

History of SMAC and model flying in the South

edited by Richard Sharman, January 2010

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Editor's Note

This history has been assembled from a wide variety of sources, recollections, and reminiscences of

many people, most members of the Southampton Model Aeroplane Club (SMAC) at one time or another, and who have all been part of the model flying community in Hampshire (UK) over the past 80 or so years. I have merely added a few comments, corrected a few spelling mistakes, and tried to put the material together to tell a story.

Inevitably, I will have left out some things, and perhaps given too much importance to others. If more material becomes available, pictures or document unearthed, or recollections recorded before it's too late, then these can be added to the story to give a fuller picture. The editor would be pleased to receive any additions of this kind. If there are mistakes or errors they are purely the work of the editor and I accept full responsibility for them.

Introduction

The story of model flying in Hampshire is a tale of technical craftsmanship, innovation, and dedication to the task of flying model aeroplanes of all sorts, mainly outdoor but also indoors. The types of planes designed and built have ranged from gliders to powered craft; covered fixed wing and rotary wing; involved experimental, scale, sport, aerobatic and race planes, and many others.

What is the fascination of model flying ? Clearly, for many young boys and girls, it is just the fun of seeing something you launched soar away and take on a life of its own, even if only for a few moments. But for teenagers and adults it takes on the nature of a challenge, sometimes, even, and obsession that can last a lifetime. How can you make a plane fly longer, fly faster, fly higher, or just do that amazing manoeuvre? Can the plane be made to look like a fullsize aircraft, fly like a fullsize aircraft, even sound like one?

One of the unique elements of model flying is that you are not in the plane, but you can (usually) see everything the plane does, and even control what it does. In the early days the peak of success was to make a model plane that would fly well by itself and recover it to try again. Today the peak of success is to control a model plane to take off, perform manoeuvres and land it again, whether this is scale, race, sport or whatever. The aims have not changed much, but the techniques, designs, materials and controls have evolved wonderfully since the early days. Each generation has sought to overcome the limitations of previous technologies and achieve new thing, whether it be outright performance, scale realism, or flying capabilities.

One note about model flying is probably in order, before we begin the story: as far as basic flying ability is concerned, flying as a skill is more difficult for the modeller than for the fullsize pilot. Of course, being a competent full-size pilot involves many others issues such as navigation, air traffic control, air law, command and responsibility and so, which generally don't concern the model aircraft pilot. But the basic difficulty of standing on the ground while the plane flies, that is being in the wrong frame of reference, sometimes makes it hard to understand what the plane is doing and why. Understanding this, and overcoming it, is one of the joys of model flying.

1930's Origins of model flying in the south

[this section was contributed by P. T. Guilmant]

In 1932, some stalwarts, including Jim Craddock, Norman Pudney and Allan Wraight, founded the first **Southampton Model Aircraft Club**. This was the first known attempt to run such a club in Southampton and its success was limited, due perhaps to the general lack of public interest in model

aviation at that time.

About 1935 the **Southampton and District Model Engineering Society** (S&DMES) was founded and soon gained a place among local clubs. Vague negotiations between this club and the Model Aircraft Club eventually resulted in the fusion of the two.

In 1936 Norman Pudney was asked to re-organise the **Model Aircraft Section** of the S&DMES and this he ably did, the section gaining greater representation on the general committee.

In 1938 Jack Lamerton (of Lamertons Stores, Woolston), was elected secretary of the Aircraft Section and with much hard work made it the most active of all sections of the S&DMES. He was responsible for the organisation of Gala Days on the Common and other happy events too numerous to mention. It was he who, with the Aircraft Section slipping farther and farther away from the main society, eventually arranged the breakaway in late 1939. The **Southampton Model Aeroplane Club** was now founded as an independent society, and unanimously elected Jack Lamerton as its secretary. Mr. Lamerton was kind enough to allow the Club to make its headquarters in a store at the rear of the business in Woolston.

[this section was contributed by Pete Cock]



Illustration 1: Club members round the table in 1937

At a club meeting in 1937 a picture was taken of members and models. Left-to-right, the people in the photo are: Peter Cock, Phillip Guilmant, Norman Pudney, Jimmy Clarke, Willie Smith, Harold Smith, Brian Pearce, Ronald Walton, Jack Lamerton, [the owner of the funeral parlour], [another member, name unknown].

The large model in front of Peter Cock has a 15cc Greytec engine. It was a 9ft wingspan rubber driven model which was never finished because Peter could not afford to buy that much rubber. He sold it to Phillip Guilamant for £1. The engine was club property.

Phillip Guilmant later became active on various same committees while studying in London to become an architect. He now lives in Mexico City.

Norman Pudney was the fount of all knowledge on aeromodelling and helped the younger members.

Harold Smith was an Aeronautical draughtsman, who later emigrated to Canada.

Ronald Walton was a close school friend of Peter Cock. He became and RAF navigator, but died during the war. Peter Cock was serving in Egypt at the time.

[this section was contributed by P. T. Guilmant]

Such expert modellers as Pete Cock (some time U.K. control line champion), Harold Smith, Noel Hillier, Norman Pudney and Alan Wraight led the field in those days. Regular visits to such events as the *Wakefield Trials*, *King Peter Cup* and *Northern Heights Gala Days* were arranged. Although membership never rose much above thirty (with two-thirds as senior members) enthusiasm was high.

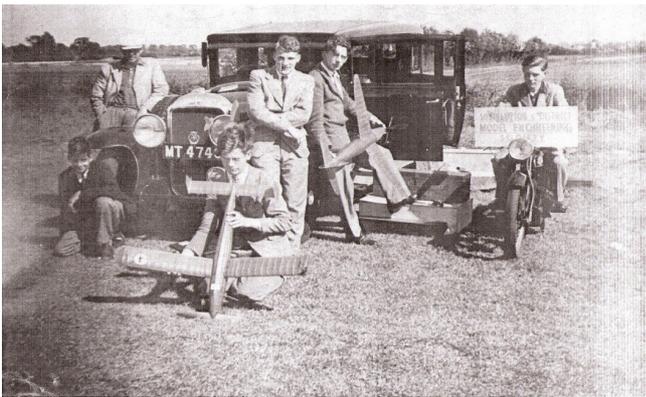


Illustration 2: A Wakefield outing



Illustration 3: 1930 Wakefield Trials competition

Left-to-right in the picture are: Phillip Guilmant, [Owner of the Buick], Peter Cock, [club member, name unknown], Norman Pudney, Allan Wraight.

Allan Wraight, here sitting on an Indian motorcycle, was killed during the war

The model Peter is hold was his own design, and the materials to build it were supplied free of charge by the Woolston model shop proprietor Jack Lamerton as he could not afford them.

It would take a book to relate all the details of the Clubs activities during those happy months of its infancy but the few old members still with us, Pete Cock, Brian Pearce (ed. Brian sadly passed away in 2009) and P.T.Guilmant who would always be pleased to relate their early experiences.



Illustration 4: Brian Pearce launching a glider

[ed- this section was contributed by Richard Sharman]

In 2009 Brian told me about many of his activities launching free flight models from Southampton Common, and chasing them on a bicycle. On at least one occasion he rescued a model from the front garden of a house in Shirley by climbing over the wall to get it. He managed to scramble back over the wall and make off before the irate householder came out of the front door.

On another occasion Brian and a friend chased a model in a car (I think he said it was a Lanchester, but I may be mistaken) and they had travelled down the Avenue at over 100mph in order to get there in time (perhaps he was exaggerating? But he did seem surprised, when I drove him to a committee meeting recently, that I actually kept to 40mph on the Avenue. He thought it was rather slow).

1940's The war years and the post-war austerity

[this section was contributed by P. T. Guilmant]

The Club was still meeting in Woolston, where it would be to this day but for a large German bomb which landed on the shop and suspended the Clubs activities. It was with considerable regret that the Club had to be temporarily disbanded after the Club-room was destroyed, in 1940. The few articles of furniture rescued were deposited with Mr. Lamerton senior, the cups with Jack Lamerton and the few surviving papers with P.T.Guilmant.



Illustration 5: P.T. Guilmant in 1950

On 28th August 1945, the **Southampton Aeroplane Club** was re-formed. Its activities from that date were recorded in the Club's books and papers.

Club meetings were held in various places including the club room on *Southampton Common*, at *Southampton University College* (as it was then), at *Redbridge Community Centre* and the *Anchor Inn, Redbridge*. [ed. – does anyone know when this started ?]

[ed. This section was kindly contributed by Bryan Targett]

At this time the Society of Model Aeronautical Engineers (same), one day to become the British Model Flying Association (BMFA) was becoming more active, organising events such as the 2nd. Rally held at Stoney Cross Airfield, on July 17th. 1949

This Rally saw the introduction of the **Southern Area Challenge Trophy** which was presented to the Area by the Portsmouth branch of the **Royal Aeronautical Society (Model Branch)**.

There were 3 disciplines to FAI rules: *Power*, *Rubber* and *Glider*, plus *Control Line scale* and a *Novelty event*. There wasn't an RC Event at all, of course. SMAC won this very first competition, with 513.6 points overall, Portsmouth MAC was second and Winchester MAC was third. How many can remember any of the winners?

- Mr. V Johnson won the F.A.I Glider event with a total of 370sec.,
- Mr. J A Mountain won the F.A.I Power with 409.1 sec.,
- Jack Anderson won the C/L Scale with 276 points. This is the only one I, Bryan, recall of course, but I don't know the model he used.

One entry in the F.A.I power event was C M Willmot of Jetex fame. He was entering as an individual competitor, and came 2nd. in the Power event. If he had joined SMAC the winning margin would have been greater!

1950's Post war prosperity

The Beaulieu airfield became available after 1955 when full-size flying was ended and the runways de-commissioned. Model flying has taken place pretty continuously ever since.

[ed- this section was contributed by Walter Joughin]

Model planes started to look a bit like full-size plane, as the following pictures show. This was a model called "Brenyll" which I designed in 1948. These pictures were taken at RAF Scampton [RAF Scampton].



Illustration 7: "Brenyll"



Illustration 6: Me with the Brenyll

Another similar model was the Bowden Meteorite which was a plan in the Aeromodeller magazine for 1948 and which was build and flown at the time. Recently, I built it again from the same plan, and exhibited the model at the 75th anniversary:



Illustration 8: Bowden Meteorite 1948



Illustration 9: Bowden Meteorite in 2008

Control line was the subject of great interest as shown in the following pictures taken at Esatliegh, Nairobi:



Illustration 11: 1951 Control line activity



Illustration 10: 1951 starting control line plane

[ed- does anyone have any more information on this period ?]

1960's The advent of RC model flying

[ed- this section was contributed by Richard Sharman]

Various radio systems had been developed for remote piloting of full-size and model aircraft, but it is fair to say that they remained rather special niches of activity. Most people flew **Free-Flight** (just let it go) or **Control line** (don't let go whatever you do). Gliders were most boys point of entry, and the rubber band was still a viable source of propulsion. Radio systems covered **Gallop Ghost** (alternating full-movement rudder deflection) and **Reed control** (non-proportional switch selected control on selected channels).

So, when fully proportional multi-channel radio control became available in the 1960's it caused a total revolution in the types of models that could be controlled. At last, proper realistic scale models could be contemplated, and true full-size style aerobatics attempted. The revolution happened overnight.



*Illustration 12: 1970 model of 1960's kit:
Veron Cherokee at Hursley*

The first “propo” radio sets were pretty clunky, with names like SprengBrook and Skyleader, they usually had 4 channels (often less) and the model carried just 4 servos, which were often specifically left-handed or right-handed, and so had to planned for the control linkages with thought. But the direction had been set and we never looked back.

[ed- this section was contributed by Barrie Lever]

Jack Anderson was involved in the **RC pylon racing scene**, and this had a big effect and spin off within the Southampton Model Aircraft Club.



Illustration 13: 1960's SMAC Pylon Racing Team

Pylon racing started on the west coast of the USA in the early 1960's, by the mid 1960's the pylon race craze had travelled across the Atlantic to England. The first pylon race models were built to set of rules called Formula 1, these models were powered by .40 size engines running on Nitromethane based fuels, the airframes were based on full size pylon race aircraft and this gave the models a pleasing scale like appearance.

Pylon racing at that time was expensive and attracted a number of high profile model pilots such as Frank Van den Burgh whose family produced Stork Margarine, Alan Mann who was carving an enviable reputation running motor sport teams and Tony Dowdeswell who was the editor of the RCM&E magazine at that time (incidentally Tony is now the publisher of AMI magazine).

A number of modellers wanted to take part in a cheaper form of pylon racing and the outcome of this was ½ A pylon racing. The ½ A pylon race class was based upon 2 channel non scale models that were powered by Cox Tee Dee 049's or 051's. At this stage the Southampton club became involved in both flying and the rule making process of ½ A pylon racing and Jack Anderson was at the fore front of this process. Despite the initial attraction of ½ A pylon racing, there were problems which mostly revolved around the temperamental Cox Tee Dee power plant.

At the end of the 1960's another competition minded Southampton club member was dabbling in control line speed flying, his name was Bill Beasant [sadly Bill passed away some years ago]. Bill campaigned a very unusual flying wing in the control line speed events, this model was powered by a Cox Tee Dee .09 and one year Bill won the control line speed event at the British Nationals.

Bill had a great interest in model engines and had setup quite a useful home workshop with a Myford lathe and attendant equipment (as far as I know Bill was self trained in using the lathe). As the pylon racing groups efforts got more serious, Bill offered his engineering skills and engine tuning knowledge to further improve the performance that the group were able achieve. He also become an unofficial team photographer at the British Nationals. Bill sold 1.5" aluminium spinners, which pretty well all of the flyers in Club 20 used nationwide, he had 100's of these spinners left over from a business split with SoMoSo of Southampton, over the years Bill managed to sell all of these spinners.

1970's Fibreglass and Foam replaces Balsa wood

[ed- this section was contributed by Richard Sharman]

I was a member of Winchester Model Aeroplane Club (WMAC) at the time, and we flew at the cricket ground in Hursley village, but we had experiences which were similar to those I heard of in SMAC at Beaulieu and make the occasional visit there. Up to this point there were really three

basic rules of RC flying:

- models were made of *balsa wood*, covered in tissue and doped. Models need to be light and strong (still the same today, even more so for electric powered models). Balsa was the only material that was even close to this requirement, and the gaps in the structure could only be covered by something really light, like tissue paper, or sometimes silk cloth. These were the techniques that modellers had been using for 40 or 50 years.
- if you wanted a model plane *you had to build it*, from a plan or a kit, most likely. Only later did I meet a modeller who had bought a model from someone else (old models were usually not in any state to sell). And much later I heard of a modeller (John Sussex, a garage owner) who commissioned someone (in this case Maurice Campbell, the finest model builder I have ever known personally) to make a plane for him, but these were rare events.
- if you wanted to fly the plane *you had to learn by yourself*, which meant taking off, crashing, picking up the bits, rebuilding it and trying again. Gradually, the flights got longer, and eventually you had a good landing and could avoid the rebuilding bit. It was slow and painful. Sometimes a more experienced helper would grab the transmitter from you and try to rescue the plane when it (you) got into difficulties, and sometimes they were successful, but it usually ended with recriminations between the two parties – the sad student saying “why couldn't you save it” and the embarrassed instructor saying “it was doomed anyway”.

Then, suddenly, all these rules were broken. The flood of fibreglass fuselages and veneered-foam wings swept the balsa kits to one side. Planes were not exactly ARTF but they were well on the way. It was certainly quicker to assemble the wings from pre-finished panels, and bolt them on to the nearly-finished fuselage, install the radio gear and engine and get going. Ok, the models were a trifle on the heavy side (mostly polyester resin re-inforced chopped strand mat at that stage). The covering was almost always iron-on heatshrink film, and at one time was only available in bright orange, everyone turning at the field with identically looking models, whatever their shape. And the first “buddy-box controls” were beginning to be seen, although since we all had totally incompatible radio systems there wasn't actually much buddy-box training done.



*Illustration 14: 1970's fibreglass and foam:
Bulldog sport flyer (Hursley)*

Jack Morton flew his scale Tiger Moth, and Stearman biplanes. Maurice Campbell flew a wide range of own-designs and non-scale kit builds (I bought his Aeromaster because I was so impressed with it), Trevor Butcher flew a scale Spitfire, and Russ (Rusty) Headley (the best pilot I had ever seen) flew anything he could get his hands on, usually inverted, between the trees and round the cricket square.

I left for the USA in 1977, where I found that British modelling was about 20 years behind the times, but that is another story.

[ed- this section was contributed by Barrie Lever]

By about 1975 **pylon racing** was ready for another class of model. David Boddington had seen the problems of the main pylon racing classes which were high costs and noise for the .40 size class which by this stage had become an FAI international class and the temperamental but more cost effective ½ A machines.

David Boddington's idea was to base the new class around six named .19 or .20 size engines that were economically available, matched to an airframe that was easy to build and durable. The new class got off to a flying start and once again the Southampton club was very active in the pylon race scene. Notably both Jack Anderson and Albert Silvey built their own design models for the burgeoning new class. Both Jack's and Albert's models featured glass fibre fuselages of a very high standard combined with foam veneered wings. Jack's model, if painted correctly, had a passing resemblance to a Spitfire.

At the height of the Southampton club's involvement in Club 20 racing there were over a dozen club competitors. On the last Friday of each month the club competition secretary, who at that time was Jack's eldest son Kevin, would collect entries for pylon racing at Beaulieu on the Sunday morning. Come Sunday morning the registered competitors and helpers would set up the pylons and have a very good mornings racing.

[ed. – I remember going to Beaulieu one Sunday morning expecting to fly, and being amazed by the speed of these machines which was unbelievable. They took off from the ground on full throttle, raced around the pylons the required number of times, then hurtled about the sky burning the excess fuel until they could land dead-stick. To someone brought up on scale and aerobatics this was shocking]

In the spring of 1978 yet another Southampton club member committed to the construction of a fibre glass fuselage and foam wing Club 20 model. He was Steve Jones. Steve's model was basically a scaled down version of the Phil Greeno designed Manneater which was a .40 size pylon model. Steve's fuselage was again of a high standard of construction, and he quickly went onto produce glider fuselages for Solent Sailplanes. By the early 1980's Steve was running the modelling shop for Sailplanes International in Wales.

The more experienced Southampton racers ventured off and competed in National level Club 20 meetings with some degree of satisfaction and success. In 1978 and 1979 some of the more junior racers including Ian Burrige, Clive Trowbridge and Barrie Lever entered some of these national level race meetings but they decided they were not ready for this level of competition and would come back and fight another day.



Illustration 15: 1979(?) A young Barrie at the Nationals

[ed – this section was contributed by Richard Sharman]

In the 1970's I started to get very interested in aerobatics, having seen the likes of Mike Birch, and Clive Weller perform at the Nationals simply unbelievable perfection of control for the FAI pattern aerobatic championships. I followed their lead and invested in a Capricorn, which was the state of the art pattern aerobatic machine of the day.



Illustration 16: 1975 Mike Birch pattern aerobatic Capricorn, HP61 engine.

Time for practice was pretty limited, but I did manage to do the FAI aerobatic schedule after a fashion, so started going in for Southern Area competitions, which is where I first met Barrie Lever, probably at the Odiham southern area meet in 1975/6. Needless to say, I wasn't anywhere near the pace to compete, and then other things took over, anyway.

1980's Electric flying and Rotary Wings.

[ed – this section was contributed by Tony New]

Permission to fly gliders and electric models at the Lordshill Outdoor Recreational Centre was obtained from Southampton Council by Doug Gordon, and Ritchie Ramon was a leading light in electric flying there for many years, helping many newcomers.

[ed – this section was contributed by Ron Claridge]

As a new club member in 1984 I can recall Jack [Anderson-Sanger] as well as Brian [Pearce] flying at Beaulieu and then, later, from 1986 at Lordshill recreation ground. At that time the cars parked at Beaulieu by flyers were two deep on a Saturday and Sunday and there was always a good gathering in the weekday evenings. Friday was the club night at Lordshill where glider tow lines would be laid out for a bungee launch, then electric flying started to take over from around 1986/1987.

[ed- this section was contributed by Barrie Lever]

By about 1980 interest had waned in Club 20 pylon racing within the Southampton club, but a small revival took place around the end of 1981 involving Tony Butterworth, who by this stage was not a member of the Southampton club, combined with Tom Airey(from WMAC), Simon Molyneux, Clive Trowbridge, Barrie Lever and a group of control line combat fliers from the Bournemouth club.

This new group entered a number of Club 20 meetings prior to the Nationals in August 1982, the group generally got on quite well but the models they entered were down on airspeed and being able to challenge for winning meetings was some way off. The Nationals in 1982 saw both Simon Molyneux and Barrie Lever enter Club20 pylon and Barrie also entered the .40 size FAI F3D class. At the Nationals in the 1980's the Southampton club entries were enthusiastically supported by keen club members such as Alec Law, Bill Beasant and Brian Phillips. Both Bill and Brian were

also flying in novice control line stunt at the time.

The culmination of the Southampton Clubs efforts in pylon racing resulted in the sole remaining Southampton club entries of Barrie Lever and Simon Molyneux winning the 1984 Club 20 National championship. This team effort had also netted a 4th place in the much more complicated .40 size FAI F3D pylon race class at the same National championship.



Illustration 17: 1984 The winning duo

Early in 1985 it was announced that there would be a World Championship for pylon racing. Barrie was selected for the team to represent Great Britain. Simon Molyneux was unable to be part of the team due to other commitments, and once again Bill Beesant became involved in the Southampton effort.

Bill and Barrie visited the Sandown Park show in May 1985, whilst walking around Bill saw Piero Muzio of the Italian OPS engine factory. Piero Muzio was at Sandown promoting his line of high performance engines. Some years previously Bill had met Piero Muzio, and Bill quickly seized upon this chance meeting and spoke with the boss of the OPS engine factory on Barrie's behalf. This meeting and subsequent discussions secured full OPS factory backing for Barrie in pylon racing into the early 1990's. Bill also helped greatly in the manufacture of the transport box for Barrie's models to be transported to the World Championship in the USA.

The rest of the 1980's were very successful for the Barrie Lever/Simon Molyneux combination, a number more National Championships were won and the models from Southampton built by Simon and Barrie became the trend setters in construction and innovation especially in the Club 20 class.

[ed- this section was contributed by Richard Sharman]

Helicopters had burst in on the model stage during the 80's as far as most people were concerned. A small devoted group of modellers had been pestering away for many years to try to master model rotary wing flight, but with pretty little success, and largely ignored by clubs in the south.

However, when the Japanese kits arrived things changed rapidly. In this country Jim Morley was producing a scale-ish Bell heli, and in Germany Graupner and Schluter were popularising models, but it was the Hirobo Falcon which made the pace. Dave Niemann (from Wembley) flew one across the channel (while sitting in the back of a fullsize helicopter).

This was too much to miss, so I introduced helis to WMAC, and Beaulieu. Trevor Butcher championed the Morley Helis and together we started entering shows at Woburn and other places.



Illustration 18: 1981 Hirobo Lama, OS50H



Illustration 19: 1981 Flying the Lama at Beaulieu

Fixed wing flying proceeded of course, both scale and aerobatic, and even combined. The concrete was more extensive at Beaulieu in those days, and the newly erected barrier was effective in keeping cars off the runway. Even the tarmac was reasonably clean, although you had to be careful that you didn't get a kind of black dust in your carburettor.



Illustration 20: 1982 Rojair Zlin Z50



Illustration 21: 1982 Starting up, with some help

1990's ARTF and Helicopters

[ed- this section needs more – any contributions?]

[ed- this section was contributed by Barrie Lever]

By the end of the 1990's various commitments had meant the withdrawal of all involvement in pylon racing by Southampton club members. By 2004 the pains of this withdrawal from active pylon racing had got too much and Barrie was persuaded back into pylon racing by Paul Bardoe who at that time was working for Irvine Engines. Barrie became involved in the setting up and modification of the American Quickie 500 rules for adoption and use in Europe.

2000 The modern Era

[ed- this section was contributed by Richard Sharman]

Electric flying, which had tended to be a poor relation to the mighty internal combustion powered flying brigade, received a boost with the introduction of three significant technologies:

- *Electronic Speed Controllers (ESCs)* replaced mechanical speed controllers. The mechanical variety had used a variety of wipers, switches and other devices to limit the power available to the motor under control of the throttle stick, but the power steps were few and abrupt, and the device sparked badly causing radio interference. The new generation of solid state electronic controllers allowed the power to ramp up and down smoothly, and eliminated radio interference, although they sometimes melted, too.
- *Brushless motors* running on alternating current (AC) replace brushed motors running on direct current (DC). Eliminating the brushes avoided the need to replace the (carbon) brushes, and further reduced sparking from the motor armature, resulting in smoother power, and higher rotational speeds. It did, of course, require a further turn of the screw on ESCs which now had to generate AC from the DC batteries carried on the plane. But with solid state FET able to handle high power drains this was no longer a problem. ESCs still occasionally melted, but only when abused.
- *Lithium Polymer batteries (LIPOs)* This was the final piece of the puzzle which made electric flying an everyday reality. Lithium cells (generating 3.3 volts each) were light, and could come in a variety of capacities, so that a battery made of, say, 3 cells in series could provide 2000mah at 11 volts and therefore run a brushless motor at up to 40,000 rpm for 5 to 10 minutes, resulting in a practical power option for average sized models.

Electric driven propellor planes of all sizes have become popular, with the advantage that the models no longer need fuel-proofing, and don't need cleaning after every flight – it just comes out of the car, makes a flight, and goes back home (hopefully in one piece).

Electric Ducted Fan (EDF) driven planes have now become a reality and are suitable for a wide range of “jet-style” aircraft, both scale and non-scale, John Moxham and Richard Sharman being early investigators of this branch of flying with the successful West Wings version of the Hawker Hunter EDF jet which first flew at Beaulieu on the 19th Feb 2010.



Illustration 22: 2010 West Wings Hawker Hunter EDF at Beaulieu

[ed- this section was contributed by Barrie Lever]

2007 and 2008 saw more Nationals wins for Barrie flying with Southampton Model Aircraft Club decals on the wings once more, this time the wins were in the Q500EC class that was being pioneered in the UK.

2009 will once again see the Southampton club represented at the pylon race World Championships, with Barrie acting as a caller/mechanic for Paul Bardoe, who is now the sales manager of Overlander Batteries.

[ed – this section was contributed by Ron Claridge]

2009 has been a sad year for SMAC. The club lost two of its longest serving members, Jack Anderson-Sanger and Brian Pearce, as reported in the BMFA Southern area web site. In the years after the war, Jack and Brian were both active in local and national SMAE/BMFA events as well as Brian serving on the committee for the Southern Area, For many years both Brian and Jack served on the club committee in several positions.

THE END

[ed. If you have any memories, recollections or suggestions which could improve the coverage and accuracy of this account, please contact Richard Sharman. Pictures and verbatim accounts are particularly welcome.]