

	<h1 style="color: red;">NEW Clarion</h1> <h2 style="color: red;">SAM 1066 Newsletter</h2>	<b>Issue</b> <b>092018</b> <b>September</b> <b>2018</b>
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[www.sam1066.org](http://www.sam1066.org)



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

Tel: 01788 562632  
Mobile 07929263602  
e-mail  
[johnhandrews@tiscali.co.uk](mailto:johnhandrews@tiscali.co.uk)

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## Contents

## Page

Editorial	-	2
Two Days at Sculthorpe	John Andrews	3
Engine Analysis: Taplin Twin 7cc	Aeromodeller Annual 1959-60	9
Cocklebarrow Vintage R/C Rally	Tony Tomlin	10
Topical Twists	Pylonius	13
Awatoto Field, New Zealand	Barrie Russell	14
Outdoor Adventures	Nick Peppiatt	17
Jaguar Trophy	Roger Newman	19
Letter from America	Mike Myers	20
PHASA Solar Aircraft	Dick Twomey	21
Paper Airplane: Avion	Nick Robinson	22
Wing Wigglers for Coupe	Roy Vaughn	24
'Ah-So'	Jim Paton	27
Another Hobby	Roger Newman	28
DBHLibrary (Magazines)	Roy Tiller	32
South Bristol Tramps	John Bond	35
Secretary's Notes for September 2018	Roger Newman	36
Aeromodeller Departed: Dick Hardwick	-	44
Plans of the Month	Roger Newman	45
Events and Notices	-	47
Provisional Events Calendar	-	57
Useful Websites	-	58

## Editorial

September already, where has all the time gone? Not too much of the season left in terms of months but currently there is a hive of possible activity on the horizon, a busy September is afoot.

The long spell of hot weather has not been to my liking but there seems to have been quite a few good flying days never the less. The Sculthorpe weekend being a case in point and I kick off this issue with my own goings on at the meeting.

Sculthorpe is one of the premier events on my competition calendar, it's a two-day meeting on a huge airfield with tarmac runways and numerous classes to fly in. These days I am lucky if I can manage to compete in one class each day but the more whirlwind contestant can probably manage three contests each day as recovery is relatively easy, the two-mile long runway keeping most models in the field.

Tony Tomlin sends in his usual report on the first of the three fly-ins at Cocklebarrow Farm in the Cotswolds. Another event in the desert like heat we have been experiencing.

By way of fostering a liking for the recent hot spell, Dick Twomey put me in touch with New Zealand's Barrie Russell of the Hawks Bay model flying club. They had experienced major flooding of their site and the pictures show the tale. Their website is well worth putting on your favourites list as the newsletter is well worth a read.

Nick Peppiatt has taken a break from his Co2 articles to relate an experience of another of his hobbies, walking, wish I could. He also reports on his wins at the Old Warden Scale Weekend, where he picked up the Earl Stahl trophies.

Mike Myers, past President SAM USA, writes in response to the Jaguar Trophy pictured last issue and Roger Newman follows up with plans for a revival competition in this 70th anniversary year to commemorate Roy Chesterton's Wakefield Trophy win in 1948.

Dick Twomey, who is becoming our link to unusual projects in the aviation industry, pens a report on PHASA a solar powered aircraft that is destined to stay aloft unmanned for 12 months or more. (*I would not want to be timekeeper on that fly-off.*)

If coupes are your thing, then the article by coupe expert Roy Vaughn on wing wigglers will get you carving away at your lock down versions to introduce something else to go wrong. Don't listen to me, I find D/T's difficult enough but it is good to see how the other half do it.

On the Other Hobbies front, our Roger Newman explains another of his interests, cars. He has a long standing association with the hill climb circuit and his pictures from the recent Bugatti Owners Cub meeting on the hill provides some blasts from the past in terms of racing cars.

A 'Cloud Tramp' mass launch by the South Bristol lads is reported by John Bond and a link is shown to a short video of the actual occurrence. Just 'control & click' together on your keyboard.

Roy Tiller continues with his history of Pete Fisher and Performance Kits. His report includes a most peculiar asymmetric free flight flying wing contraption, not one of those aerial flying scythes I hasten to add.

Roger our secretary wraps up this issue with his Monthly report and the three model plans.

A sad final item is to report the death of yet another modeller of the past, **Dick Hardwick**.

*Editor*



Saturday & Sunday 21<sup>st</sup>/22<sup>nd</sup> July, Rachel and I spent two extremely hot days on the huge airfield at Sculthorpe Nr. Fakenham. We had the pleasure of the company of the two visitors from Ireland, Peter Watt and Maurice Doyle who were staying, together with ourselves, at Erica's B&B in Fakenham. On the Friday evening before the event the four of us renewed our acquaintance with the Indian restaurant in Fakenham, ate a hearty meal washed down with a couple of bottles of wine then back to the digs to bed.

It was up and at'em Saturday but not for long, once again the heat took its toll on myself, sapping my energy and refuge under my umbrella was sort as often as possible. Consumption of water at regular intervals was the order of the day and this itself leads to a few more urinary excursions than usual.

Coming occasionally out of hiding on Saturday, I flew my old 'O-4' in BMFA Rubber and to look at the result sheet you would think I made a reasonable job of it, taking third place. The actual performance was far from reasonable. Due to heat I decided to dispense with any test flights and got stuck in straight from the off. I fly 'O-4' with 16 strands of 3/16<sup>th</sup> and I do not go for broke when winding, 550 turns seems to be enough to meet the 2'-30" requirements if I put the model in reasonable air and I do not have to wince when winding on the last few turns.

First flight, the model goes straight up into a monumental stall over the cars, narrowly avoiding disaster and just recovering equilibrium as it swooped down between them. There followed two more equally bum tightening stalls before 'O-4' finally settled down to climb away. The model came to earth at 2'-25" which was good considering the abominable start.

Second flight, I had put a sliver of side/down thrust on the nose and this time 'O-4' shot round the corner on launch into a series of tight turns but just holding a slight climb. I had picked good air and the max was easily achieved.

Third flight, I had filed most of the added packing off and this last flight was a text book max in good air. Job done, albeit with a large dose of good fortune.



O-4 returned safely to Editor by fetchermite Rachel



Contest Director Malcolm Marshall hands over my cerstificut.

I retired under my broly and waited for fly-offs and prize presentation. Only two maxed out in BMFA Rubber and I was the best of the rest making 3<sup>rd</sup> place. Whilst relaxing I watched the Irish contingent performing, Peter in P30 and Maurice in tailless.



Peter Watt tends to his stylish P30



The moths fly as Maurice Doyle makes his Tailless entry



Peter did not place in P30, having dropped his first flight.

Maurice, having won Tailless at the Nationals, was expected to do well but no such luck. The model failed to behave and after much re-trimming still refused to perform and eventually was damaged on its second flight.

Rachel took a step up in the time-keeping hierarchy when Spencer Willis requested her services

At the prize presentation I stepped up for my 3<sup>rd</sup> place certificate, receiving awards is not something I do on a regular basis so Rachel made sure of a photographic record.

We then repaired to the B&B, showered and off to the Chinese restaurant in Fakenham with Peter and Maurice. A meal and a couple of beers and all seemed well with the world.

Sunday we were at it again, the heat was still oppressive and my usual umbrella refuge was put to constant use.

I decided to enter Mini-Vintage with my 'Pinochio' but on assembly I noticed the sparless wing was badly warped in the wrong direction for its right/right flight pattern.

This led to a long trimming session with gurney strips and turn packing galore. It was all to no avail as eventually the warp overpowered the trim changes and Bosh!!, no fuselage left in front of the wing. So much for Mini-Vintage.

I then assembled my 'Late Night Final' for Classic.



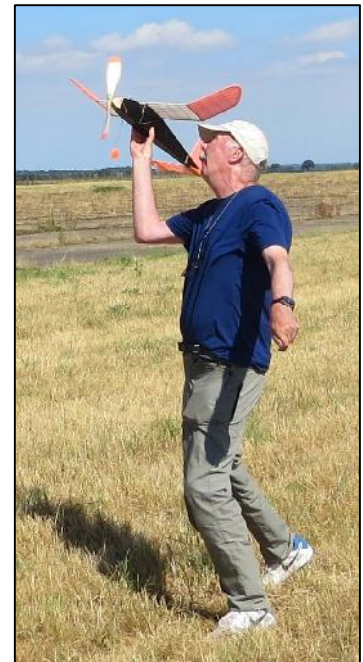
'Pinochio' whilst re-trimming still looked possible

Messing about with the 'Pinocchio' had taken all morning and being all hot and bothered I took lunch, water, tea and fruit pot & custard. I sat about with the 'Late Night Final' on my lap for quite a while, recovering from the mornings exposure. I decided that, although the model looked OK, after the experience with the 'Pinocchio' in the morning I'd better have a test flight. I wound on a couple of hundred turns, ventured out from under my brolly and released the model. Not good, it went away with a crabbing right turn but looking like it really wanted to go left. Back under the brolly. I was really hot and bothered by now and after a little thought, I decided that I did not want another hot, head scratching, trimming session so I gave it best.

Peter Watt managed to trim his 'Senator' but once again dropped his first flight before getting the model on song. A pleasant surprise was the appearance of Geoff Lefever looking reasonably well considering he one of us ancients.



Peter Watt winds, Maurice Doyle steadies whilst Geoff Lefever offers advice



Senator about to go

Maurice disappeared for quite a while as he was busy flying elsewhere in the Bowden contest. He managed to take 3<sup>rd</sup> place.

After the fly-offs and prize giving we once again went out for dinner with Peter and Maurice, to the Sculthorpe Mill, Peter's treat. A delightful end to a good weekend, although too hot for comfort.

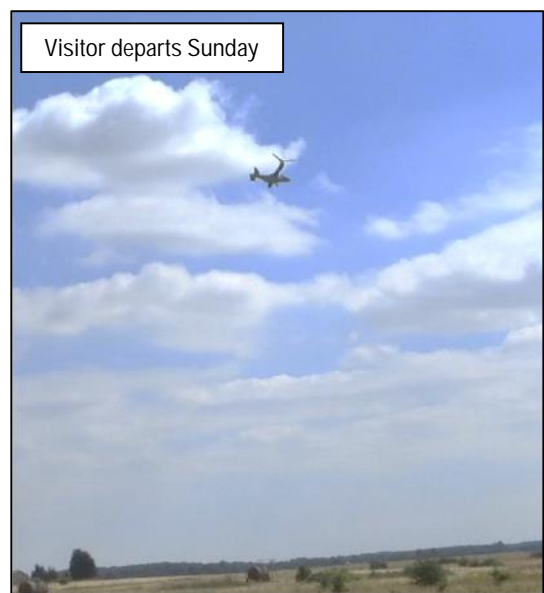


Yours truly with Gammon, egg, and chips



Rachel picking Sea bass

An interesting diversion from modelling was the presence of an American Army 'Osprey' in the centre of the airfield. It was being worked on and was destined to leave sometime on the Saturday, but this did not occur. Lucky for us as we were offered a sightseeing tour of the aircraft and a large group of modellers assembled and were given an extensive look inside and out of the aircraft with commentary by one of the crew. A good USA PR exercise.



I did not realise that the 'Osprey' was a service aircraft, I still remember it as one of those "that'll never work" prototypes way back when I had some interest in full size aircraft. The tour revealed that the version used by the Army is mostly constructed using composite materials whilst the Navy uses a metal version.

### Results: BMFA East Anglian Gala, Sculthorpe Saturday 21<sup>st</sup> July 2018

BMFA Rubber							
Name	BMFA	Club	1	2	3	Total	Fly Off
Andrew Moorhouse	62373	Vikings	2.30	2.30	2.30	7.30	4.08
Peter Woodhouse	679	Morley	2.30	2.30	2.30	7.30	3.10
John Andrews	6520	Timperley	2.25	2.30	2.30	7.25	
Tony Winter	18639	CVA	2.30	2.30	1.56	6.56	
Derek May	56714	Timperley	1.39	2.30	2.25	6.34	
Phil Ball	57180	Grantham	2.03	1.58	2.30	6.31	

Vintage Rubber/Power							
Name	BMFA	Club	1	2	3	Total	Fly Off
Phil Ball	57180	Grantham	2.30	2.30	2.30	7.30	
Spencer Willis	34982	Croydon	2.12	2.30	2.30	7.12	
Rodney Mosley	100178	Morley	2.30	2.30	2.02	7.02	
Colin Foster	17203	Morley	2.30	2.30	1.55	6.55	

Classic Glider							
Name	BMFA	Club	1	2	3	Total	Fly Off
Roger Heap	73338	Biggles	2.30	2.25	2.30	7.25	
Barry Halford	31735	Vikings	2.30	2.02	2.30	7.02	
Colin Foster	17203	Morley	2.30	0.55		3.25	

Tailless							
Name	BMFA	Club	1	2	3	Total	Fly Off
David Taylor	4788	Grantham	2.30	2.30	2.30	7.30	
Spencer Willis	34982	Croydon	2.30	2.02	2.30	7.02	
Maurice Doyle	78804	Belfast	2.28	0.27		2.55	

E36							
Name	BMFA	Club	1	2	3	Total	Fly Off
Peter Watson	62397	MFFC	2.00	2.00	2.00	6.00	
Stephen Phillpot	64218	Birmingham	2.00	2.00	1.52	5.52	
Gerald Williamson	170419	Peterborough	1.04	1.35	1.44	4.23	
Chris Strachan	33623	Biggles	2.00			2.00	
Gordon Warburton	58428	Morley	0.41	0.51		1.32	
Martin Dilly	7851	Croydon	1.11			1.11	

P30							
Name	BMFA	Club	1	2	3	Total	Fly Off
Stephen Fielding	67400	Morley	2.00	2.00	2.00	6.00	2.00
Rodney Mosley	100178	Morley	2.00	2.00	2.00	6.00	1.49
Dennis Davitt	63260	Morley	2.00	2.00	2.00	6.00	
Tony Winter	186397	CVA	1.49	2.00	1.49	5.38	
Peter Watt	108095	Mid Ards	1.24	2.00	2.00	5.24	
Peter Adams	107883	Peterborough	2.00	1.52	1.25	5.17	
Tony Rushby	52257	Cleemac	2.00	1.55	1.04	4.59	
Peter Gibbons	76597	Peterborough	1.21	1.28	2.00	4.49	
Derek May	679	Timperley	1.08	2.00	1.38	4.46	
Michael Page	01364	Peterborough	1.11	2.00	1.30	4.41	
Ben Hobbs	196492	Cnt	0.32	1.13	1.06	2.51	
Gordon Warburton	58428	Morley	1.22			1.22	

HLG/CLG							
Name	BMFA	Club	1	2	3	Total	Fly Off
Bruce Kimball	59849	USA				6.37	
Ivan Clark	41712	CM				6.09	
Steve Philpot	64218	Birmingham				5.43	
Phil Ball	57180	Grantham				5.42	
Andy Crisp	30836	Biggles				5.14	
Graham Percival	31494	Grantham				5.11	
Derek May	56714	Timperley				2.20	

### Results: BMFA East Anglian Gala, Sculthorpe Sunday 22<sup>nd</sup> July 2018

BMFA Power							
Name	BMFA	Club	1	2	3	Total	Fly Off
Trevor Payne	32531	Biggles	2.30	2.30	2.30	7.30	

Combined Electric							
Name	BMFA	Club	1	2	3	Total	Fly Off
Trevor Payne	32531	Biggles	2.30	2.30	2.30	7.30	3.56
Peter Watson	72397	MFFC	2.30	2.30	2.30	7.30	3.06
Chris Strachan	33623	Biggles	2.16	2.30	2.30	7.16	
Gerald Williamson	170419	Peterborough	2.30	2.24	0.34	5.28	

BMFA Glider							
Name	BMFA	Club	1	2	3	Total	Fly Off
Stephen Bowles	180068	Vikings	2.30	2.30	2.30	7.30	7.25
Colin Foster	17203	Morley	2.30	2.30	2.30	7.30	3.03
John Carter	50520	Grantham	2.30	2.30	2.30	7.30	2.36
Gary Peck	53756	Cnt	2.30	2.30	2.30	7.30	0.31
David Oldfield	31734	Vikings	2.30	2.30	0.53	5.53	
Andrew Moorhouse	62373	Vikings	0.46	2.30	1.36	4.52	
Barry Halford	31735	Vikings	2.30	0.57	1.29	4.26	
John Cooper	3422	Biggles	2.30				

Mini Vintage							
Name	BMFA	Club	1	2	3	Total	Fly Off
Stephen Fielding	67400	Morley	2.00	2.00	2.00	6.00	3.46
Colin Foster	17203	Morley	2.00	2.00	2.00	6.00	2.59
Phil Ball	57180	Grantham	2.00	2.00	2.00	6.00	2.49
Gordon Warburton	54828	Morley	2.00	2.00	2.00	6.00	2.10
Tony Winter	186397	CVA	2.00	2.00	2.00	6.00	2.05
Spencer Willis	34982	Croydon	2.00	2.00	2.00	6.00	
Martin McHugh	162056	Peterborough	2.00	1.29	2.00	5.29	
Peter Watt	10895	Mid Ards	1.21	2.00	2.00	5.21	
Peter Gibbons	76597	Peterborough	1.30	2.00	1.28	4.58	
Derek May	56714	Timperley	2.00	1.15	1.43	4.58	
Walter Hodgkinson	8681	Grantham	2.00				
David Taylor	4788	Grantham	1.51				

Classic Rubber/Power							
Name	BMFA	Club	1	2	3	Total	Fly Off
Phil Ball	57180	Grantham	2.30	2.30	2.30	7.30	
Spencer Willis	34982	Croydon	2.20	2.30	2.30	7.20	
Derek May	56714	Timperley	2.30			2.30	
Dennis Davitt	63260	Morley	2.30			2.30	
David Taylor	4788	Grantham	1.52			1.52	

C02							
Name	BMFA	Club	1	2	3	Total	Fly Off
Chris Strachan	33628	Biggles	2.00	1.44	2.00	5.44	
Peter Gibbons	76597	Peterborough	1.20	2.00	2.00	5.20	
Stephen Phillpot	64218	Birmingham	2.00	1.59	1.08	5.07	
Stephen Fielding	67400	Morley	2.00	1.02	2.00	5.02	

Vintage Glider							
Name	BMFA	Club	1	2	3	Total	Fly off
Roger Heap	73338	Biggles	2.30	2.30	2.30	7.30	1.50
Peter Woodhouse	679	Morley	2.30	2.30	2.30	7.30	1.07
Stephen Philpot	64218	Birmingham	2.02	2.30	2.30	7.02	

Bowden Competition							
John Wynne							
Hugh Stevenson							
Maurice Doyle							



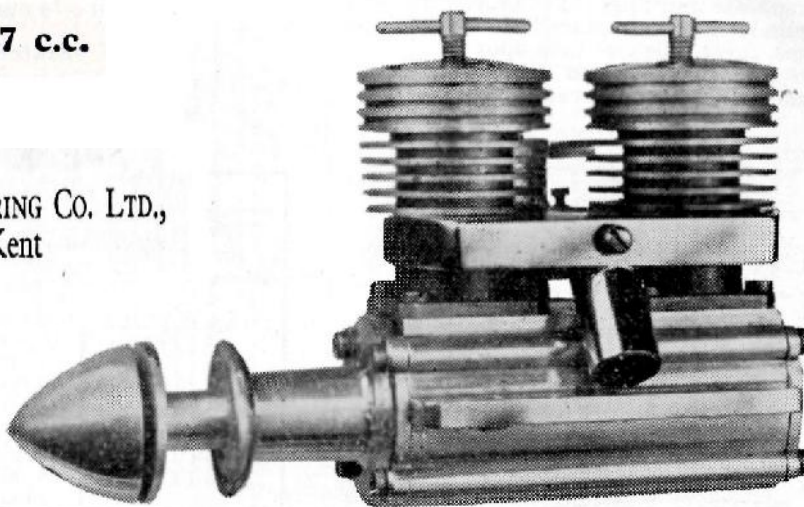
### *Results supplied by Malcolm Marshall*

A globe-trotting visitor pictured left, from the USA, in the person of Bruce Kimball, took the honours in HLG/CLG on the Saturday with his catapault launch glider. I watched several of his practice flights and it's the first time I have seen thermal flights and deployment of D/T's on catty gliders. I'd like to know whose knickers the elastic, he's got his hands on, came from.

*John Andrews*

## TAPLIN TWIN 7 c.c.

*Manufacturers :*  
**THE BIRCHINGTON ENGINEERING CO. LTD.,**  
 Albion Road, Birchington, Kent  
 Retail Price : £8/12/0



### Specification

Displacement : 6.920 c.c. (.420 cu. in.)  
 Bore : .656 in.  
 Stroke : .621 in.  
 Bore/stroke ratio : 1.06  
 Weight : 15 ounces  
 Max. B.H.P. : .29 B.H.P. at 9,000 r.p.m.  
 Max. torque: 44 ounce inches at 3,500 r.p.m.  
 Power rating: .42 B.H.P. per c.c.  
 Power/Weight ratio .0194 B.H.P. per ounce

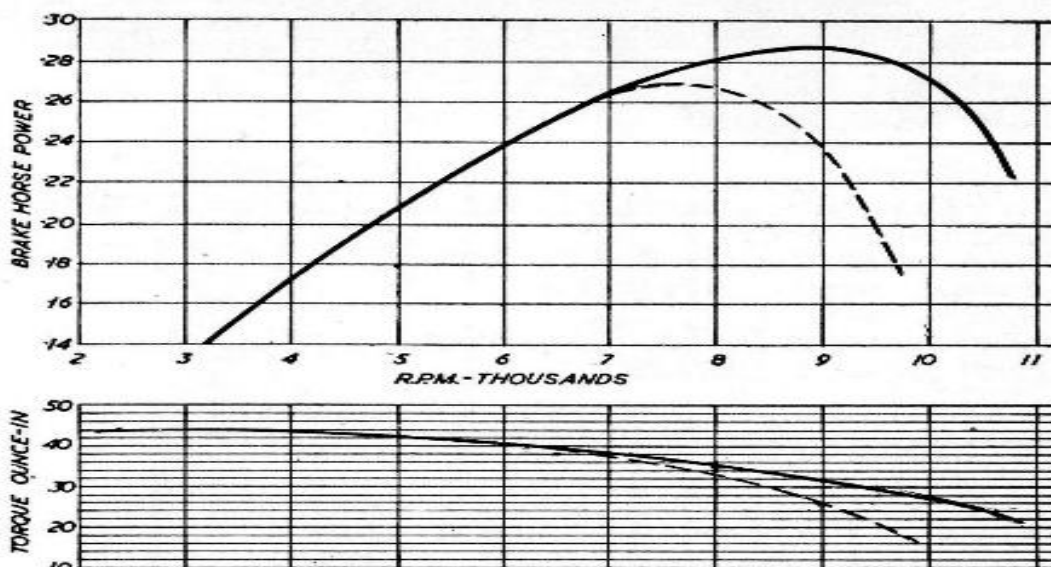
### Material Specification

Crankcase : light alloy gravity die casting  
 Cylinders : hardened steel  
 Pistons : cast iron  
 Connecting rods : dural forgings, bronze big end bush  
 Contra-pistons : cast iron  
 Crankshaft : hardened steel, split assembly, press fitted hardened steel front drive shaft  
 Bearings : main crankshaft—twin ball races  
 front drive shaft—one ball race, bronze bush at front  
 Carburettor : body—gravity die casting  
 fabricated components in dural and brass

PROPELLER—R.P.M. FIGURES			
Propeller	R.P.M. (full throttle)	R.P.M. idling (throttle closed)	
		Mini- mum safe	Abs. mini- mum
14 × 6 (Trucut)	5,600	1,750	1,500
13 × 8 (Trucut)	6,000	1,900	1,500
13 × 6 (Trucut)	6,500	1,900	1,550
12 × 6 (Trucut)	7,000	1,800	1,500
11 × 4 (Trucut)	9,400	2,200	1,700
10 × 8 (Trucut)	8,200	2,500	1,900
in. dia. Truflex	7,000	1,800	1,500
10 × 6 (Frog nylon)	9,600	2,400	1,900*
9 × 6 (Frog nylon)	10,500	3,000	2,400*

Fuel used : Mercury No. 8

\*Engine backfires and starts to oscillate



## Cocklebarrow Vintage R/C Rally

Tony Tomlin

Sunday July 8th was the date of the first of the three events in 2018 at this popular Cotswold site. As many of the dedicated fliers who look forward to these yearly events would know, the meeting last October was the last meeting Val and Paul Howkins had decided to run, after 29 years, handing the responsibility over to Tony and Pam Tomlin.



It seemed like this first meeting was to be a baptism of fire, as when we arrived at the field on the Friday afternoon before the event, we were met with what could only be described as Sahara like conditions, with the temperature a little short of 90 degrees Fahrenheit.

As regular fliers know, the field has to be laid out with safety tapes, the Control tent [in our case a new large gazebo we were assembling for the first time!] and of course the all important toilet tent. It was soon found that the ground was baked so hard it was impossible to drive in the support stakes for the safety tapes but eventually using what could best be described as a very large Rawplug tool with a club hammer, we had success. Our thanks go out to Boycott Beal, Rob Blair, Bob Young, Ted and Linda Tomlin and Pam my wife and David Bowl with Mervyn Tilbury who mowed the `patch.`

The following day it was relatively quiet as the final touches were made to the site, direction signs were placed on the local roads and the flightline set up. We all hoped that the continuing high temperatures would reduce for the following day.

Sunday dawned but there was to be no relief! Temperatures rose to a recorded 91 degrees Fahrenheit. Even allowing for the conditions there was only a small reduction of fliers and by the end of the day 37 had signed on, with around 70 models. As always fliers came from far and wide including Hull, South Devon, Dorset and even a gentleman from Cognac, France who came over and camped for the second year running just to watch!



The flight-line, David Lovegrove in control,

The flight-line was busy all day with up to 7 models seen in circuit. David Lovegrove and John Laird managed the flight-line, which was no mean feat in the conditions.

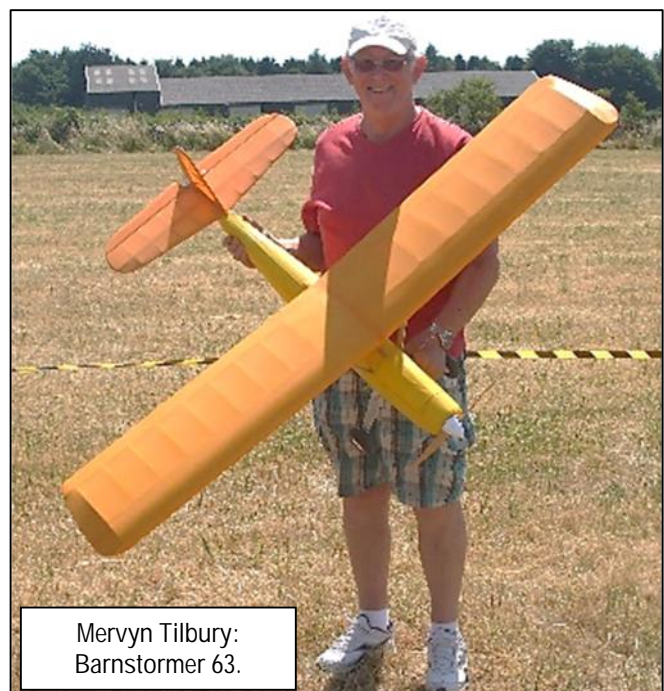
Thank you both



Since the previous day the wind direction had changed and was now SSW which meant models had to pass over the notorious Cocklebarrow drystone walls on their landing approach. A few came to grief but as the walls were heavily covered with weeds etc, which gave a soft landing, no damage was reported. The only crash of the day was to George Fords 10 ft. span Tomboy that suffered an airframe failure and was reduced to kit form.

Models, as always, ranged from the large and stately to the small and wizzy. Dennis Coe flew his Majestic Major towing the flag of St George, as Britain had won their quarter final in the Football World cup the previous day. It was powered by a Homebuilt 10cc four stroke built from a design in the Aeromodeller Plans Book, 1955. It was one of 3 Majestic Majors seen during the day. The smaller brother, the Junior 60 was also in evidence with around 6 flying, and the wizziest must have been the Tadpole flown by David Lovegrove that flew at a snappy pace.

The Super Scorpion, always a steady flyer, was much in evidence with 3-4 seen. Vic Smeed designs are always to be found at Cocklebarrow, with the Tomboy 36" and 48" much reduced in numbers, as the closely fought Tomboy competition events of the past now a memory. Even so Vic's evergreen Chatterbox, Courtesan and Poppet were seen flying. David Boddingtons models were present with two Barnstormers, Mervyn Tilbury's version having a successful maiden flight.



There were two Mini Supers and a Tyro and, with probably for the first time at Cocklebarrow, an Expo 80 flown by Ted Tomlin. It was also nice to see a scaled up Ernie Webster designed Dolphin with a power pod, flown by Jack Pritchard, that was instantly recognizable by its elegant curved fuselage.



Richard Preston's Squadron:  
Mini Super, Courtesan, Mambo + Tyro.

These events have been described by one of the fliers as like a gathering of the Clans, with the totally relaxed atmosphere and many aeromodellers in earnest conversation, some gathering around the car boot sellers, looking for that second hand kit, engine, plan etc. which is one of the attractions of the meeting. A number of some excellent models were sold at knock down prices to have a new life.

Flying continued to the early afternoon when the majority decided that they had had their fill of ultra violet and the field started to clear. With many looking forward to the next meetings on August 19th and September 30th, next time let's hope for more normal conditions.



Brooks Biplane  
by Rob Smith

*Tony Tomlin*



Extract from *Aeromodeller* May 1974

### Equal Pay

In happier days when M/s stood for motor strip and not for the new equalised and more than better half woman, the ladies who joined the movement did so not out of any aeromodelling zeal but in a defeatist spirit of *'If you can't beat 'em...'* They were content just to cheer from the sidelines, and to take part in the Ladies Competition after being suitably instructed, between giggles, on which end of the model to point forwards, but now the M/s's are militantly demanding equal status, with the Ladies' sign altered to Laddies and all halfway concessions removed.

Still, a full male sized, 1976 club fee should send the M/s's scuttling back to the knitting circle.

### Olympian Thoughts

It is something I have been dreading for years, but it had to come. I mean, of course, the *Aerolympics*. This does not, I hope, infer that the model flyer will be expected to launch a chuck glider at the top of a pole vault or to put in the fastest 1,000 metres retrieving time in the Wakefield event, but what it will certainly do will be to put our once humble hobby on the rostrum of International hysteria.

I've never been in favour of terming model flying a sport, for it seems to put the poor old model plane in the same category as hammers, shots and javelins. Part of the fun of modelling is to demonstrate what a gruelling time you have had in the workroom, and the old-time modeller could often be seen with a different type of chip on his shoulder than is carried nowadays. Covered in model dust you hold up your latest creation in your cement-caked fingers and cry *'Look what I've made'* Admittedly, this is a chancy thing to do unless, of course, you are flaunting an R/C helicopter, as you may be sure that the kid next door has bought something much more impressive from the local model/toy shop, only awaiting dad to put in the radio control.

What I suppose I am resisting is the grisly idea of the sporting aeromodeller going into the model/sports shop to buy his fit-together Olympic contest model, or worse still the dishing out of standard plastic models to competitors on the flying field-cum-area. Thus, in the Radio Control area, the *Marathon Pylon Race* would rest purely on sheer, helldive piloting skill (it probably does already), and in Free Flight the athleticism of putting in 20 flights in a couple of hours, plus points for tactical ingenuity.

The loser in all this superficial display is the poor old home-made model which I, as an old fashioned pre-Olympic model flyer, think is what the hobby is, or should be, all about.

### Left in the Wake

We read that a model which won the Wakefield back in 1937 is still in existence and this I regard as a marvellous act of preservation on the part of its owner. Model planes are, in the nature of things, fragile fabrications (or they were in the pre-missile days), meant for the fleeting pleasure rather than historic contemplation. Just think of the hazards: the rigours of the flying field, the beckoning of the flyaway skies, and the rough and tumble of family storage:

*'I'm sorry dear But you know that old paper model you've got hanging up, or did have hanging up, in the box-room'.* Well . . .

Since that famous model went into cold storage, vast have been the changes that time has wrought in the model world. Model flying today does not conjure up visions of rubber models drifting lazily over London's green and pleasant land (before the row came to the Heath), but is synonymous with the zoom and roar of powered radio models receding further and further into the rural distance.

They were certainly the days if you liked the simple life. You came onto the field in your best Sunday togs not to do 14 proving flights, but to hope that the fattest thermal of the day had your name and number on it. And it was all so unsophisticated, with not a bubble machine in sight, and nothing more tactical than a bit of grease on the tail-skid.

*Pylonius*

(Editors note: this article comprises of bits and bobs from an exchange of emails between Dick Twomey, Barrie Russell and myself)



Website: <http://www.mfhb.org.nz/joomla/>



Field when dry

Because Awatoto field is between the double river stopbanks which protect Hawkes Bay, essentially we live in a drain and have to put up with the occasional flood. Normally we just get a good soaking, but this time the water hung around for a couple of days and we've got the dreaded silt drop. At this time of the year, the drying process will be slow and the clean-up extensive, so we could be off the major portion of the field for some time. Statistically it is always on the cards, we've had a great run these past few years, but it still hurts. At least with the vintage electric flying we have a few alternative park sites available so all is not lost.



There is a resurgence of Vintage flying and building at our club, I guess befitting of some of our aging membership! We have a regular Thursday morning vintage session some impromptu competitions and just general flying around, all being RC vintage or Classic. Our site near the coast is not suitable for free flight. I've attached a couple of pics from our Thursday flying and also a panorama of the field during normal non-flood operation. Our field lies between the stop banks of the Hawkes bay river control system which is vital to the survival of the horticulture of our area. We are also adjacent to the coast so every few years we suffer a flood situation and when the water hangs around for a couple of days and we get the dreaded silt drop as you can see. This last one was the worst we've experienced in some 24 years of occupation. Other than that it's a brilliant site, facing South away from the sun and no significant trees or building or people, over flying the river catchment area, and only 6 kilometres from Napier city and 8 from Hastings.

Barrie to Dick:

Great to hear from you, yes "I'm a Rebel" is a treat thanks to your great design work all those years ago, where have they gone?

The flooding has been a setback, we have an alternative field but can only fly electric there so "I'm a Rebel" has been languishing awaiting some more test flights, having adjusted the tail incidence (rather than the wing).



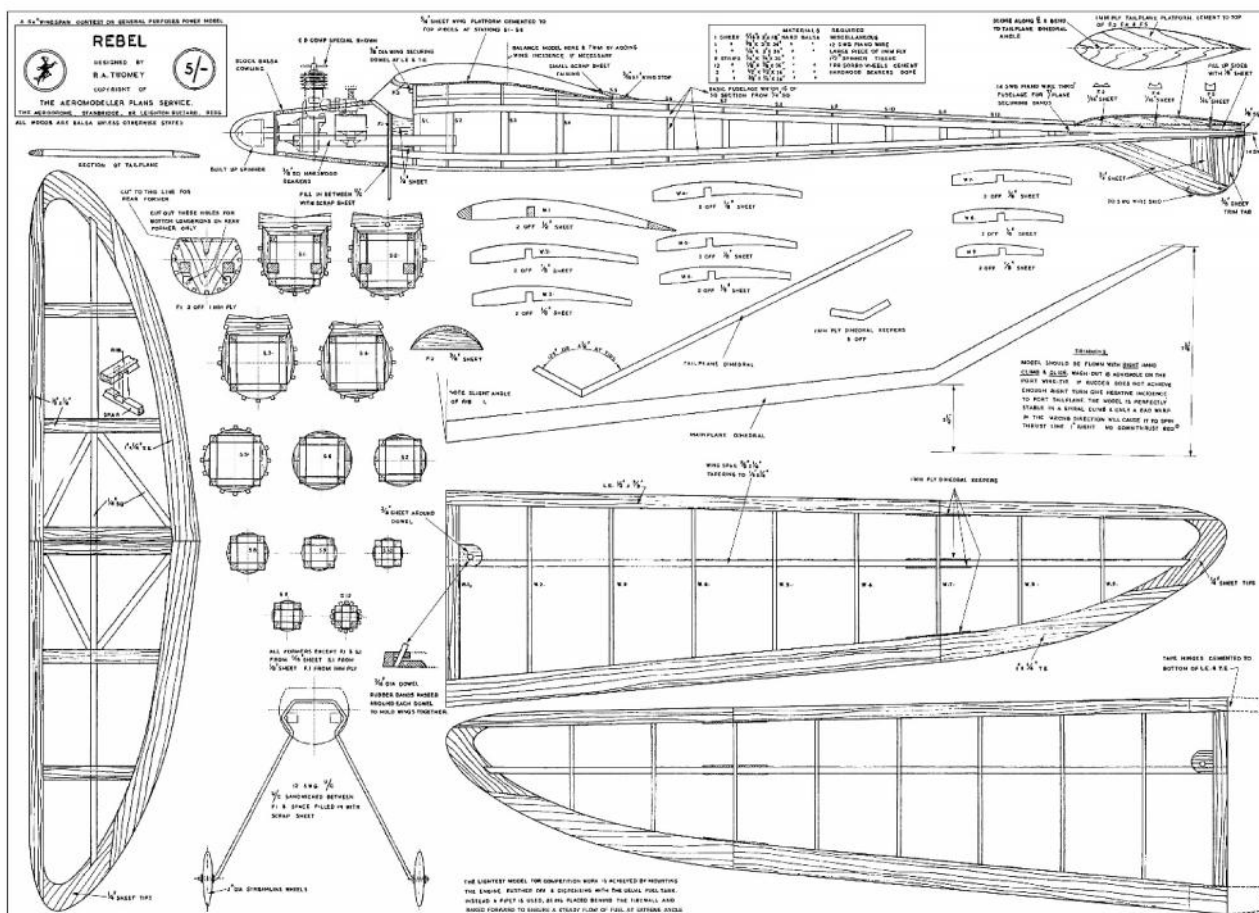
Dick to Barrie:

That makes my day. I have never before seen such great photos of the 'Rebel', which has surely benefitted from your hands! Here we found the Vee tail seemed to make it too easy to over-control, but that was perhaps only the result of my continuing apprentice status with RC. Here's wishing you lots of satisfying flights! Please keep telling me more.

Barrie to Dick:

Interesting your comment about the Vee-tail. Apart from enlarging to 72inch span, I stuck faithfully to all your outlines, aerofoils and dimensions as is required by our vintage rules. However, I did make a slight concession with the vee-tail. Your Vee was relatively flat as far as Vee tails go, and as the rudder influence needed to be positive under RC, I increased the angle by about 5+ degrees each side.

In the air it is very controllable with, as you can see, reasonably large control surfaces and the rudder moment is nice and positive. I must say I was wondering how it would perform on RC and I'm thrilled with the result.



January, 1950    **AEROMODELLER**


23

# **REBEL**

## A PRECISION & CONTEST DESIGN FOR ENGINES OF 1-2 c.c.

**By R. TWOMEY**

Irish and proud of it . . . lives in Wales . . . member Cardiff M.A.C. . . . Founder Member Ampleforth College M.A.C. and Sec. 2½ years . . . now in R.A.F. . . . flies all types of models . . . soft spot for unorthodox models . . . chief successes with F.A.I. sailplanes . . . British H.L. Record, 1947 . . . two T.L. flights of over ½-hour . . . longest power flight, 1½ hours, 11·7 miles.



*Barrie Russell*

Model Flying  
Hawks Bay

*New Zealand*

### My Other Hobby

My wife and I walked the West Highland Way last year, thoroughly enjoyed it and decided on something even more challenging this year - the Offa's Dyke Path, which is the National Trail from Sedbury Cliffs near Chepstow to the front at Prestatyn.



At Sedbury Cliffs on the banks of the Severn near Chepstow – only 168 miles to go!



At Prestatyn, 182 miles back. I'm glad we didn't start from here!



At least the halfway point marker agrees with the official distance! This is in the notorious switchback section to the north of Knighton.



Who's this chap holding a model aeroplane under the watchful eye of Henry V?

Although it was hard and hot walking, the hotel accommodation arranged by the walk organiser, HF Holidays, was excellent and much welcomed at the end of the long days. This was the first time that they had offered the complete Offa's Dyke Path, and our leader Bill, had originally surveyed the route for them. So on the 22<sup>nd</sup> June our group of twelve set off for thirteen days walking. We passed through a wide variety of beautiful scenery and my trusty well-worn-in Berghaus boots stood up well to the task.

Although I wasn't really expecting any aeronautical highlights, there were a number: -

A glimpse of the Red Arrows flying over the Wye Valley.

The impressive height of the para-gliders soaring off Hay Bluff as we descended from Way-on-High in the Black Mountains, the highest point of the Path, to Hay-on-Wye.

The distant fly-past of the Battle of Britain Flight Lancaster as we sat on a hillside having lunch one day. Our leader thought it was a C-130, until I pointed out that a C-130 has a bloody great fin!

The Airbus Belugas on their way from Broughton to Toulouse.

And, of course, the magnificent flying of the birds of prey, buzzards, red kites and kestrels.

And who's the chap holding the model aeroplane in the photo above, and what is it? Answers next time!

### Earl Stahl event, Old Warden Sunday 22<sup>nd</sup> July 2018



The SAM1066 Earl Stahl High Wing and Low Wing decanters



The original Old Warden Low Wing trophy, which is now presented to the Concours d'Elegance winner.

So the Old Warden scale Sunday dawned with a forecast of another fine day, if a tad breezy. The Earl Stahl trophies were packed into the car and I headed off and duly reported to Field Marshall Ashmole. Disappointingly, the number of Earl Stahl entries was again low. Ken Bates entered a Globe Swift and John Holman another Rearwin Speedster. Brian Waterland also made an entry, but I failed to record what it was. No doubt John Ashmole will report on this in Sam 35 Speaks. In contrast, the number of entries in the Masfield Trophy event was satisfactory. I started by getting my flights in for the Magister. The maximum was set at 50secs, very reasonable considering the conditions. Alan Callaghan kindly timed for me and the first flight was 59secs. The glide was somewhat awry on the second and third flights of 42secs and 44secs. Unfortunately, I did not see any of the flights by Ken's Globe Swift. Perhaps he was too busy concentrating on winning the Masfield!



Low wing entries: - Ken Bates' Globe Swift and your scribe's Magister, finished as a Hawk Trainer Mk 3.



Two Rearwin Speedsters – John Holman's and your scribe's behind.

The Rearwin Speedster, fitted with a fuse D/T, was in good form. The first flight was 78secs after D/Ting in the field. On the second I must have had too long a fuse, although the plane made a long downwind sortie under power before turning into its right glide turn. Lift then took it over some tall trees behind the new hangars and out of sight. I suspect that the D/T may have operated shortly after going out of sight at 84secs, in which case it could have ended up in a tree or in some dense vegetation to the back of the trees and around the pond. It was not floating in the pond! Originally built in 1995, this model has served me very well.



Map of Old Warden Aerodrome from Google Earth, showing approximate path of the Rearwin's last flight.

John Holman's Rearwin also flew very well, so at least there will be a new name on the Earl Stahl High-Wing decanter. Congratulations, John!

Many thanks are due to the CD John Ashmole for organising the events and keeping scale competition alive at Old Warden.

*Nick Peppiatt*

## **Jaguar Trophy**

-

Roger Newman

This year marks the 70th anniversary of & the last time that the UK won this historic trophy - a fact that Peter Tomlinson reminded me about during a recent phone conversation & remarked upon in the last NC.

The conversation triggered a memory recall that a splendid Jaguar trophy resides in my loft. This thought, coupled with the very recent cancellation of the Croydon Wakefield Day on Salisbury Plain due to bad weather (second time this year), then prompted an idea that we could add an event to the Croydon Coupe Day/SAM 1066 meeting planned for 30th Sept on Area 8 of Salisbury Plain, for a combined 4 oz. & 8 oz. Wakefield comp with the Jaguar Trophy being presented to the best placed Jaguar. Ray Elliott of the Croydon Club has kindly agreed.

So - dig in your model boxes & bring out those Jaguars that used to fly at Middle Wallop in days gone by, ready for a celebratory effort on 30th Sept. If you haven't got a model, the plan is available from our library, there's just about enough time to build a new one!

I think our editor was one of the last recipients of the trophy.



*Roger Newman*

John, I saw the photo of the Jaguar Trophy in the most recent Clarion. It brought back a flood of happy, and not so happy, memories of the Middle Wallop Euro SAM Champs where the Jaguar was the rubber model of the year. I've forgotten the year—sometime in the late 90s though. There was a significant contingent of American modelers that year, and a large number of us were staying at the White Hart Inn in Stockbridge. The Jaguar rubber model can be a heartbreaker. The late Andy Faykun had prepared one that year, and in an earlier contest flight at Taft the motor and model had simply exploded in mid-air two seconds after launch. That was spectacular, but suffice to say Andy didn't have a Jaguar at that year's Euro Champs.

I say "sad" because there are so many happy memories of evenings (with multiple pints) at the White Hart shared with American and English modelers who have since passed away. The breakfasts at the White Hart could be an event as well. I have a fondness for kippers (which I can never get with a breakfast in Southern California). But the tables at the White Hart are close together and a modeler's wife from Colorado took exception to me eating such a thing! She was prone to loud opinions freely expressed on any subject. Ah well I enjoyed the kippers each morning, her opinion notwithstanding. The lady passed away a few years later, finally giving her husband a few years where he was allowed to say something on his own.

But back to the Jaguar contest. I can't recall how many were entered that year, but the competition was strong. There was a flyoff in the Jaguar event which took place at the end of the day. At least one timer in the flyoff seemed to have vision around the curvature of the earth. Most of us had long since lost sight of the particular model—but the timer persisted in keeping the stop watch running. That said, I believe the American flyer Bud Romak won the flyoff. Whether he won or not, he was displaying that handsome Jaguar trophy in the parking lot of the White Hart the next morning.. Of course he was going home to California and the trophy would stay in England. That was the last time I saw the trophy—until the picture in the most recent New Clarion. Thanks for running the photo.

*Mike Myers*

### Jaguars

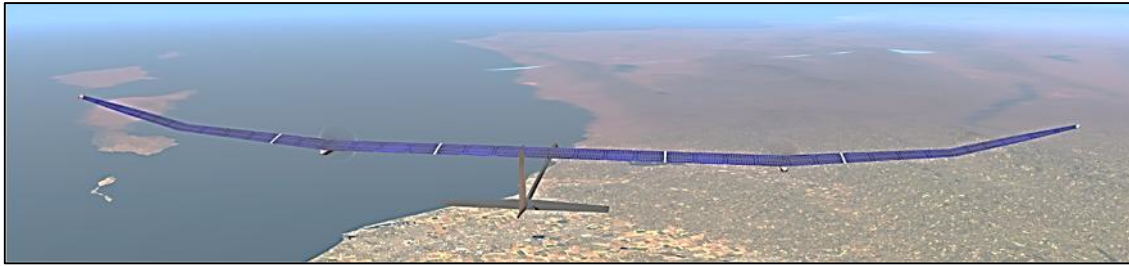


Spencer Willis from way back



Editor at Wallop 2015

Persistent High Altitude Solar Aircraft: "PHASA" or...Just another bigger model aircraft?



Anyone with an interest in reducing Earth's CO<sub>2</sub> emissions by the avoidance of fossil fuels (and that should be all of us) will recall the pioneering round-the-world flights during 2015-2016 of the Swiss solar-powered aircraft "Solar Impulse 2". This impressive demonstration of the use of green energy was made by two expert pilots Bertrand Piccard and Andre Borschberg on multiple flight sectors some of which took up to 5 days and nights to complete. Reports of this epic were published widely last year, and it was clearly expected that flying with the sun was not going to end there. Now comes the news that it hasn't. This time it is a British business partnership that is making plans to move a step ahead by producing an unmanned air vehicle (UAV) that will be able - using solar power - to fly for up to a year without landing. Its short name is PHASA.

The two companies that have joined forces on this project consist of a new one (but with extensive satellite expertise) called Prismatic, and the long-established giant British Aerospace (BAE).

In May this year Prismatic's MD Paul Brooks and BAE Systems Strategy Director Michael Christie announced the design of a 35M wingspan "PHASA-35", which will operate at altitudes between 55,000 and 70,000ft., flying day and night for virtually as long as you like! In accordance with the current aero-industry fashion for the development of innovative products a model has already been built which was successfully test-flown in December 2017 and January 2018. This is "PHASA-8", a quarter-scale model with wingspan of 8.75 M, "the last major piece of validation we required before building the full-scale PHASA-35" says Prismatic's Engineering Director Jonathan Dixon. Commercial applications for the final version are expected to include extending communications including GPS coverage to remote areas, and all sorts of surveillance usage, with everything at a much lower cost than that achieved by using satellite technology. PHASA-35 can reposition or remain on its chosen station cruising at about 50 kts., an airspeed reminiscent of that achieved by the similarly low wing-loading, pioneering Solar Impulse 2: It's a big aeroplane, but the all-up weight target is already set at only 150 kgs, of which some 60 kgs will be accounted for by the solar cells.

Of course there is plenty of competition: Russia has its LA-252, China the Caihong T and in the USA the Boeing Company has been working for several years on their Solar Eagle. We learn that even Google and Facebook have their sun-powered projects!

BAE and Prismatic however remain confident, saying that their contender "can stay aloft above the winds, maintain position at all times of day"... (and presumably night!) ... "even in the middle of the winter, which is what all previous HALE (high altitude long endurance) UAVs have failed to accomplish and what must be assured if solar HALEs are to deliver the services that are so important to our customers." So says Paul Brooks, and we hope he's right.

Meanwhile two questions remain for the likes of us:

- (1) Who will be the first to design, build and fly a quarter-scale model of the quarter-scale model? wingspan of around 2.2. meters would be ideal.
- (2) Who can supply light and flexible solar panels to lie on a chord of (say) 18-20 cms (7-8 inches)?

Call me when you are ready to start the competition!

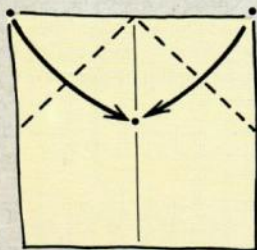
*Dick Twomey*

## AVION

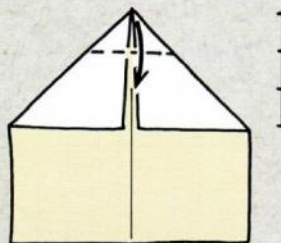
DIDIER BOURSIN

The Avion is a slow, graceful flyer and has a very steady flight-path due to the large wings. The large wing area lends itself to a crisp decorative paper. Fold carefully and try not to put any unwanted creases on the surface of the wings. This design is an object lesson in simplicity and balance.

Start with a square, coloured side upwards. Fold the vertical centre crease.



**1** Fold the two upper corners to lie along the centre crease.



**2** Fold the tip down about  $\frac{1}{3}$  of the way down the centre edges.



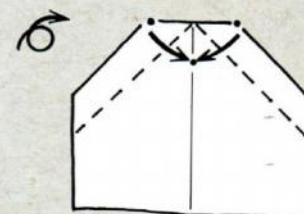
**3** Enlarged view of the tip. Fold both inside edges of the small triangle to the upper edge, creasing only as far as the centre.



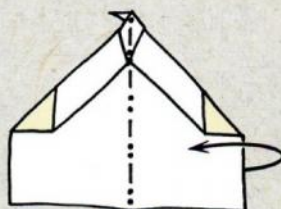
**4** Use these creases to squeeze the triangle into a small point (known as a "rabbit's ear") then flatten this point to the right...



**5** ... like this. Turn the paper over.

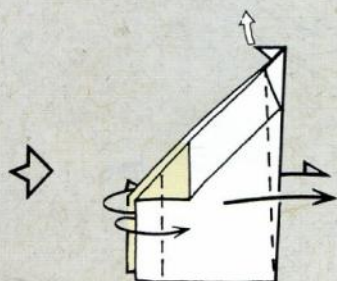


**6** Fold the upper corners to lie along the centre crease.

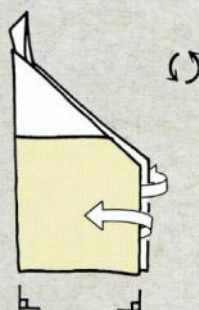


**7** This is the result. Mountain fold the paper in half to the left.

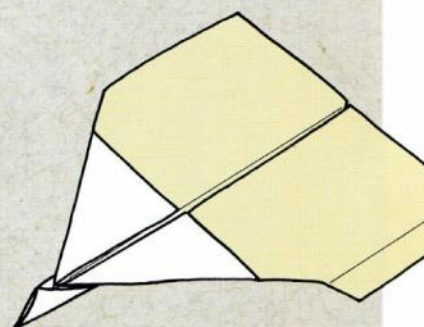
# AVION



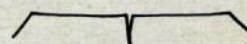
**8** Pull out the hidden paper at the tip and make small valley folds at the edges of the wings (these form rudders). Fold both wings across at a shallow angle.



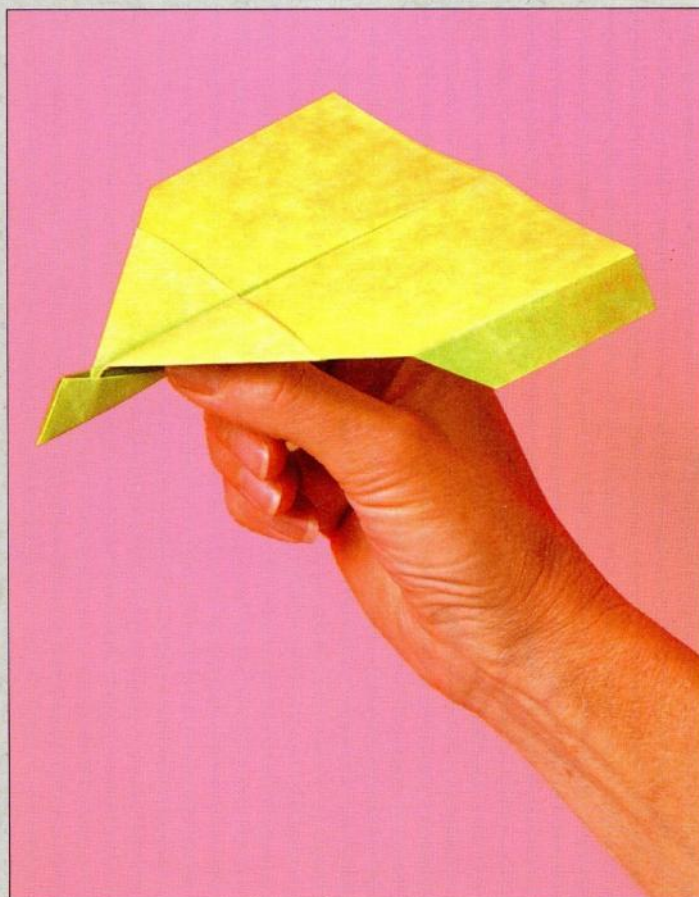
**9** Open the wings out to right angles, the rudders to around 45 degrees, as shown in the profile.



**10** L'avion c'est fini!



Profile of finished craft.



## FLYING HINTS

Because the wings are so large, they are very prone to bending, so this plane flies best indoors away from strong air currents. Launch gently.

From the book 'Paper Airplanes' by Nick Robinson

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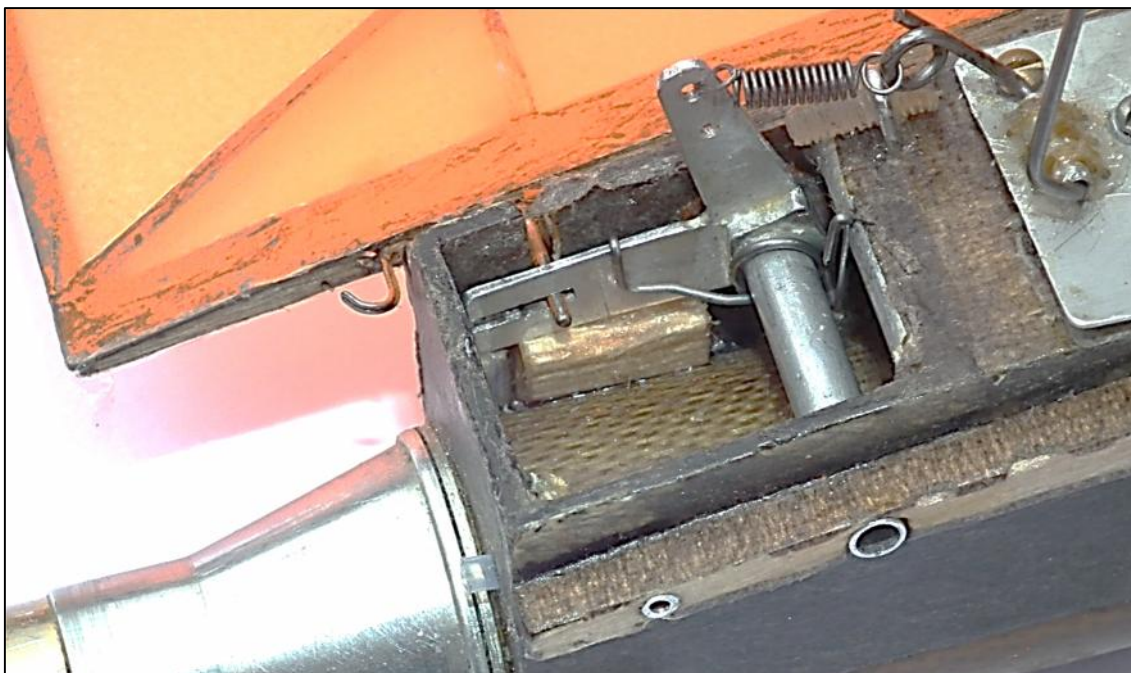
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Coupe fliers are familiar with "Coupe swoop", the flight pattern of the model during the burst before it has been trimmed out. In its mildest form the model climbs to the right then flattens for half a turn before raising its nose as the torque drops and a steady cruise climb commences. In the extreme the model climbs sharply and wing-overs into a sharp dive which may or may not intersect the ground. The reason for Coupe swoop are obscure. When asked, even experienced aerodynamicists are wont to offer a cure rather than a cause. Suffice to say it must be the consequence of factors such as high torque, high speed, excessive lift, gyroscopic precession, etc, but what matters is how to stop it happening and thus make best use of the burst energy.

There are two types of Coupe, and for that matter Coupe flyers, those with systems and those without. The withouts trim their burst by balancing the swoop with combinations of sidethrust, downthrust, panel washin and so on, in extremis adopting a right-left pattern where sidethrust used to enforce a right cruise climb is counteracted by left rudder to straighten the swoop at the expense of a left glide. My view is that these trims are non-optimal and make the trimming process more involved and critical. Many would disagree, but I have found systems to be of benefit and so my philosophy is to use them. By taking care of one flight regime it allows more flexibility to use the other trimming devices to optimise the rest of the flight, especially the critical cruise climb.

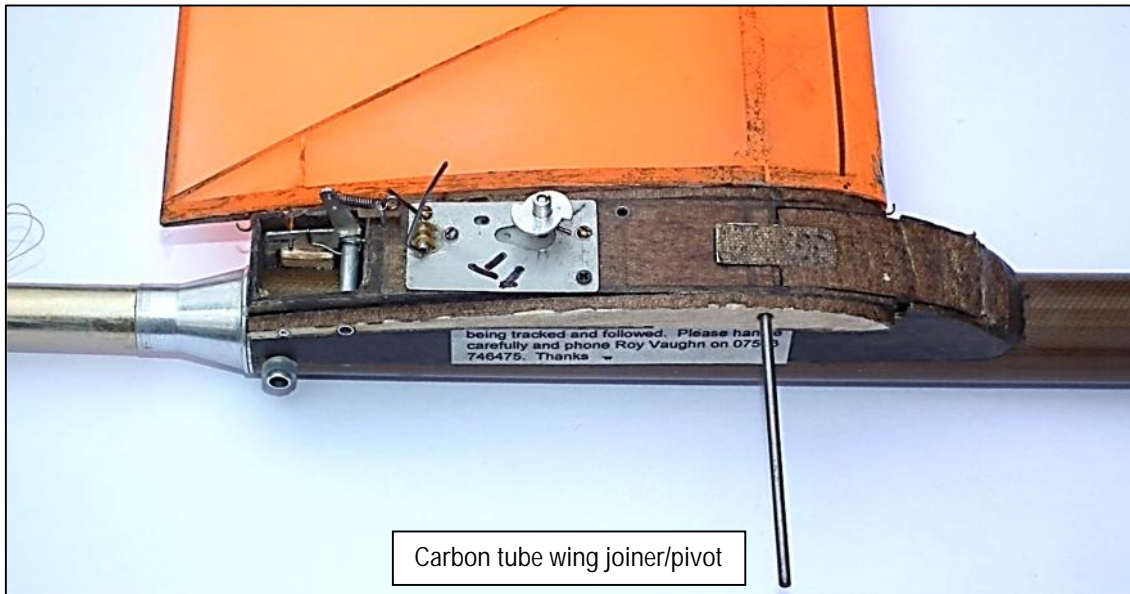
My Coupes all use a wing wiggler, some use VIT as well. The latter allows the model to be thrown near vertically to (hopefully) make optimum use of the burst but at the expense of more risk of stalling off the top or suffering a stuck VIT leading to a crash. Wing wiggler, in contrast, is benign, even a stuck wiggler will not cause a crash and not prejudice a max so long as the model is in reasonable air.

The modus operandi of the wing wiggler is to temporarily induce a rolling moment into the trim, in this case to counteract the right rolling tendency during the burst which seems to be at the heart of Coupe swoop. I use wiggler on the port wing because it reduces the "average" decalage rather than vice versa but whether that has any practical effect is open to doubt. Putting it on the left also suits the geometry of the timer installation.



### General arrangement

The mechanism that I use is extremely simple. A right-angled bellcrank is mounted vertically in the pylon inboard of the rear of the wing. A slot in the bellcrank engages with a pin projecting from the wing root. A line from the timer pulls the actuating arm forwards thus raising the pin and decreasing the wing incidence. The bellcrank itself is made from a piece of thin aluminium. This is bonded with cyano or epoxy to a piece of model shop aluminium tube which in turn rotates on an axle made from the next size down in ali tubing, which in turn is supported at each end by the pylon sides. A lower stop is built into the pylon to determine the glide incidence. A hairpin spring wound around the shaft holds the wing in glide position. A typical wiggler assembly including spring weighs about 0.5 gram.



Carbon tube wing joiner/pivot

The line to the timer needs some compliance in it to allow for adjustment. Normally the stretch in a nylon line would suffice but in this case the distance is too short so I use a small spring, which I like to attach permanently to the timer arm making one less thing to forget. The second timer function is provided by a disk pressed onto the Tomy timer shaft above the DT line, others set a pin into the knob. Wiggler fine timing adjustment is made by varying the start position a little. This varies the DT time of course, but not sufficient to matter. I also have an "electronic" model with a conventional timer faceplate. This allows the bellcrank to be inverted and entirely buried in the pylon. The line pulls the bellcrank backwards in this case.



The burst is trimmed after rough trimming the glide and cruise climb - using rudder, sidethrust and maybe downthrust - so that incidences and turn are about right.

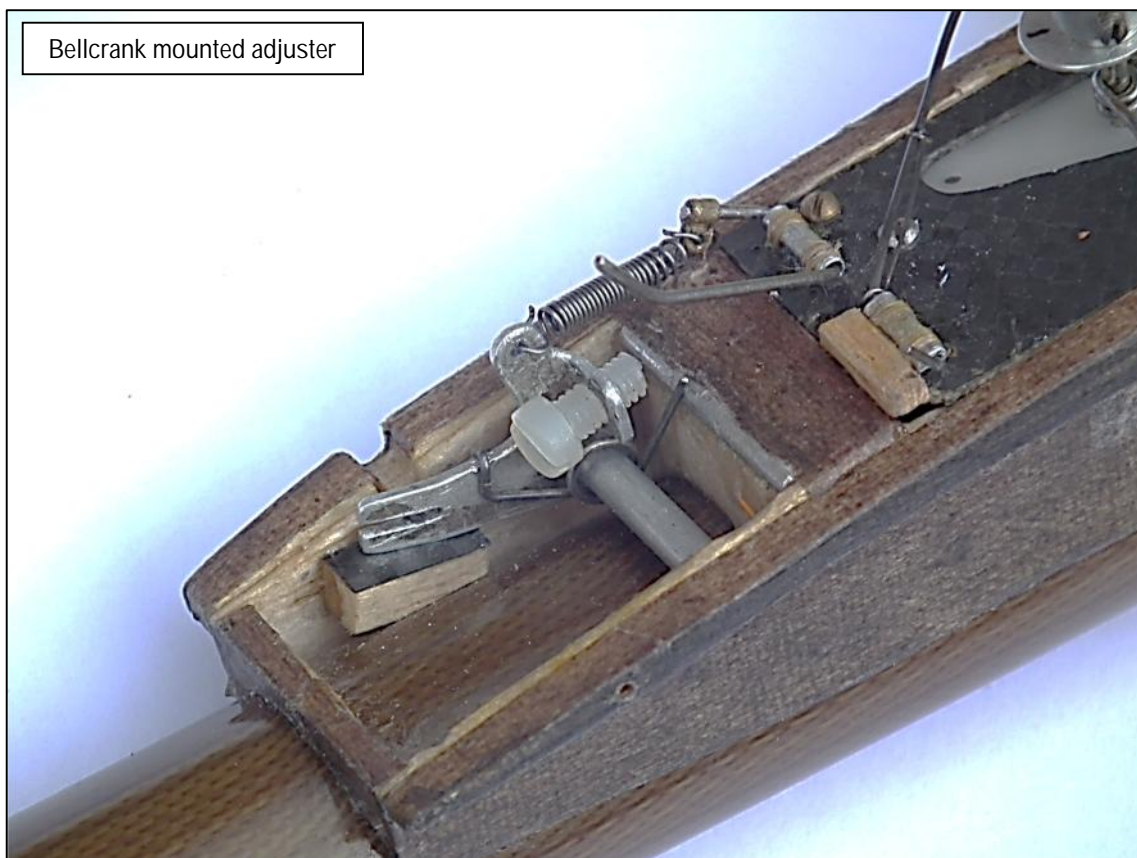
On my models, if launched at full torque (by which I mean 35+ oz-in) without wiggler, the model will wing-over and may not recover before hitting the ground. Therefore, I wind on a good dose of wiggler, maybe 3mm or so of TE up and set the timing to about 8 seconds. In my setup the launch has to be gentle at no more than 20 degrees or so nose up.

If the wiggler angle is excessive the model will go straight or even slightly left and tend to loop, possibly stalling off the top. If this happens reduce the wiggler angle and try again, the aim being to balance the looping tendency against the swoop to attain a right climbing turn that blends into the cruise climb.

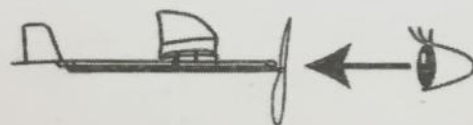
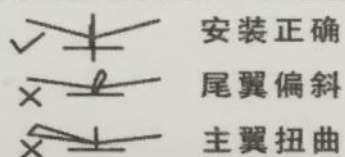
Don't be tempted to throw the model or launch at a high angle, this is liable to provide a stalled transition, just let the model fly itself. This gentle trim is highly advantageous on a windy day because the model can be launched near horizontally, minimising the wind load on the wing structure.

When the trim is established play around with the timing to see the effect. You should find that it is insensitive and non-critical.

Having said all that, you may say, why bother, non-systems models are quite capable of winning? Quite right, Coupe flying is mostly about air picking, not model performance. However, I would argue that a systems model, especially one with a benign function like a wing wiggler is easier to trim and thus more likely to be better trimmed than one which relies on subtle balancing of forces over a range of flight regimes. Moreover, the trim is safe, less likely to suffer from bad launches and better able to cope with wind. Why not give it a go?

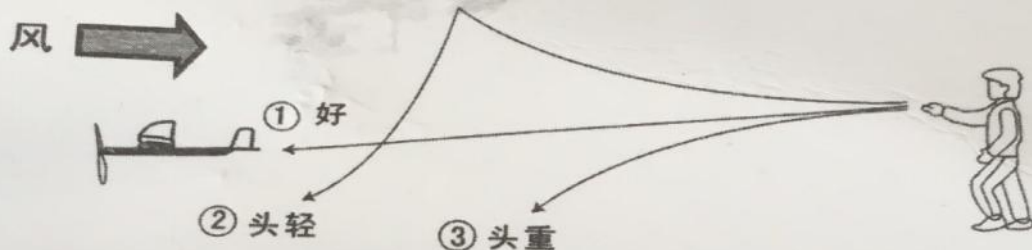


## ① 检视模型



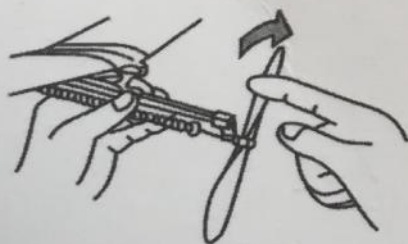
从模型头部直视，安装完好的模型应无扭曲，并且左右对称。

## ② 模型调整

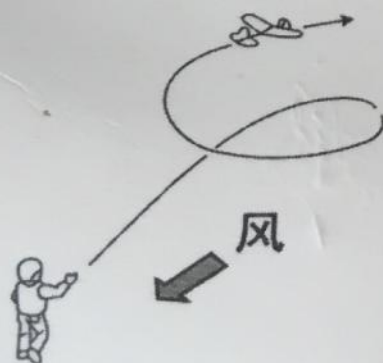


调整模型时，在无风或微风条件下将模型轻轻掷出，根据模型飞行姿态调整翼台前后距离。头轻时将翼台向后移，头重时将翼台向前移。

## ③ 动力飞行



如图所示，先将螺旋桨按顺时针方向绕100圈左右，然后右手持机，左手扶桨，迎风轻轻推出。观察飞行轨迹，缓慢盘旋上升姿态为最佳。



如有波状飞行等现象，请参考②进行调节。飞行姿态正常后，绕橡筋300~350圈，做大动力飞行。为了提高飞行性能，建议选用国际航空联合会指定的FAI动力橡筋条，并给橡筋条打“润滑剂”（将适量洗发液均匀涂抹到橡筋条上），飞行时间最长可达到1分半钟。

### Cars

Many months ago, our Editor requested articles from readers on "other hobbies". I recall writing something about cacti & succulent plants but nothing else. Now, I'm not sure whether some of my other non-aeromodelling activities can be called hobbies or merely pastimes, but when I mentioned cars to him recently - he seized upon the subject & said - write an article! So here is a flavour.

My interest in cars goes back to the 1950's when I used to listen to Jaguars winning at Le Mans on steam radio, coupled with the fact we lived not a dozen miles from Silverstone & could easily get there by bike, which we did on regular occasions. One day I thought, I'll have a Jaguar - little did I know that it would take many years to do so!



D-Type Jaguar



E-Type Jaguar

Anyway, the interest in cars remained as the years rolled by & around 1959/1960 when I was living in Cheltenham as an apprentice, I met up with a guy who was involved with marshalling at the Bugatti Owners Club Hill Climb track, located at Prescott. Even better, I enticed my then fiancée (now long suffering wife) to get involved & we both became early members of the Bugatti Owners Marshalls Club. This of course allowed us to attend every meeting - at no cost, most important as an impoverished apprentice - and to see a huge variety of exotic saloon & sports cars including of course a range of Bugatti vehicles. The meetings at that time were well attended but never crowded & there was total freedom of access to the paddock, so access to the cars was no problem. During that period, the cars was stunning & the events absorbing, ranging from a Vintage & Veteran day for up to 1904 cars - the slowest of which would putter up the hill in around 4 minutes. This when the track record was around 51 seconds.

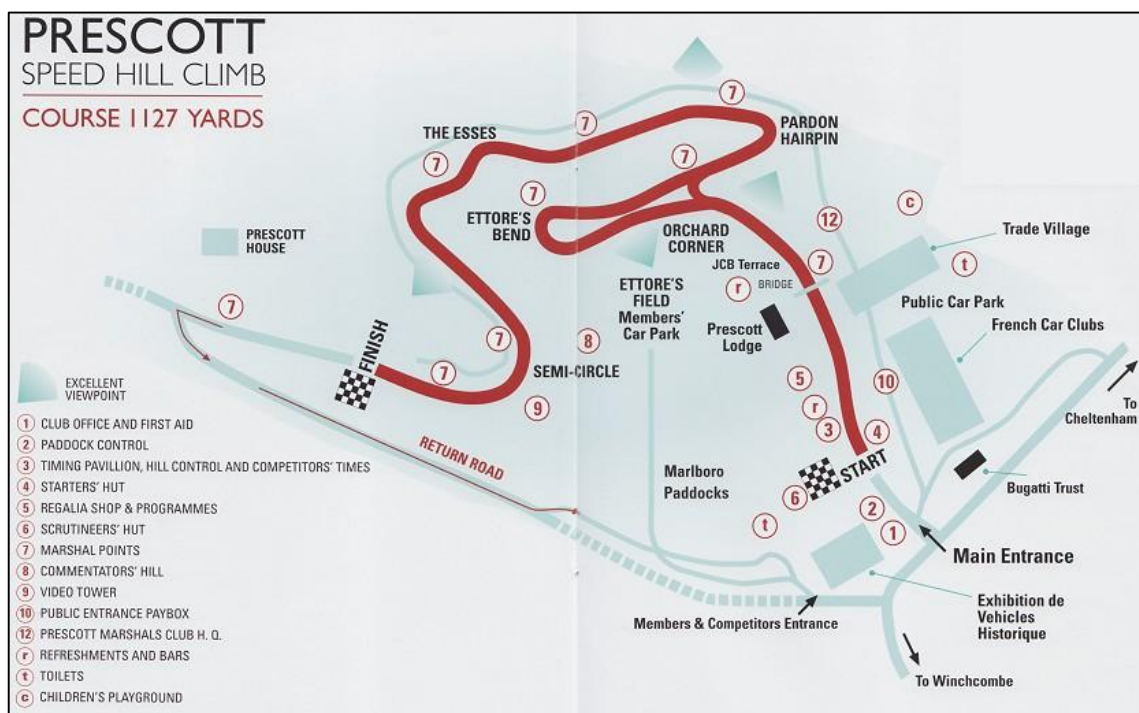
This all finished when we moved to Yorkshire in 1962 & so interest was maintained from a distance, buying copies of the Motor Sport magazine every month, edited by William "Bill" Boddy & with Dennis Jenkinson as "our Continental Correspondent" who reported on all the Grand Prix races held throughout Europe. Bill Boddy edited the magazine from 1936 until 1991 & was recognised as an authority on many aspects of the motoring industry. Sadly after amassing many years of the magazine, they had to go & were given away - something I now very much regret. More on Dennis Jenkinson shortly.

Eventually, we moved back south - first to Crawley & then to Hampshire, all the time retaining an interest in motor sport & attending the odd meetings such as the Coy Festival at Silverstone but increasing dismay at the commercialisation & rising costs associated with the sport. We (now me & sons) attended the early days of the Festival of Speed at Goodwood, when it was not expensive & enjoyed both the atmosphere & the cars. However, as time went by the costs

went up & it became more of a "fashion" event which has now become hideously expensive & totally overcrowded - so I don't bother going. Instead, I rediscovered Prescott & for the past few years have made two or three pilgrimages there each year. From where we live, it is a journey of some 2¼ hours in the early morning, which is tolerable. Apart from necessary safety upgrades, such as Armco barriers etc, the actual hill hasn't really changed. The location where we used to marshal still remains, as does the atmosphere & the cars. It is never crowded & is one of the most inexpensive days out around. However, I can't get at all enthused about modern day car racing, least of all Formula 1 where it costs a fortune to attend an event to see a procession of cars in a race that has little to do with pure driving ability & all to do with team tactics & technology.



Tribute day to Bill Boddy at Brooklands in 2011



The Hill – we used to marshal midway between the Hairpin & the Esses

A digression -

Dennis Jenkinson was one of the finest writers of motor sport that ever reported on motor racing. His epic description of the 1955 Mille Miglia is incomparable, when he was the navigator to Stirling Moss who won the race driving a Mercedes 300SLR at an average speed of nearly 100mph for 1000 kilometers- this achieved over 10 hours of road racing.

The article is well worth reading carefully & meticulously for its absolute detail and can still be accessed at:

<https://www.motorsportmagazine.com/archive/article/june-1955/14/moss-mille-miglia>.

I did see this car go up the hill at Goodwood & it was awesome, not to mention priceless!



Mercedes 300 SLR

Another digression - yes, I eventually did get to own a Jaguar! It was an XJS 5.3 litre cabriolet, in British Racing Green (as Jaguars should be). Not until quite late in life but long enough to get several years of great pleasure in driving it & it was very quick if needed. But it had to go - last year, as I wasn't driving it sufficiently.

When I last looked at the DVLA register of cars, I think (from memory) there were less than 30 registered as being on the road, so maybe I should have kept it!



My XJS

Final digression: this month saw a meeting organised to celebrate the 80<sup>th</sup> anniversary of the Bugatti Owners Club buying the hill at Prescott, so a date not to be missed. Tickets were organised for sons, grandsons & me & we duly had a brilliant day out. The following photos supply the evidence!



Start Line



Waiting to be called



In the paddock



The innards



Hairpin Bend



The Esses

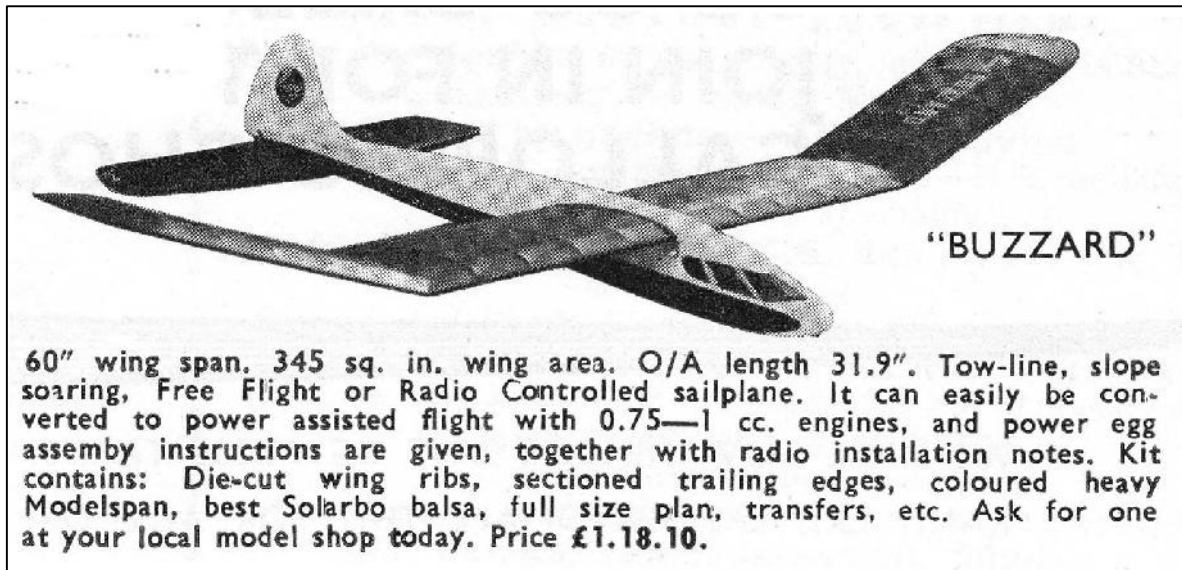
All in all, a highly recommended day out for anyone who enjoys motor sport.

*Roger Newman*

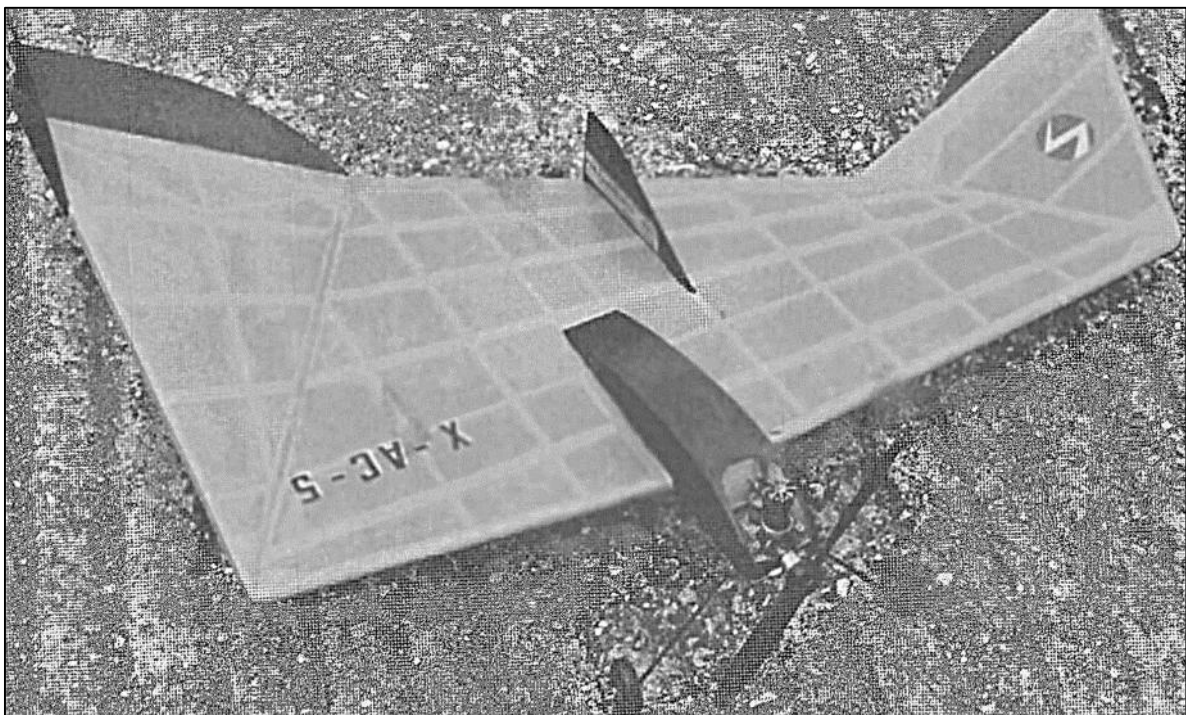
## Report No. 91. Performance Kits, continued.

We left Performance Kits last month with the 40" span Lynx biplane control line stunter from Model Airplane News October 1965.

The next model to appear in the aeromodelling press was the Buzzard a 60" span glider for all applications; tow line, slope soaring, free flight or radio control or even converted to power with a power pod. This model appeared in the advert in Aeromodeller January 1967. I do not know of any source of supply for the plan.



Next was the X-AC-5 asymmetric power model, this appeared in an article in the American Modeler July 1967 with a full page plan which looks suitable for enlarging to full size, alternatively Roger has a plan and digital file and I understand it is on his "to build " list.



X is for Experimental, AC for Assymmetrical, 5 denotes 5<sup>th</sup> of a series. How about that.

The Owl, a 29" span beginner's glider was featured on the front cover of *Aeromodeller* June 1969, with notes on building it on the centre spread. This reported that the kit was distributed since the previous December but had never been advertised.

### on the cover

*Performance Kits. 'Owl' glider for beginners being made ready for test flying in the local park by young David and Alan Parry aged five and seven. Youthful appreciation for this 29-inch model should bring two recruits to aeromodelling in the future.*

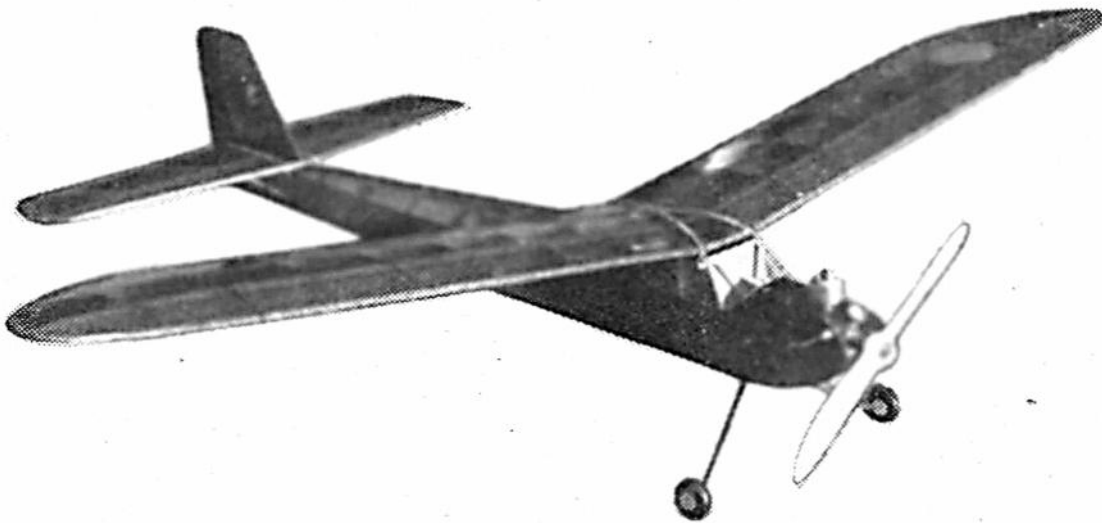


The very next month the Performance Kits advert included the Owl at a price of 12/9 with a picture of the model in the hands of Mrs Fisher posed in front of a car and with a cat looking on. No plan supplier yet found.

The advertisement in *Aeromodeller* January 1973 announced two new power models both for radio control use.

The Wasp Wings was a 34" power model for free flight or radio control use offered at a modest price of £2.00. Plan can be obtained from Derick Scott.

## New — 'WASP WINGS'

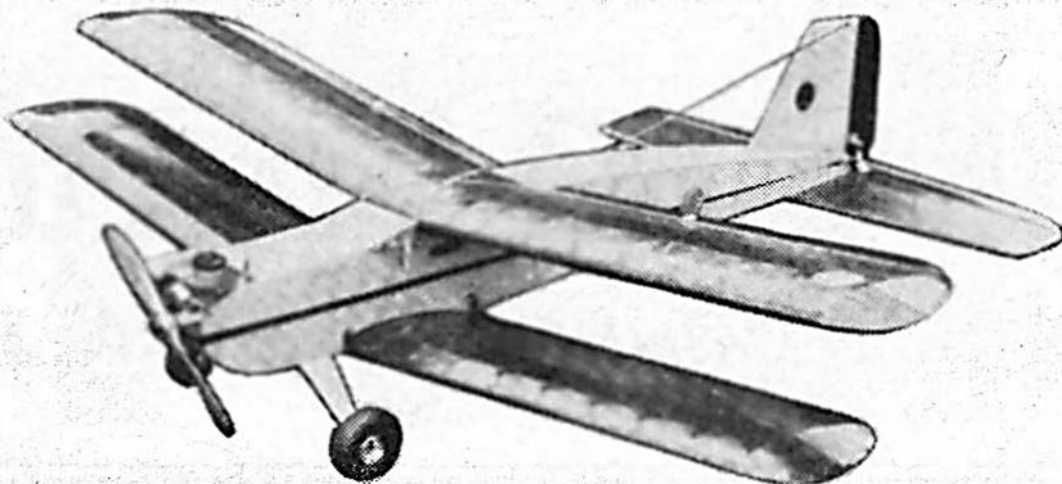


'Wasp Wings' was designed as a rugged and very stable sports model for free-flight or single channel radio control flying. It combines straightforward construction with elegant good looks. Span 34", For 0.5 to 0.8 engines. (DC Wasp engine shown on the plan.) Solarbo balsa, with die cut ribs. Two full-size art paper plan sheets. Coloured Modelspan and all the usual P.K. quality features. Price inc. P.T. £2.00

The Sunbird, a 51" span negative stagger biplane power model suitable for low speed radio control stunts was offered as a deluxe kit at a price of £16.71, wow, that was a lot of money in 1973. No plan supplier yet found.

## AND New — 'SUN BIRD'

the world's first ultra low-speed negative stagger multi R/C stunt biplane kit.



'Sun Bird' is very easy to fly, yet it can perform the full stunt schedule, at both low and high speed.

Specification: 51" span. 19-51 cu.in. engines. 1-4 function R/C

Kit contents: PB 3/4" low bounce wheels. Coloured covering nylon. Clunk tank. Rudder, elevator & aileron horns. Quick links, Keepers, aileron cranks, Mylar hinges, throttle cable. Solarbo balsa, with die-cut ribs, Preformed dural undercarriage, Transfer, etc.,etc. A real delux kit. Price inc P.T. £16.71

Yet more Performance Kits next month.

Contact- Roy Tiller, tel 01202 511309,

email [roy.tiller@ntlworld.com](mailto:roy.tiller@ntlworld.com)

Roy Tiller



South Bristol Model Aircraft Club – Cloud Tramp Mass Launch 2018

Here follows a brief report on South Bristol Model Aircraft Clubs' participation in the international Cloud Tramp mass launch for the first time in the clubs' history to our present knowledge.

Nine Trampers gathered at Colerne airfield for the mass launch on the 4<sup>th</sup> of August at 5.00pm with one member launching solo close to his home due to lack of transport. We had planned to run a Cloud Tramp competition the previous weekend at our family fun day that weekend in preparation for the mass launch proper, however due to a poor forecast the family fun day was moved to the 4<sup>th</sup> of August with a last man down competition being combined into the Cloud Tramp mass launch.

I note John Andrews' reporting of struggles in the heat at recent flying events and we were met with the same roasting weather for our Cloud Tramp launch. Members had plenty of time to trim for 5.00pm with many impressive flights being made. At the allotted 5.00pm we let them go with one mid-air collision but both models recovering and the rest showing respectable flights. The last man down was Peter Tribe flying a Tramp built and wound by Martin Ambrose. The heading photo show members awaiting launch with one invisible member who didn't quite make it to the flight line for the photo, the other photo below shows Peter Tribe receiving his Aeromodeller Cloud Tramp mug from John Bond (free flight secretary) and Martin Ambrose the builder and winder upper of the winning model. Here is a link to a short YouTube video of the action. <https://www.youtube.com/watch?v=fsIOWwa3RAs>



The mass launch proved a popular event in SBMAC with many members building more than one model and we plan to take part next year with hopefully more awaiting the 5.00pm sacrifice to the sky.

*John Bond*

Once again the weather turned against us, resulting in cancellation of the Croydon Wakefield Day - for the second time this year. There is insufficient year left to reschedule the day yet again. However, as many of you will already have seen, Ray Elliott has kindly agreed to squeeze in an extra comp on the Croydon Coupe Day planned for 30<sup>th</sup> September. The extra comp to be a combined 4oz/8oz Wakefield event, with our SAM1066 Jaguar Trophy to be awarded to the best placed Jaguar in commemoration of the UK last winning the Wakefield Trophy 70 years ago. So it would be really good to see a few Jaguars come out of their hiding places & take to the air again. Additionally, sufficient notice has been given such that Peter Michel is busy chopping wood to replace one he had that flew away! Progress looks to be good, albeit take note of comments from Peter!

"Just a note to let you know that work on the Jaguar (my second) is well in hand. I hadn't remembered quite what a fiendish build this is. Wood everywhere, - a lot of it horrible 1/32in. sheet -and complication piled on complication. The undercarriage box, for instance, is supported in mid-air by angled 1/8in.-sq. struts. In fact, I have to remind myself that it *did* win the Wakefield Cup!"



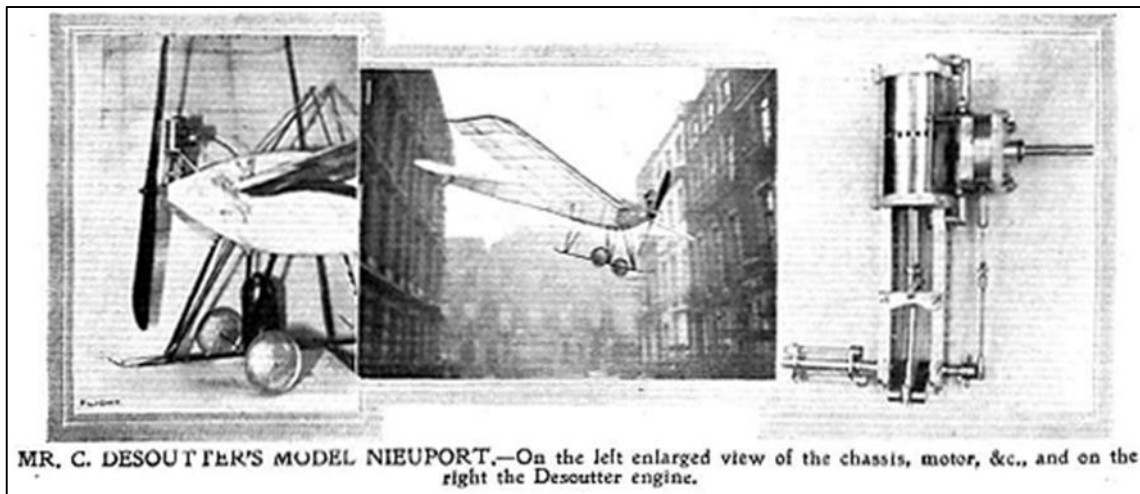
Peter's progress

To recap on forthcoming events in September, this promises to be a busy month. There is the Crookham Gala on the plain on 2<sup>nd</sup> September - see separate details in this NC for comp schedule. This is followed by 7<sup>th</sup> Area meeting on 16<sup>th</sup> September & then the Southern Area BMFA Gala at Odiham on 23<sup>rd</sup> September & ending the month (as noted above) with a combined Croydon Club Coupe Day/ SAM 1066 meeting on the plain on 30<sup>th</sup> September.

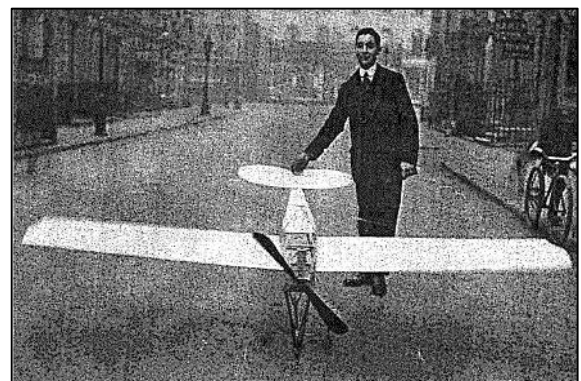
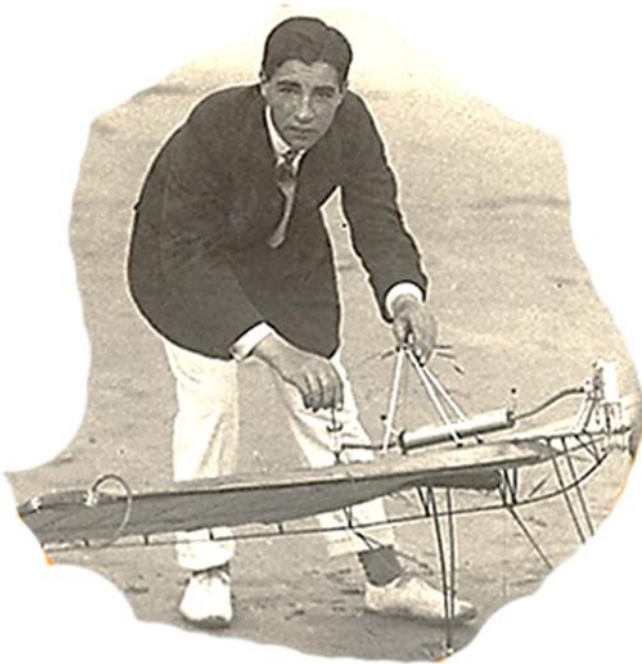
Don't forget to get your entries for the Odiham event to Peter Carter - again, see separate details in this NC for comps & entries - remember that this is a restricted attendance event, so get in early entries to make sure you are on the list.

### More on Desoutter

There is ample evidence in early Flight magazines around 1912 - 1914 that Charles Desoutter was considered to be a very good aeromodeller, the magazine publishing various comments about his models & engines during this period as depicted below.



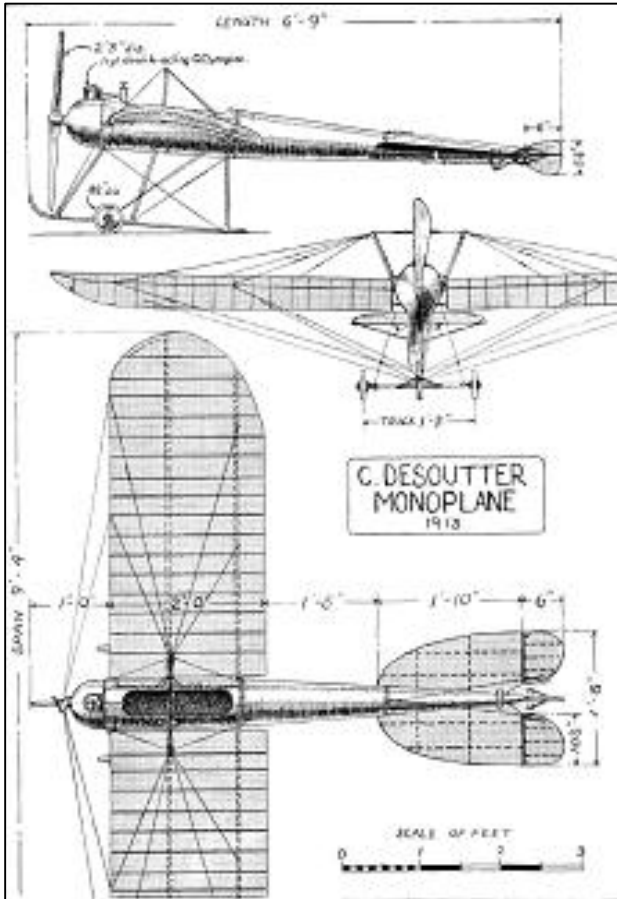
Note the model in flight, there are contemporary mentions of it being flown in Hanover Street in Central London! Moreover, John has a letter from the grandson of Charles Desoutter that quotes "Charles Desoutter's model in Hanover Street. He used to fly round the corner, down Regent Street, in the early hours of the morning. Note the hemispherical aluminium nose, one of which was used to make the knee joint of Marcel's artificial leg"!



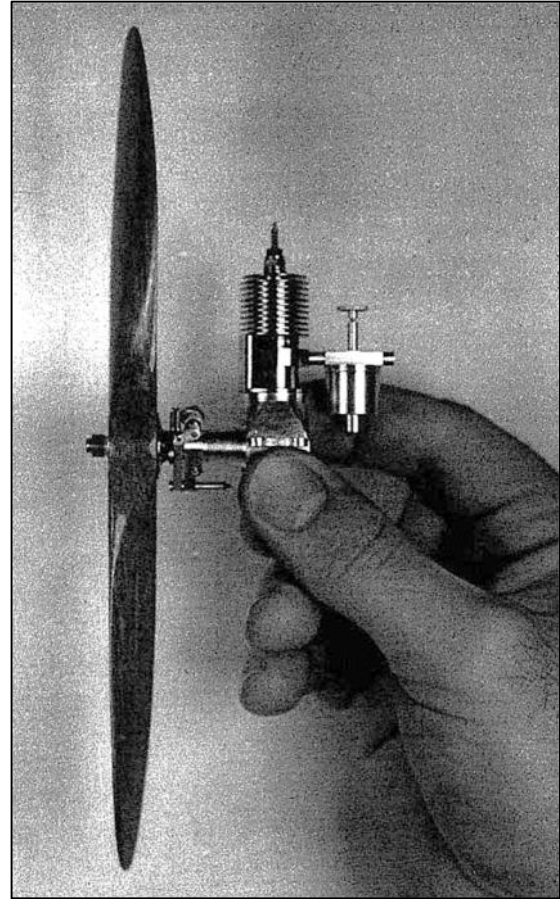
Hanover Street

Another Flight account refers to the first flight in George Street, Hanover Square - "The flight already referred to ended in a collision with railings and was about 90 ft. in length. The type of engine, as can be seen from the illustration, is a single cylinder—double acting. The stroke is 32 mm., the bore 35 mm. The material magnalium and steel. The complete weight of the model in flying condition, 8 lbs. ; span, 8 ft. 6 ins. ; area of main plane, 10 sq. ft. ; area of non-lifting tail, 2\sq. ft. ; diameter of propeller, 27 ins. ; pitch of propeller, 22 ins."

Charles also entered competitions at Hendon during this time, flights as recorded were fairly short but somewhat more successful than other entries.



Desoutter model monoplane



Desoutter Petrol Engine

Finally, Charles made a single cylinder model petrol engine around 1936. It was thought to be the smallest working petrol engine of its time. This engine was still in the possession of his grandson in 2013. But very little has been found on his modelling activities between the early & late years. Maybe more is to be discovered.

Obviously a very talented individual, who went on to make Desoutter Air Tools a highly successful Company.

Many thanks to John Taylor for providing such fascinating information.

### **News from Italy**

"That engine" - from last month?

Sam 2001 treasurer Pierangelo Quaglieri with said engine

A little more information - it was purchased by one of Gianni's engine collector friends in Rome quite recently. The engine was apparently made especially for a Macchi MC-72 radio control model, which was flown at Lake Garda in northern Italy. For those not acquainted with the Macchi MC-72, it was an extremely elegant contender for the 1931 Schneider Trophy, which due to engine problems did not compete in the race leaving the UK with an effective "walkover" to win the trophy outright with the Supermarine S6B.

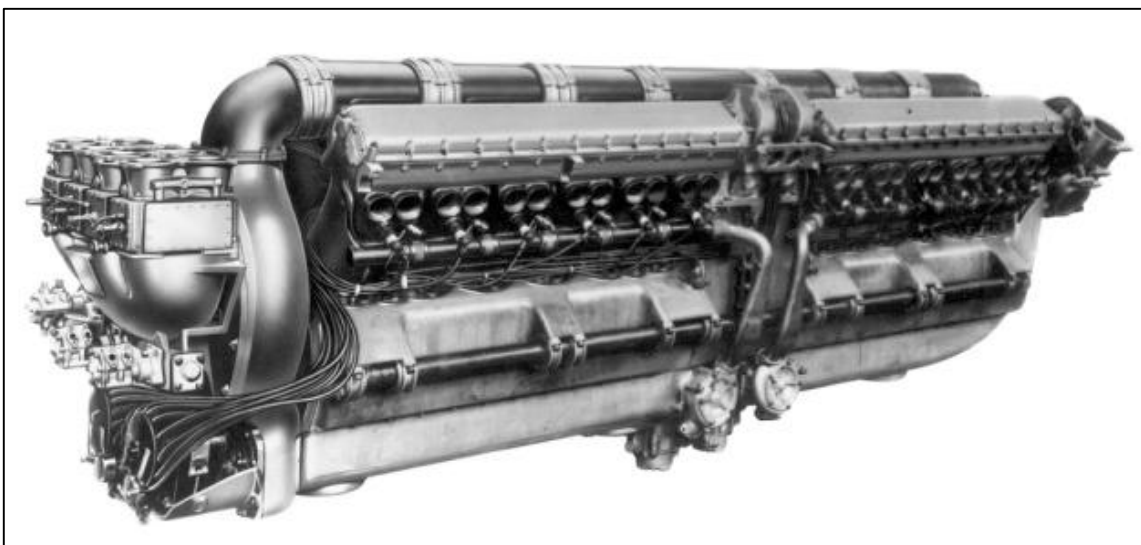


However, what has this to do with "that engine"? The story gets very interesting. The MC-72 airframe was derived from the 1929 M.67 & was a beautifully clean low-wing monoplane.



MC-72 test engine run

The MC-72 was powered by a revolutionary power plant, which received the Fiat designation of AS.6. It was based around the lightweight Fiat AS.5, a reliable engine of considerable promise. The AS.6 was effectively two AS.5 engines in tandem on a common crankcase. Instead of regarding them as two engines, Fiat referred to it as a 24 cylinder in-line liquid cooled unit of V-form of some 51 litres capacity. The two crank cases were in alignment but unconnected and each engine drove a separate propeller via individual reduction gearing to co-axial shafts. These two shafts, one contra rotating inside the other, passed between the two cylinder banks of the forward engine, whilst the rear engine drove a centrifugal supercharger, used to boost both engines. Hence the loose connection with "that engine" - contra-rotating props driven as per the AS.6!



AS.6 rear view

To complete the story, three MC-72 airframes were built, but significant problems were encountered when running the AS.6 anywhere near full power, with the engine spluttering & backfiring, sometimes violently. Despite this, the MC-72 had shown its potential, achieving speeds up to 375mph. Sadly two of the MC-72 crashed when on test flights killing the pilots & resulting in the withdrawal of the Italian team efforts prior to the race.

As a postscript, Italy continued with the development of the MC-72 or more accurately, with the engine to power it. An engineer associated with Rolls Royce visited the Fiat factory & helped to resolve their problems. Bench testing of the AS.6 had always proved satisfactory, but when the engine was installed in the aircraft & flown at higher speeds, the mixture was invariably weak. The net result was violent backfiring & with an induction system that was almost 2 meters long, this proved to be both explosive & destructive. The engineer showed Fiat how Rolls Royce had simulated ram air conditions across the engine intake, allowing accurate settings of the carburetion system under the equivalent of flight conditions. This, with his knowledge of exotic fuel mixtures enabled Fiat to develop the AS.6 to provide a reliable power output of 3100 bhp at 3300 rpm with the reduction gearing reducing the contra-rotating propeller speed down to some 1980rpm.

On 10<sup>th</sup> April 1933, the MC-72 was flown to a new world speed record of 423.82 mph & eighteen months later to another world speed record of 440.68mph.

In conclusion, it is not known how successful a flight or flights were made with the model of the MC-72 or how well "that engine" performed. We may never know, but Gianni is on the case & tells me that he has unearthed more information. A translation is needed, so maybe more next month. But I did have the satisfaction of seeing the remaining MC-72 at the Museo Storico dell'Aeronautica Militare, Vigna de Valle several years ago & it was a splendid sight.



MC-72 at Museo Storico

### ***The Darts of Mark Lester***

Mark flies free flight as well as RC & control line & has been a past attendee at Middle Wallop, so it was nice to get a call from him recently, seeking advice on how to access Salisbury Plain. Even better to see him there & flying. Now Mark is one of those rare breeds who not only make their models, but also the engines that power them. Good therefore to have a chat with him & to persuade him to write a few notes on what he has been doing.

### Mark Lester: Engine Building Notes for Roger

*With the effective closure of the Middle Wallop venue, I had not flown free flight since the Odiham meeting in 2016, having been mainly concentrating on R/C and C/L.*

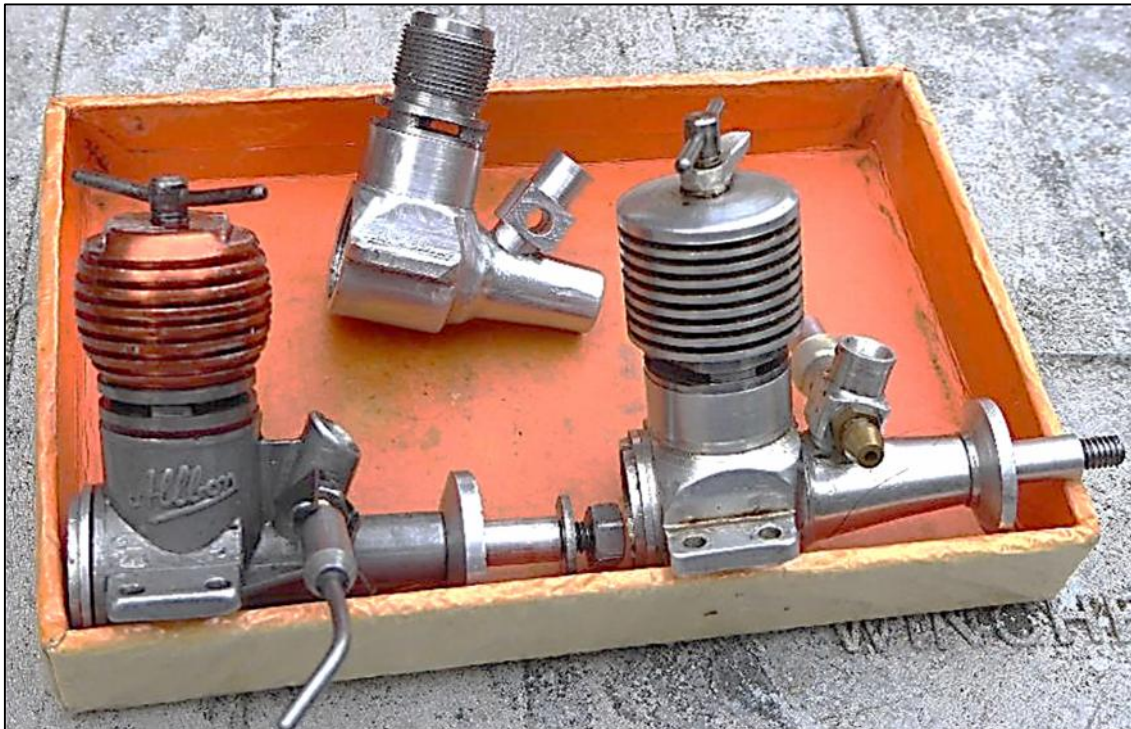
*I decided to contact Roger, to explore the possibility of my attending the SAM 1066 meeting at Salisbury Plain, on 15<sup>th</sup> July and finally decided to venture forth!*

*Roger expressed his interest regarding my engine building activities, so I decided to take these two along with me. The completed engine is my bar stock interpretation of an Albon Dart .055cc. I had purchased my original Dart from the late Roy Barrow, a few years ago, at Middle Wallop. I think I paid £30.00. It turned out not to be too much of a bargain, however, as the piston was found to be cracked, probably by someone trying to crank over the seized engine.*

*So my first venture into model engineering was to give it a re-bore and make a new piston. After several attempts, I managed to achieve a decent piston fit and the engine was restored to running condition. I then decided to make a replica from scratch. To achieve this, basically all I did was strip the engine down and machine copy parts as best I could!*

*I finally managed to construct a running engine and it must have been OK as I had it running in a Vic Smeed Ballerina, at Beaulieu, but lost it in a fly-away, within a year of having built it!*

*I decided to make another, which is the one pictured on the right.*



*The part completed engine is a 90% scaled down version of an Allbon Dart. This will end up at 0.4cc. with bore and stroke of 8mm. The smallest running engine that I have made is a Clanford Clan 0.24cc, which has a bore of 6.4 mm, so I am within my comfort zone on this one!*

*Note that the carburettor body is fabricated separately then epoxied to the crankcase. This is done before the main bearing is bored and reamed. Also my versions of a Dart dispense with the favoured (by DC) fiber gasket, at the cylinder/crankcase junction, the deck height of the crankcase being increased to compensate for this.*

*The purpose of making this engine is that I was given a Ben Buckle "Southerner Mite" kit, by my then model engineering mentor, John Carter, ex of the Woking Model Club. He died February 2017.*

Roger and I had discussed that the suggested Mills 0.75cc was more or less on the upper limit of power for the given wingspan of 32". The plan indicates the Mills sitting so far back that the needle valve passes through the acetate windscreen! We decided that a 0.4cc engine would be perfectly adequate, which lead me to think about an engine based on the Dart.

My standard Dart weighs 38 grams. This is about two thirds the weight of my Irvine Mills 0.75, at 65 grams. Incidentally, my 0.55 cc Dart replica weighs 45 grams, with a spinner which weighs an extra 2 grams over the weight of a prop nut and washer. The penalty for not using a crankcase casting is thus only an overall 5 grams increase in weight.

The 0.4cc version should be lighter than this, thus enabling me to lengthen the nose, as discussed in SAM Speaks, a few years ago. This allows the Mite to follow the proportions of its predecessor, the Southerner. The engine is now work in progress and I'll let you have an update once it is running!

Still not sure whether to make my Southerner Mite as F/F, or R/C single or two channel. So dependant of my choice of F/F or R/C, you might catch up with me at either Salisbury Plain or Middle Wallop, hoping those venues remain active, by the time my project is completed.

Best regards, Mark

So I now look forward to seeing Mark's Southerner Mite, complete with his latest engine. He was flying a Chad 2 on the Plain & suffered the misfortune of landing in the rather long grass at the edge of the plateau - fortunately finding the model after a lengthy search.

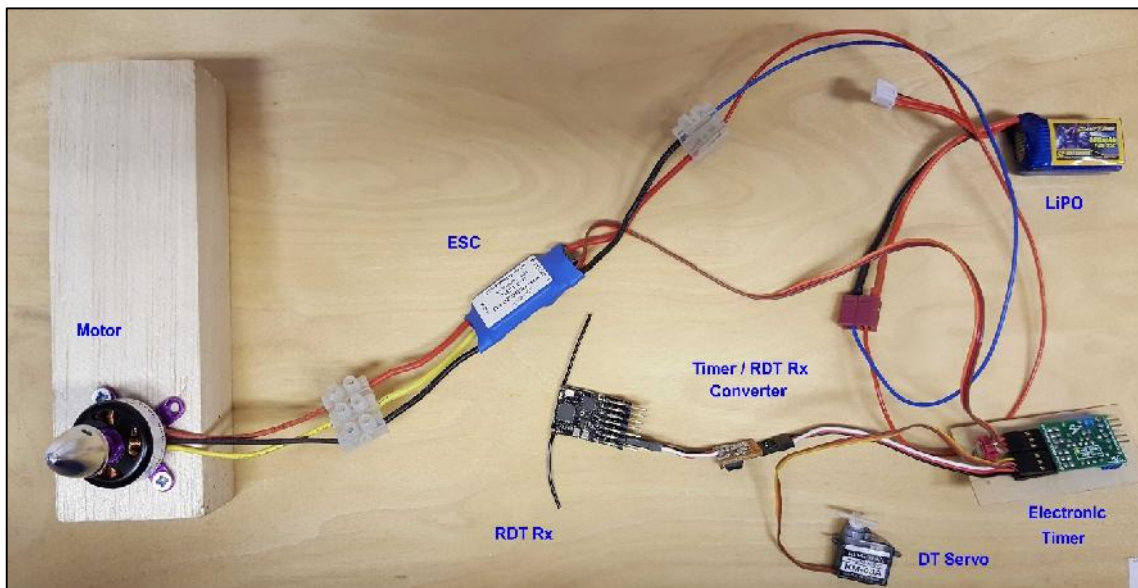
### Ramblings

#### Partial completion of backlog

At long last the time has been found to complete the refurb of two Caprices, the Aquarius & a Lulu (not the one that came to grief at the Nats but an even older one). A few test glides in the local park looked promising. What's needed is a good day at Beaulieu with wind in the right direction for some easy towing.



All that remains is to finish the Electric Orion, flying surfaces are done & just the electric bits & paraphernalia to fit in the fuselage. Then I can think about what next to do!



Electric Orion bits:

But why all of these? Well, as far as the Caprices & the Lulu are concerned - I did promise John Ashmole that I would have a go at his Autumn postal comp. The Caprice on the left is my original that spent two months in the open last year, having escaped from Beaulieu. The one on the right was donated in a sad state less tailplane & the wing centre panel adopting an approximation of a banana like curvature. Thus it was treated as a challenge. The Aquarius, as per previous ramblings, was donated to me as an unfinished project. Apart from dropping a pair of pliers through the newly covered wing (as one does), the fuselage eventually required a lot of lead to get anywhere near the CG - necessitating a rather brutal reprofiling of the nose due to the amount of lead epoxied on the top surface as can be seen in the pic. Total weight eventually came out around 520 grams, which according to Dave Etherton is very similar to his Seraph. If the Aquarius performs anything like his Seraph, I shall be quite pleased!



Aquarius nose re-profiling

### **DO335 plan**

The appeal for a copy of this plan was very kindly answered by Ron Marking, which has not only allowed us to forward a copy to a modeller requesting it, but also to fill a hole in the plan library. So - many thanks to Ron

### **Cloud Tramp day**

Another failure. The day turned out to be extremely hot, so hot in fact that Beaulieu would have been unbearable (to me).

Instead, discretion was the better part of valour & I ended up asleep in the afternoon in the shade at home. However, Ken & Bev Brown upheld tradition & did manage a flight, as did Roy & Barbara Tiller along with other family recruits, flying on the cricket field at Milborne Port near Sherborne - suspect Roy must have done a mass production job!



Cloud Tramp selfie



In flight



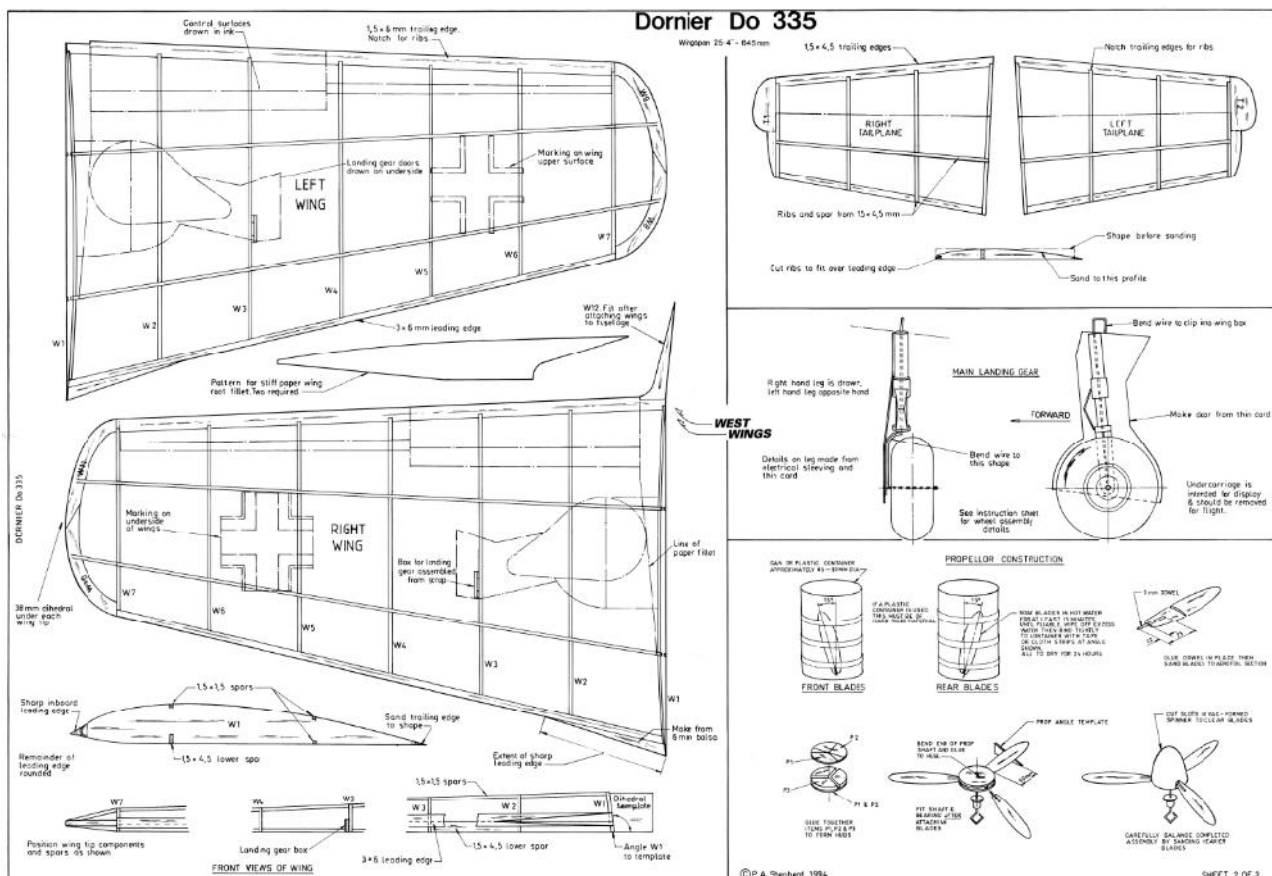
The Tiller clan ready for action

*Roger Newman*

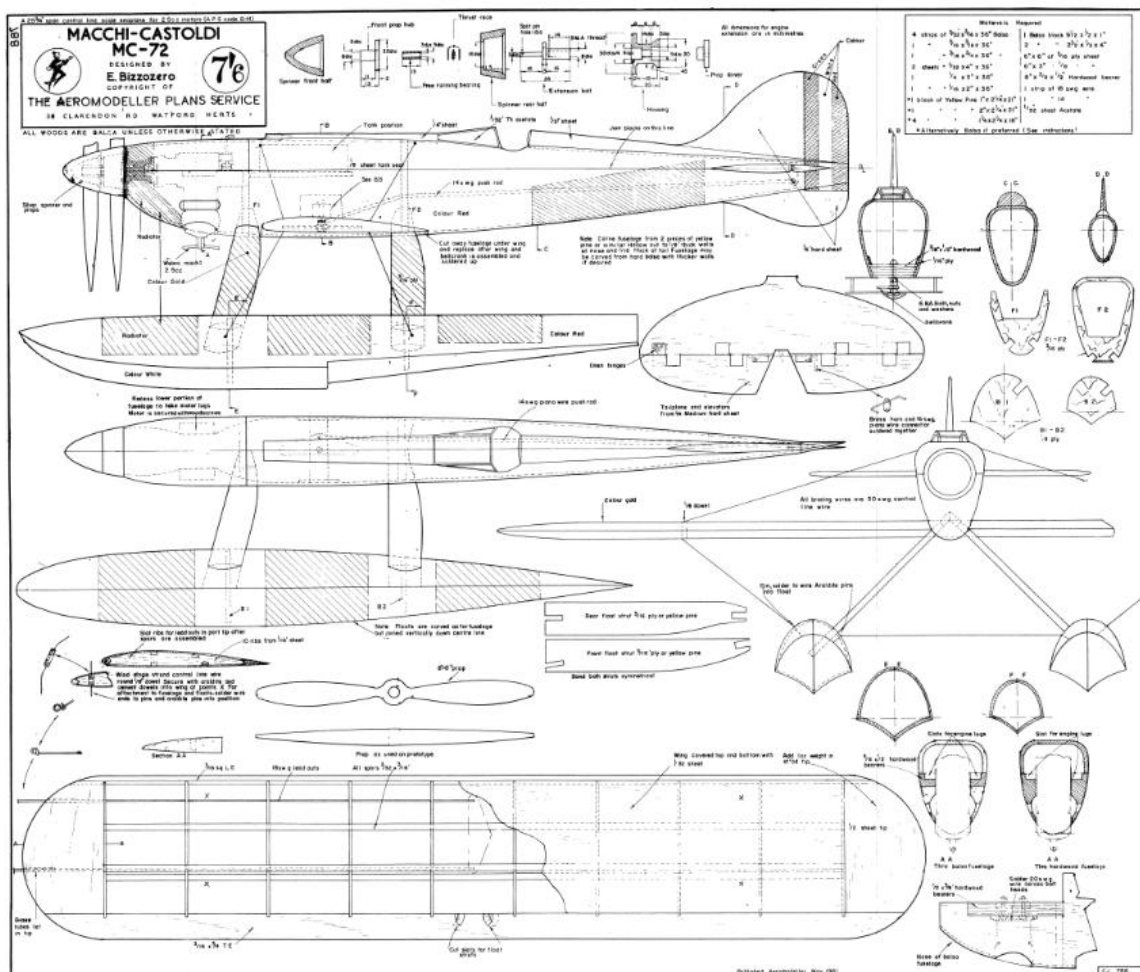
### **Aeromodeller Departed: Dick Hardwick**

Sad to report that yet another of our number has departed. Dick died at the beginning of last month. I am not sure how many people within the SAM1066 membership would have known him, but Dick was very involved with David Baker at the start of SAM35 and very supportive of his sons Alan and David who both flew. Dick lived very close to Old Warden and collected many mislaid models for people who flew there.

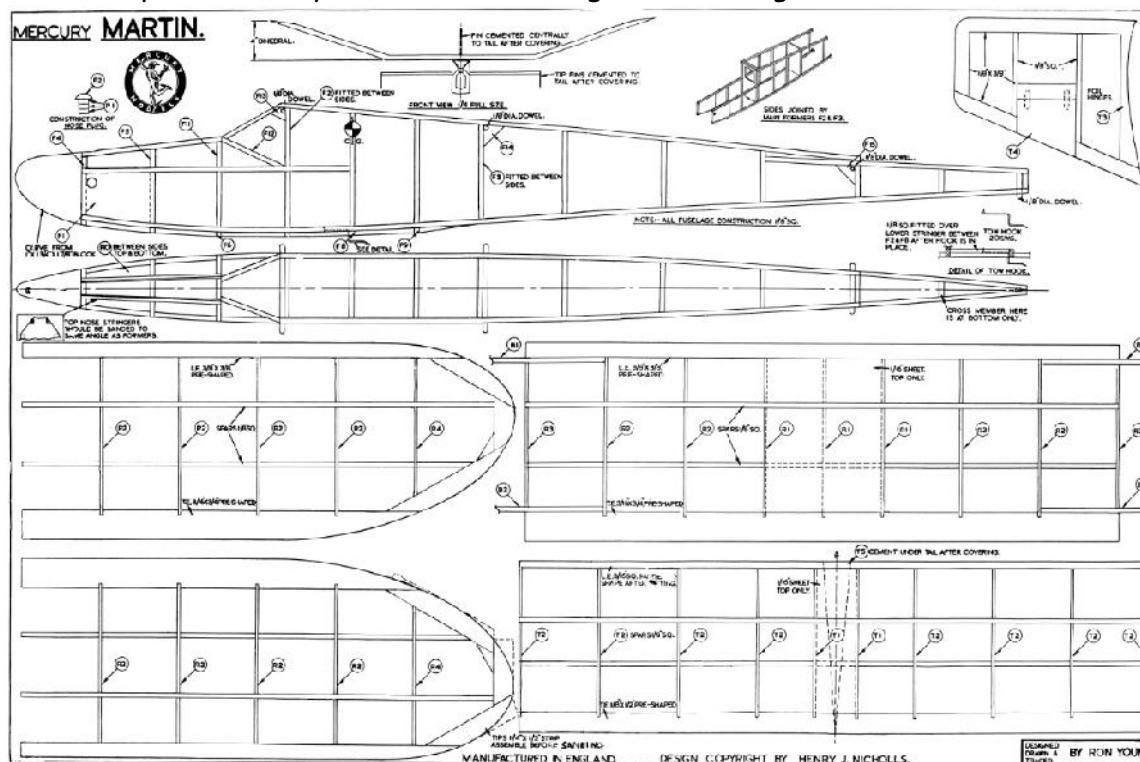
R.I.P.



**Power:** Macchi MC-72 - a fine control line example



*Glider: Mercury Martin: only because I've been given a fuselage!*



Roger Newman

## Salisbury Plain Area 8. 2018.

Area 8, Salisbury Plain is available for Free Flight use every Saturday/Sunday, plus 3 Bank Holiday Mondays from January to December. This is always subject to confirmation the preceding Friday morning. An annual permit is available for sport flying/trimming, and is issued by the BMFA Office. Apply through [donna@bmfa.org](mailto:donna@bmfa.org) or by phone/letter. The conditions of use, code of conduct, and undertaking remain the same as in 2017. The annual permit fee has increased slightly to £18.

The permit is for sport flying/trimming only. Anyone entering a contest will be required to pay a 'field access fee' of £5/day, whether they have an annual permit or not. The exceptions to this are those BMFA Centralised contests, plus the Stonehenge/Equinox Cups, for which the contest entry fee, or if applicable, a BMFA Free Flight Season Ticket, also covers the 'field access fee'.

Anyone not having a permit can enter organised contests, or sports fly/trim on contest days, on payment of the appropriate fee.

This apparently cumbersome fee structure is considered to be the fairest way to raise the necessary income to cover the cost of the annual licence to use the Area.

## The New 2018 Free Flight Forum Report

For thirty-four years these Reports have included papers covering the widest possible range of free-flight topics. Have a look at what this year's Report covers and order yours now.

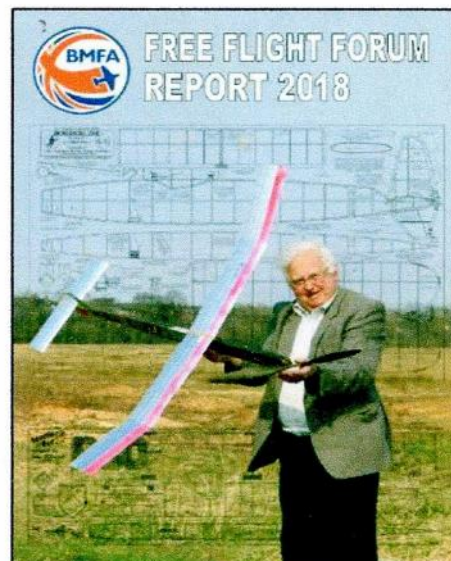
F1D Prop Selection for Slanic 2017 European Championships - Tony Hebb; The Power Egg - John Emmett; Use and Abuse of GPS Model Trackers - Chris Edge; Designing for BMFA Scale Competitions - Andy Sephton; Generating Youngsters' Interest in Aeromodelling - John Jacomb; Experience with Making Carbon/Foam "Moulded" Wings - Alan Jack; A Rubber Stranding Device - Russell Peers; Small Field Flying - John Ashmole; A Last Hurrah for the Outsize Open Glider - Stuart Darmon; All in a Day's Retrieving - Mike Woolner; Why FAI? - Stuart Darmon; A Simplified Description of Electric Drives for Free Flight Models - Alan Jack

UK price is £10 including postage; to Europe it's £14 and everywhere else £16. Sales of the Forum Reports help to defray the heavy expenses of those representing Great Britain at World and European Free-Flight Championships. 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).

Be the envy of your friends, get yours now.

Copies are available from :  
Martin Dilly  
20, Links Road,  
West Wickham,  
Kent,  
BR4 0QW

phone or fax to: (44) + (0)20-8777-5533,  
or by e-mail to [martindilly20@gmail.com](mailto:martindilly20@gmail.com) .



# **SAM Speaks USA.**

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!



## **Crookham Gala**

**Sunday 2<sup>nd</sup> September**  
**On Area 8 of Salisbury Plain**

Competitions to be flown are as follows:

**Combined F1G & Vintage Coupe d'Hiver**  
 with a prize for the highest placed vintage model

**BMFA Power**  
**George Fuller trophy to highest placed Dixielander**  
**E36**

**Combined Vintage & Classic Glider**  
**Mini-Vintage**

Competition flying 10.00am to 5.00pm

The number of flights & max will be decided on the day  
 in accordance with prevailing conditions.  
 DT Fly-offs may be used

Contact Roger Newman  
 Tel: 02392 550809 or email [rogerknewman@yahoo.com](mailto:rogerknewman@yahoo.com)

### L'AQUILONE SAM 2001

#### TOMBOY RALLY INTERNATIONAL POSTAL CONTEST 01/06/2018 - 31/05/2019

We wish to present this competition to all the lovers of this nice model with the only aim of having fun in a postal contest which is organized to provide some fun flying together or at the same time as are all postal contests. The Tomboy Rally wants to prove the performance of this model along with the ability of the builder and pilot, without reaching the peak agonism of usual contests and only wishing to fly the model having fun in a relaxed manner. After having carried out some tests we have decided to admit the use of i.c. engines and electric motors trying to reduce the gap between them.

#### Model

- The 36" or 44" wing span (as per plan Aeromodeller) and 48" (as per Boddington plan or 36 " scaled up) models are admitted;
- Models may be fitted with floats as per plan (scaled-up for 48" version);
- no minimum weight;
- reinforcement or lightening of the structure with respect of the basic outline of the original model are admitted;
- materials to be used are those found on the plan;
- plastic covering in place of tissue, silk or other is admitted.
- More than one person can use same model;
- Same model can flight in L.&. or float version;
- Lone fliers can self launch and time

#### Engine/motors

**I.C. engines** are admitted within the following limits: **36"-44" wingspan:** \_Any engine 1 cc. max, Fuel tank : 3 cc.

R/C carburettor is admitted.

#### Electric Motors:

Any electric motor is admitted with direct drive

The engine cannot be stopped and started again: the motor must run continually without interruptions till the end of the battery charge or competitor's decision. No folding prop is admitted; if a folding prop is used the blades must be held open with a rubber band; freely assembled admitted batteries:

-450 Mah 2 cell LiPo; separated batteries pack for Rx alimentation is allowed.

#### 48" Wingspan;

**I.C. Engines:** Any engine with 2. 5 cc. maximum displacement; Fuel tank : 6 cc. R/C carburettor is admitted.

**Electric Motors:** Any electric motor is admitted with direct drive freely assembled admitted batteries: -500 Mah 3 cell LiPo separated batteries pack for Rx alimentation is allowed

The engine cannot be stopped and started again: the motor must run continually without interruptions till the end of the battery charge or competitor's decision. No folding prop is admitted; if a folding prop is used the blades must be held open with a rubber band;

#### Flights and results

Each competitor may fly as many flights as wished during the admitted period but only the best flight will be considered for the final result. Hand launches are admitted. The flight time start when the model is released or takes off. The flight time ends when the model lands or hits a fixed obstacle. In case the model flies out of sight the timekeeper will time for 10 seconds after losing sight of the model. Timing will continue if model is seen again or stopped after 10" deducting this time from the total time of the flight.

#### Awards :

A diploma for all competitors and prizes for the first three in each version rank. Special prize for best flight in float version.

#### Results

Results, address, photos and technical specification about model must be forwarded to the Organization within the 15th June 2018 to Curzio Santoni ([cusanton@tin.it](mailto:cusanton@tin.it)) or to Sianfranco Lusso ([gfi@orange.fr](mailto:gfi@orange.fr)). Many pleasant flights and happy landings to ALL!!!!

#### Special Prize Vic Smeed

SAM 2001 have scheduled an extra Diploma that will be awarded to the best flight in Tomboy floatplane version (36".44" or 48") taking off from water. The Editor will send to the winner a Diploma signed By SAM 2001 President and a bottle of special Italian Wine to drink to Vic Smeed! Good ROW and flight

#### Special Prize David Baker

The 2012 was the 5<sup>th</sup> edition of SAM 2001 Tomboy Rally and we have scheduled a special prize for the three best flights obtained with 36" Tomboy F/F. Only engines diesel max 0.75 c.c. shall be used. The other rules are the same for 36" or 44" wingspan type. It is possible to use an R/C Tomboy, however, being this a free-flight contest, the time must be stopped when transmitter is used, since the aircraft model should fly freely from any control from the ground. Good thermals

# Southern Area Gala: Odiham

## Sunday 23<sup>rd</sup> September 2018

As most of you are probably aware, our late Chairman was instrumental in setting up & organising the Southern Area Gala at Odiham for many years. Notwithstanding the abandonment of last years event due to hurricanes in the Caribbean, it is our intention that we continue with the event. It is to be organised under the umbrella of the Southern Area BMFA (not SAM1066) this year with the traditional mix of low key competitions & sports flying, subject to the MoD licence being granted & issued as always.

### Licence

The licence application is now being prepared, having being given an OK by the RAF for the event to be held. So subject to the licence being approved & received, there is every reason to plan for the event to take place. The date is set for Sunday 23<sup>rd</sup> September, as we advised that there is much less likelihood of disruption on a Sunday – we just have to hope that no hurricanes appear at the last minute.

### Competitions

*Tailless; - E36; - Vintage/Classic CLG/HLG; - A1; Vintage/Classic Combined glider; Vintage Wakefield combined 4oz/8oz; - Coupe d'Hiver. - Lightweight Vintage Rubber*  
*These are the same as previous years.*

### Attendance/Attendees

This event requires attendees are pre-registered for security reasons.

There is a limit of 65 attendees, so do make an early application to avoid disappointment.

**Anyone wishing to attend must send following details to Peter Carter by post, enclosing the entry fee made payable to "Southern Area BMFA" & an SAE.**

**Last date for receiving requests to attend is Saturday 8<sup>th</sup> September 2018.**

- name
- address
- contact details (phone, mobile & email)
- BMFA membership number
- vehicle details (make & model, licence plate info, colour)
- entry fee payment of **£13** per flyer

**Peter's address is:**

**74 Buckland Avenue, Basingstoke, Hampshire, RG22 6JA. He will send a written confirmation to those who apply to attend.**

***Note: there will be absolutely no entry on the day.  
 If you haven't pre-registered, you won't be allowed entry.***

### Constraints

As always we will be subject to RAF Security measures, hence the need for pre-registration. Cars will be escorted on & off the flying area from the entrance gate as previous years. It is anticipated that we hold an "on-field" briefing prior to the commencement of flying, but this has not yet been sorted out.

It is expected that all competition fliers will use DTs (all forms are acceptable), the use of trackers is encouraged but is not mandatory. Competitions will use a DT fly-off as necessary. Sports fliers of power models are encouraged to use DT's wherever practical & common sense in limiting engine runs.

Any queries, contact me on [rogerknewman@yahoo.com](mailto:rogerknewman@yahoo.com)

## F1G and Vintage Coupe Contests 2017-18

Compiled by Gavin Manion

Date	Venue	F1G	Vint	Organiser	Comments
3rd Dec 2017	North Luffenham	✓*	✓	gavin.manion84@gmail.com	Grande Coupe de Brum. F1G for A/M Trophy, Vintage for Vintage Plate
17th Dec	BMFA Buckminster	✓		mark.benns@btinternet.com	Experimental trial of this venue, check before as may be cancelled if windy
18th Feb 2018	Area Venues	✓*		BMFA areas	1st Area. F1G (Plugge)
28/29th April	Salisbury Plain	✓*		BMFA - TBC	London Area Gala, F1G on Sunday 29th
28th May	Barkston Heath	✓		BMFA	FF Nationals. F1G Mon 28th for 308 trophy
17th June	Salisbury Plain	✓	✓	SAM 1066	Combined Vintage and F1G
24th June	Area Venues	✓*		BMFA areas	5th Area
1st July	Oxford Portmeadow	✓*		laurencemarks64@googlemail.com Andy Crisp 01865 553800	F1G
15th July	Salisbury Plain		✓	SAM 1066	
18th Aug	Salisbury Plain	✓*		BMFA - TBC	Southern Gala
2nd Sept	Salisbury Plain	✓*	✓	Crookham	Crookham Gala Combined Vintage and F1G?
9th or 23rd Sept	RAF Odiham	✓*		TBC	TBC
30th Sept	Salisbury Plain	✓*+	✓	Croydon	Coupe Europa. Vintage for the AAA trophy, Team F1G for the Flettner Trophy
27th Oct	North Luffenham	✓		BMFA	Midland Area Gala

\*Qualifying event Southern Coupe League. + Qualifying event Eurochallenge F1G 2017/18  
All five Vintage events for SAM1066 Trophy, 1st – 3points, 2nd – 2pts, 3rd – 1pt; no points for last place!

## SAM 35 FREE FLIGHT CALENDAR, 2018

(Events are open to all insured BMFA members)  
(and some invited overseas members of SAM 35.)

### Postal Contests:

**25<sup>th</sup> Mar to 20<sup>th</sup> May** Under 25" Vintage Rubber + award for best Achilles\*  
**16<sup>th</sup> Sept to 27<sup>th</sup> Oct** Lulu and Friends - Class A Lulu, conventionally towed.  
 Class B Lulu Hi-Start  
 Class C Open Hi-Start

### Area Postals

(at any Area venue on dates as listed, or at any Gala or Rally excluding the Nationals in between those dates with approval of the local CD.)

**4<sup>th</sup> Mar** (2<sup>nd</sup> Area) or  
**25<sup>th</sup> Mar** (3<sup>rd</sup> Area) or  
**30<sup>th</sup> Mar** (Northern Gala) The "March Wynde" for Lightweight Rubber.  
 plus award for the best "Non-Senator."

**20<sup>th</sup> May** (4<sup>th</sup> Area) or  
**24<sup>th</sup> June** (5<sup>th</sup> Area) "Summerglide" for Vintage and Classic Glider.  
 Plus award or Best Lulu

**16 Sept** (7<sup>th</sup> Area) or  
**14<sup>th</sup> Oct** (8<sup>th</sup> Area): The "Autumn Trophy" for P30.

### At the Free Flight Nationals:

**27<sup>th</sup> May Sunday:** Vintage Wakefield 4oz./8oz. (combined, with class awards.)  
 Lulu Duration

**28<sup>th</sup> May Monday:** 36" Hi-Start Glider and Under 25" Vintage Rubber  
 (with separate award for best Achilles.\*)  
 Low wing/Biplane Cabin Precision (hand launch, classes for Rubber and IC.\*)

### At Old Warden:

**13<sup>th</sup> May Sunday:** Small Models Day:  
 Frog Senior Duration: Class A: High Wing, Class B: Low Wing/Biplane\*  
 K.K.Elif Duration.

**22<sup>nd</sup> July Sunday:** Scale Duration Day: Concours award.  
 Masfield Trophy for Rubber Scale.  
 Earl Stahl Scale: Class A: High Wing, Class B: Low Wing/Biplane

**23<sup>rd</sup> Sept Sunday:** Precision Day:  
 Rubber Bowden: Class A: High Wing Cabin, Class B: Low Wing/Biplane Cabin

### At Buckminster:

(dates of contests to be confirmed: please check SAM 35 website)  
**7<sup>th</sup> July Saturday:** Ajax/Achilles, 36" Hi-Start Glider, Open Hi-Start\*  
 All-In Precision, Cloud Tramp,  
 Hi-Start Shootout, (evening event. Time & date to be decided.)

NB \* award may be dependant upon number of entries in class.

All towlines 50 metres. Maxes for Area Postals 120 sec. (20 sec attempt)

Maxes for postals 90 sec. (15 sec attempt.)

Please check for alterations/updates. Rules for most events and explanation of "Area Postals" on SAM 35 website.

**Enter Postals/Area Postals via John Ashmole, 164 High Road, Weston Spalding**  
**Lines PE12 6JU. £3 per class.**

**Or £3.50 by PayPal to editor@peterboroughmfc.org**

Extra categories under consideration for future events: Classic A/1 Glider,  
 Vintage Coup d'Hiver.

NB: Further events may be added. Visit SAM 35 website and check FF Updates.

## **Cocklebarrow Farm Vintage R/C Events**

### **Meeting dates**

**Sundays - 8th July, - 19th August, - 30th September.**

All types of R/C to December 1969, sport flying no competitions.  
BMFA insurance essential [A certs. not required].

### **Directions**

Signposted from Aldsworth Glos. on the B4425  
between Cirencester/Burford  
and off the A40 between Northleach and Burford  
[follow SAM35 signs]  
Camping on the field [no facilities].

Contact: Tony Tomlin 02086413505, 07767394578  
Email: [pjt2.alt2@btinternet.com](mailto:pjt2.alt2@btinternet.com)

## **R/C Events at Wallop**

**Aug 4<sup>th</sup>/5<sup>th</sup> - Sep 8<sup>th</sup>/9<sup>th</sup> - Oct 6<sup>th</sup>/7<sup>th</sup>**

**We will be sharing the airfield with other disciplines**

Radio Frequency will be 2.4 gig only , **no exceptions**

The event is a SAM 35 sponsored,  
so look towards R/C Vintage type aircraft  
Plus C/L, with several circles

**Entry to airfield is £5**, (which goes direct to the museum)  
Plus, for all flyers and helpers, **SAM 35 fee of £5 per day**

Event co-ordinator, **Bill Longley**  
Tel - 01258 488833 email - [tasuma@btconnect.com](mailto:tasuma@btconnect.com)

**DIG OUT THAT DIXIELANDER & PUT A SIMPLE RADIO IN IT**

## **La Grande Coupe de Birmingham (part cinq)**

**Sunday December 2<sup>nd</sup> 2018**

at MOD North Luffenham  
starting at 10:00

Qualifying event for the "Euro Challenge F1G" 2018/2019 (provisional)

### **F1G for the Aeromodeller Trophy**

Two rounds between 10:00 & 12:00  
then 3 rounds to timetable; finish at 14:45

**Top placed "Classic" coupe (1/1/60 – 31/12/69)  
will be awarded a bottle and a GPB Cartoon print.**

<>

### **Pre '58 Vintage Coupe for the Vintage Plate**

3 flights (no rounds) start 10:00, finish at 14:45

<>

**Special prize – Bottle of fizz  
for the best aggregate score in both events**

**Entry Fee £10 covers both events**

Fly-offs (Not DTI) and maxes as determined by conditions on the day  
Prize giving and hot drinks/nibbles in the Golf Club on the flying site  
(hot food available for purchase at the club bar)

For further information contact:

**Gavin Manion**

at [gavin.manion84@gmail.com](mailto:gavin.manion84@gmail.com) - tel 01543 422509

Or **Stuart Darmon**

at [stuardarmonf1a@yahoo.com](mailto:stuardarmonf1a@yahoo.com) - tel 01858 882057

## Impington Village College - Cambridge

### Indoor flying on 4th November 2018 9 am to 5 pm

We will be using the large (100 x 50 x 28 ft) sports hall at the College. The only restrictions are, no radio models in the main hall and no internal combustion engines, jets or catapults anywhere.

Also Round the Pole (4.5 metre lines) and small electric helicopter and fixed wing flying (X twin or Vapour type) in a separate hall (radio or infra-red).

**SAMS MODELS** will be in attendance to supply all your needs on the day.

#### Competitions:

There will be two, low key free flight (and one car!) competitions:

- **A Peanut** event using a simplification of the usual international rules,  
Maximum size of model either 13" span or 9" length excluding propeller  
A GA drawing, photograph or any other proof that the actual aircraft existed.  
**A single judge for all entrants to award up to 30 scale points and up to 90 "difficulty bonus points", the purpose being to encourage those flying models of difficult and adventurous prototypes**  
Any number of flights with a 10 second bonus for ROG.  
Total of best two flights plus scale and bonus points to decide final score
- The usual duration event for **Bostonian** models. There was a healthy increase in Bostonian numbers at our last two meetings so let's have even more this time. Any design to the Bostonian formula (If you are unclear about the Bostonian formula rules ring or email the contact below). Minimum airframe weight 14 gm and all flights to be ROG. Total score from best 3 flights
- For both competitions get your flights timed and reported to control. As many attempts as you like. Awards in each event for overall winner and best junior (under 18). Bostonians to be weighed. No builder of the model requirement in any competition. Build one for your wife (or husband), child or grandchild who just has to wind and launch
- We will also feature the **Racing Car event** as usual. This is a fun event for rubber powered cars. We vary the distance to be covered, number of heats etc depending on the entrants on the day! Ring or email below for any further information and for plans of suitable vehicles.

#### Exhibition

We would like models of all types in the exhibition and models other than aeroplanes are more than welcome. Bring whatever you like but please bring something (don't be shy) as this is a feature much enjoyed by our visitors - both flyers and spectators. It is also a good way of showing our kind of modelling to the public.

#### Seminar

The seminar will be given by Peter Smart and his subject will be his experience of eccentric indoor scale models and solving the problems they present!

#### RTP and Small Radio

David and Will Beaver will be bringing their equipment, using 4605 connectors at the model, available from The RTP Hut ([www.thertphut.co.uk](http://www.thertphut.co.uk)). As usual RTP will share the second hall with small R/C helicopters and fixed wing models.

#### Refreshments

Hot drinks and snacks will be available from the Sports Centre

#### Web Site

Have a look at our website at [www.impmac.co.uk](http://www.impmac.co.uk) for more details of club activities

**Cost of admission:** Indoor Flyers - **Adults £6.00**, under 18s **£1.50**, Spectators and Chatters - **£3.00**

#### Directions to Impington Village College: Post code CB24 9LX

Leave A14 at the first junction East of M11 J14, signed Cambridge B1049. At the roundabout take B1049 to North signed Cottenham, Histon. In ¾ km at 2<sup>nd</sup> lights turn right into New Road. Pass hospital entrance on right. Village College is next on right (two entrances, 1/3 and 2/3 km). Entrance to be used and car park will be signed.

**Contact:-** Chris Strachan    **Tel no:** 01223 860498    **Email:** [chris.strachan@btinternet.com](mailto:chris.strachan@btinternet.com)

## FLITEHOOK

### Indoor Free Flight Meetings

**West Totton Centre,  
Hazel Farm Road,  
Totton, Southampton.  
SO40 8WU**

Café on Site

**Flyers £8**

**Juniors & Spectators Free**

**Flyers must be BMFA Members**

**Sundays 10.00a.m. to 4.00p.m.**

**2018**

**9<sup>th</sup> Sep - 14<sup>th</sup> Oct - 11<sup>th</sup> Nov - 9<sup>th</sup> Dec - 30<sup>th</sup> Dec**

**2019**

**13<sup>th</sup> Jan - 10<sup>th</sup> Feb - 10<sup>th</sup> Mar - 14<sup>th</sup> Apr**

**Contact:** Tel. 02380 861541    E-mail [flitehook@talktalk.net](mailto:flitehook@talktalk.net)

## Indoor Flying with the South Birmingham MAC

Mainly Free Flight

### Thorns Leisure Centre.

Stockwell Ave.

Off Thorns Road - Quarry Bank - West Midlands - DY5 2NU

Saturdays 1pm until 4pm

2018

May 5<sup>th</sup> - Sep 22<sup>nd</sup> - Oct 20<sup>th</sup> - Nov 17<sup>th</sup> - Dec 15<sup>th</sup>

Admission - Flyers £6 - Spectators £2.00

Ultra-light R/C models may be flown for the first 15mins of each hour  
(quad copters or heavy fast flying models not accepted)

For further information phone Colin Shepherd 0121 5506132

or e-mail [cosh43@hotmail.com](mailto:cosh43@hotmail.com)



## INDOOR F/F MEETINGS

Waltham Chase Aeromodellers, in association with South Hants Indoor Flyers, are pleased to announce the continuation of the Indoor F/F Meetings held at the Main Hall at:

**Wickham Community Centre, Mill Lane, Wickham, Hants PO17 5AL**

These meetings will be held on the following dates:

Meetings will run from 7.00 p.m. to 10.00 p.m. on Tuesdays in the Main Hall

2018

2<sup>nd</sup> Oct - 6<sup>th</sup> Nov - 4<sup>th</sup> Dec

2019

8<sup>th</sup> Jan - 5<sup>th</sup> Feb - 5<sup>th</sup> Mar - 2<sup>nd</sup> Apr

7<sup>th</sup> May - 4<sup>th</sup> Jun - 2<sup>nd</sup> Jul

The hall is particularly suitable for indoor free flight models of all types,  
with a ceiling free of obstructions.

Tables and chairs will be available in the hall, the organisers are always grateful for assistance with moving furniture. A hot drinks machine is available on site.

Admission to the meetings will be **£5** for Senior fliers, **£1** for Junior fliers  
and **£1** for spectators, whilst accompanied children will be admitted free.

Fliers will be required to show proof of insurance.

No R/C models may be flown at these events.

Flitehook, who carry a large stock of indoor models and accessories, will attend many of the meetings.

Waltham Chase Aeromodellers welcome all indoor F/F fliers to these events.

For further details please contact:

Alan Wallington, "Wrenbeck", Bull Lane, Waltham Chase, Southampton, Hants.  
(Tel. 01489 895157) (e-mail: [alan@wcaero.co.uk](mailto:alan@wcaero.co.uk))

or see our web site: [www.wcaero.co.uk](http://www.wcaero.co.uk)

## Bloxwich Indoor Flyers

Free Flight & lightweight RC  
Sneyd Community School

Vernon Way, Sneyd Lane,  
Bloxwich, WS3 2PA

Saturdays 2pm until 5pm

Flyers - £8 Spectators £2

2018 dates

**Sep 8<sup>th</sup> - Oct 6<sup>th</sup> - Nov 3<sup>rd</sup> - Dec 1<sup>st</sup>**

Contact:- Allan Price:

Tel: 01922 701530

e-mail: [montrose32@btinternet.com](mailto:montrose32@btinternet.com)

## BMFA South West Area

### Indoor Flying

Cornwall Vintage Aeromodellers  
at

Saints Health and Fitness Centre

St Austell Rugby Club

Tregorrick Park, St Austell

Cornwall, PL26 7AG

**Flying from 1200hrs to 1600hrs on Sundays**

**2018**

**23rd Sept. - 21st Oct. - 18th Nov. - 16th Dec.**

**2019**

**13th Jan. - 10th Feb. - 17th March**

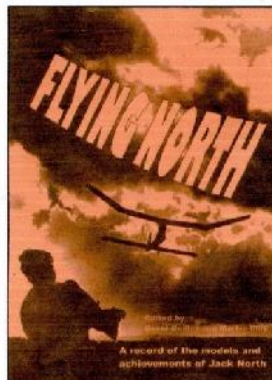
**Mainly free flight**

**some micro R/C (fixed wing & helicopters)**

**Admission: - Flyers £10 - Spectators £1**

Phone: David Powis on 01579 362951

Email: [dave\\_powis@hotmail.com](mailto:dave_powis@hotmail.com)



Flying North is a 163 page book covering the model flying career of Jack North, and including 23 previously un-published plans of his aircraft. Access to Jack's drawings and notes dating back to 1936 means that there are a number of designs in the book likely to be tempting to the nostalgia-minded.

Contact: Martin Dilly on  
020 8777 5533 or write to:  
20, Links road,  
West Wickham,

Kent BR4 0QW or e-mail:  
[martindilly20@gmail.com](mailto:martindilly20@gmail.com)

The price in the UK is £18; airmail to Europe £20 or to anywhere else £22. Cheques should be payable to BMFA F/F

Team Support Fund, in pounds sterling only, and drawn off a bank with a branch in the UK, you may also order by credit card, all proceeds help to fund the expenses of those representing Great Britain at World and European FF Championships

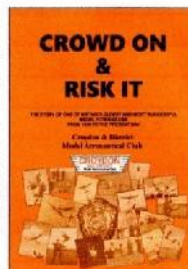
## CROWD ON & RISK IT

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 Basingstoke.

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



# E-Zee Timers



## **E-ZEE FF Combined Electric Motor Power and Servo Operated DT Timer Type EFF 1** **Cost £15.00 + p & p**

This timer controls electric motor power and run-time (via an ESC) and after a further delay drives a D/T servo to terminate the flight. The motor power is set by a single turn potentiometer and the motor run and D/T periods are set by

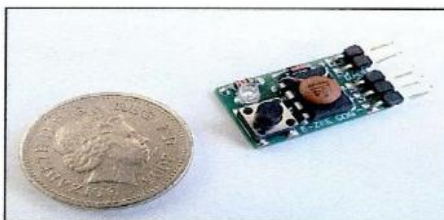
a simple push button / LED interface

- motor run duration:-adjustable 1 to 30 seconds, set in 1 second increments
  - d/t duration:-adjustable 10 seconds to 5 minutes, set in 10 second increments
  - motor power:-adjustable at all times from zero to full throttle (by potentiometer)
  - push button immediately stops the motor at any point during the flight profile
  - duration settings are saved in memory a single button push serves to repeat a flight.
- Length 30mm Width 20mm Height 11mm Weight 5gm

For installations where the timer is inaccessible remote pushbuttons and LED's are available

## **Servo operated DT Timer only Type SDG 1 Cost £12 + p & p**

This timer was originally developed for use with 36 inch hi start classic gliders, but will be of interest to all sports free flight flyers not requiring electric motor control. The timer drives a D/T servo to terminate the flight, the D/T periods being set by a simple push button / LED interface. Driven by a small 30mAH battery and using a 2 gram servo the avionics can be used as nose ballast so there is no overall weight gain



- d/t duration:-adjustable 10 seconds to 5 minutes, set in 10 second increments
  - push button immediately cancels the flight at any time
  - duration settings are saved in memory a single button push serves to repeat a flight.
- Length 22mm Width 13mm Height 11mm Weight 2gm

Timers are supplied with a comprehensive instruction manual and users guide

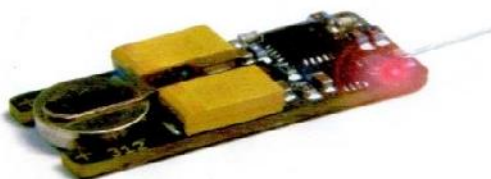
*E-Zee Timers have been designed and are manufactured in the UK  
Exclusively available from*

**Dens Model Supplies**

*On Line shop at [www.densmodelsupplies.co.uk](http://www.densmodelsupplies.co.uk)  
Or phone Den on 01983 294182 for traditional service*

# BUGS

## **Free Flight Model Tracker**



**£50.00** - each including 6 batteries

Ready to use radio tracker

Suitable for most handheld receivers

Powered by one 312 ZincAir hearing aid battery

27mm long, 11mm wide, 5mm thick 3 grams  
including battery

Run time around 10 days

Red LED flashes when transmitting

Available in any frequency from 140MHz to 980MHz

Supplied in protective heatshrink

Very quick delivery, often next day

On sale at

[http://www.leobodnar.com/shop/index.php?products\\_id=217](http://www.leobodnar.com/shop/index.php?products_id=217)

or contact Peter Brown 07871 459291 for options

## Provisional Events Calendar 2018

With competitions for Vintage and/or Classic models

February 18 <sup>th</sup>	Sunday	BMFA 1 <sup>st</sup> Area Competitions
March 4 <sup>th</sup>	Sunday	BMFA 2 <sup>nd</sup> Area Competitions
March 25 <sup>th</sup>	Sunday	BMFA 3 <sup>rd</sup> Area Competitions
March 31 <sup>st</sup>	Saturday	Northern Gala, Barkston
April 2 <sup>nd</sup>	Monday	<del>SAM1066 Meeting, Salisbury Plain</del> (Croydon Wakefield Day) <b>Cancelled</b>
April 28/29 <sup>th</sup>	Sat/Sunday	London Gala & Space, Salisbury Plain
May 20 <sup>th</sup>	Sunday	BMFA 4 <sup>th</sup> Area Competitions
May 26 <sup>th</sup>	Saturday	BMFA Free-flight Nats, Barkston
May 27 <sup>th</sup>	Sunday	BMFA Free-flight Nats, Barkston
May 28 <sup>th</sup>	Monday	BMFA Free-flight Nats, Barkston
June 17 <sup>th</sup>	Sunday	<b>SAM1066 Meeting, Salisbury Plain</b>
June 24 <sup>th</sup>	Sunday	BMFA 5 <sup>th</sup> Area Competitions
July 8 <sup>th</sup>	Sunday	BMFA 6 <sup>th</sup> Area Competitions
July 15 <sup>th</sup>	Sunday	<b>SAM1066 Meeting, Salisbury Plain</b>
July 21 <sup>st</sup> /22 <sup>nd</sup>	Saturday/Sunday	East Anglian Gala, Sculthorpe
July 28 <sup>th</sup>	Saturday	<del>SAM1066 Meeting, Salisbury Plain</del> (Croydon Wakefield Day) <b>Cancelled</b>
August 4 <sup>th</sup>	<b>Saturday</b>	Timperley Gala, North Luffenham
August 18 <sup>th</sup>	<b>Saturday</b>	Southern Gala, Salisbury Plain
September 2 <sup>nd</sup>	Sunday	Crookham Gala, Salisbury Plain
September 16 <sup>th</sup>	Sunday	BMFA 7 <sup>th</sup> Area Competitions
September 23 <sup>rd</sup>	Sunday	Southern Area Gala, Odiham
September 30 <sup>th</sup>	Sunday	<b>SAM1066 Meeting, Salisbury Plain</b> (Croydon Coupe & Wakefield Day)
October 14 <sup>th</sup>	Sunday	BMFA 8th Area Competitions
October 27 <sup>th</sup>	Saturday	Midland Gala, North Luffenham
December 2 <sup>nd</sup>	Sunday	Grande Coupe de Brum, Luffenham

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](http://www.SAM1066.org)

For up-to-date details of all BMFA Free Flight events check the websites

[www.freeflightuk.org](http://www.freeflightuk.org) or [www.BMFA.org](http://www.BMFA.org)

For up-to-date details of SAM 35 events refer to SAM SPEAKS or check the website

[www.SAM35.org](http://www.SAM35.org)

## Useful Websites

SAM 1066	-	<a href="http://www.sam1066.org">www.sam1066.org</a>
Flitehook, John & Pauline	-	<a href="http://www.flitehook.net">www.flitehook.net</a>
Mike Woodhouse	-	<a href="http://www.freeflightsupplies.co.uk">www.freeflightsupplies.co.uk</a>
GAD	-	<a href="http://www.greenairdesigns.com">www.greenairdesigns.com</a>
BMFA Free Flight Technical Committee	-	<a href="http://www.freeflightUK.org">www.freeflightUK.org</a>
BMFA	-	<a href="http://www.BMFA.org">www.BMFA.org</a>
BMFA Southern Area	-	<a href="http://www.southerarea.hamshire.org.uk">www.southerarea.hamshire.org.uk</a>
SAM 35	-	<a href="http://www.sam35.org">www.sam35.org</a>
MSP Plans	-	<a href="http://www.msp-plans.blogspot.com">www.msp-plans.blogspot.com</a>
X-List Plans	-	<a href="http://www.xlistplans.demon.co.uk">www.xlistplans.demon.co.uk</a>
National Free Flight Society (USA)	-	<a href="http://www.freeflight.org">www.freeflight.org</a>
Ray Alban	-	<a href="http://www.vintagemodelairplane.com">www.vintagemodelairplane.com</a>
David Lloyd-Jones	-	<a href="http://www.magazinesandbooks.co.uk">www.magazinesandbooks.co.uk</a>
Belair Kits	-	<a href="http://www.belairkits.com">www.belairkits.com</a>
Wessex Aeromodellers	-	<a href="http://www.wessexaml.co.uk">www.wessexaml.co.uk</a>
US SAM website	-	<a href="http://www.antiquemodeler.org">www.antiquemodeler.org</a>
Peterborough MFC	-	<a href="http://www.peterboroughmfc.org">www.peterboroughmfc.org</a>
Outerzone -free plans	-	<a href="http://www.outerzone.co.uk">www.outerzone.co.uk</a>
Vintage Radio Control	-	<a href="http://www.norcim-rc.club">http://www.norcim-rc.club</a>
Model Flying New Zealand	-	<a href="http://www.modelflyingnz.org">http://www.modelflyingnz.org</a>

### **Are You Getting Yours?** - Membership Secretary

As most of you know, we send out an email each month letting you know about the posting of the latest edition of the *New Clarion* on the website.

Invariably, a few emails get bounced back, so if you're suddenly not hearing from us, could it be you've changed your email address and not told us?

To get back on track, email [membership@sam1066.org](mailto:membership@sam1066.org) to let us know your new cyber address  
(snailmail address too, if that's changed as well).

P.S.

*I always need articles/letters/anecdotes/pictures 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*