


	<h1 style="color: red; text-align: center;">NEW Clarion</h1> <h2 style="color: red; text-align: center;">SAM 1066 Newsletter</h2> <p style="color: red; text-align: center;"><i>Happy New Year</i></p>	Issue 012019
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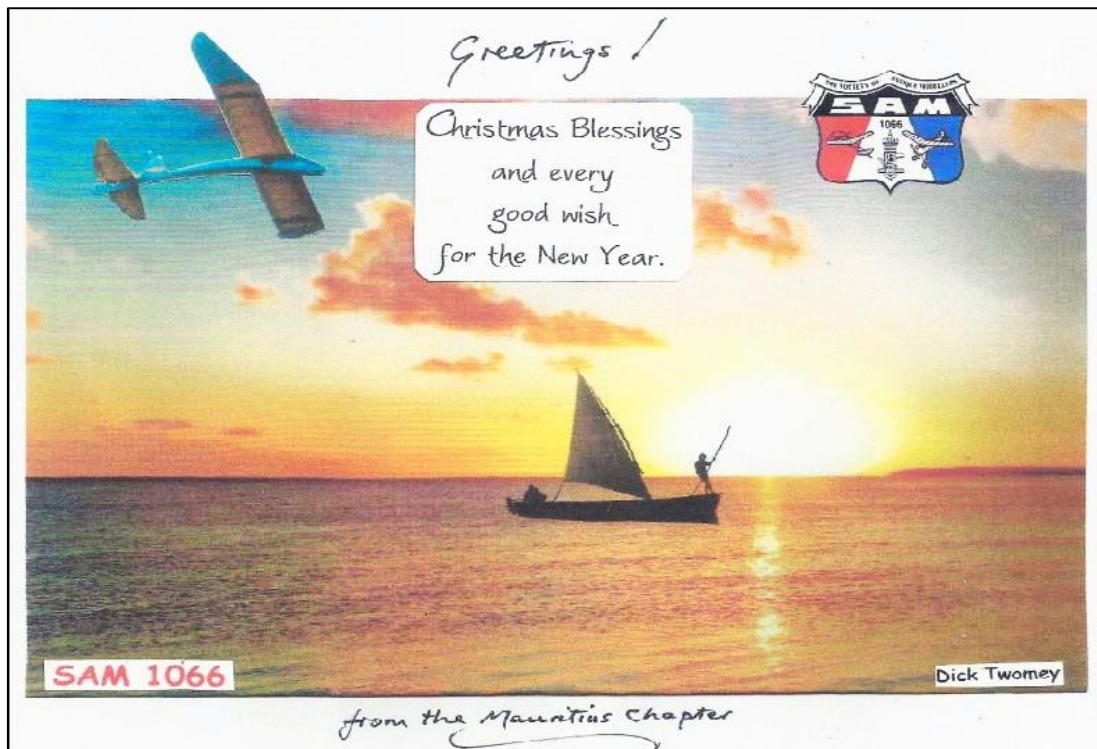
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iPad users: If you are having trouble opening the New Clarion, hold your finger on it to display a menu, then select "open in new tab". You will find the new tab to the right of the SAM1066 tab.

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Editorial

First up we have a greetings card from Dick Twomey and I'm sure we all reciprocate his good wishes. It's good that Dick continues his association with 1066 and equally importantly provides me with fodder for the New Clarion whilst promoting aeromodelling in Mauritius.



A bit light on pages this issue, must be the time of year, I still keep churning out my own indoor reports but do not seem to be able to get any of you others to put fingers to keyboards or pens to paper concerning your own exploits or the misfortunes of your fellow fliers. It only takes a few pictures and even fewer words to fret out an article, come on give it a whirl.

I've reported on Sneyd indoors with a gory picture of what can happen if you get careless. The mangled finger of Alan Price bears testament to damage that can be inflicted. He slipped by all accounts and his Fox35 took full advantage. It's unusual that the motor kept running to inflict so many cuts.

I've popped in a few more pictures from my mystery Dave Kern picture file. Big vintage power models always look good.

Nick Peppiatt has taken a break from Co2 and done a bit of Dethermaliser Description. Assuming Wallop will be available to us then reliable mechanical D/T's will be the order of the day. I'm not sure Viscous timers will necessarily be accurate enough being temperature dependant. To be seen to be in control of our models is of paramount importance if we are to get back on Wallop permanently and there must be no excursions off site.

Roy Tiller has changed gear and is now investigating Meccano Magazine, should turn up a few new model designs to have a go at.

Gavin Manion reports on the Coupe de Brum, which seems to have turned out better than expectations. I chickened out even though Rachel had her new electric bike to try out.

As usual our Secretary wraps up the issue with his monthly report. Drones continue to be a problem particularly in the light of recent events. We hope no knee jerk reactions.

Editor



Saturday 1st December, Rachel and I braved the M6 (junction 1 to 10) through spaghetti across to Bloxwich and Alan Price's Walsall Club indoor meet. Attendance was a little better this meeting possibly due to the lure of free mince pies and sherry. Of course I was in festive garb.



Allan the organiser was in good form flying a few of his creations, a particularly good 'No-Cal' and a scale 'Yak'. Also caught on camera was his Fox35 well bitten left forefinger, messy.





Eric Hawthorn was flying his 'Comper Swift' using a nice new winding jig made since the last meeting when he borrowed mine. He'd photographed mine for some reason, I can't see why. In the background in the picture below there is Eric's tissue covered 'Cryminnie Gicket' which can turn in 2min flights. The performance is enhanced by a light weight scratch built plastic prop made from .005 sheet if memory serves. The use of a plastic prop was one of the rules in the xmas comp for 2016.



I was also airing my 'Cryminnie Grickets', as they were titled, designed for the 2016 xmas comp. The design spec was: aerofoil wings, tissue covered and required a plastic prop. I used the Ikara Butterfly prop on my CG II, seen in stand in picture. I eventually a cut down a 12" version, seen on CGIII on bench, in an attempt to match the times being recorded by the scratch built plastic prop mob. Although I achieved my best times with this model I was still unable to feature in the prize presentation. Having said that, Allan Price took 3rd place in the event using a standard Ikara Butterfly prop but, if memory serves, he had the weight down below 4gm.





Above we see Colin Shepherd winding his half-scale Gipsy Wakefield while David Saul awaits the start of the 15min lightweight Radio Control slot, 'Night Vapour' box open and ready.



Some of the R/C flyers concentrating on the job in hand and Graham Smith retrieving his polystyrene wonder. Graham's model flew really well, as slow and as high as any of the others.



My 'Mini Stik' was pressed into service again, to keep me amused during the radio slot. I think the battery on the model is beginning to give up the ghost as power is not what it was and capacity seems to be declining. I'll replace the transmitter batteries for next outing and see if there is any improvement.

Once again a pleasant afternoon in good company, aided by free wine & mince pies.

John Andrews



Model Aircraft Jun 75 & May 76

O. Loseall

I see that up north they have introduced a handicap system for contest flying. A commendable way to achieve wider participation, no doubt, but one which has its controversial aspects. I remember some years ago visiting a house where the sideboard (pre-facial type) simply groaned under the weight of huge silver trophies. Here is a champion for sure, I thought. Not a model flyer, though - they get only tatty, thirty-bob plaques - but some remarkable talent. Well it turned out that the owner of the silver collection was a golfer, though not as you might think, a veritable tiger, but a sort of fierce rabbit with a sizable handicap.

Now, if the handicapping system takes on in the model world we might get a similar situation, with the rabbits of the movement taking all the honours. The emphasis would shift from tactical ploys to devious stratagems in the handicap stakes, the perpetrators of which would get their just deserts by being landed with some of the antediluvian cups still knocking around - at least one of which used to be given for kite flying.

Back to Normal

After last month's history lesson, which I trust all you eleven plussers carefully studied and promptly forgot, perhaps we could get back to a spot of topical chat about an obscure, and often overlooked, pastime called model flying.

Some of you, who are not too well acquainted with this homely hobby, might like to know that it is completely unpretentious, though not exactly down to earth. It involves no strutting or bracing, no flaunting of vintage pedigrees, and is more at home on the kitchen table than the sideboard.

What is more—stand by to cheer—you only need one wing. This might seem a bit on the miserly side after a rich diet of tripes and bipes, but at least you don't get building board indigestion. Fuselages, too, are somewhat meagre by all the cowl and cockpit canons, just plain, squarish sort of structures, which might not be fancy but at least keep the prop from knocking the fin off. And, as for undercarfts, they are strictly for the birds.

In order to get to know more about the sport we suggest you visit a popular flying field. Come to think of it, though, make it two popular flying fields—you can never tell upon which one the local model flyer might be operating.

And All That

But, talking of history, the vintage wallahs don't have it all their own cap-back-to-front way; the humble model can do the 1066 act with the best of 'em. To illustrate the point we publish this exciting extract from the action packed pages of the recent autobiography of Aphraim Prang, "Oiled Silk and Old Elastic."

"My first machine was of the pusher type. It featured an open cockpit, four-wheeled undercarriage, dummy silencer, and was operated by manual propulsion. As a result of some erratic piloting on the part of my big sister I took my first nose dive. Thus my introduction to model flying was a classical one.

"Our big problem in those early days was finding suitable materials. Balsa was unknown, which was perhaps a good thing, as it would have been madly frustrating to have had such tempting razor fodder in such a bewhiskered world. We explored many woods, but soon found that models flew better over open ground. This was how we came to use Wimbledon Common. Chobham, it should be remembered, was as yet undiscovered, which was possibly one reason why these were called the good old days.

"In our unremitting quest for model making material we tried almost everything, but achieved our first real success with the pages of school exercise books. Birch followed, and it struck us that this might prove ideal for our purpose, and its use as such met with the fundamental approval of the other students.

"For surface covering we used oiled silk, and this was how my first real model came to be called 'The Cape of Good Hope' and also why the headmaster got so wet cycling home. Motive power was another thorny problem, owing to the acute shortage of younger sisters. However, by good fortune, I made a fascinating discovery about golf balls, and my 1,000-strand motor caused quite a sensation at the time—almost as big a one as the closing down of the local golf course.

"Flying at that time was always a tricky business. Conditions had to be just right. I can well remember walking out to the centre of Wimbledon Common and taking out my handkerchief. I retired to bed immediately with a heavy cold.

Streamers were just as fashionable in those days, Combat or no Combat.

"Our models were a trifle heavy by present day standards. In fact the state of the common was the subject of a spate of angry letters to the council, protesting over the ploughing up of this historic public space. But, as time went on, our models became lighter and less agrarian. A typical example of our progress was my V-frame puller. I was never a great interpreter of plans even in those days, but the thing flew, and I've never looked backwards since . . ."

Pylonius

What's the answer?



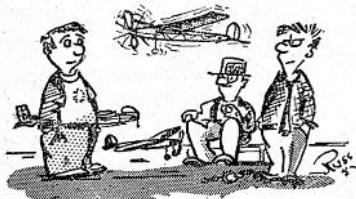
"WEAK:—MAY LAST THE DAY OUT"

*What would you do in a case like this.
The answer is printed below*

ANSWER: Downthrust is not necessarily wasteful of power. The fact that the thrust line is tilted down relative to the fuselage centre line does not mean that it is acting at that same downward angle to the flight path.

Almost certainly, we would say, Frank's model is balanced with the centre of gravity fairly well forward. This implies a negative tail setting to trim, and a negative tail setting, in turn almost always means using a fairly generous downthrust angle. This holds true whether the motor is weak or strong.

If the point of balance were moved *back*, then the tailplane setting could be reduced, or even made positive. With this change of trim, downthrust could be reduced. Whilst theoretically the performance should be increased slightly this is because the tail is now contributing more to the total lift—not because the downthrust has been reduced. In practice the longitudinal stability has also been *reduced* by this change. Thus a model trimmed out with a fairly large downthrust angle is often more stable and consistent. This type of trim, incidentally, works out best on models with freewheeling propellers.



"IT'S HOLDING ITS OWN FRANK!"

About downthrust, power and performance.

Frank's 1957 Wakefield is just about as good as any we have had in the Club. Frank placed a good second in the Area Eliminators with it and only just missed a place in the team. He believes in using a fairly weak motor to give a longer power run—something like 70 seconds in the air.

Our theory man knew just why Frank missed one of those four top places in the Trials. "Look at all the downthrust you're using," he said. "With a weak enough motor to start with you are wasting another ten per cent. or so." Yet that does not seem to be borne out in practice. Downthrust or not we reckon Frank's model is as good as most, judged on its consistent high performance. What's the answer?



"YOU'RE LOSING 10% ON DOWNTHRUST, 10% ON A NEGATIVE TAIL, 10% ON THOSE WARPS, 10% ON THAT COVERING AND 50% ON THAT PROP — IT'LL NEVER FLY!!"



"PEAK PERFORMANCE"

What's the answer!

Dave's new rubber job flew as if it was on rails. In fact, I don't think we have ever seen a more stable model in our club. In one of our first club contests of the year, too, he hooked a beautiful riser and turned in a 20-minute flight—which doubled our previous club record. Yet he has never got anywhere since with that model. It flies just as well as ever, but gets beaten time and time again by quite rough jobs which spend as much time stalling as flying level. One of these was built off the same plan as Dave's. It doesn't fly half as smoothly, but will always turn in a better duration. What's the answer?

*What would you do in a case like this
Answer is printed below*



Answer: Because a model flies smoothly it does not mean that it is trimmed for maximum performance. In fact, Dave's model is probably slightly under-elevated—a very common trimming fault. If you want maximum performance from a model, it has got to be trimmed quite near the stall, particularly on the glide. Flying in turbulent air a model trimmed near the stall will often wallow, or even stall at times. Provided it recovers immediately, no harm is done. You can often double glide duration by fine trimming. If you want smooth flying, then under-elevate slightly.



I have this file in my Clarion 'bits and bobs' titled Dave Kern pics 2015, I've put one or two in the magazine in the past if memory serves. I've no recollection of acquiring them, just a pdf file with the pictures. Here are a few more.







Michael Bluestein



Michael Bluestein

**A.M. 049****.83 c.c.***Manufacturers:*

D. J. ALLEN ENGINEERING,
28 Angel Factory Colony, London, N.18

Specification

Displacement: .83 c.c. (.5065 cu. in.)
Bore: .421 in.
Stroke: .364 in.
Bore/stroke ratio: 1:16
Bare weight: 1½ ounces
Max. power: .052 B.H.P. at 14,000 r.p.m.
Power rating: .0625 B.H.P. per c.c.
Power/weight ratio: .03 B.H.P. per ounce

Material Specification

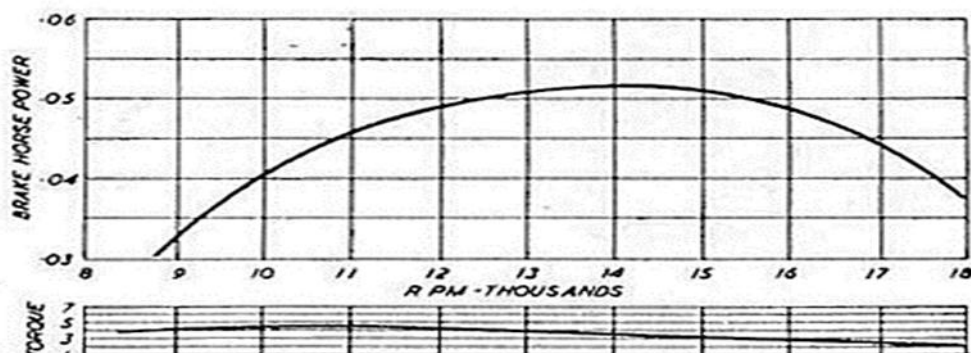
Crankcase casting: light alloy pressure die casting
Cylinder: leaded mild steel
Piston: hardened steel
Connecting rod: hardened steel
Little end: ball and socket joint
Bearings: plain Crankshaft: hardened steel
Spraybar: brass Cylinder jacket: dural

PROPELLER—R.P.M. FIGURES

<i>Propeller dia. × pitch</i>	<i>r.p.m.</i>
7 × 4 (Stant)	8,400
6 × 4 (Stant)	9,200
6 × 4 (Trucut)	8,600
5 × 3 (Trucut)	13,600
6 × 4 (Frog nylon)	12,600
6 × 6 (Frog nylon)	8,400
5 × 6 (Frog nylon)	11,800
5 × 6 (Frog plastic) (styrene)	10,700
6 × 4 (Tornado nylon)	10,800
6 × 3 (Tornado wood)	12,400
5½ × 3 (O.K. plastic)	13,200
6 × 4 (D-C nylon)	13,900
5¼ × 3½ (D-C nylon)	17,200

Fuel used: equivalent 60-25-15, methanol, castor,
nitromethane blend

AEROMODELLER Plans Service Coding "C"



Report No. 95. Aeromodelling in Meccano Magazine.

The library has recently acquired a full set of Meccano Magazines, not in paper form but on three compact discs, for a very modest sum. These were thought to be a worthwhile purchase as I had seen a few model aeroplane plans from Meccano Magazine reproduced in magazines and newsletters. The Ray Malmstrom plans catalogue, which can be found on the Impington Village College Model Aeroplane Club website, also lists a number of Ray's design to be found in Meccano Magazine.

The Meccano Magazines ran from September 1916 to April 1981, assuming that they are all on the CD's. The earliest magazines were quite understandably mainly comprised of articles on Meccano, Dinky Toys and model trains. I did not check every issue just a 10% sample but I got through from 1916 to May 1964 before I found any mention of aeromodelling. Should you know of any earlier aeromodelling articles please advise me of the magazine date.

The article in the May 1964 issue was titled "Getting started in control line aeromodelling" by John Atkinson and recommended starting with a kit such as, KK Phantom Mite, Frog Tyro, Veron Colt, Jasco Trojan and the Gremlin De Havilland Chipmunk, all seem quite sensible suggestions except perhaps the last one (every kit guaranteed a Gremlin?).

Next month advised on your first control line flight. All good stuff, get the right fuel, start and run your engine on a test stand, then install it in your model. Making up the control lines and storing them without kinking by wrapping on a Golden Syrup tin which has been fitted with 3off 8BA bolts $\frac{1}{2}$ " long. Preparation first then flying!

**FOR THE ULTIMATE IN
MODEL FLYING ...**



Build the exciting 41" span "CONSUL" for RADIO CONTROL or Free Flight. This DE LUXE KIT has Fuselage, Wings, and Tailplane FINISH MOULDED in Hi-Tensile lightweight polystyrene—just assemble and FLY.

ELECTRIC POWERED!
ASSEMBLE READY-TO-FLY!



**THE RIPMAX
"ELECTRA"**

Span 19"
Length 17"
Weight 1½ oz.

Super-complete kit comprising fuselage shells, wings, fin and tailplane moulded in ultra-light expanded polystyrene plastic. Spruce boom, ready formed wire and plastic parts special cement.

A fully prefabricated kit which you can assemble ready for flying in less than half an hour. Kit includes high performance ELECTRIC MOTOR and "POWAFLIGHT" battery. All parts finished and nothing else to buy.

GET ONE TO-DAY!

PRICE ONLY 14/11 complete with motor, battery and spare prop.

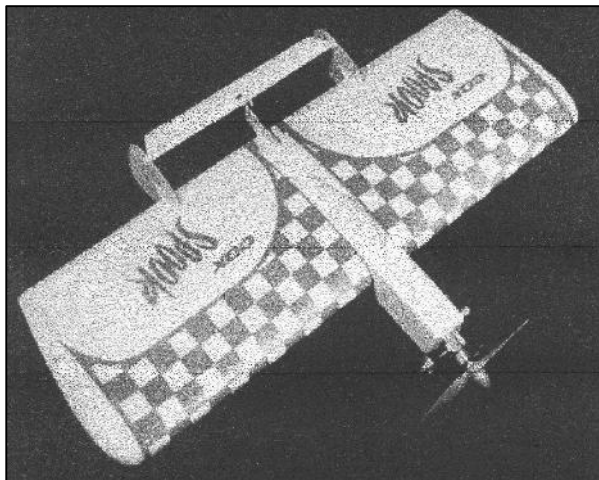
- ★ NO WINDING! NO FUEL! NO FUSS!
- ★ NO DANGER! NO NOISE! FLY ANYWHERE!
- ★ SMOOTH, SILENT 1 TO 2 MINUTE FLIGHTS!
- ★ FULLY FINISHED FOAM-PLASTIC PARTS!

Then next two months reviewed free flight and control line kits. The recommended free flight power model kits were the Graupner Consul and an electric powered fully prefabricated kit, the Electra. Both featured in Ripmax advertisements.

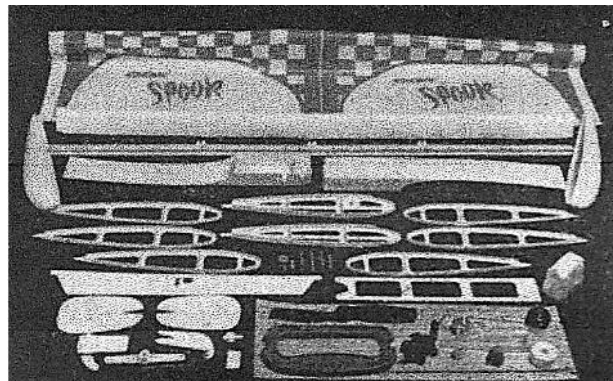
The Electra advertisement offers a quite attractive proposition, "Fully prefabricated ... assemble in less than half an hour ...electric motor...Powaflite battery..nothing else to buy."

Now to read the review "Silver Chloride battery...the only 'fuel' required is the salt water...This water is added immediately before launching...batteries can only be used once and a new set is required for each flight." Who got it right and who got it wrong? Ripmax "nothing more to buy" or Meccano "batteries can only be used once"? Does any reader remember or have experience of this model and of buying batteries which cost 6d each? A picture in the review seems to show two batteries fitted setting the owner back one shilling per flight.

The recommended more advanced control line model was the plastic ready to assemble kit for the Cox Spook. Does any reader have anything to tell of this model?

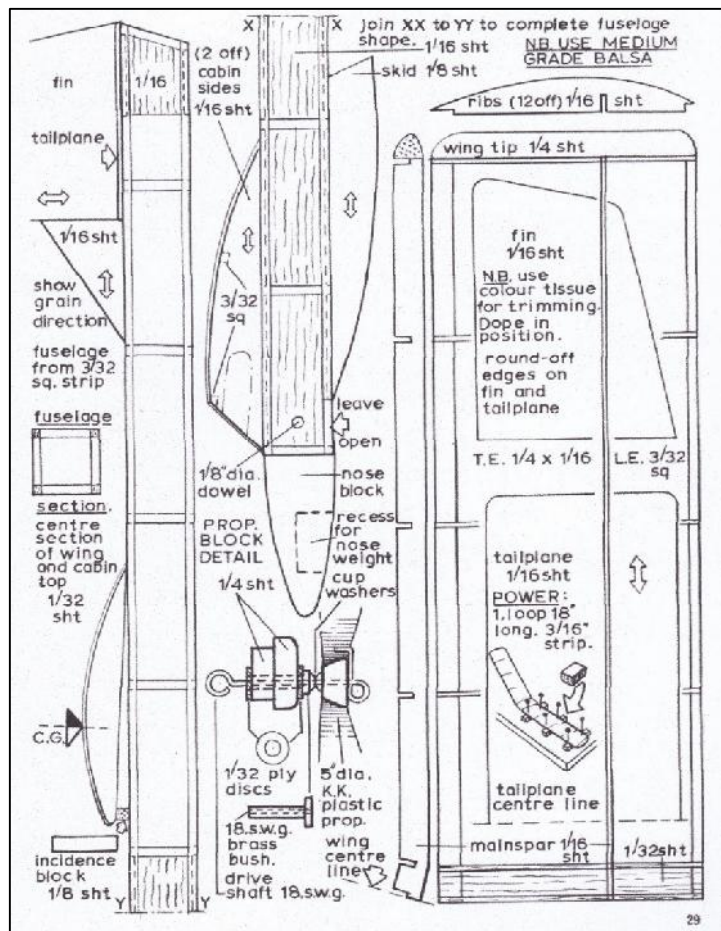


The complete Cox Spook kit showing all components including the propeller, control-line, control-line handle and special engine mounting.



In September the aeromodelling article advised on tissue covering. All very sensible stuff with a very nice scent spray bottle shown in the water spraying picture.

At last in October 1964 came a model aircraft plan, the Marquita, a 16" span free flight rubber powered pusher model by Ray Malmstrom. Should you wish to build this model I can send you the file for the whole magazine with the plan, pictures and instructions.



More from Meccano next month.

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

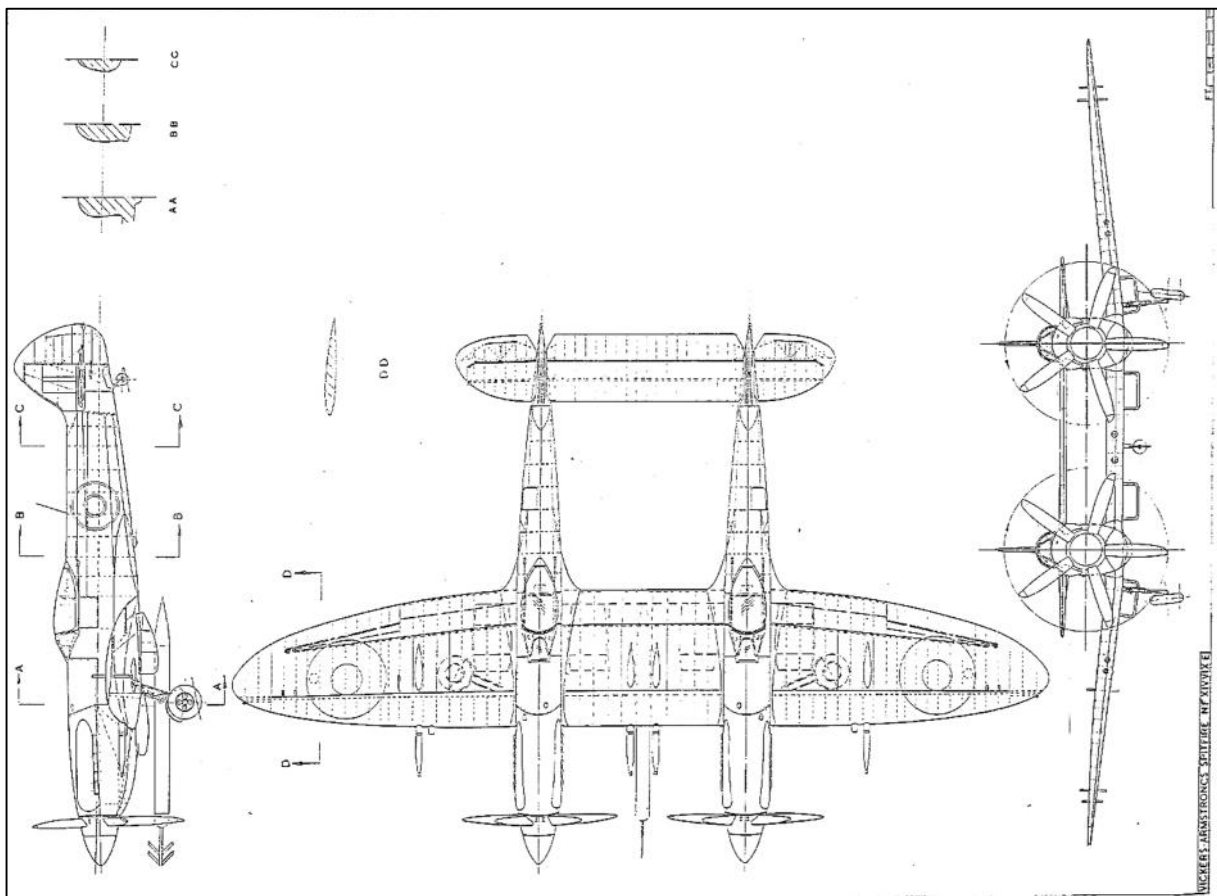
Roy Tiller

Raynes Park website:

The Raynes Park MAC has been without a website for some time now but I am pleased to say that we are back online again. You can find the new site at <http://www.raynesparkmac.co.nf> where you will find lots of photos of FF, CL and vintage RC activity both past and present. Best wishes, **Alan Holmes**"

Alan Price:

Hello John, after seeing the Spitfire float plane in the last Clarion, I thought this may be of interest to you. It is the frontispiece of Aircraft of the Fighting Powers Vol VIII. Obviously this was never built, but appears that it may have been looked at as a project, I do not know what the "spear" underneath is for, would make an unusual scale model. Best wishes, **Alan Price**.

**Tim Westcott:**

I attach some pictures below of some items that may be of use to those minute number of modellers who make model aircraft with geared motors!
I also have millions of Cup Washers and thousands of whatever the other picture is of!
Items are zero cost to any needy persons but perhaps some postal remuneration could be arranged?

Also, can you identify the model Diesel?

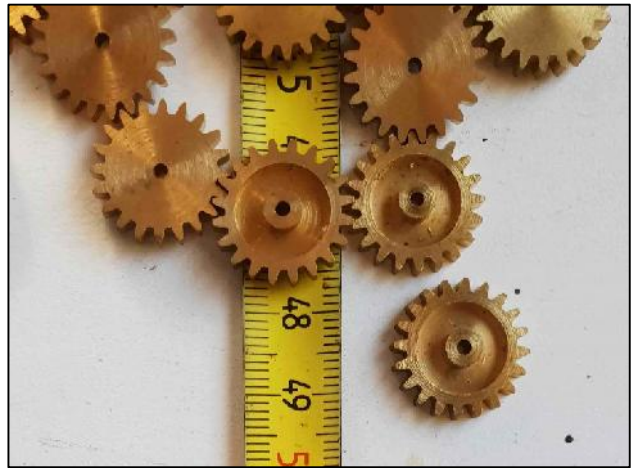
Can anyone identify the Motorised R/C Glider?

If only I had more time I would inundate you with model related memorabilia and pictures!

Regards,

All the Best, **Tim Westcott**

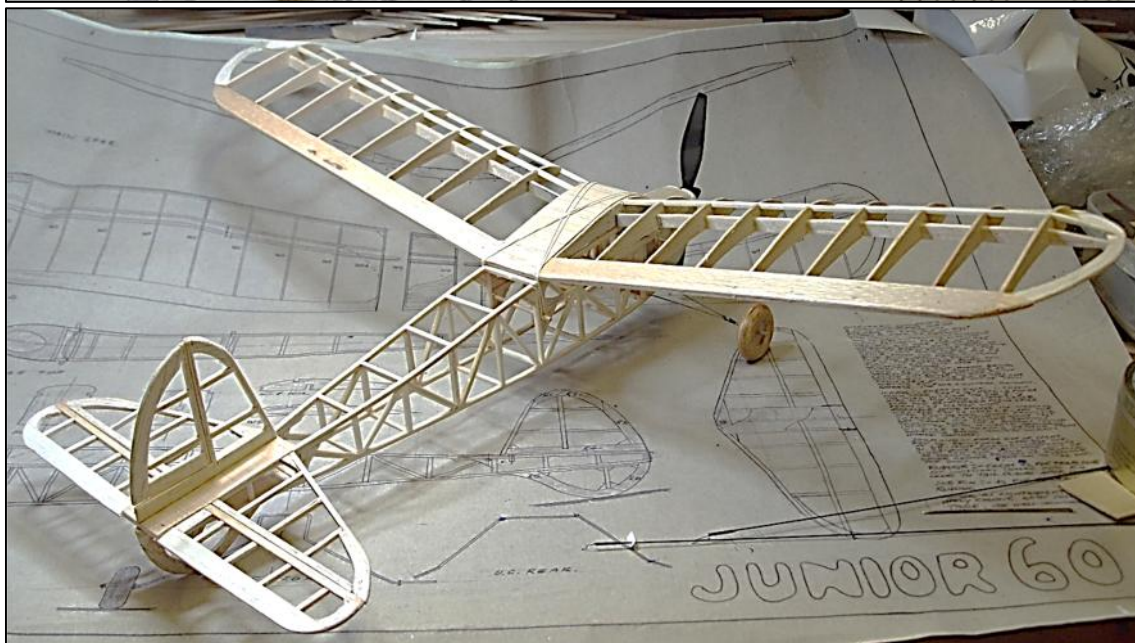
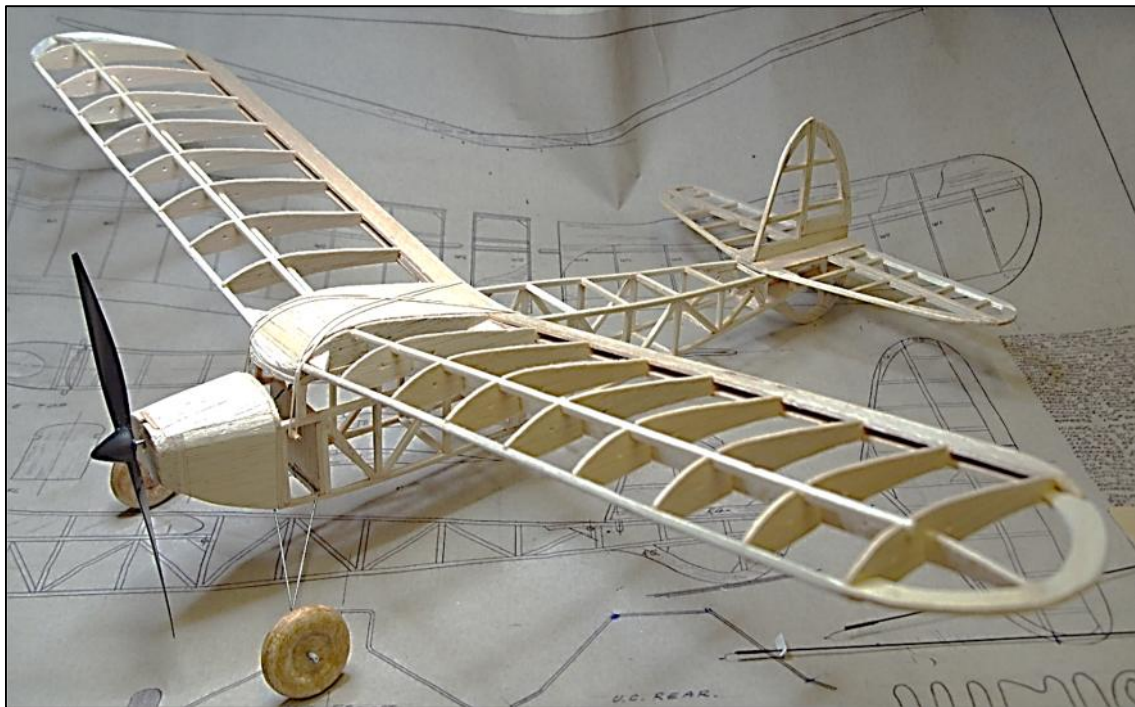
E-mail: timwestcott@tiscali.co.uk



Tim
Westcott

David Saul: Micro Junior 60

A few pictures of my latest project



David Saul

**Southern Coupe League 2019, Round 1
La Grande Coupe De Birmingham
Barkston Heath December 2nd. 2018**

Who would fly a giant coupe in half a gale and win? Phil Ball of course. Gavin Manion reports -

'This event had everything going for it; a late change of venue and an appalling forecast. As it turned out Sunday 2nd December was clear and dry, even sunny for most of the day. But boy was it windy, particularly in the period up until maybe 1.00pm when the forecast windspeed of 20+mph and gusty was pretty well what we got. This forecast and the even more northerly field location were enough to prevent any southern flyers from attending. I commented that no one from south of the M4 was present, then after a moments thought corrected that to no one south of the M42!

Not only strong but from the southwest, that wind was going to make for a turbulent day. CD Bill Colledge had no hesitation in setting an opening max of 90s and indeed that remained the target all day. This was sufficiently challenging that no flyoffs were required and had the additional benefit of not corpsing the competitors. Those who managed a max in the early part of the day can confirm that models were a very (very) long way downwind.

Competitors started flying promptly at the 10.00 am hooter as it promised to be a long hard day. Models struggled in the turbulence but some flights, well 2 actually, got away. Bill Dennis

maxed in F1G and Gavin Manion in Vintage, however his Etienvre returned looking like a folder and flew no more.~† Around a minute flight was the order of the day for the first rounds up until about midday when conditions seemed to ease just a little and rounds 3,4 and 5 produced 8 from 12 flights of 80+seconds

In Vintage the Etienvre continued its recent domination of the class with Dave Taylor and Colin Foster doing well with their versions. Colin would have won F1G if he had done all his Etienvre flights in that class and not started in vintage.

The afternoon saw Phil Ball beginning to dominate and finally win quite comfortably though not without extensive running repairs to his giant model. Dogged determination by Bill Dennis and a quiet Andrew Morehouse took well deserved second and third places respectively.

A score-adding error saw Colin Foster awarded third place on the field but this is corrected in the published results. If Colin rued his decision not to concentrate on F1G he didn't show it and he, like many others, maintained surprisingly good spirits during the day.

Andrew Boddington was on hand to award the Aeromodeller Trophy to Phil Ball, Dave Taylor took the Vintage Plate and a bottle of bubbly went to Bill Dennis as the top placed in both contests and the only man on the field to fly all eight rounds. For the second year nobody flew a Classic Coupe, so perhaps that category is dead.





Phil Ball's mega-coupe gets away in a blur



Steve Philpot waits for some sign of lift



Bill Dennis eyes up the opposition

Coupe De Brum: Results					
	Entrant	Club	Maxes	Score	Time
1	P.Ball	Grantham	2	14	410
2	W.Dennis	Mffg	1	10	332
3	A.Moorhouse	Vikings	0	8	310
4	C.Foster	Morley	2	9	263
5	M.Marshall	Impington	0	6	160
6	M.Benns		0	5	64
7	P.Woodhouse	Morley	0	4	7
8	G.Manion	Birmingham	0	3	0

So, not the event we all wanted, but honorably and well fought by those who did fly. Questions loom about flexible dates and other locations but they are best answered when the dust has settled in the new year.'

There are still some unresolved event dates in the 2019 league calendar. Odiham is pending (the Air Marshall is too busy getting his Chinooks Brexit-ready) and Middle Wallop still tantalizes. We expect all will be clear by February. Meanwhile the second event is the First Area on February 10th. Look out for a wealth of new design initiatives inspired by Phil Ball's mega-coupe.

Gavin Manion/Peter Hall/Roy Vaughn

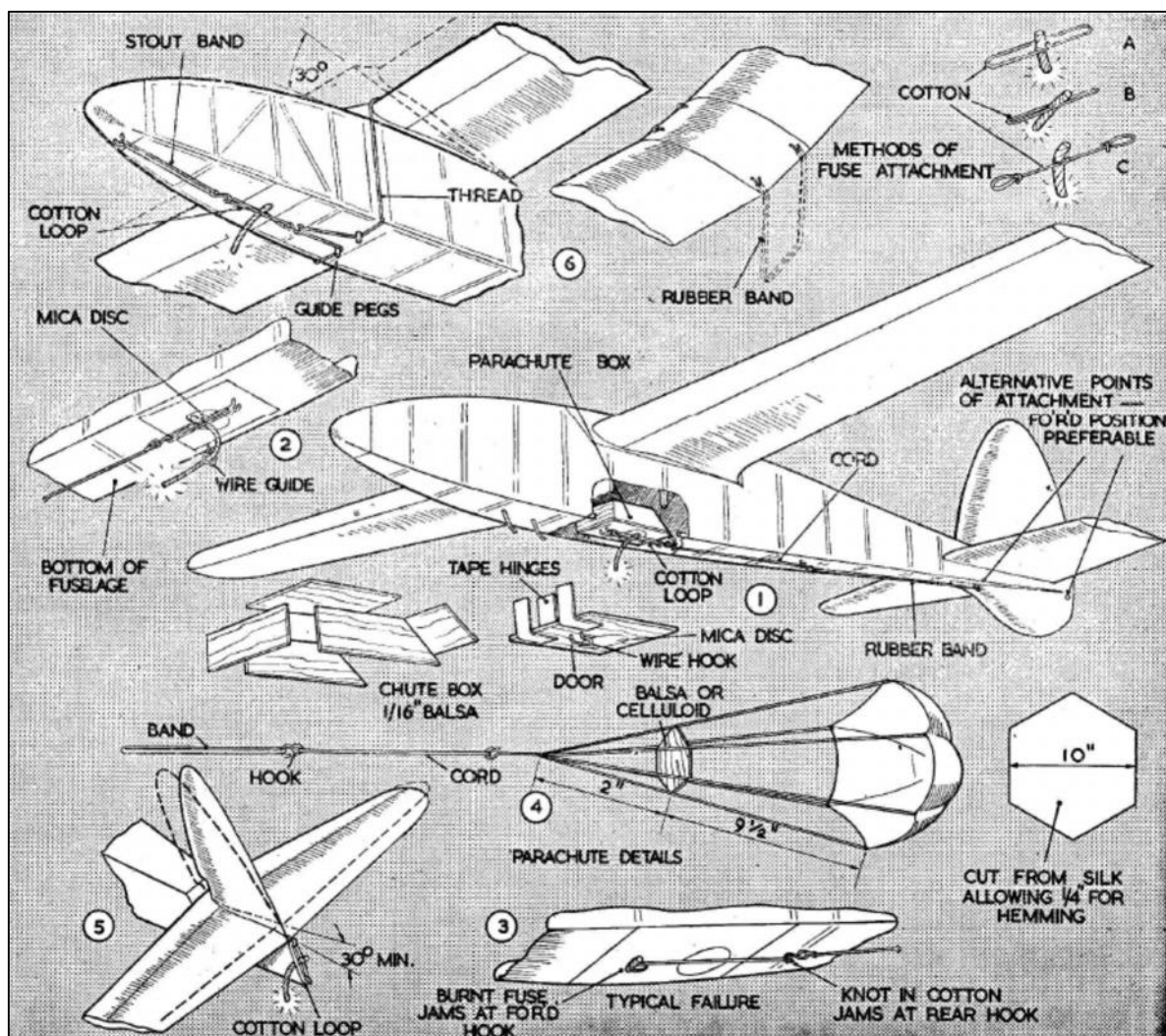
Dethermalisers

I think the CO₂ motor saga has run its course for the moment, but I'm collecting more for a further instalment. I hope, at least, that I have given enough information to enable you to give a name to one of those little gems that has been lying neglected in a drawer or box, separated from its paperwork or other means of identification and even, maybe, to inspire you to fit one in a flying model.

I'm going outdoors this month, at the request of our Honorary Secretary, Roger Newman, because of the chance that we may have, once again, the privilege of flying free-flight at Middle Wallop next summer. To help overcome the risk averse attitude of some of the current authorities, the rules, published in last month's New Clarion are quite stringent and include:-

-) A maximum aircraft weight of 250 g (this does cover a not-too-overweight 8oz (227 g) Wakefield) This is the weight that exempts model aircraft from any proposed drone regulations
-) All models must be fitted with an operable dethermaliser, which must be used on all flights.

Roger asked me to provide some guidance on the installation of dethermilisers. This, of course, provided me an opportunity for a little research.

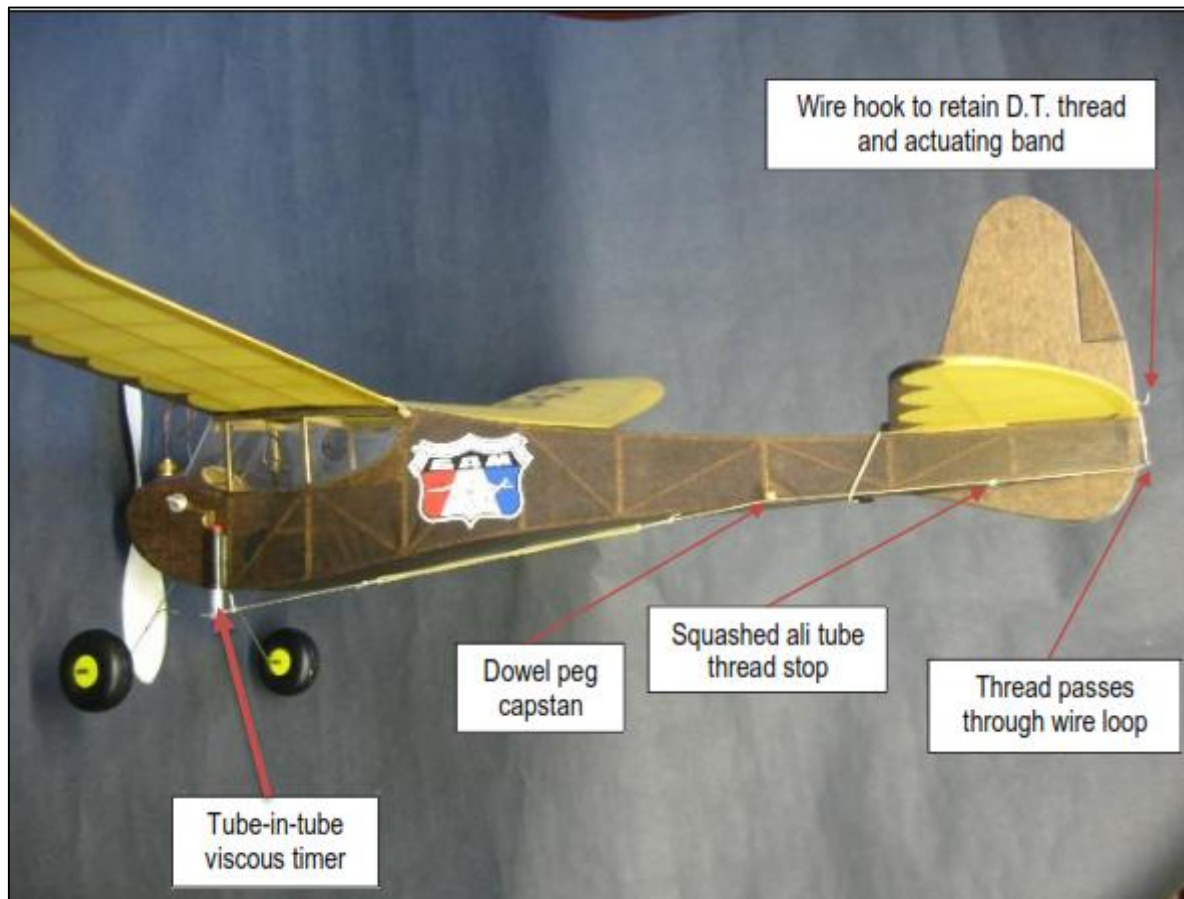


The wonderful drawing above is from Part 1 of an article by Ron Warring on Dethermalisers published in the February 1947 edition of *AeroModeller*. Now I'm not advocating parachute d/ts for use at Middle Wallop - they have fallen so completely out of favour that I have never seen one in action. However, Figures 5 and 6 show a tip tail and a tip up wing arrangement, respectively, which are now the well-established flight spoiling approaches. Furthermore, if you really want to make a tissue parachute, the former SAM35 chairman, the late Vic Duberry describes how in the May 1948 *AeroModeller*.

Ron's articles deal with both the means of spoiling the flight (parachute or tip-up flying surface) and the timing device, here either the fuse or pneumatic (airdraulic) type. Clearly burning fuses will not be allowed at Middle Wallop because of the potential fire hazard.

Tip up tail dethermalisers

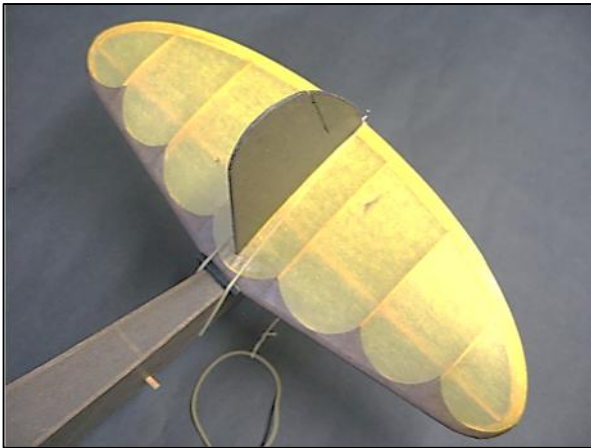
The invention of the tip up tail D.T. is attributed to Carl Goldberg. George Woolls describes a neat system in his July 1949 *Aeromodeller* article, as does the Rev. F. Callon in his 'Especially for the Beginner' series, *AeroModeller* April 1951, with the comment 'it would seem that by the time a modeller feels the need for them he can scarcely be classed as a beginner any longer'.



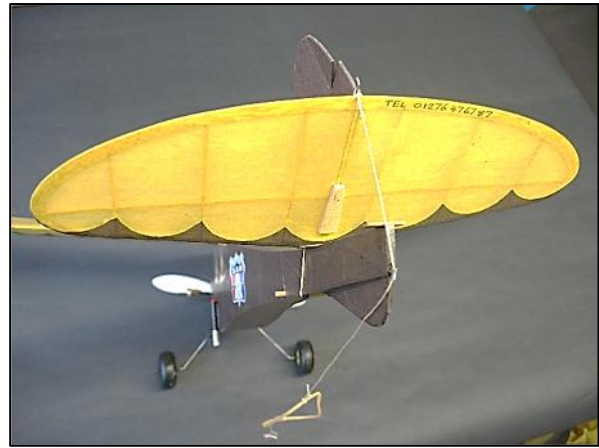
CO₂ Viking showing simple D.T. system.
This has a tube-in-tube viscous timer rotated by a tensioning rubber band.

Of course, there can be many detail variations, but by way of an example here, I'll use my CO₂ Viking built from John Watters' plans in the July 1984 *AeroModeller*. This uses a tube-in-tube viscous timer that is rotated by a tensioned rubber band. This replaced a standard burning fuse timer, which used an aluminium snuffer tube to hold the fuse, mounted in the same position as the viscous timer.

A length of thread with a loop is fitted around a wire hook at the aft end of the tail assembly, which is held in place by a rubber band, which looped around the fuselage and either side of the fin. To limit the tail tilt to about 35° a small piece of aluminium tube is squeezed flat onto the thread.



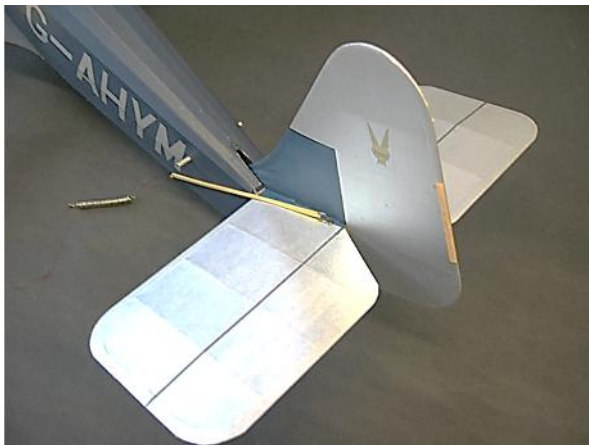
Tail assembly in D/T'd position, showing pivot stop and actuating rubber band



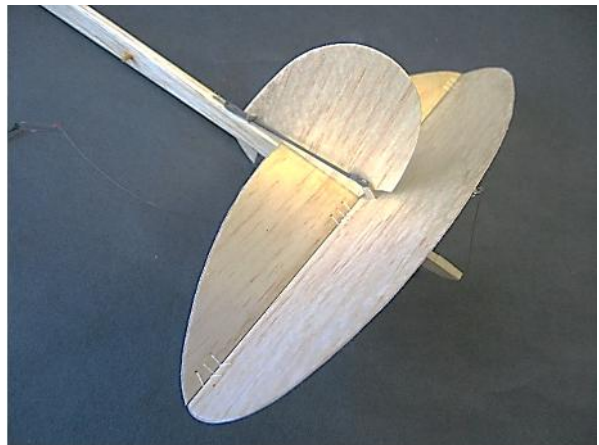
Tail assembly in D/T'd position, showing location key and stop thread.

I generally wrap the thread around a dowel peg capstan to ensure a positive retention of the moveable surface in the flight position. The thread then attaches to the timer system. The tail assembly of the Viking makes a tip-up tail straightforward, but don't forget to fit location key(s) to ensure that the surface is re-positioned consistently.

When the fin extends in front of the stabiliser leading edge, further thought is required. For the Earl Stahl Magister, I provided a slot in the rear fuselage for the fin leading edge to rotate into. The external bands are somewhat ugly on a scale model, but Earl Stahl's designs can, generally, be made to fly very well and the events in his name are primarily duration competitions.



Pivoting tail on Earl Stahl Magister, with slot for fin L.E.



Pop up elevator on Roll-Out CLG

A further variation is the moving elevator on the Bob Dunham designed Roll-Out CLG, which is tensioned by a length of thin rubber between a ply control horn and a wire hook.

More on dethermalisers next time.

Nick Peppiatt

Saturday December 15th saw Rachel and myself at our last indoor meeting of 2018 in the Thorns Collegiate Academy sports hall. Of course we were dressed in festive garb.



I had taken with me the same box of bits that I used earlier in the month at Sneyd. I had been too lazy to take them out of the car so it was the same mixture. At Sneyd I had only flown two of my 'Cricket derivatives' and the R/C 'Mini Stik' so I had alternatives in the box.

My polystyrene winged Gyminnie Cricket was my first selection and having a new record book with no records of the model for motor size I over cooked it and soon had the GC batting about the girders and light fittings. I was lucky, no hang-ups and no damage. Eventually with a more suitable motor I was getting flights in excess of 2-30, quite reasonable for wall foam wings.

The xmas competition this year was an R/C spot landing comp but my little R/C model, in spite of new batteries, had failed to function properly and had been left at home. However Colin Shepherd came to the rescue and loaned me his R/C



'Night Vapour'. I had a practice session in which I visited the wall and the dividing net but eventually I decide I was as ready as I would ever be. The comp was two laps round the hall then touch-down as near the centre circle as possible. Two attempts were allowed, best one to

count. My first flight consisted of two very wandering circuits of the hall culminating in a landing vaguely near the centre spot. I think it was 6 feet or so on the tape.

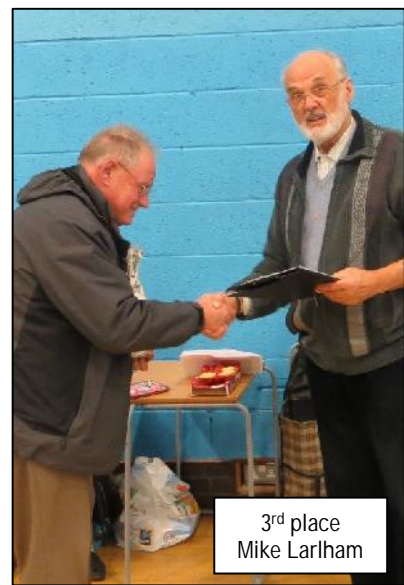


I receive instruction from Colin Shepherd



Colin and Eric Hawthorn measure the distance

My second flight was certainly no improvement. I bounced on the deck and then flew off with the dislodged model battery swinging in the breeze and the 'Vapour' fully stalled and all but stationary as it hovered. I tried to continue but progress was too slow so I called it a day. However all was not in vain as prizes went down to 4th place and I picked up a bottle.



For the record the winners distances from the spot were:

)	Winner;	Colin Shepherd	3 $\frac{1}{4}$ inches
)	Second;	Mick Chilton	1ft.- 5 $\frac{1}{4}$ inches
)	Third;	Mike Larlham	2ft - 7 $\frac{3}{4}$ inches
)	Fourth;	John Andrews	6ft - 0 $\frac{1}{2}$ inches

I would like to say I was close, but three foot odd away from Mike in 3rd was a bit much to justify that.

Still I picked up another bottle in the raffle as well.
Class will tell.

John Andrews

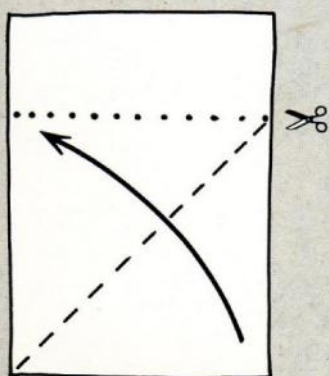
SWEPTBACK WING AIRPLANE

JAMES M SAKODA

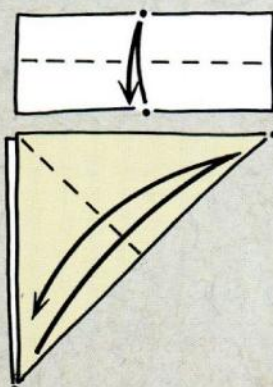
This design is a modification of an original by Koso Uchiyama. Dr Sakoda won the First International Airplane contest in 1967 with his SST design. The sweptback wing can be made from either American-letter or A4 size, the only differ-

ence being the width of the tail section which is wider and slightly less elegant when made from A4. You may reduce this by trimming or folding.

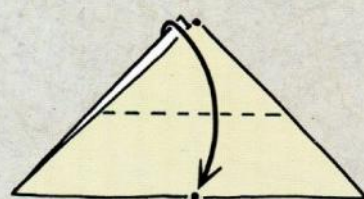
The diagrams show A4 proportions, coloured side down.



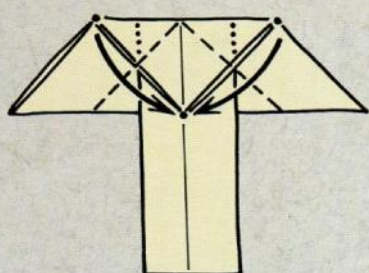
1 Fold the short edge to the left-hand long edge, then remove the remaining section as neatly as possible. This leaves a square folded diagonally.



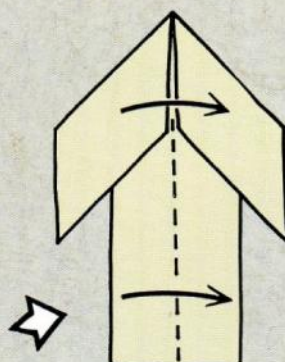
2 Fold the strip in half and unfold. Fold the triangle in half and unfold. Turn it so the folded edge is horizontal.



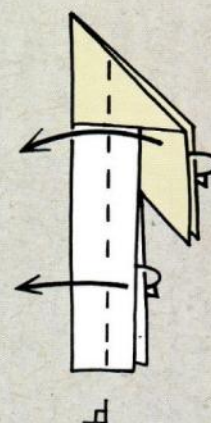
3 Fold the two loose corners in half downwards.



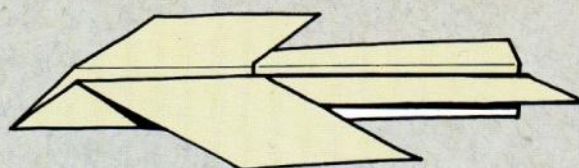
4 Slide the strip underneath the triangular flaps, then take the two upper corners to the lower point of the triangle.



5 Fold in half from left to right along the centre crease.



6 Fold both wings down, dividing the tail section in half. Open the wings to 90 degrees.



7 Finished.

SWEPTBACK WING AIRPLANE

**FLYING HINTS**

Launch the plane with moderate force. Make sure the raised section of the tailplane is at 90 degrees and not trailing down at all. You may improve lift by opening out the pockets under the wings slightly.

From the book 'Paper Airplanes' by Nick Robinson

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First & foremost - a happy New Year to all our SAM1066 members & readers of the NC.

Current news

First the potentially optimistic bit. We have been granted two days at Middle Wallop, being 27th April & 29th June - the latter is conditional on how we fare at the first event. However, we have yet to hear about the charges to be levied through the licence fee. There is the possibility that such charges will be somewhat higher than we have had to pay in previous years, but as yet no information is forthcoming from the DIO who are responsible for drawing up the licence fee inclusive of all charges. So we remain with a sense of some trepidation. A statement has been promised "soon".

RAF Odiham has an airfield user meeting on 19th January. We have requested two dates in 2019 - the 19th April for the cancelled 2018 Southern Area Gala & 29th September for the 2019 Southern Area Gala. All things being equal, we stand a good chance of these dates being granted. We have, of course, already paid the licence fee for the April date, which the DIO agreed to carry forward from the cancelled event last year.

Next, not such good news. There may be no access next year to Area 8 of Salisbury Plain, from approx. mid-January to mid-July, for any form of free flight. This is because the MoD has given permission for a film company to shoot a film about World War 1. It is apparently to be directed by one Sam Mendes & backed by part of the Spielberg organisation. This probably in exchange for somewhat more money than the BMFA can afford to pay for a licence fee. So other than the regular area meetings, there will be little competition flying in the first half of 2019, particularly if we are also priced out of Middle Wallop.

As a partial palliative, the Croydon Wakefield Day will be held at Beaulieu on 21st April with the agreement of the Beaulieu Model Flying Club. However, it does mean that anyone who is not a regular Beaulieu attendee will have to obtain a Beaulieu permit. This can easily be done by preferably accessing the on-line website for the BMFC & paying via Paypal or alternatively by cheque. The current permit price remains at £10 for 2019.

A calendar of events for the year appears elsewhere in this edition of the NC - the competition schedule detail has yet to be fleshed out, but not until we have confirmation of venues. You may note that optimism prevails in that we have scheduled the 10th August for a "Cagnarata" fun fly day on Area 8 - filming should be complete by that date? Ray Elliott has kindly agreed to put some thought together to assist in running this event, the outline of which appeared in last month's NC. More on this in the New Year as we get our collective thoughts together.

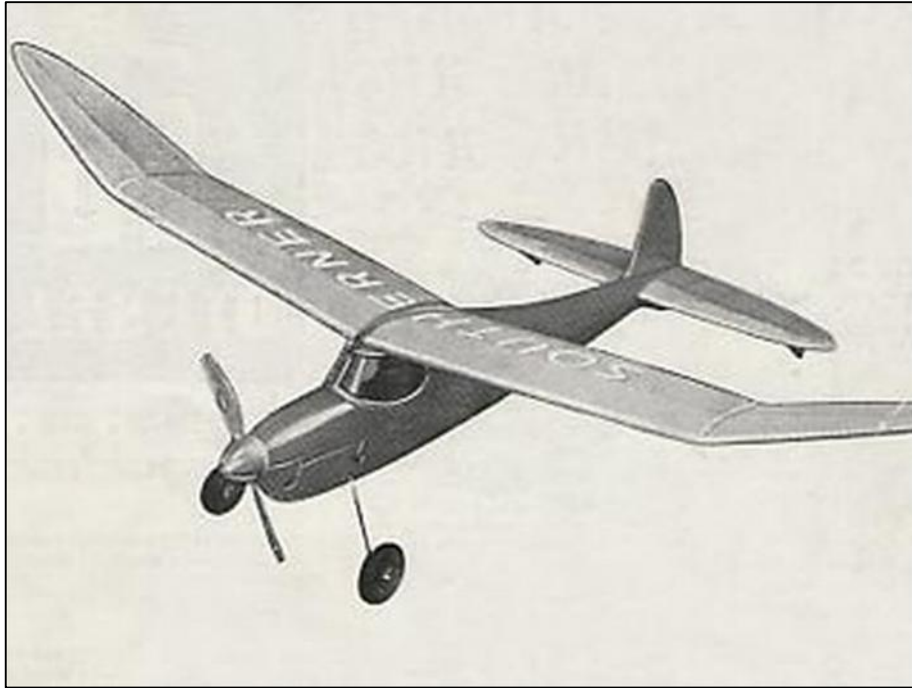
What could I have built?

It's the traditional time for building. However, for various reasons I can't do anything at present, so thoughts turned to what I might have built given the time & inclination in previous years?

Although having never been a really serious competition flyer, a fair amount of my existing stable comprises a mixed bag of power models & gliders - some of which could be considered as competition fodder if only a few years could be shed. Pretty well all the rubber models have either been given away or have bitten the dust. So my choice of what might have been is rather coloured by the former two categories.

Power

Cabin models: high on the list is the 60" Keil Kraft Southerner from 1947 by Bill Dean. It has that beautiful elliptical wing & everything about it is just right in that it epitomises the elegance of a decent sized sport power model, albeit quite capable of flying away in a bit of good air. Makes it even worse in that I have a kit tucked away that has never been touched!

**Southerner**

Next is the Spearhead Senior - again it has a certain appeal & somewhat precedes the Vic Smeed Paageboy in appearance but with a rather nice polyhedral wing. The Senior would be a really good candidate for an Ohlson 29 that happens to be parked in a draw somewhere in the model room.

**Spearhead Senior**

Last but not least comes the Spook 72 with it's unusual & perhaps in the eyes of some people a rather unattractive gull wing. This would have been fine for an Ohllson 60, again lurking hidden away in a draw. Instead the Ohllson could be fitted to a Red Ripper that is completely built but not covered - maybe when I get round to it one day.

Pylon models: the Swiss Miss from 1953 was always a youthful favourite & a good practical model but never got built, in spite of having the plan for many years. Our Membership Secretary flew one very well & probably has it still tucked away. The model dates to the era of the Crescendo, Dream Weaver & Gastove - all excellent performers in the hands of their designers & high on my list of all-time favourites, particularly as I remember seeing all three at Cranfield in 1956. Dates me!

The other pylon model is the Toreador by Claude McCulloch, another extremely elegant job & again capable of very good flights. To quote: "having an $8\frac{1}{2}$ ounce per square foot wing loading when a .29 cubic inch engine is used. The amount of wing area used does not seriously restrict the climb. Motors like the K and B Torpedo will produce a rolling vertical climb and the resulting glide is calculated to stick in even the weakest thermal. The model is strong, durable and of convenient size".

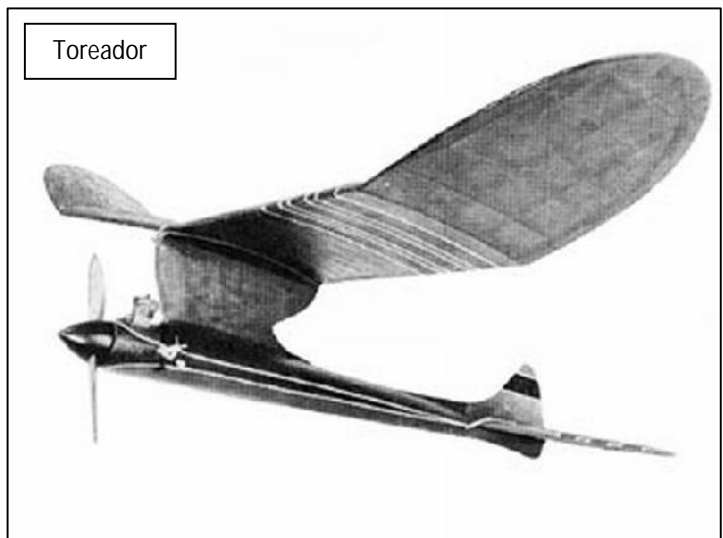
Glidern

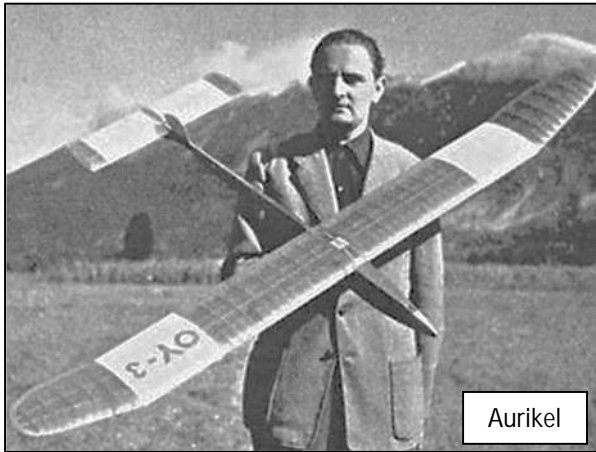
A couple of A2 gliders have taken my fancy over time but yet again, nothing has been done! The first - Aurikel designed by Hans Hansen, was published in the February 1954 Model Aircraft. I did spot that it was kitted in the USA a little while ago & then forgot about it. This model won the world championship in 1953.



Swiss Miss launched by Silvio Lanfranchi & watched by Arthur Collinson

Toreador





Aurikel



Contest Kits Empress

The other is a less well known model from the Contest Kits stable - the Empress, probably introduced to gain from the popularity of the Inch Worm out of the same stable. Again very elegant but I've never seen one flying so I have no idea whether it's a good, bad or indifferent performer - but it's nice!

How about a few contributions from other SAM 1066 members on what they might have built - given the time & enthusiasm?

Latest on drone legislation

Why do I keep on about this subject - frankly because it has the potential to be totally disruptive to the long term future of free flight. A request to the Dept of Transport eventually produced a fairly unimpressive answer in late November as follows:

"We are currently working on the draft Bill and consultation responses which will be released as soon as possible. The effective date of the legislation will be announced when the draft Bill is published.

On 23 June 2016, the EU referendum took place and the people of the UK voted to leave the European Union (EU). Until exit negotiations are concluded, the UK remains a full member of the European Union and all the rights and obligations of EU membership remain in force. During this period the Government will continue to negotiate, implement and apply EU legislation. The outcome of these negotiations will determine what arrangements apply in relation to EU legislation in future once the UK has left the EU. It is, therefore, the Government's intention that UK drone legislation will meet the requirements of the Revised Basic Regulation, implementing regulations and EASA Guidance as necessary. The Government and the CAA will continue to engage with EASA on the development of these EU reforms and new UK legislation in parallel."

In other words, the UK will follow any EU directives plus whatever else that might arise from the DfT consultation earlier this year.

This was further amplified by a statement on feedback by the DfT on 11th Dec which does nothing to alleviate my concerns.

"We continue to review responses to this (drone) consultation. We expect to issue a response in early 2019.

The proposed policies include:

- the minimum age requirement for operators for small unmanned aircraft
- whether the 1km flight restriction around protected aerodromes is sufficient
- a proposal to mandate and regulate a Flight Information and Notification System (FINS) or just regulate the FINS

- J the powers required by enforcement bodies in order to properly police drone use and penalise incorrect use, including the possible use of fixed penalty notices

J counter drone technology system proposals

The proposals build on the legislation made by the Benefits of drones to the UK economy and The Air Navigation (Amendment) Order 2018."

So we continue to wait & trust that the BMFA are putting in a good two pennyworth on the behalf of free flight.

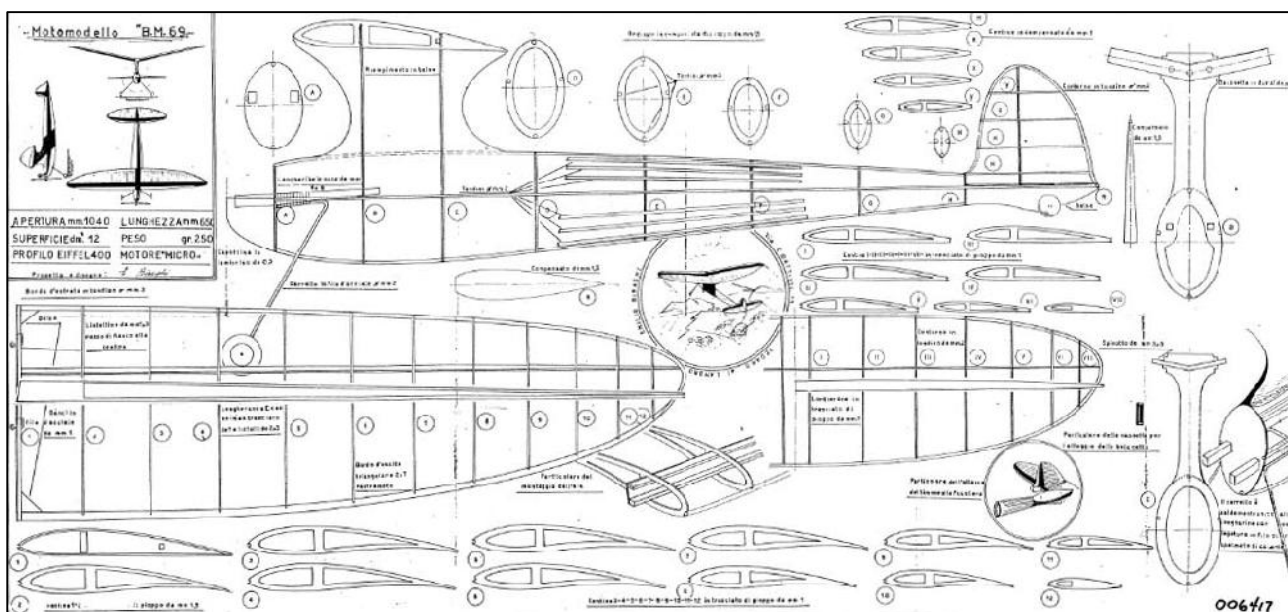
Yet another glider!

The latest donation received was, at first, a bit of a mystery. It is a smallish model identified as a Koala from Scorpio Kits. With the help of Derick Scott & Gianni Lofredo, this was tracked down to be an Italian kit of some few years ago. A little unusual in that it has a Jedelsky wing section. On the plus side, it has an auto rudder so becomes yet another bungee candidate for Beaulieu.

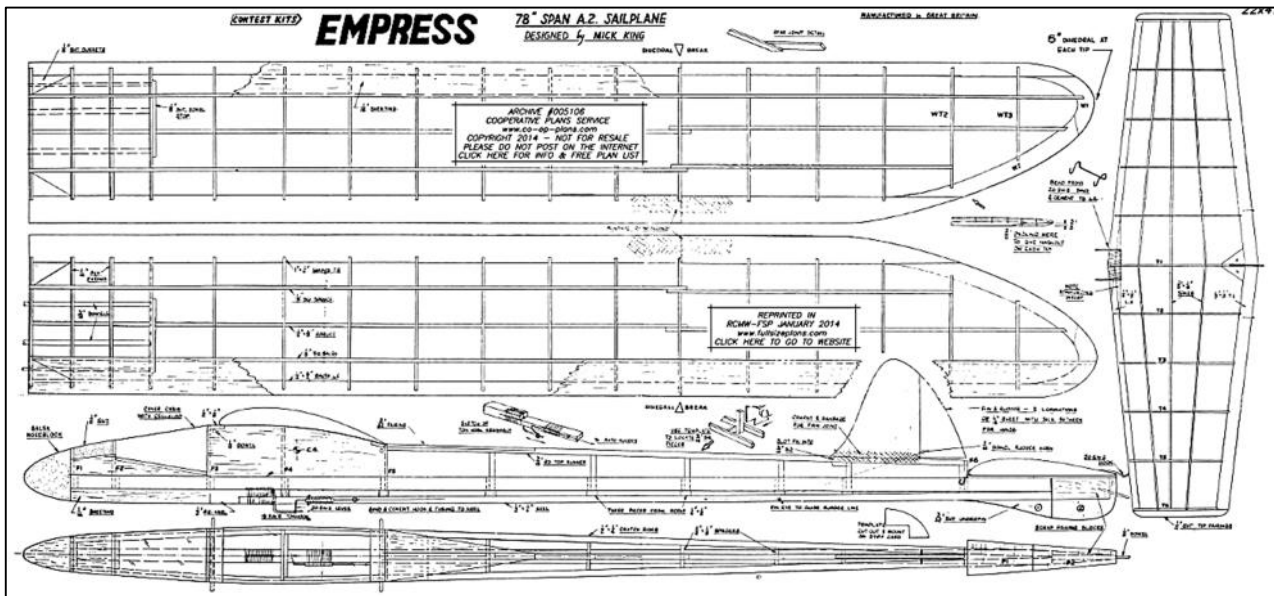


Plans for the month

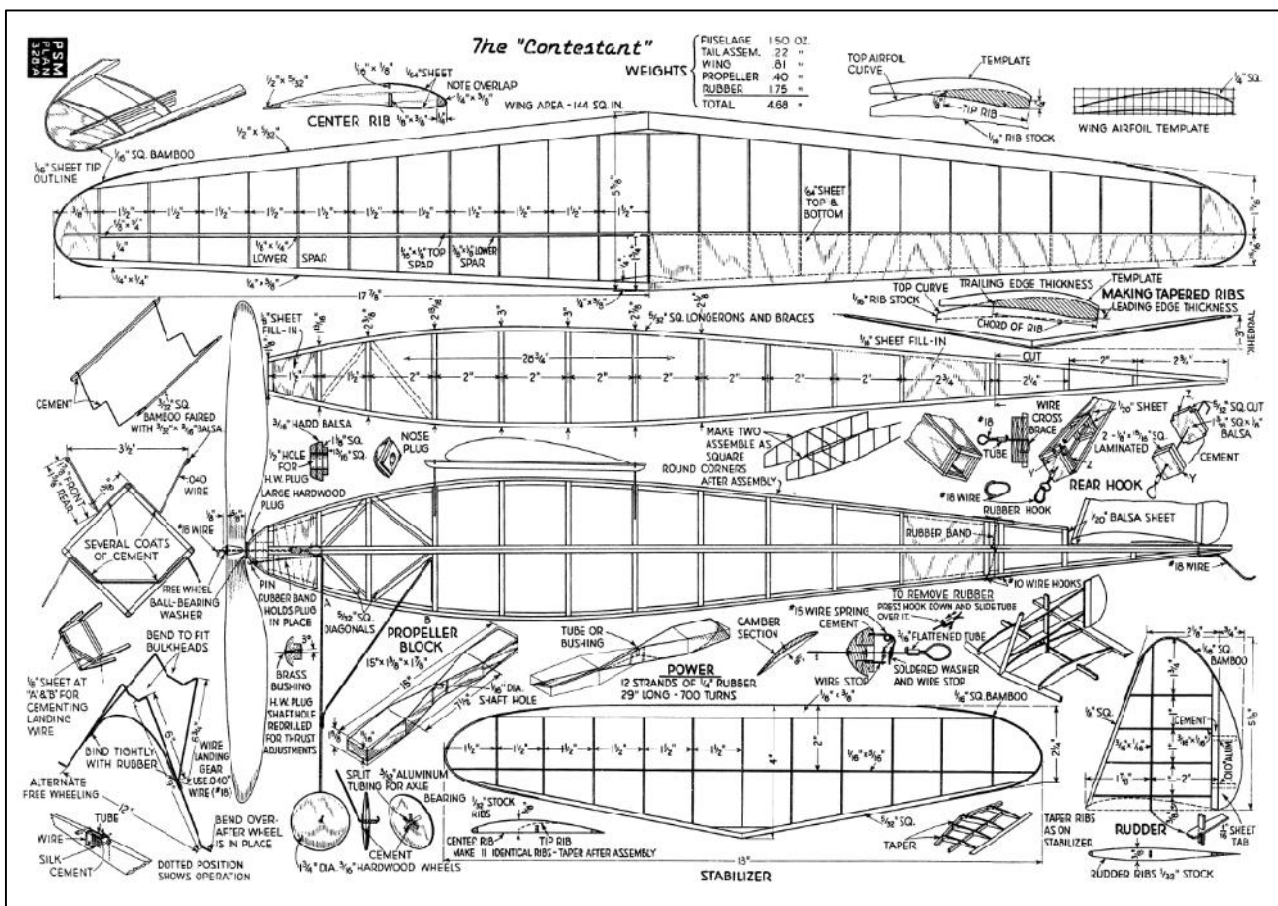
Power: BM 69 - a pretty little Italian pylon job but a difficult build?



Glider: the Empress - why not!



Rubber: the Contestant, a Zaic cabane duration design from 1937 (this plan is from Outerzone)



There is a query below from the states. If anyone has any information please also communicate with myself and/or the Editor.

Gentlemen,

Being the contacts for SAM 1066, maybe you can help Rick Pangell locate or learn about Joe H Maxwell or his whereabouts as posted below.

Keep up the Good Work that you have been doing for some of us in the international community!

Regards and Happy Holidays!

Fred Terzian: 2018 President--Oakland Cloud Dusters (California)

Query from SAM USA

Looking for information on Joe H. Maxwell

Does anyone have any information on Joe H. Maxwell in Stirling, Scotland. He called his firm "Aids for Advanced Aeromodeling". Most people thought that he had several computerized machines to make his wonders in balsa, obeche and hardwood. But in 2001 he wrote a book, "the Secrets of Aids for Advanced Aeromodeling", where he revealed that his main machine was just a radial arm saw, which he used very geniusly.

If so, please respond to me at <themaxout@aol.com>.

Thanks in advance
Rick Pangell - NFFS Central VP
Editor of "The Max-Out" Newsletter

A further dialogue with Fred reveals his "local" flying site is the fabled Lost Hills in California. He has been kind enough to forward a few pics & promises to send more in the New Year. I look forward to receiving them & I do envy the wide open space & the sun, particularly at this time of year.



How about something similar for MW or SP?



Look at that space & the sun as an A-Frame takes to the sky



Fred with one of his F1A gliders

Roger Newman

HOBBY SWAPMEET

Sunday 20th January 2019

Doors open 10.00am-2.00pm Tables £5.00 each.
Entrance fee £2.00

Table holders access from 9.30 am

THE TRINITY CENTRE ROSE HILL (OPPOSITE LICKEY CHURCH) B45 8ES

CARS, BOATS, TRAINS & PLANES

*CALLING ALL INTERESTS & AEROMODELLERS!
COME AND BROWSE OLD AND NEW PLANS
AND KITS.*

MEET OLD AND NEW FRIENDS.

*INDULGE IN HOBBY NOSTALGIA AND OF
COURSE PICK UP A BARGAIN or SELL YOUR
UNWANTED ITEMS!*

**REFRESHMENTS BY
CLAVELLIS OF BROMSGROVE**

Further details from Tony Field email- afield8@sky.com Tel. 0121
47665834
or Trevor Tennant on 0167654164 or email
trevortennant@sky.com

The 34th Annual Northwich Swapmeet Sunday 17th March 2019 10.00am - 12.30pm

(ONLY Model aircraft and associated equipment allowed)

PLEASE NOTE: There are no increase in fees, so even better value

The PREMIER FLYING model aircraft Swapmeet in the North West of England!

This event - although traditionally called a Swapmeet allows you to bring along your unwanted model flying paraphernalia (but only things to do with model planes and model workshop equipment etc.), and sell it to buy other goodies, or just take home the money if you are selling up

Each table is 6ft long.

It has been continuously running now for 30 years, and so is well established that visitors come from all over in the hope they may buy model planes, unwanted or even unused model goods, a hard to find collectable model engine, collectable aeromodelling magazines or books, or perhaps that elusive pre-war unmade kit for their collection!

Memorial Court Centre in Northwich..

Northwich Memorial Court. Chesterway, Northwich, Cheshire. CW9 5QJ

This is a large, light, airy, modern concert hall.

The event is held between 10.00 am. until 12.30 pm.,

but those who have booked a table to, can enter the hall at approximately 9.15 am. to set up.

Car parking is plentiful, and right outside!

Pre booking is essential to avoid disappointment, so complete the booking form, and send it in!
see website: <http://www.northwichswapmeet.co.uk>

If you wish to have a table after two weeks before the event
I advise you to telephone me first to see if there are any tables left

Queries: Phone: 01565 63 11 90 or e-mail: northwichswapmeet@hotmail.co.uk

We look forward to seeing you all again at the new venue !

Wayne and Ruth Howman

DREAMING SPIRES FREE-FLIGHT RALLY-2019

DATE:-2nd JUNE 2019 STARTING AT 10a.m.

VENUE:- PORT MEADOW, WOLVERCOTE, OXFORD

CLASSES:-

FIG(COUPÉ d'HIVER) } 5 FLIGHTS
FIH (A/I GLIDER) }

MINI VINTAGE RUBBER (Max span 34") } 3 FLIGHTS
VINTAGE/CLASSIC GLIDER (Comb)
HI-START GLIDER
E30/P30/CO₂ (Combined) }

HLG/CATAPULT GLIDER (Comb.) ~ 7 FLIGHTS

ALL TOWLINES 50 metres

■■■ FREE-FLIGHT SCALE TO 'DREAMING SPIRES' ■■■

RULES. NO DOCUMENTATION. STATIC JUDGING
QUALITY OF FLIGHT etc. 1/c motors up to 1.5 c.c. allowed.

■■■ ALL FLIERS MUST BE INSURED ■■■

NO STREAMERS ON POLES, NO THERMISTORS, NO BUBBLES
NO 1/c POWERED MODELS TO BE FLOWN OUTSIDE OF
THE SCALE COMPETITION.

CONTACTS:-

ANDREW CRISP
4 GROVE ST.
OXFORD OX2 7JT
Tel: 01865 553800

LAURENCE MARKS
laurencemarks64@googlemail.com

Salisbury Plain Area 8. 2019.

**It is possible that there will be NO access this year
to Area 8 of Salisbury Plain,
from approx. mid-January to mid-July,
for any form of free flight.**

This is because the MoD has given permission for a film company to shoot a film about World War 1.

An annual permit is available for sport flying/trimming, and is issued by the BMFA Office. Apply through donna@bmfa.org or by phone/letter. The conditions of use, code of conduct, and undertaking remain the same as in 2018.

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 BMFA is currently attempting to clarify the situation

250gm Rules for Operation at Middle Wallop In 2019:

- For all models, SAM1066 will apply the 250 gram rule which exempts model aircraft from any proposed drone regulations that encompass aeromodelling. Simply put – this means that all models flown on the field must weigh less than 250 grams.
- For ALL models, the fitting & use of an operable DETHERMALISER (DT) is mandatory for all flights – clockwork or (preferably) RDT. The use of a fuse DT is not permitted.

Models Entered in Competitions.

- For all comps, the max will be limited to 2 minutes or less dependent on conditions prevailing on the day.
- All competition fly-offs will be subject to the timing procedure known as "DT Flyoff" ie: the flight will to be timed to the ground and a deduction made of two times any overrun of the DT time set by the CD on the day.

For Models not Entered in Competitions.

- For all flights the DT must be set to operate at, or earlier than the max time set on the day.

General Model Rules

1. All models must carry a name & address label with full contact details (Name, address, mobile and/or landline number) in a visible position.
2. All models must carry BMFA membership number in a visible position.
3. BMFA membership cards must be shown on entry to the field.

Random checks will be carried out during the day. Anyone found to be infringing any of the above rules will be asked to leave the field.

Checks will be made throughout the day on wind speed & direction. Should the wind speed and/or direction change such as to cause potential problems of keeping models on the field, the organisers reserve the right to take appropriate action which may result in a change of location or worst case, in the cessation of flying for the remainder of the day.

SAM1066 Committee

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.

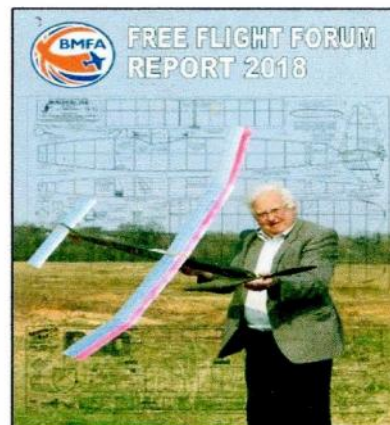
F1D Prop Selection for Slanic 2017 European Championships - Tony Hebb; The Power Egg - John Emmett; Use and Abuse of GPS Model Trackers - Chris Edge; Designing for BMFA Scale Competitions - Andy Sephton; Generating Youngsters' Interest in Aeromodelling - John Jacomb; Experience with Making Carbon/Foam "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.

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Kent,
BR4 0QW

phone or fax to: (44) + (0)20-8777-5533,
or by e-mail to 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!



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) or to Sianfranco Lusso (gfl@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 5th 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

Impington Village College - Cambridge

Indoor flying on 17th March 2019

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 hope to be in attendance to supply all your needs on the day.
Contact Chris Strachan shortly before the event if you need to be certain. Contact details below.

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 2 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! Mostly successes but some heroic failures!

RTP and Small Radio

Will Beavor will be bringing his equipment, using 4605 connectors at the model, available from The RTP Hut (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 for more details of club activities

Cost of admission: Indoor Flyers - Adults **£6.00**, under 18s **£1.50**, Spectators & 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 2nd 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

Tonbridge Gassers and Rubber Fanciers

Indoor Meetings

Kings Rochester Sports Centre
601 Maidstone Road, Rochester.
ME1 3QJ

6.30pm. to 10pm.
alternating 20 min slots for free-flight and R/C.

2019 dates:

Jan 19th. – Feb 16th. – Mar 16th. – Apl 20th.

Contacts

Eric: Phone: 01622 737814
Email: Addresseric.przyjemski@btinternet.com

or

Steve M: Phone: 0208942 5000
Email: Addressmidair@blueyonder.co.uk



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

2nd Oct - 6th Nov - 4th Dec

2019

8th Jan - 5th Feb - 5th Mar - 2nd Apr

7th May - 4th Jun - 2nd 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)

or see our web site: www.wcaero.co.uk

FLITEHOOK

Indoor Free Flight Meetings

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

Café on Site

Fliers £8

Juniors & Spectators Free

Fliers must be BMFA Members

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

2018

9th Sep - 14th Oct - 11th Nov - 9th Dec - 30th Dec

2019

13th Jan - 10th Feb - 10th Mar - 14th Apr

Contact: Tel. 02380 861541 E-mail flitehook@talktalk.net



44TH CRAWLEY FF INDOOR MEETING

Saturday 16 February 2019
This will be the 44th annual meeting, but the first to be held on a SATURDAY. Otherwise, it is at the regular venue of the K2 Leisure Centre, Crawley, using most of the very large Sports Hall. It will run to the familiar format of alternate slots for competition and fun flying.

The competitions are Catapult glider (max span 12 inches), HLG, EZB, Living Room Stick, Gyminnie Cricket, Open Scale, Peanut Scale and Legal Eagle. Plus mass launches for the Butterfly and Hangar Rat. Prize giving and raffle held at 5:30pm.

16 February 2019 at the K2 Leisure Centre, Crawley, Sussex RH11 7BQ. For more information contact Alex Cameron Tel 07804 748333, alexcam77@gmail.com or see the Crawley and District MAC website cadmac.org.uk

The K2 Leisure Centre at Crawley offer plenty of space for flying scale, duration and sports models indoors.

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 5th - Sep 22nd - Oct 20th - Nov 17th - Dec 15th
2019
Jan 12th - Feb 9th - Mar 9th - Apr 6th - May 4th

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

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

2019 dates
Jan 26th - Feb 23rd - Mar 23rd - Apr 27th

Contact:- Allan Price: Tel: 01922 701530
e-mail: 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

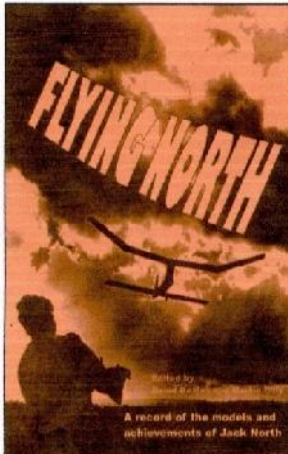
13th Jan. - 17th Feb. - 17th March

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



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 1938 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

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

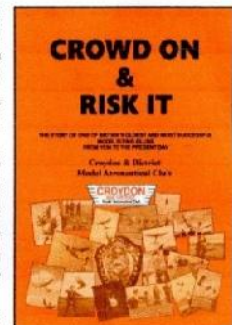
CROWD ON & RISK IT

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.

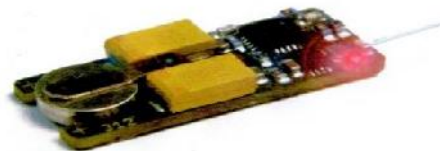
Just £8 by PayPal or cheque.

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



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

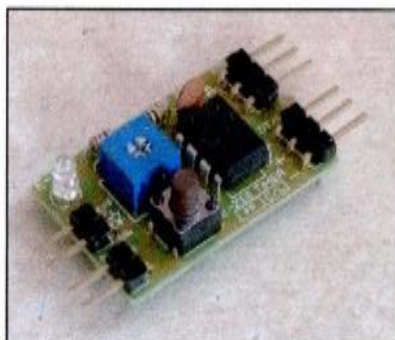
Very quick delivery, often next day

On sale at

http://www.leobodnar.com/shop/index.php?products_id=217

or contact Peter Brown 07871 459291 for options

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

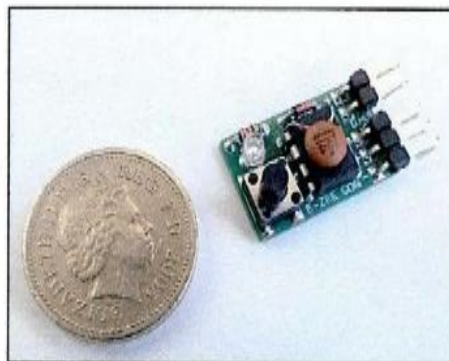
- motor run duration:-adjustable 1 to 30 seconds, set in 1 second increments
- d/t duration:-adjustable 10 seconds to 5 minutes, set in 10 second increments
- motor power:-adjustable at all times from zero to full throttle (by potentiometer)
- push button immediately stops the motor at any point during 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
Or phone Den on 01983 294182 for traditional service

Provisional Events Calendar 2019

With competitions for Vintage and/or Classic models

February 10 th	Sunday	BMFA 1 st Area Competitions
March 3 rd	Sunday	BMFA 2 nd Area Competitions
March 24 th	Sunday	BMFA 3 rd Area Competitions
April 6/7 th	Sat/Sunday	London Gala, Salisbury Plain
April 14 th	Sunday	Odiham Gala 2018 (provisional)
April 19 th	Friday	Northern Gala, Barkston Heath
April 21 st	Sunday	Croydon Wake. Day & SAM1066, Beaulieu
April 27 th	Saturday	SAM1066, Middle Wallop (provisional)
May 25 th	Saturday	BMFA Free-flight Nats, Barkston Heath
May 26 th	Sunday	BMFA Free-flight Nats, Barkston Heath
May 27 th	Monday	BMFA Free-flight Nats, Barkston Heath
June 9 th	Sunday	BMFA 4 th Area Competitions
June 29 th	Saturday	SAM1066, Middle Wallop (provisional)
July 21 st	Sunday	BMFA 5 th Area Competitions
July 27 th /28 th	Saturday/Sunday	East Anglian Gala, Sculthorpe
August 10 th	Saturday	Cagnarata day, Croydon/1066, Salisbury Pl.
August 17 th	Saturday	Southern Gala, Salisbury Plain
September 1 st	Sunday	Crookham Gala, Salisbury Plain
September 8 th	Sunday	BMFA 6 th Area Competitions
September 22 nd	Sunday	BMFA 7 th Area Competitions
September 29 th	Sunday	Odiham Gala 2019, (provisional)
October 6 th	Sunday	BMFA 8th Area Competitions
October 12 th	Saturday	Buckminster Free-Flight Gala
October 13 th	Sunday	Buckminster Free-Flight Gala
October 14 th	Monday	Buckminster Free-Flight Gala
October 19 th	Saturday	Croydon Coupe Day, Salisbury Plain
October 26 th	Saturday	Midland Gala, Barkston Heath

Please check before travelling to any of these events.

Access to MOD property can be withdrawn at very short notice!

For up-to-date details of SAM 1066 events at Salisbury Plain check the Website -
www.SAM1066.org

For up-to-date details of all BMFA Free Flight events check the websites
www.freeflightuk.org or www.BMFA.org

For up-to-date details of SAM 35 events refer to SAM SPEAKS or check the website
www.SAM35.org

Useful Websites

SAM 1066	-	www.sam1066.org
Flitehook, John & Pauline	-	www.flitehook.net
Mike Woodhouse	-	www.freeflightsupplies.co.uk
BMFA Free Flight Technical Committee	-	www.freeflightUK.org
BMFA	-	www.BMFA.org
BMFA Southern Area	-	www.sabmfa.org.uk
SAM 35	-	www.sam35.org
National Free Flight Society (USA)	-	www.freeflight.org
Ray Alban	-	www.vintagemodelairplane.com
David Lloyd-Jones	-	www.magazinesandbooks.co.uk
Belair Kits	-	www.belairkits.com
Wessex Aeromodellers	-	www.wessexaml.co.uk
US SAM website	-	www.antiquemodeler.org
Peterborough MFC	-	www.peterboroughmfc.org
Outerzone -free plans	-	www.outerzone.co.uk
Vintage Radio Control	-	www.norcim-rc.club
Model Flying New Zealand	-	www.modelflyingnz.org
Raynes Park MAC	-	www.raynesparkmac.co.nf

Are You Getting Yours? - Membership Secretary

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

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

To get back on track, email membership@sam1066.org to let us know your new cyber address

(snailmail address too, if that's changed as well).

P.S.

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

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

Happy New Year once again: Your editor John Andrews