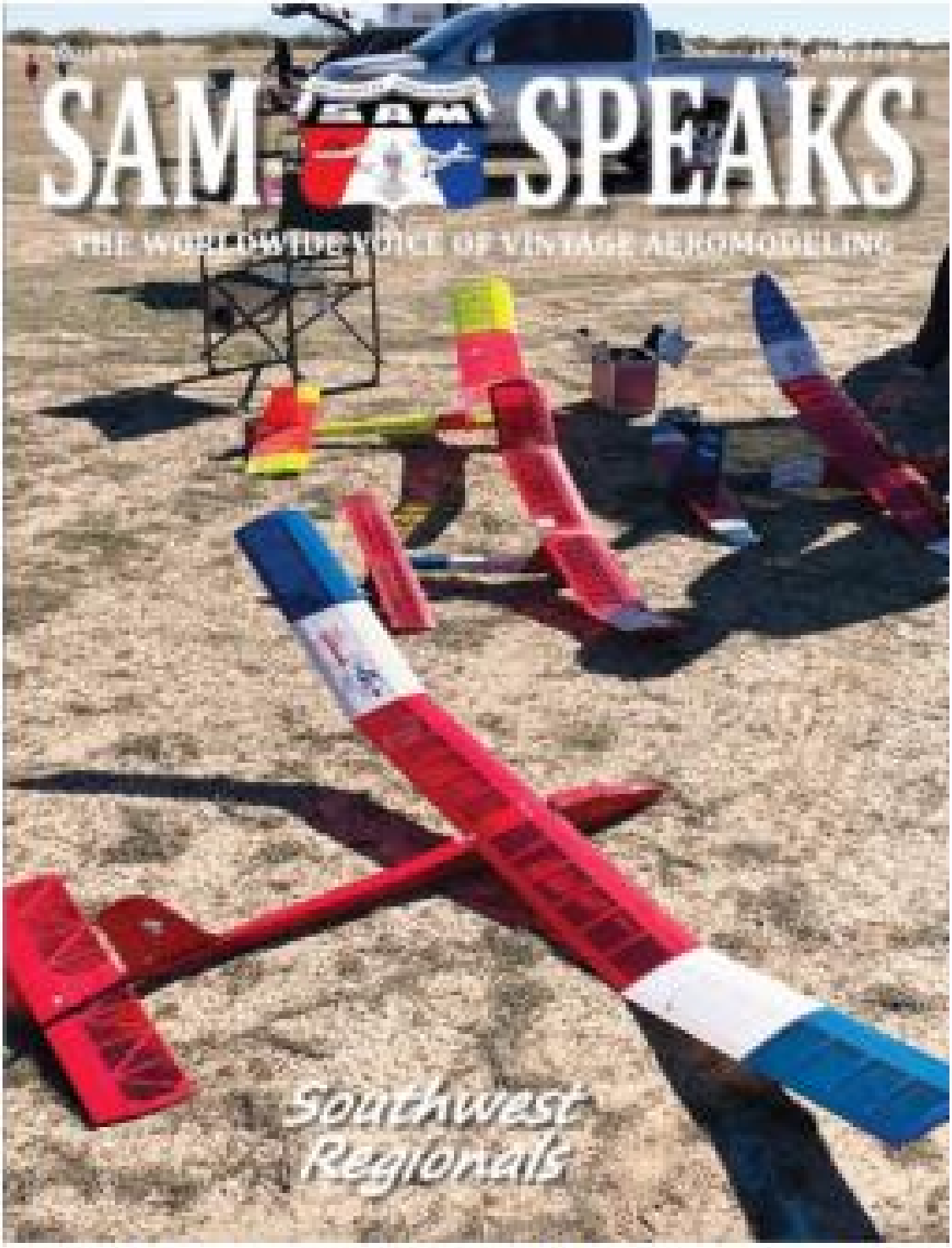
FREE FLIGHT FORUM REPORT 2021

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



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

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



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 2024

With competitions for Vintage and/or Classic models

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

February 24th	Saturday	Coupe De Brum, Luffenham
or February 25th	Sunday	
March 10th	Sunday	BMFA 1st Area
March 16th	Saturday	Le Petit Class'Q de Brum, Luffenham
or March 17th	Sunday	
March 29th	Good Friday	Northern Gala, Barkston
April 1st	Monday	Croydon Wakefield day + SAM1066 - SP
April 13th	Saturday	London Gala, Salisbury Plain
April 14th	Sunday	London Gala, Salisbury Plain
April 28th	Sunday	BMFA 2nd Area
May 19th	Sunday	BMFA 3rd Area
May 25th	Saturday	**FF Nationals,** Salisbury Plain
May 26th	Sunday	**FF Nationals,** Salisbury Plain
May 27th	Monday	**FF Nationals,** Salisbury Plain
June16th	Sunday	BMFA 4th Area
June 22nd	Saturday	Crookham Gala, Salisbury Plain
or June 23rd	Sunday	
July 7th	Sunday	BMFA 5th Area
July 21st	Sunday	BMFA 6th Area
August 3rd	Saturday	East Anglian Gala, Sculthorpe
August 4th	Sunday	East Anglian Gala, Sculthorpe
August 18th	Sunday	Southern Gala, Salisbury Plain
August 18th	Sunday	Southern Area BMFA Gala, Odiham
September 1st	Sunday	BMFA 7th Area
September 14th	Saturday	Stonehenge Cup, Salisbury Plain
September 15th	Sunday	Equinox Cup, Salisbury Plain
September 21st	Saturday	Petit Classique de Brum, North Luffenham
or September 22nd	Sunday	
October 6th	Sunday	BMFA 8th Area
October 13th	Sunday	Croydon Coupe Europa + SAM1066 - SP
October19th	Saturday	Midland Gala, Venue, Barkston
November 5rd	Sunday	Buckminster Gala, BMFA Centre
or November 17th	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
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-rc.club
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

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 members@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*