


	<h1 style="color: red;">NEW Clarion</h1> <h2 style="color: red;">SAM 1066 Newsletter</h2>	Issue 022019 February 2019
---	---	---

Affiliated to
SAM 1066 Website:



Club No. 2548
www.sam1066.org

	Editor:- John Andrews 12 Reynolds Close Rugby CV21 4DD	Tel: 01788 562632 Mobile 07929263602 e-mail johnhandrews@tiscali.co.uk
---	---	---

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.

	Contents	Page
Editorial	-	2
A Letter to the BMFA	Roger Newman	3
Farewell 2018, Beaulieu	Tony Shepherd	5
Great Grape Gathering 2018	Jerry Litschi (Canada)	8
E-mails to the Editor	-	10
Engine Analysis PAW 1.49	Aeromodeller Annual 1960-1	13
A Montreal Prop Stop	John Andrews	14
Topical Twists	Pylonius	15
Aeromodeller Departed: Peter Shelton	Ken Brown	16
Thorns Indoor	John Andrews	17
Mimi	Ray Malmstrom	20
Indoor flying in Bethesda	Martin Pike	24
Outdoor Adventures II	Nick Peppiatt	26
DBHLibrary (Magazines)	Roy Tiller	29
Southern Coupe League Rd.1	Peter Hall/Roy Vaughn	33
Secretary's Notes for February	Roger Newman	34
Odiham Up-date	Roger Newman	40
Models of the Month	Roger Newman	41
Events and Notices	-	42
Provisional Events Calendar	-	53
Useful Websites	-	54

Editorial

The first item is the reproduction of the letter to the BMFA regarding the pending control of model aircraft flying. We have Roger Newman to thank for keeping us abreast of the current situation and the letter has been sent on behalf of us all.

The key issue is the complete absence of any reference to Free Flight, it would be ideal but highly unlikely if we 'free flighters' were exempt from any proposed legislation.

The licencing situation is as yet undetermined but I'm sure that government will not lose this opportunity to increase its revenue.

Our President Tony gets the leading article spot with his report on the last days flying of 2018 at Beaulieu.

Next we hear from Jerry Litschi with a report on the 2018 Great Grape Gathering held in North America by Canadians who cross the border to get a suitable venue for the event. We first had a report of this event in 2015, it's good to know it's still being held.

Had a few e-mails this month and as I thought I was going to be short of content I popped a few in for your interest. Normally there are complementary remarks on our newsletter so it would appear that I'm doing something right.

The engine analysis is the original straight carb model PAW 1.49. I had one of these which I lost at the nationals one year in a 'Stomper'. I built another using the later version of the PAW but it did not perform as well, I think the extra weight of the later engine was a major factor. Not that I know the weights of the models, I'm not that serious, but I do get curious after the event when it's too late.

I remember having a minor query about the rubber model Montreal folding propeller stop. Repair work meant that I had my 'Late Night Final' prop assembly in the workshop so I photographed it and wrote it up. Mine is a bit on the agricultural side but it illustrates the principle quite well I think.

Ken Brown regretfully informs us of the loss of yet another of our number with his obituary for Peter Shelton.

Indoor gets a couple of reports. My own first of the year trip out to Thorns for the south B'ham event and a report from Martin Pike on his growing event at Bethesda in Wales.

Nick Peppiatt continues his Dethermaliser info with more versions. We must all fit D/T's of some sort if we intend to fly at our resurrected meetings a Middle Wallop. We do not want to lose our historic venue again for the sake of not straying from the field.

Roy Tiller continues his look at Meccano Magazines, something I have no memory of. Should throw up a few new models for us vintagents I would imagine.

The Southern Coupe League fixtures are advised by Peter Hall and the results of the first round at Coupe de Brum last December are embodied into the results table for 2019 by Roy Vaughn.

Our secretary Roger New brings up the rear as usual with advice of reshuffling of meeting dates for various reasons. Keep your eye on the fixture list.

He also presents the details for the Southern Area Rally at Odiham in May.

Finally we have the models of the month, all small and ideal for our reincarnation at Wallop.

Editor



SAM
(Society of Antique Modellers)
1066



Affiliated to the BMFA
Club No.2548

**35 Russell Road
Lee on the Solent
Hampshire
PO13 9HR**

Home: 02392 550809
Mobile: 07817 704456
Email: rogerknewman@yahoo.com

14th January 2019

**Mr David Phipps
Chief Executive
British Model Flying Association
Chacksfield House
31 St Andrews Road
Leicester
LE2 8RE**

Dear David,

DfT Future of Drones consultation response, dated January 2019

As you are probably aware, SAM1066 is essentially a free flight club, set up originally to promote free flight modelling at Middle Wallop many years ago. Its membership has been following the debate & impending legislation to be introduced by EASA & the UK Government with increasing concern regarding the future of free flight in the UK. Having now read the latest consultation response document from DfT, we have a series of questions arising relative to Paras 2.29 & 2.30 of that DfT document (quoted below for completeness) which we believe should be openly discussed & answered regarding free flight operation in the UK after 30th November 2019:

- 2.29 The Government will continue working with model aircraft associations to discuss the possibility of future exemptions. We are keen to minimise, if possible, the burden on those members of model aircraft associations who are already registered through a club and have already passed certain competency tests. However, this must be achieved without imposing undue burden on the state and the taxpayer, whilst also being efficient and enforceable, without compromising the integrity of the policy. A blanket exemption from registration and competency tests, as suggested in many of the consultation responses submitted by model fliers, will not meet these criteria.
- 2.30 These criteria and possible solutions that meet them will be subject to further discussion between the model aircraft flying associations and the Department for Transport. A decision will be required before the final development and implementation of the operator registration and remote pilot competency testing IT systems, which are set to go live on 1st October 2019 and become a legal requirement on 30th November 2019.

(I) What are the "possibilities of future exemptions" mentioned in para 2.29 being considered & with whom? Do they include for free flight operation of models?

(ii) What timescales are applicable to further discussions noted in Para 2.30 between DfT & the model flying associations?

The inference drawn from the last sentence of Para 2.30 is that the conditions & rules for operator registration & remote pilot competency have been specified or are in the process of being specified (over & above the outline given in the ANO of May 2018).

(iii) If so, will it be possible to obtain a copy of any such specification for review prior to implementation?

(iv) Similarly have the specifications for the IT systems noted in Para 2.30 been documented yet & if so, is it possible to obtain a copy of such specifications for review prior to implementation?

The reason for questions (iii) & (iv) being simply that there are various forms & implementations of model aircraft that need to be considered – for example free flight & control line. These are not mentioned within the consultation response (& presumably not within any proposed legislation), which appears to only be aware of radio control. It is important therefore that this point is not overlooked or ignored, particularly in regard of the proposed certificate of competency, where it is inferred an “on-line” test will apply.

(v) Does the scope of any such competency test include for all forms of aeromodelling, inclusive of free flight?

(vi) Has any decision been made regarding by whom this IT system will be implemented & to what timescales & if so, is this information publicly available?

The ANO amendment dated 23rd May 2018 indicates that the CAA is to be responsible for issuing the certificate of registration (Article 94C) & issuing the certificate of competency (Article 94E) but will not accept applications for either prior to 1st October 2019. Given that there are some 37000 BMFA members, not all of whom of course will apply for both certificates; this still represents a considerable workload to be processed before the effective date of 30th November 2019. It of course ignores applications from drone flyers who might also apply during the same time frame.

As stated above, the ANO amendment for registration & certificate of competency comes into force with effect from 30th November 2019.

(vii) In view of the history of HMG regarding late / delayed IT implementations, will there be dispensations for those applications not processed within the due timescale should the processes not be functioning to the stated timescales?

(viii) Will there be any charges levied against model aircraft operators regarding registration & competency tests & if so, what will these charges be & to whom will they be payable?

We respectfully appreciate these may be difficult questions to address, but we are concerned as to the future viability of free flight & control line flying in the UK beyond November 2019 if such questions are not acknowledged & addressed by the DfT & CAA.

Without a clear comment appearing in the documentation on the alternative forms of model flying, it may be tempting to adopt a head-in-the-sand approach and carry on as we presently do. However some clear definition of acceptability needs to be given. Our flying is carried out, almost without exception, on public and DfO land and we must therefore be seen to be complying with our legal requirements.

Any answers or re-assurances that you can provide would be most welcome to our community of modellers.

Yours sincerely

Roger Newman
Secretary (on behalf of SAM1066 Members)

Editor's comment:

The letter reproduced above has been forwarded to the BMFA with the full support of the SAM1066 committee and poses a number of questions that require definitive answers. It appears that currently unidentified certifications and restrictions are expected to come into force after the 30th November 2019. The form of the vague conditions and rules to be implemented is unknown at this time and I cannot see how the implementation date of 30th November can possibly be met.

The last fun fly of 2018

The weather forecast for 31st December had looked excellent for days and Secretary Roger was threatening to head off to Beaulieu for a bit of sport flying in order to escape the Brexit talk and drone legislation investigation. I couldn't resist the opportunity to join him for a bit of outdoor fun so Mo and I jumped in the car after breakfast, she with the dogs and me with three Models and by mid-morning we'd joined Roger and Ken Brown. Ken's visit was due to be short as he had a New Year's Eve rave to attend later in Oxford (actually cocoa and bed by 11pm at a longstanding chum's country retreat) but there was time for a few flights for all of us and a peri track walk for the cockapoos.

Met Office had been showing 4mph drift and 9degC temps. This proved to be pretty accurate though the moisture content in excess of 90% meant that at times it still felt pretty chilly. The amount of gorse at Beaulieu seems to get greater each year but our location halfway down the West side of the 'drome gave a pretty clear landing area as long as we could avoid areas of dead stalks.

Being the organised chap that I am, I'd flashed up the engines in my Pirate and Simplex 60 the previous evening, but due to upheavals in the Newman house, Roger hadn't had the opportunity for such a luxury so his day started with lots of flicking and tweaking of the PAW55 in his very pretty Southern Dragon. Meanwhile Ken had set up his stooge and was ready to go with his Spencer Willis P20.

Despite the above, Roger's early arrival meant that the Dragon was first in the air but the engine was a bit short of revs and cruised in on the first downwind leg. Fortunately no damage occurred and within a couple of flights Roger had it flying beautifully, cruising in nice left hand circles, barely climbing but still keeping clear of any obstructions on the ground. Perfect!



Rogers comment on the 'Dragon':

"I first saw it in the Aeromodeller when I was 13 and decided I would build it 'one day!' Took me a long time - approx 60+ years, but I love it. Its flight pattern is highly consistent but my advice is to never let it turn right under power or it'll result in spiral death dive. If you build one then you've been warned!"

Ken finished prepping his P20 and wound the motor, then went out to fly. I think he was flying with an Igra prop and was reliant on the moulded clutch which unfortunately slipped on the launch. Anyway, the issue was resolved and a further flight was made - it was a tad stally and perhaps needed a bit more thrustline adjustment but it was still nice to watch, and what the heck, it was a day for fun flying!



I started with the Pirate. It's only powered with a Dave Banks 0.4cc Mills, but despite the Keil Kraft plan calling for a proper Mills 75, the miniature version, running at little more than a burble, still had it climbing throughout its powered phase, reaching perhaps 200' at cut-off. I'm not good at using short motor runs if I think I can get away with a long one and the South Westerly drift was being very kind so full tanks were the order of the day. Flying with RDT at Beaulieu gives you the opportunity to bring free flight models down pretty well where you want them and this first and half a dozen subsequent Pirate flights all ended up in nice clear areas.



Roger then moved on to his DC Spitfire powered Linnet. Like the Dragon it also needed a bit of engine fiddling but at this stage we'd been joined by Mike Parker who'd come to the airfield to assess the opportunity of some r/c flying and he ended up providing Roger with a bit of assistance. This assistance resulted in the engine running nicely which was great but unfortunately there was far too much fuel left in the tank as Roger launched and the model was away! Luckily the gentle drift of the day came to the rescue and the landing point was probably less than 800yds away so matters could've been worse but subsequent flights used a lot less fuel. To quote Roger, the engine is "too economic by far as a little fuel goes a long way!"



Next for me was my big old Simplex. It's my oldest model having first flown at Middle Wallop in 1995 (yes, I know that's almost new for some of you!) and is fitted with an ED Comp Special. Now for those that don't know, the serial number on ED engines pinpoints the month of manufacture so this particular engine is from December 1948 and was celebrating its 70th birthday, so it just had to be flown. I gave it just two flights, both of which were lumbering, lovely and completely uneventful, sums me up to a tee these days.



And after that, Mo and I packed up and went home leaving Roger and Mike to put up the last flights of the day.

The outing had been much fun and a very low pressure bit of escapism. With the list of outdoor flying sites diminishing all the time, I wondered if Beaulieu might be the last of the large sites where we can fly free-flight.

It's fair to say that it has a lot of obstructions but RD/T helps to reduce the effects of these and it's a great place to go with 365 days-a-year flying for just £10.

Tony Shepherd

A Free Flight Contest from the Northeast USA

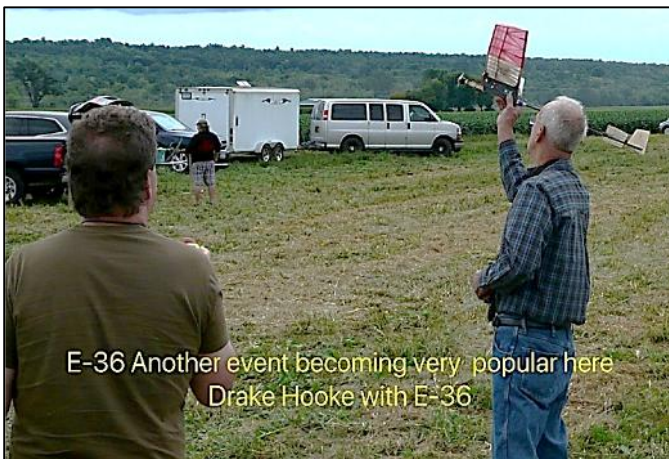
Just to give you gents on the East side of the Atlantic a glance at what we're up to over here in the colonies.

The Gathering is a long running Canadian contest hosted by "SAM 86" which, due to a lack of suitable fields in Canada, is held in the States with the help of the "Western New York Free Flight Society".

Of course being a Canadian contest you will find many events of British vintage. There are events for the Senator, another for the designs of Vic Smeed, and the Cloud Tramp seems to be a must have.

There is no lack of events to keep the fliers busy. Power events starting with: ABC Ignition and Diesel Duration, along with the full range of Nostalgia (pre-1957) and AMA Classic events. Rubber events carry the full list of SAM Old-timer classes along with Nostalgia Rubber. Let's not forget the Gliders; we have Hand Launch/Catapult Launch Glider and the quick growing 36" Bungee Launch Glider as well as unlimited glider (bungee or tow launch). There is also a large slate of FAC (scale) rubber events.

Hope you enjoy the following picture show from the 2018 contest.



E-36 Another event becoming very popular here
Drake Hooke with E-36



Brad Bane's Class "C" Dixielander
in flight



The reason the contest is called
"The Great Grape Gathering"



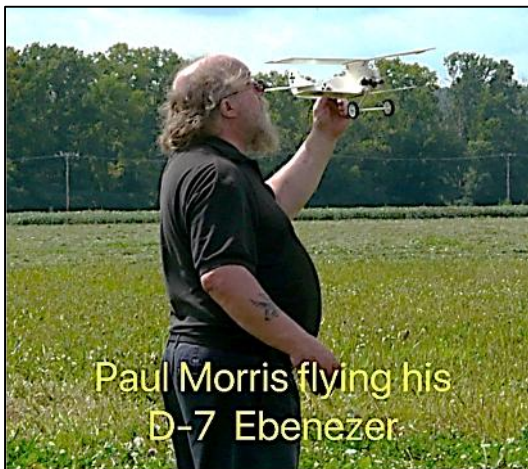
Campbell Blair and a Tomboy



Vic Nippert winding his CloudTramp



Brad Bane Launching a Class "C"
Dixielander



Paul Morris flying his
D-7 Ebenezer



Dynamic Duo-Brad and Ruth Ann Bane
Both are excellent builders and fliers



Tom Juell with his P-30
A very popular event over here



Jim Smith Prepping his Dixielander



Robert Blair with his Senator

Jerry Litschi (Canada)

E-mails to the Editor

Editor: *I first heard of the Great Grape Gathering back in 2015 when Roy E Smith sent in an in-depth report on the 2015 event and his article was published in two parts in the 2015 November and December issues of the New Clarion.*

I was delighted when I received Jerry Litschi's preceding report on the 2018 event and a few e-mails passed between us. First was thanks from myself for his report, Jerry followed with an offer for a further article. I then expressed pleasure at his offer and invited more regular pieces if he could do it. Jerry unfortunately had to decline but his reply is worth reading as it gives one insight into the trials and tribulations of event organisation and he has promised to expand on his comments in a future article..

I publish here the edited e-mails for your interest.

Jerry to Editor:

Dear Mr. Andrews;

I was sitting and reading the January issue of the New Clarion enjoying it as always.

Got to thinking you may enjoy / use an article about a contest in the States.

Not a full blown piece with all the scores of people no one knows. Just some general descriptive text and two pages of photos.

If you are interested just let me know.

Thank you for the Fantastic Newsletter each month

And for checking out my article.

Jerry Litschi

Editor to Jerry:

Thanks a bunch, just the job.

I wish I could get more folk to do likewise.

I've extracted pictures, they are OK. All pics in the NC get dumbed down when I convert to pdf to keep file size down.

Please feel free to pen a bit now and again, it's good to hear from across the pond.

Happy New Year to you and yours, fireworks still going off here as I write.

John A.

Jerry to Editor:

Happy New Year john;

Thank for accepting my piece.

I have in mind to write a comical bit on my trails and tribulation on becoming a first time Contest Director at age 67. Any interest?

Jerry

Editor to Jerry:

I would welcome an article with open arms.

Do you get involved with any indoor, it's the only activity over here until late February.

FF for ever,

John A.

Jerry to Editor:

To tell the truth the last couple of years I have barely done any flying. And that would be all outdoor. I like the Wakefield size Rubber models.

Between House remodels, yard work and a 70hr work week, travel is hampered.

Once a year I do take a 5 day weekend and go to the Great Grape Gathering.

Over the 10 years I have been do this I started to notice that the Contest manager was slowing down and becoming flustered. I had always helped with the set-up and take down. I unfortunately I missed 2015's contest. It was even mentioned in that years report. However in 2016 he asked if I would handle the prizes. He seemed happier. I've streamlined the collecting of the prizes and labelling them. Built a great scoreboard, incorporated my trailer into the set up to help cut the wind though headquarters.



I found out recently that there was Management change 10 years ago. No one at SAM 86 wanted to take over. Our present Manager decide to when he figured out that since there is a Canadian Contest Director, he would only have to get everything ready though-out the year and he could come down and basically just fly.

Now the Manager is 78 and the contest director is 84 with other problems.

After the 2017 contest I decided to get the CD certificate so I could keep it going after we run out of Canadians.

It is a good field and great people and we've already lost too many FF contests. That was when things got goofy. I did get it and decided to start a new contest nearby. I'm slowly going "Batty" with all the stuff I need to learn. Then again life does want you to learn something new every day, whether you want to or not!

P.S. To me this looks like one of your E-mail exchanges. If useable please do so.

Jerry.

Paul Rowley to Editor:

I was searching the internet for some information on a number of engines I have come across whilst clearing out my ageing fathers stuff and came across the editorial you wrote in



April 2018 in the New Clarion newsletter (nc042018) Regarding the Taifun Blizzard 2.47 engine. I have one, picture attached and wondered if you had managed to get any information from your fellow modellers on it, **and wondered if anybody might be interested in one.**

Kind regards, Paul Rowley

E-mail: jp.r66@hotmail.co.uk

Editor to Paul:

Sorry Paul, no other info, your it.

Editor.

Dick Twomey (Mauritius):

Dear John

Thanks for a good start to the New Year, even if- in my case - coming to UK to see all the mates is no longer likely, one appreciates (perhaps even more) how well NC provides the link with friends and the good old memories. This time I was flattered to see you feature my Christmas greeting.

As you mentioned in the Editorial, contributors seem to be getting fewer, which is a pity. How can we stimulate more offers? If every member tried to write/or picture/ ONE PIECE every year, you would be swamped with interesting material. Between us we must have so many memories to share, and the older we get, the more SHARING is the name of the game. I'll keep on trying, but more and newer names should be adding themselves to your contributor list.

Feel free to put this letter in the Feb NC if you think it might help to paint the picture for all SAM readers, Comp or Sport. There is a satisfaction in being part of the NC Team. Try it!

Best regards, from afar, where our first seasonal cyclone just missed us before Christmas.

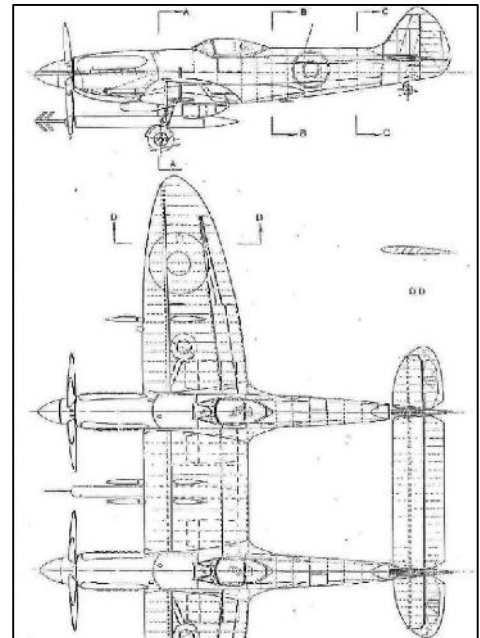
Dick Twomey

John Jones: Twin Spit spear

Hello John,

I was interested in the item on Page 14 of the January New Clarion about the 'Twin Spitfire', which I had never heard of before. Alan Price says 'I do not know what the "spear" underneath it is for'. I suggest that it is an airborne interception radar, judging by the aerial on its nose, and the receiver aerials on the wingtips. However, this type of 'bow and arrow' AI radar - the Mk. I to IV - dated to 1940, while the Mk. 14 Spitfire in the drawing is from 1944 - 45, when AI radars had dish aerials under radomes! Perhaps these were top secret though, and the draughtsman did not know of them. That is, always presuming that this project is actually official, and not some modeller's fantasy!

John Jones

**Mike Woodhouse:**

John

Thanks for the latest Clarion. A few thoughts and comments if I may.

Aurikel: June and I were in Denmark in the 70's where we came across the actual model that was in the possession of Kjell Kongsberg, where it is now who knows? I remember that it was rather heavy (lots of spruce) the workmanship was only average and the trailing edge flapped wing section was rather rough.

Empress: I built one when I was at school. It went well, I was top junior with it at the Waterbeach Nationals in 1958. I wouldn't mind building another. I would if I could find a kit.

Does anyone have one?

Drones legislation. I have spoken to David Phipps at length and listened to his talk at the recent forum. The BMFA is working hard for us. Don't panic. The Brexit situation is certainly not going to help as and when the UK becomes a rule taker not a rule maker. Whilst on the Brexit subject it will cost me and you dear as it will impact adversely on "Free Flight Supplies".

Michael J Woodhouse mike@freeflightsupplies.co.uk

P.A.W. 1.49**1.473 c.c.**

Manufacturers and Distributors:
 PROGRESS AERO WORKS,
 Chester Road, Macclesfield
 Retail price (including Purchase Tax): £4/6/0
 Export price: £3/12/10

**Specification**

Displacement: 1.473 c.c. (.09 cu. in.)
 Bore: .494 in.
 Stroke: .469 in.
 Bare weight: 3½ ounces
 Max. torque: 14 ounce-inches at 7,000 r.p.m.
 Max. power: .176 B.H.P. at 17,000 r.p.m.
 Power rating: .12 B.H.P. per c.c.
 Power/weight ratio: .05 B.H.P. per ounce

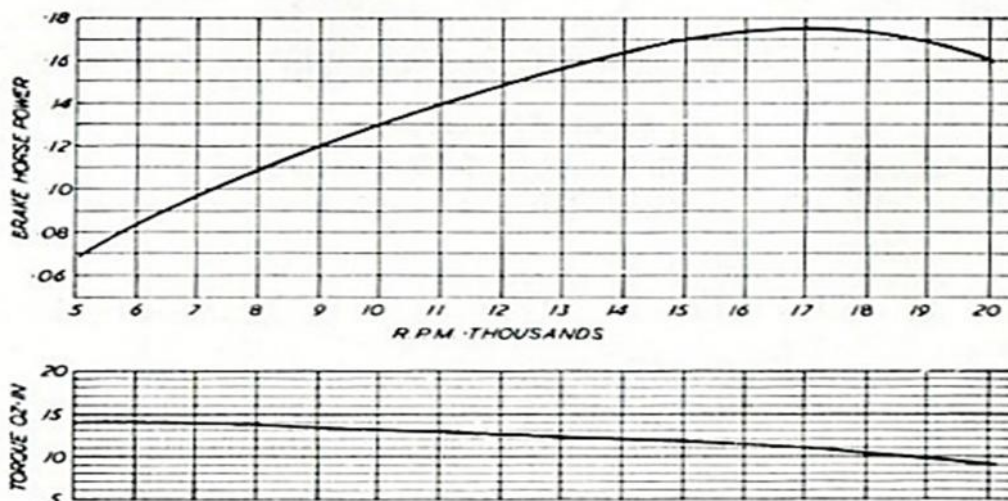
Material Specification

Crankcase: gravity die-casting in light alloy
 Cylinder: hardened steel
 Piston: brico cast iron
 Contra-piston: brico cast iron
 Connecting rod: machined from Hiduminium light alloy
 Bearing: cast iron bush
 Spraybar: brass
 Cylinder jacket: machined from dural

PROPELLER—R.P.M. FIGURES

Propeller dia. x pitch	r.p.m.
6 x 6 (Trucut)	13,600
6 x 3 (Trucut)	18,000
6 x 4 (Trucut)	16,500
8 x 4 (Trucut)	11,400
9 x 4 (Trucut)	9,000
10 x 4 (Trucut)	6,500
8 x 6 (Trucut)	8,400
12 x 4 (Trucut)	5,000
6 x 4 (Stant)	16,800
6 x 5 (Stant)	15,300
7 x 3 (Stant)	15,500
7 x 4 (Stant)	13,600
8 x 4 (Stant)	11,200
8 x 5 (Stant)	10,000
9 x 3½ (Tiger)	9,000
8 x 4 (Tiger)	11,800
8 x 3½ (Tiger)	12,700
7 x 4 (Frog nylon)	15,400
6 x 4 (Frog nylon)	20,000 plus
8 x 4 (Frog nylon)	11,600
8 x 5 (Frog nylon)	9,500
8 x 6 (Frog nylon)	8,500
7 x 6 (Frog nylon)	13,600

Fuel used: Mercury No. 8



A Montreal Prop Stop

John Andrews

I was preparing to do a major repair on the destroyed front end of my classic rubber model 'Late Night Final' and on seeing the prop assembly I recalled someone asking after the Montreal Prop Stop. I took a few pictures of the one in use on the LNF and I hope I can describe the device well enough for someone to follow.

The fundamental principle is that the freewheeling folding prop has a spring loaded pin which is held away from the noseblock by a drive arm on the prop shaft when under power. When the power is exhausted, the drive disengages and the spring loaded pin is released and the prop freewheels until the pin locates in a hole in a metal faceplate on the noseblock.

That's the best I can do in way of a description.



Fig 1: shows the assembly in the power drive position with the prop shaft drive arm holding the spring loaded pin away from the noseblock faceplate



Fig 2: shows the assembly shortly after power is exhausted. The prop shaft drive arm has disengaged from the spring loaded pin which is now rubbing on the noseblock faceplate as the prop rotates until the pin drops into the stop hole



Fig 3: showing spring loaded pin fully engaged in hole in noseblock faceplate, locking the prop assembly in the folded position

A pre-tensioned motor is required.

The alignment of the spring loaded pin with the stop hole in the noseblock faceplate is critical.

It is best achieved by fitting the noseblock into the fuselage with the prop in the folded position before drilling the springpin hole through the prop hub and on through the noseblock faceplate. Note:

Prophub is bushed with brass tube.

Springpin hole is bushed with brass tube.

Brass tube spacer fitted on prop shaft between ballrace and faceplate to distance prop hub from noseblock.

I trust it all makes sense.

John Andrews



Extract from Model Aircraft May 1960



Birdie Eye View

Upon seeing that mystery picture of the Bleriot Monoplane above in last month's issue, I immediately donned my vintage Sherlock Holmes outfit and began to investigate. After carefully scrutinising it, under my stereoscopic magnifying glass, I unearthed the first significant clue. It was an exciting moment. One of the cloth capped figures was wearing his bicycle clip on his left leg ! Thus it immediately became obvious that the negative had been printed the wrong way round. From this I inferred that the figure three on the rudder was not in fact a three, but the letter " E." Taking down my copy of Pulsator's " Great Modelling Eccentrics" I searched for the vital information. As I thought, the letter " E " was the trade mark of Ernest Bloggs, pioneering father of the famous Joe.

The next object of my scrutiny was the small figure standing by the tailplane. This I took to be either a child or a midget dressed up as a child. As the diminutive figure appears to be busily devouring part of the tailplane, I took it to be the infant Joe getting his first taste of flying.

I next examined the clothes and demeanour of the crowd, and became highly suspicious. They seemed to display that stolid, obstructive attitude peculiar to model spectators, rather than the respectful, cap-in-hand deference of full-size onlookers. From this it became evident that the machine was, in fact, a full-size model of a full-size aircraft. Possibly the design was lifted from a French model journal, and the inability to convert metres into inches, recently demonstrated by Joe's matchbox Wakefield, seems to be something of an ancient family curse.

The tree in the background supplied much interesting data. By taking the square of its height, and dividing by its angle of inclination, we come to the inevitable conclusion that the picture was taken on Chobham Common on December 1st, 1912, at 11 a.m. At 11.2 a.m., the youthful Joe got a slosh round the ear from his angry father. This historic incident was perpetuated in the naming of the site as the Clump.

Standing in the centre of the picture is E. Bloggs himself. To his left is Kit Carton, the model shop proprietor and number one creditor. The lady to the right, lurking under the large expanse of millinery is E. Bloggs' landlady, whose grand piano supplied the bracing wire, and antimacassars part of the wing covering. The gentleman on the extreme right, wearing the bicycle clip, is the owner of the undercarriage. We do not know whether he had to walk home or managed to get the wheels back on his bike before nightfall.

It is extremely doubtful if the model ever flew. That elastic motor took some winding up.

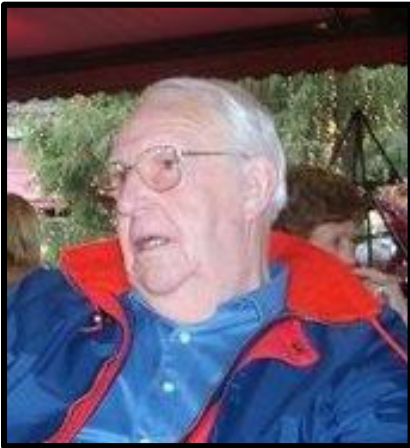
Raf and Ready

A reader points out that Scampton is likely to be without its camp this year, which means that the Annual National All-Britain Outdoor Engine Running Marathon may not take place. This will come as a great disappointment to those who have put in such arduous practice over the past months, at great sacrifice of precious flying fields and neighbourly goodwill.

Holding the Nationals without its riotous sideshow is like Derby Day without its fair. A typical solution to the problem would be to enlist the sympathies of some marathon-minded holiday camp owner. A little extra noise around the camp would go more or less unnoticed, and just think of those prizes !

A more active type of marathon was a record breaking, radio control jaunt along one of our English highways. Leading the merry dance was a bod bleep-buttoning his way to glory from the seat of a car. He struggled gamely on in spite of a badly swollen finger, and though he didn't make Land's End, the model did after 23 miles.

Pylonius



I am sorry to have to inform you all that Pete passed away on 27th December 2018

He and Ken Bell founded the indoor flying that brought me back into aeromodelling. At the time we could not fly outdoors because of the foot and mouth outbreak in 2001.

There is no doubt that he and June, along with Ken and Sheila, made a major contribution to indoor free flight on the south coast when they started the indoor sessions at Crofton School. It was, of course, a complete revelation to me having flown free flight (outdoors) in my youth. Subsequently we had many enjoyable days flying, mainly at Middle Wallop in those halcyon days when the weather was always good.

He and June hosted evenings at Middle Wallop (we were all camping) where I began to appreciate the comment made to me recently by Ken Bell, "he was great company and could almost match my Bar Bill".

Model flying was not his only interest. Any mechanical thing that moved!

Right: Pete, as Clerk of the Course, demonstrating his prowess at the BARC hill climb, Gurston Down 1967 in a "borrowed" Mini (850cc in full race designation).



He was a marshal at the Goodwood motor racing circuit & a member of the Marshals Club, very much enjoying the racing days there. That no doubt encouraged visits to Belgium, notably Spa-Francorchamps. He had friends there too, and Ken Bell had joined him on various trips to Belgium and Holland. Seemingly, checking the quality of the beer was an important facet of these visits. The picture above was taken at Valkenburg.

Prior to that, an enthusiastic rally driver & navigator as well as being clerk of the course at different venues.

Another of his enduring interests was that of steam railways, his father being a signalman at Yaxley & then Spitalfields Peterborough on the old LNER. This was all interlaced with an avid interest in full size aviation, with visits to various museums in the area concerned with cars, trains & aeroplanes. A vast collection of VHS tapes, model cars, trains & planes supplemented his aeromodelling bits & pieces, being in his heyday an excellent builder & enjoying many flying days at Middle Wallop in the company of like-minded friends.

His interest in Aeromodelling, however, is how I remember him and his interest never faded. He has a prodigious collection of magazines and almost all forms of model with engines to match, from diesel to electric and CO₂. As far as I could tell he had been a member of nearly all the clubs in the Portsmouth area as well as Peterborough, where they had lived previously and still had many friends. He loved a good conversation about any of his indulgences & had a healthy disregard of a lot of modern day political correctness.

The world has lost a great enthusiast for modelling and engineering in general. We are the poorer for it.

In loving memory.

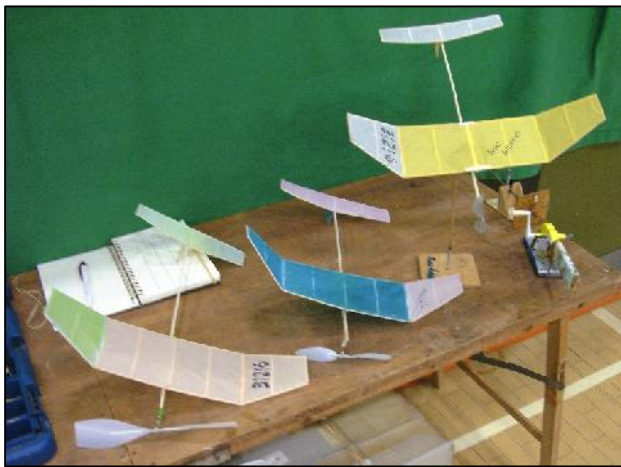
R.I.P.

Ken Brown



Saturday 12th January and I was at my first indoor meeting of the new year, Rachel was not with me as she had been ill over the Christmas period and did not feel up to it. This meant I was without my photographer and to compound the problem I grabbed the wrong camera on my way out of the house so many of the few pictures I took were far from perfect.

I still had the same box of bits that I'd had in the car since the last Thorns meeting, I'd been too busy with Rachel's ill health to bother unloading the car. So it was out with the 'Crickets' again. Alan Price was also airing his own 'Cricket', a past Xmas comp 3rd place winner back in 2016.

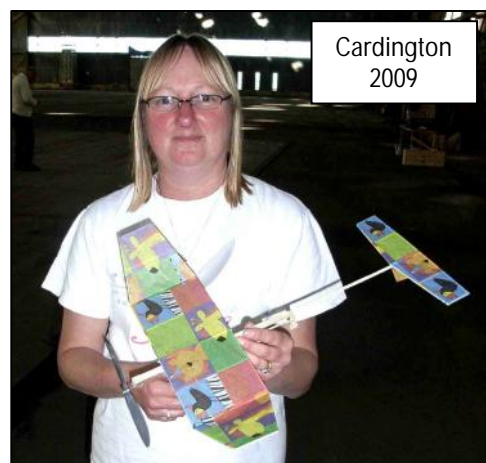


My models above are, LtoR, - 'Criminnie Gicket III', Criminnie Gicket II and my original Kit Cricket. The ID 'Criminnie Gicket' was given to the version allowed for the 2016 Xmas comp. Aerofoil Wing sections and any plastic prop.

I was late getting started as traffic problems resulted in my normal 1hr-15min journey taking over two hours. By the time I got set up I was not really in the mood for flying so I treated myself to a cup of hot chocolate with extra milk from reception (£1-40) before doing anything.

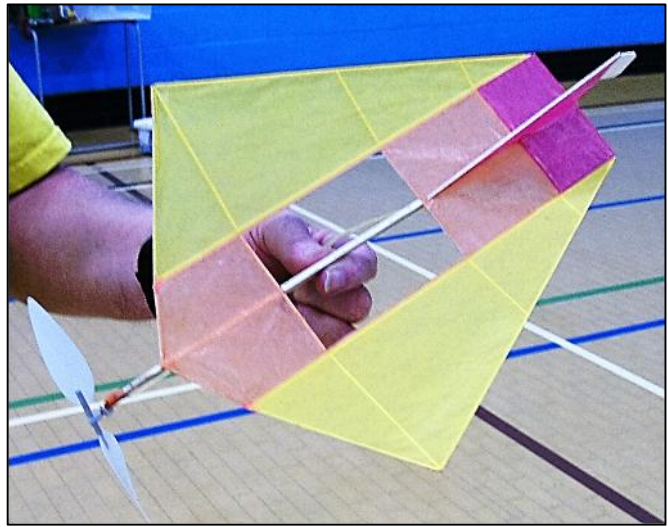
First off I had one or two flights with my old original 'Cricket', all were around the 1min mark. I used a shortish 0.1" motor and also a longer 0.110" both giving similar durations. Many moons ago, 2009 I think, Laurie Barr ran a standard Kit Cricket comp at Cardington and I managed to clear 2min, if memory serves, achieved by using a ridiculously strong motor, 1/8 or more, and climbing very high in the airship hanger then running out of turns whilst still up there and descending dead stick. Still got beaten by one Tracy Sellwood and her fancy wrapping paper covered model. I still maintain she took unfair advantage by using a non-standard prop. (*sour grapes*).

A radio control slot ended my efforts with the old cricket and I unlimbered my little camera and took one or two pictures. The relatively cheap camera that I had mistakenly brought with me is a little slow on the autofocus side of things and my impatience gets the better of me and some fuzzy pictures result. I even get total wipe-outs when I don't give it time for processing.



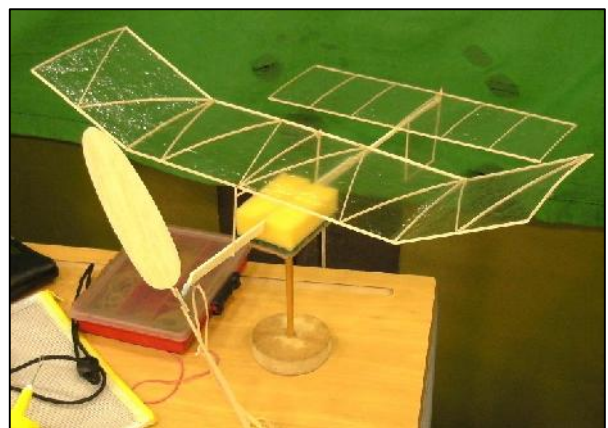
After the radio slot I had a long session with the 'Criminnie II'. The model had warped badly in the box and first attempts resulted in the model trying to fly in about 6ft dia circles hopelessly stalled. I lost count of the number of times I cracked spars and re-cynoed to get the wing looking reasonably straight. To compound the problems I managed to knock one blade off the Ikara prop so more sticking and gluing including fingers. Eventually I had it straight enough for a somewhat overpowered flight, still in quite a tight circle, straight up to the lights and a bounce around for a while before dead-sticking down at the death. That was it for me.

I never got around to flying 'Criminnie III'. This model was my final version for the 2016 Xmas comp, it had a Hanger Rat wing section and a cut down 12" Ikara prop given to me by Peter Dolby on the last day. That day in 2016 I managed a 2-45 but with three hits on the lights which did not count as only two hits were allowed. My final flight to count was a no hits 2-30 but it did not get me into the prizes.



Peter Dolby was in attendance and one of the models he was flying was the contraption in the picture above. It was called something like 'Stringless Wonder' as it appears to be based on a kite of some sort. Peter said it was built for a one model competition up Rochdale way. Flew really well despite its odd configuration.

On the subject of one design competitions it has been decided that the Thorns Xmas comp for 2019 will be for the 'Kenny Penny' penny plane. There are good quality kits available and plans so, hopefully, there will be a good entry and flight times in should be well in excess of previous Xmas competitions. The comp will still be best two flights to count and only two hits on the lights allowed. Alan Price has a head start already as he had a model with him at Thorns.



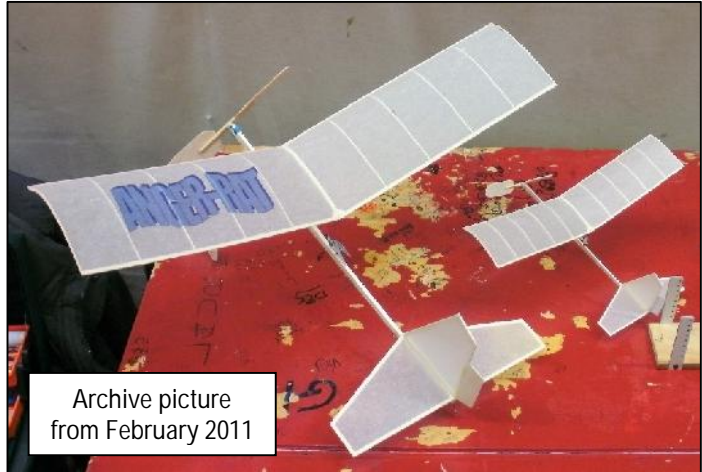
Alan feeds his face whilst preparing to start 'Kenny Penny' trimming. I think I will propose that no qualifying times for the 2019 Xmas competition can be posted until after the start of the winter series of meeting dates. Hopefully that will slow Alan down a bit.

A few of the useable pictures of other flyers in attendance.

Eric Hawthorn looks over his 'Night Vapor' after a mid-air collision with a 'Mini Stik'. The model emerged unscathed which must have been a relief as the collision made an awful bang and both models were still locked together when they hit the floor.



Colin Shepherd was flying his $\frac{1}{2}$ size 'Anger Rat'. I suppose you could call it an 'Anger Mouse' or some such name but looking back to a picture taken in 2011 the miniature version had not been named.




The half-size Wakefields' of Mike Brown were describing circles around the hall as usual. He is somewhat fuzzily pictured alongside, with his KeilKraft 'Gipsy' in hand, doing some fist waving emphasis on some point or other or perhaps just about to scratch his nose. Who can Tell.


I had a relaxing afternoon after my travelling hold-ups on the outward trip. Did not do a lot of flying but the hot Chocolate respite was a highlight. Had a good journey home.

John Andrews

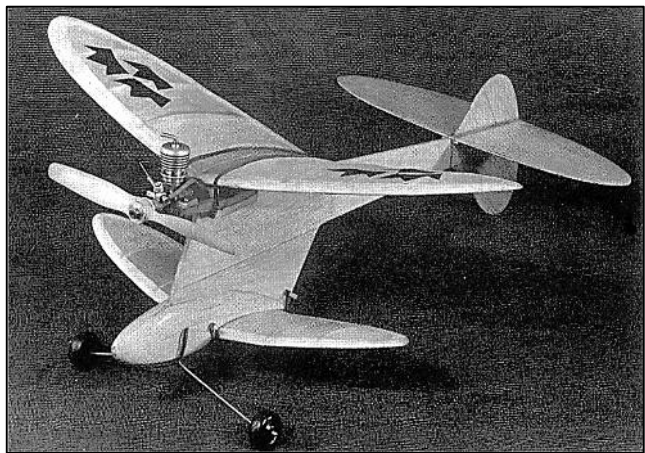
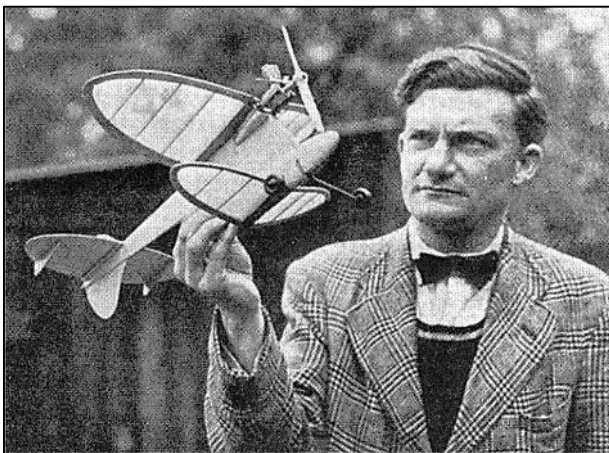
From the book 60 years of IVMAC supplied by Chris Strachan



Mimi



How small can a power model be? This pert little biplane by Ray Malmstrom, for the Frog 50 or E.D. -46, is only 16 inches span and length, simple to build, and easy to fly.



HERE is one of the smallest, most convenient to transport F/F power jobs yet designed, and moreover, a model that knows all about the business of getting upstairs in double quick time. Flying fun is a "built-in" feature of this little bundle of aeronautical mischief. So simple to construct that modellers with a little experience will get all the gen from the plan. Building hints that follow are really for the beginner, but read them just the same, then you'll see how easy MIMI is to build.

Here's the building list:

$\frac{1}{4}$ " x $1\frac{3}{8}$ " x $3\frac{1}{2}$ ". hardwood (engine bearer), 1 sheet 3 x 36 ins. x $\frac{1}{4}$ in. balsa, 1 sheet 3 x 6 ins. x $\frac{1}{4}$ in. balsa, 1 sheet 3 x 18 ins. x $\frac{1}{8}$ in. balsa, 1 sheet 3 x 36 ins. x $\frac{1}{16}$ in. balsa, 1 sheet lightweight Modelspan, 12 ins. 16 S.W.G. wire, 6 ins. $\frac{1}{16}$ in. dowel (or matchstick pegs), small piece $\frac{1}{16}$ in. ply, small piece $\frac{1}{32}$ in. sheet balsa.

Trace the fuselage parts onto $\frac{1}{4}$ sheet and cut out. If you have some 6 in. wide quarter stock, the fuselage can be cut in one piece. To the basic fuselage shape, add the two nacelle side pieces and ply liners in the U/c slot. Cement in position the top wing rear mounting and the angled tail-plane platform. Add dowels and small rear peg. Before sanding the fuselage, add the engine mounting, drilled ready for your engine. Make sure it is level from side and front views. Add blocks A. Carefully sandpaper all over to the correct sections, checking that you have the necessary clearance in the nose for a 6 in. x 4 in. propeller. Cement the lower fin in place and the fuselage is complete except for dope and fuel proofer.

Now don't fade away at the prospect of having two wings to build, these are really easy to construct. Trace the L.E.'s onto $\frac{1}{4}$ sheet and the T.E. of the top wing onto $\frac{3}{16}$ in. sheet. Cut out, taking care that the notches for root ribs are at a slight angle.

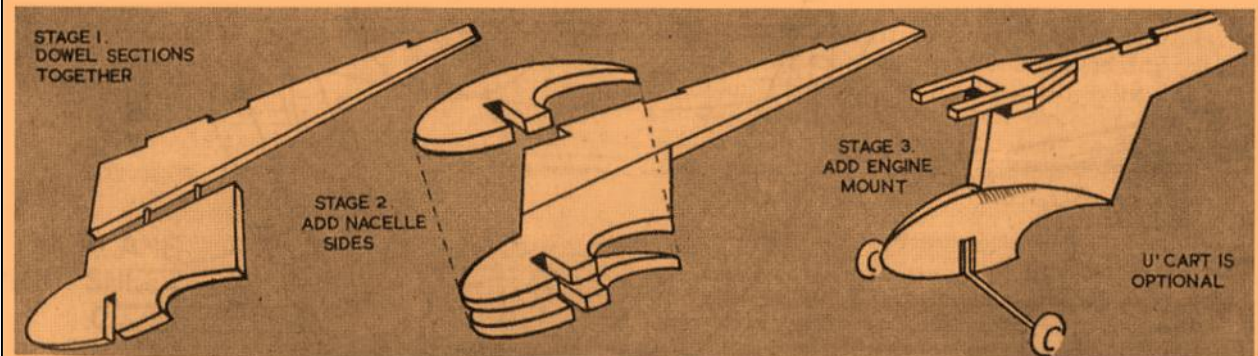
Add ribs, using the template for setting root ribs at the correct angle. When dry, raise the top wing tips by 1 1/2 in. and cement the centre ribs together. Sheet over the centre section with 1/32 sheet. Cover with lightweight Modelspan. The lower wing is built in the same way (with L.E. of 1/4 in sheet and T.E. of 1/8 in sheet), with the exception that 3/4 in. wide centre section is flat and there is 1 in. dihedral from root ribs to the tips, see sketch.

No model is really complete without an under-cart, but relax, because if an undercart is an abomination to you, you need not have one. Mimi isn't a bit particular. It is certainly not indiscreet to say she makes excellent landings on her belly ! If (being a stickler for decency !) you fit an undercarriage as shown on the plan, please see it is a *tight* fit into the U/c slot. Cut the tail assembly from 1/16 sheet, and cement on the top portion of the fin, and the two small tip fins. Give the sheet parts of the model two coats of dope, sanding lightly between coats, and the wings one coat of thin dope. Finally go over the whole model with a coat of your favourite brand of fuel-proofer.

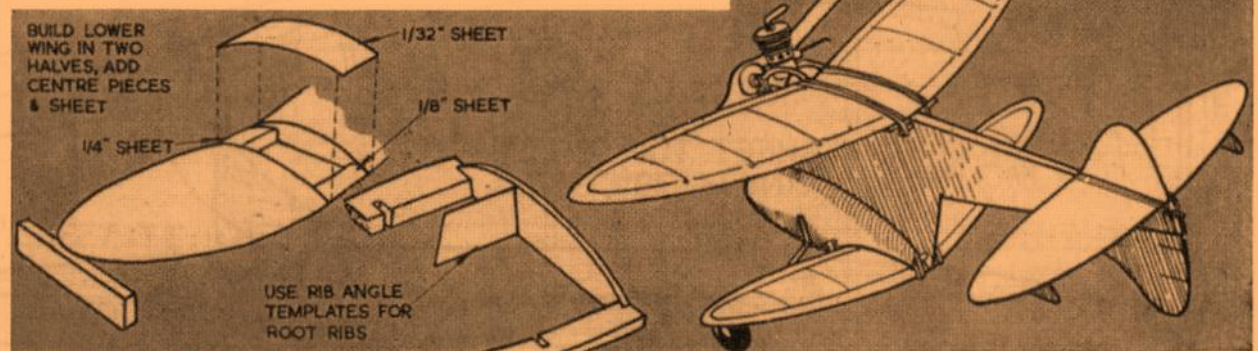
Check Mimi's balance, test glide over long grass, always launching with the nose pointed slightly downwards. Don't hurl the model, but launch smartly, as Mimi has a pretty fast glide. By means of packing (about 1/16-3/32) under the trailing edge of the tail, get the glide as shallow as possible, avoiding any tendency to stall, and see that the glide path is straight. A slight turn to the left is all right, but, and here quite seriously is a word of warning, avoid a turn to the right. Give the engine 1/32 packing for downthrust and throttle it down as much as possible, or fit the prop on back to front for the first test flights.

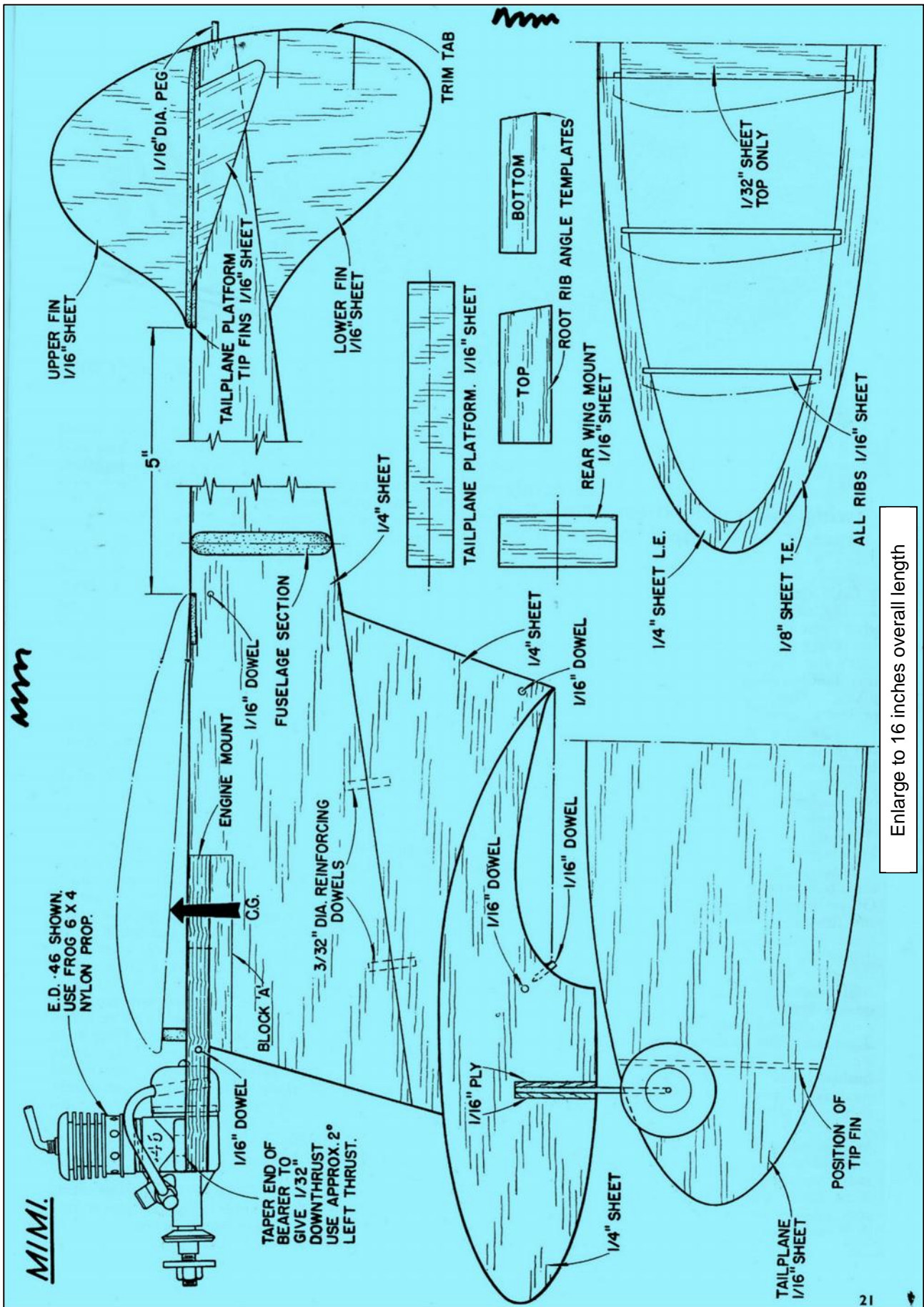
Good flying to you, and don't forget your name and address on your model—this diminutive job flies an awful long way on half a tank of juice, and I'm still looking for the original Mimi! I

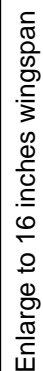
FUSELAGE STAGES



WING DETAIL







Indoor flying in Bethesda

Martin Pike

I have been organising monthly meetings for more than two winters now. We have reached a level of regular support that is sustainable, which I am pleased with. The sports hall is large, but not massive, nor too expensive. Plas Ffroncon Leisure Centre, Bethesda, LL57 3DT.

My nearest alternative venue is in Birmingham, I reason that even if I lose money organising my own event, it is still cheaper than travelling to Brum.

Initially I tried to promote model flying to children, with some success. I built a number of models for people to turn up and use - generally from Midair Models <http://www.midairmodels.co.uk/>.

They have survived plenty of enthusiastic use, and can be readily repaired. They are easy to get flying and keep flying despite several inadvertent modification requirements. Repairing them after a meeting can be a bit of a drag, but even with fewer children attending now, they are still used. I have used a Facebook page called 'Indoor Flying in Bethesda' to promote the events, with some success.

Personally I'm not a great fan of social media, but it is a more effective tool for advertising events than just posters. I did also give notice of the events sections of the New Clarion, BMFA website and SAM 35 Speaks.



For each event I set up four winders and a stooge on tables for everyone to use and have a small stock of indoor kits for sale - BMFA or Midair. I have even managed to sell off a few larger kits, that had been on my 'to build' list for too long.

As one of our regular attenders pointed out, we started out with a bunch of children, but have ended up with mostly middle-aged men (that catch-all 35-80+ group!).

Most of these have radio-control

backgrounds, and have been surprised to find that our small, cheap models are remarkably challenging to fly. We also have small r/c models, Night Vapors, small quadcopters etc. As there are relatively few people flying at a time, we have not had many interference problems.

I have been encouraging people to build Gyminnie Crickets (GCs), as they are easy to build and fly as basic kits, but have lots of development potential. Having got my 7g basic kit model to fly for a minute, I thought I'd really make long flights with a camber-wing lightweight (well 3.5g) version. Hmm, maybe not. I managed one and a half minutes, but I'm sure I can improve on that. I may have to start measuring my rubber, and maybe steering the model round the hall with a pole.



None of us have much indoor flying experience, but we share ideas and are improving. Hugh has taught us that laminated ribs are no better (and probably heavier) than sliced ribs for GCs, Dave has been using his 3D printer for model parts and also small building jigs. I'm still hoping someone will build a rubber-band powered car against which to race my Satyr. It is becoming a small club without a formal structure.

In the summer we can fly over an upland bog, over which people have been flying for decades. I send out details of when we are planning to fly via e-mail. Given the variable weather, these are rarely much in advance, and there are other demands on people's time, but it is more fun to fly in company.

Next events planned for 3rd February, 3rd March and 7th April - all first Sunday of the month, 1300-1600. If you are in the area, we'd be glad to see you.

<https://www.facebook.com/Flying.Bethesda/>

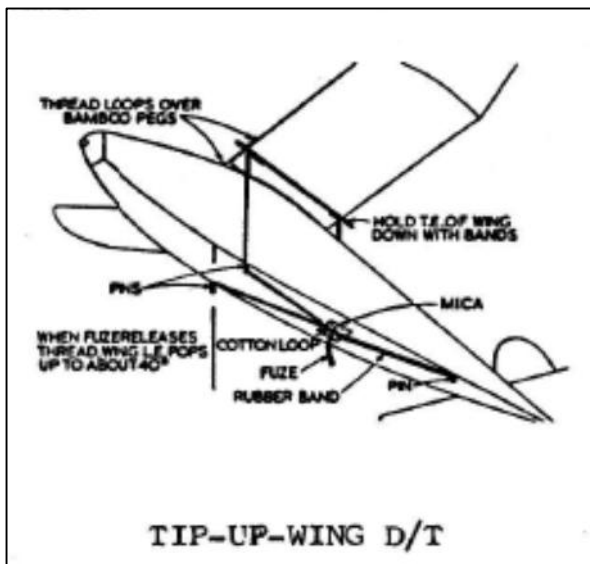
Martin Pike

Dethermalisers Part 2

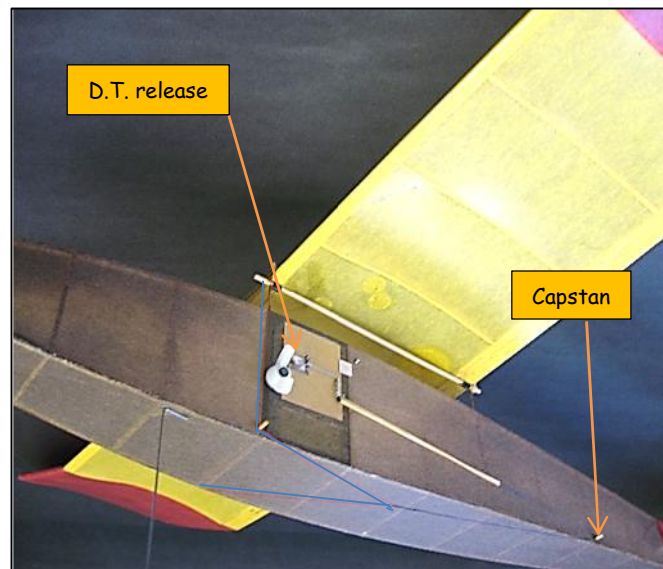
Tip up wing dethermalisers

The tip up tail D.T. when activated puts the model in a deep stall, with the fuselage in a level position. However, some designs do not readily accommodate a tip up tail, without major modifications, but if the wing is strapped on by bands a tip up wing arrangement can often be arranged.

The drawing below, which I scanned from Mike Kemp's 'The Rubber Column 42' in the Christmas 1985 edition of SAM 35 Speaks, shows a tip up wing arrangement for Laurie Barr's Pinocchio, a well-known vintage lightweight rubber model design. This sketch was originally published in one of the Ian Allen series of magazines, where the Pinocchio plan was also first published. Beside it is a photo of my modern interpretation, which uses a radio operated dethermaliser, otherwise known as RDT. The arrangements are, of course very similar up to the point that the cotton loop that the fuse burns through is replaced by another D.T. hold down thread, which is looped around the capstan post and attached to a rubber band that is hooked onto the RDT.



Sketch of original Pinocchio tip up wing D.T.



Pinocchio fitted with tip wing D.T. operated by radio

The RDT system shown in the Pinocchio replaced the Tomy timer that was originally fitted in the model. For a photograph of this, please see my article in the New Clarion July 2014.

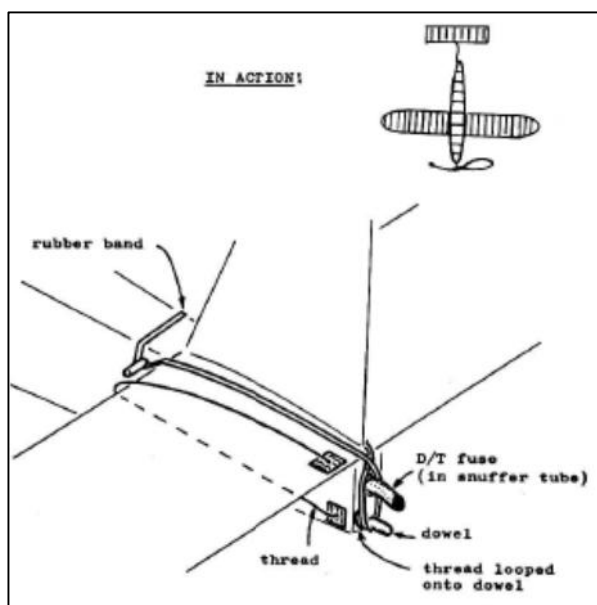
When the tip up wing D.T. operates the fuselage descends in a nose down attitude. This is not a problem for a lightweight rubber model with a folding propeller. However, my Northern Arrow 4oz Wakefield, with a free-wheeling propeller, is also fitted with a tip up wing D.T. arrangement. As a result of the nose down attitude I have to check the straightness of the prop shaft after a D.T. arrival.

The pop up wing D.T. on my Northern Arrow is set up in a similar manner to that shown for the Pinocchio. On one flight the D.T. operated and the model descended initially as expected. However, after a bit, the descent of the plane slowed and it reverted to its normal glide pattern. What had happened was that the released and loose D.T. hold down thread had become entangled in the free-wheeling propeller and was wound around the prop shaft. The result was that the wing was pulled down to its normal flight position. This may be good for a D.T. fly-off, but clearly, it is a wise precaution to review your systems carefully. Anything that can happen,

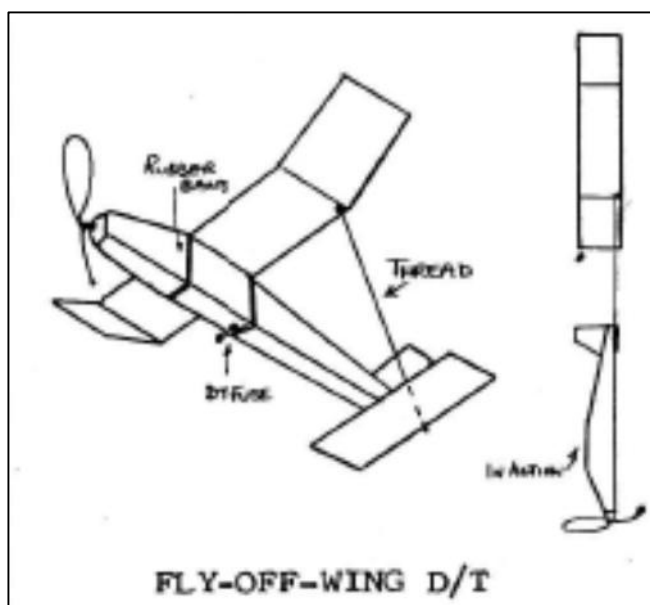
will happen at some point! In this case, the problem was solved by fitting another thread between the D.T. hold down line and one of the rear wing attachment points, which constrains the loose end of the hold down thread after D.T. activation.

Fly off surface dethermalisers

I've never tried these, but they were advocated by the late Mike Kemp, particularly for lightweight rubber models. The following information is taken from his 'The Rubber Column' columns 36 and 42. Clearly, for Middle Wallop, these arrangements will require modification to avoid the use of the burning D.T. fuse.



Fly off tail D.T. arrangement



Fly off wing arrangement for Norman Marcus' Supa-Dupa

For the fly off tail: -

- 1) Affix one end of an 8" length of nylon thread to the tailplane trailing edge. Ply facings should be used (see diagram).
- 2) Tie a small loop at the free end of the thread.
- 3) Make a hole (about 1/8" diameter) in the fuselage near the rear dowel. Face with ply.
- 4) Put the tailplane in position and hold down in the usual way with a single rubber band, through which the D.T. fuse passes.
- 5) Take the nylon thread over the top of the tailplane, round the leading edge and back underneath. The loop is pushed through the hole in fuselage and is hooked over the rear dowel. The thread is then pulled tight.

Once the D.T. fuse has burned through the retaining band, the tail will fly off, but it will be held by the nylon thread and will flutter behind the nose-down model.

Other advice that Mike offered included: -

-) Do make sure the thread is strong enough. If it isn't say goodbye to the tailplane and fin.
-) Do ensure that the trailing edge of the tailplane is braced where the thread is fixed. If it isn't, the tailplane may well break in half.
-) Don't fix the thread to the fin or sub-fin; if you do, it's almost certain that they will break. "Fuselage and T.E." are the best places.

Also shown above is a sketch of a fly-off wing arrangement that could be used on models like the Supa-Dupa.

The fly-off surface systems shown clearly work by the severing of the retaining band when the D.T. fuse burns through it. Has anyone adapted these systems for clockwork timers or RDT? It would be interesting to know.

Viscous timers

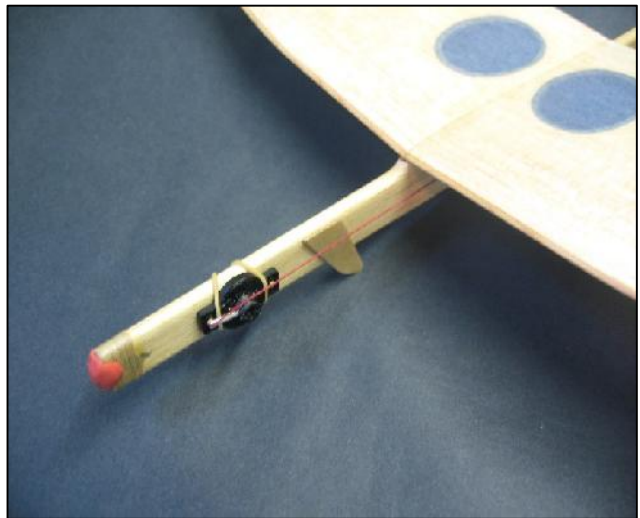
These must be the modern equivalent of the 'airdraulic' (pneumatic) timer mechanisms described by Ron Warring in the AeroModeller back in 1947.

Our esteemed editor was quite right in pointing out the potential inconsistencies of viscous damper type timers last month.

In my experience, they are reasonably repeatable for times of around one minute, but become more inconsistent for longer times. Their big advantage, of course, is that they are light and compact, which makes them extremely suitable for small models. Indeed, apart from the traditional burning D.T. fuse, what else can be fitted sensibly on a small model?



'Cool tube' installation in Len Surtees' Sting 18 CLG. The inner tube is rotated by the red elastic band, eventually releasing the pivoted rear boom.



Disc type viscous damper fitted to Roll-Out CLG. The power is provided by a loop of shirring elastic. When released the elevator pops up – see photo last month

The viscous damper system works by being rotated by a member in tension, such as a rubber band.

In some cases I have used a light steel tension spring, so, at least, the tensioning force is consistent. The photos above show two different viscous damper arrangements installed on catapult launched gliders.

On the left is the 'Cool Tube' that was supplied with Len Surtees' Sting 18 CLG kit. This is an aluminium tube in tube device, similar to that described by Peter Michel in the June 2007 New Clarion in his construction article.

On the right is a photo of a button type damper (the cheepo timer from Flitehook) fitted to a Bob Dunham designed Roll-Out CLG. In this case the tension is provided by a loop of shirring elastic. An aluminium tube is crimped to the end of the thread attached to the shirring elastic, and this tube is slipped over the wire peg fitted to the rotating part of the damper.

Next time I intend to take a look at other timer mechanisms.

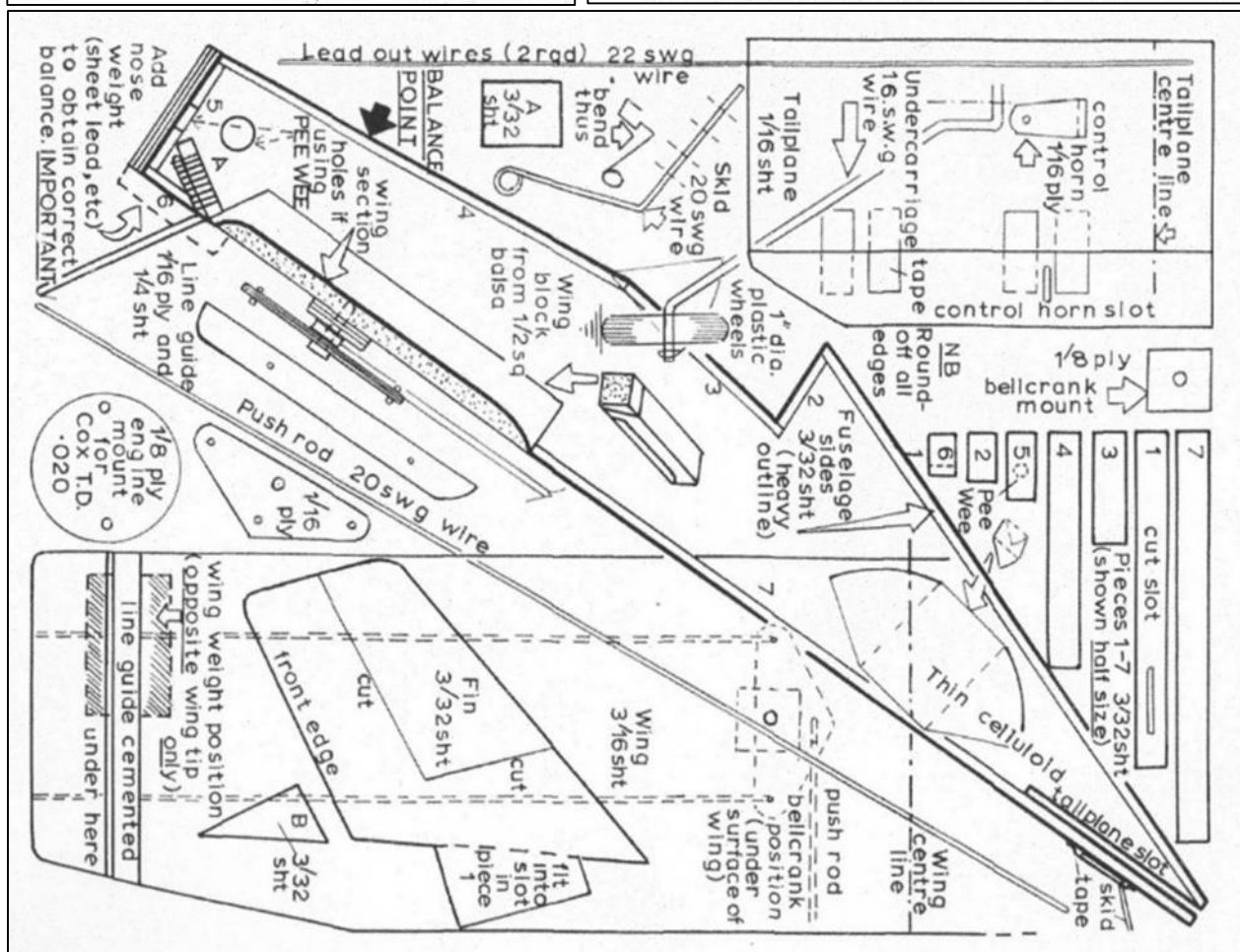
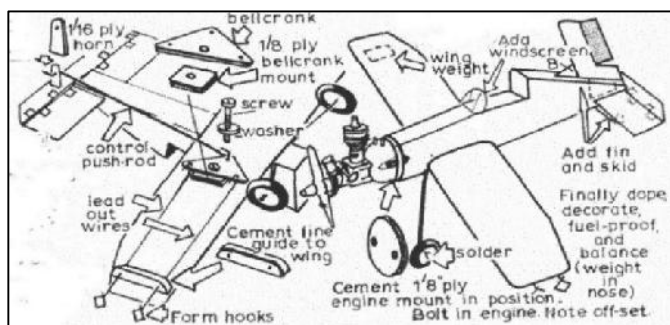
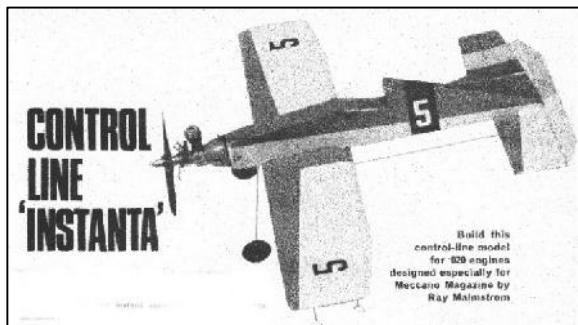
Nick Peppiatt

Report No. 96. Aeromodelling in Meccano Magazine, continued.

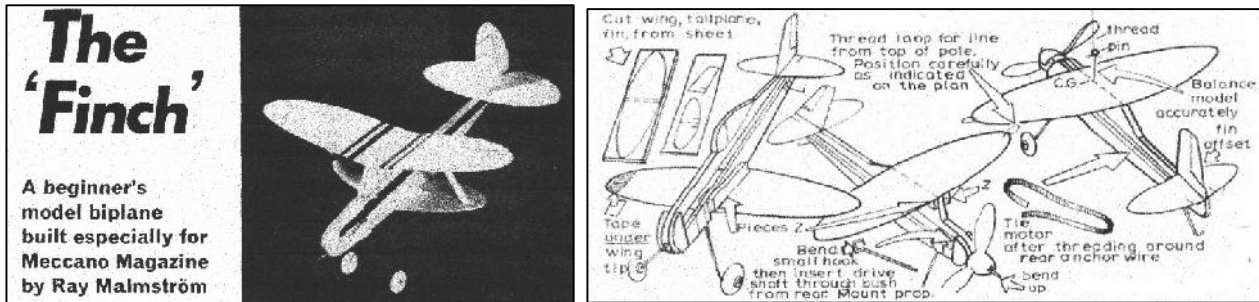
To recap on last month, the first issue of Meccano Magazine appeared in September 1916 but readers had to wait until May 1964 for the first article on flying model aeroplanes and a further five months for the first plan, the Marquita 16" wingspan rubber powered free flight model by Ray Malmstrom. I asked for feedback on any experiences with the Ripmax Electra salt water battery powered free flight model and Chris Boll emailed as follows.

"I had an Electra foamy in my youth, it came with some extra batteries on condition I that told Mr Fairest of the Redditch model shop how well it went. The battery was a polythene bag about 3/4 inch square, into which you put salt water. The motor then started and the model would fly for around 40sec, losing height as the motor slowed down. I never did buy any more batteries after the freebies had all gone." A rather telling final comment, don't you think?

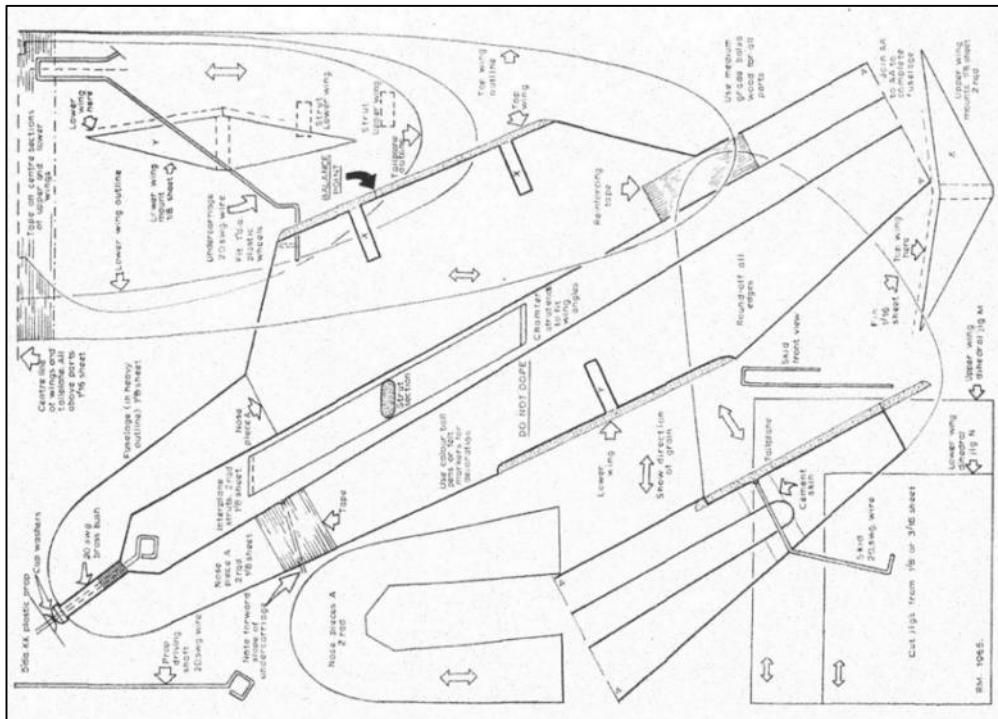
A search of Google elicited that Silver Chloride batteries were (are?) used to power torpedoes, perhaps a more suitable application for a salt water activated, one trip device. Ray Malmstrom's contribution in the November 1964 issue was his Instanta 14" wingspan control line model as in picture, plan and sketches below.



Ray was on a roll, next month, January 1965 came the Hoverfly, an indoor hovercraft powered by hand held batteries, followed in February by the Firecrest, an indoor RTP Jetex powered car and in March by a Concorde display model. April brought the Stardust 16" wingspan rubber powered model, the plan and article for which appeared in the September 2015 New Clarion.



The Finch, a 15" rubber powered biplane was the offering for May. If you would like to build the Finch or any of these models, send me an email and I can forward to you the file of the appropriate magazine issue.

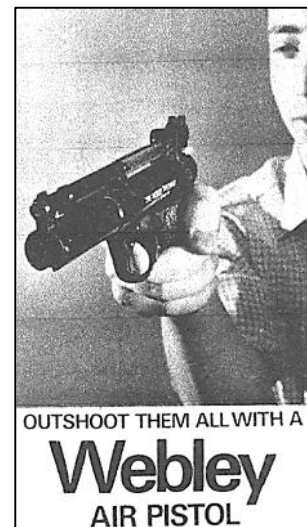
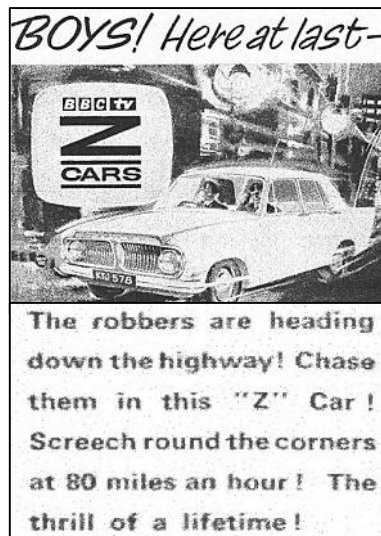


Now for something completely different:

A few adverts from these same magazines, just for nostalgia sake



Prescription for Eternal Youth



And finally, you may have seen reports of powered aircraft with no moving parts, apart from ions that is. Alongside see extracts from a recent press report.

See also, Q & A from Meccano Magazine May 1965.

The power of "ionic wind"

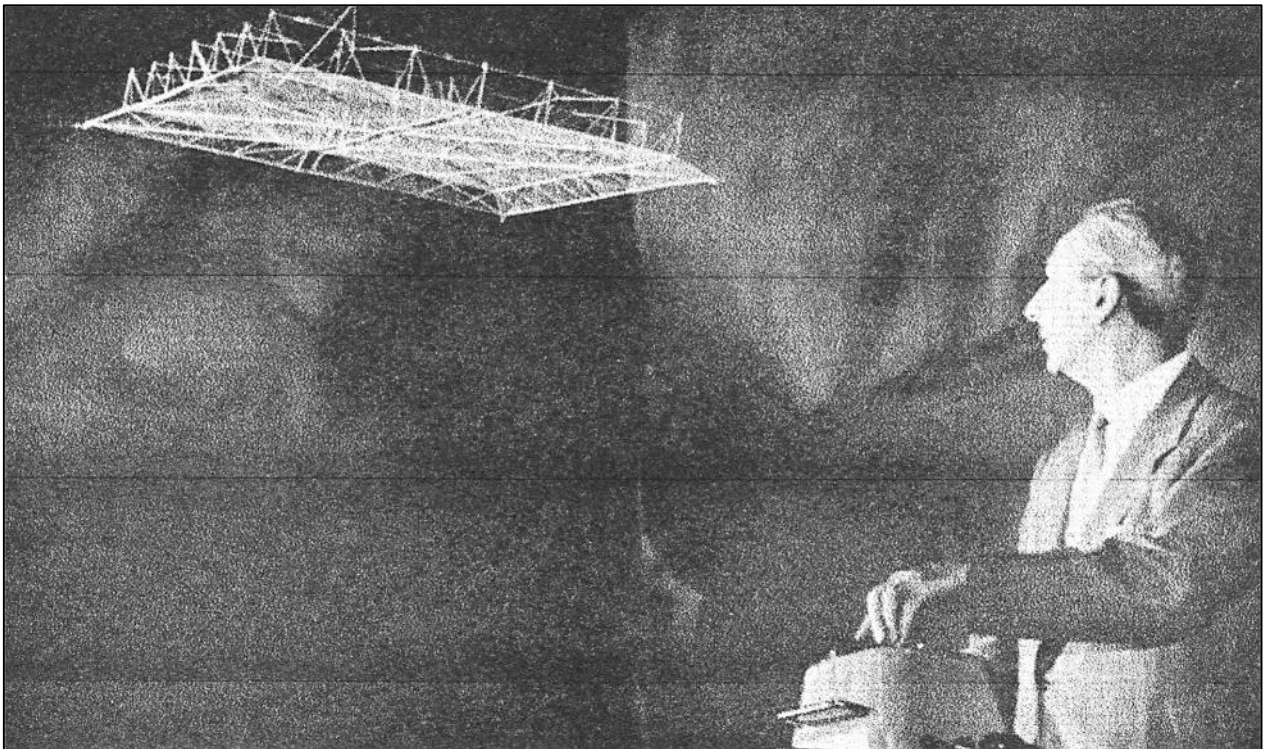
A plane with no moving parts has taken flight for the first time, potentially opening up a new frontier in aviation. Whereas conventional planes are powered by engines and propellers that give them thrust, this one flies silently, "gliding" on wind that it generates itself. The system relies on positively and negatively charged electrodes under the plane's wing which ionise atmospheric nitrogen; travelling along an electric field to the plane's rear, these ions collide with normal air molecules, creating "ionic wind" to propel the plane.

The one tested by MIT was made largely of balsa wood, and weighed just 2.45kg. After being launched in an indoor gym with a slingshot, it remained aloft for 12 seconds (the same time the Wright brothers achieved with their first successful flight) and travelled 60 metres.

The Ionocraft

Q. What can you tell me about a new type of aircraft which is powered by ions? *'Futurist', Runcorn, Cheshire.*

A. Major Alexander de Seversky, the veteran American aviator, has been working for several years on a new kind of soundless aircraft with no moving parts. It is powered by an ionic engine, which emits a stream of electrically charged particles, generated by high voltage potential, to give continuous thrust. Such a craft—foreseen by science-fiction—could travel at several hundred miles an hour and operate 60 miles up. It might also be used as a communications relay platform. In the picture, the 70-year-old inventor demonstrates the vertical take-off and hovering abilities of a model 'Ionocraft'. (See photograph below)



Do not expect your next holiday flight to be ion powered, it would seem to have taken half a century to progress from hovering to a flight of 60 meters!

More from Meccano next month.

Tel:- 01202 511309, email:- roy.tiller@ntlworld.com

Roy Tiller

Southern Coupe League 2019 Qualifying Events

At last the dust is settling and through the haze we can see a programme emerging with enough clarity to publish it. Of course we've already begun with Coupe de Brum - see the table. Odiham is still subject to license agreement and there could be other disruptions, additions and deletions so keep watching the Clarion and F.F.N. for amendments. Your five best results out of the eight events will count at the final reckoning.

As you see the First Area is looming on the 10th Feb., and I must remind you of this season's exciting new competition. We are offering a small prize for the best mistake or mishap suffered by coupe fliers at these events. By 'best' we mean unlucky, funny, tragic, alarming, ironical, etc. etc. A panel of judges will decide the winner after the Coupe Europa event on the 19th October. We expect a large and enthusiastic entry for this competition as no skill or preparation is required.

Southern Coupe League after Round 1

Place	Entrant	Club	Coupe De Brum	First Area	Odiham	Oxford	Southern Gala	Crookham Gala	London Gala	Coupe Europa	Total
1	P. Ball	Grantham	14								14
2	W. Dennis	MFFG	10								10
3	C. Foster	Morley	9								9
4	A. Moorhouse	Vikings	8								8
5	M. Marshall	Impington	6								6
6	M. Benns		5								5
7	P. Woodhouse	Morley	4								4
8	G. Manion	Birmingham	3								3

Editor's Note:

Do not forget that Gavion Manion will be running the Vintage Coupe league in parallel.



January - quiet month? Well, normally but less so this month. Elsewhere our Editor has included a letter written to David Phipps of the BMFA on behalf of SAM1066 membership, politely requesting clarification on the proposed drone legislation relative to free flight operations for models over 250 grams, as the most recent Government consultation response offers zero information. To date no answers have been forthcoming, but whatever response we do get back - if any, will be published in the NC.

Area 8 Salisbury Plain

Contrary to my somewhat gloomy notes last month, Peter Watson has worked hard on behalf of the FFTC to get back on Area 8 at some weekends during the first half of the year. It seems that only certain weekends will not now be available - mostly in the April/May timeframe. So - well done Peter.

Odiham

A bit of (partially) good news. The Southern Area Gala date for 14th April was confirmed by RAF Odiham - however, have just received a request to reschedule the date as there is now a potential conflict for 14th April. **The newly agreed revised date is Sunday 5th May.** This meeting now becomes "2018/2019 Southern Area Gala". The licence carried forward from last year has to be updated by DIO, likewise an updated risk assessment will probably be required. All those who paid for last year's cancelled meeting have just to turn up, pay the comp fees & fly. Anyone who wishes to be added to those already down to attend should send an entry fee to Peter Carter, together with other details - see separate article in this edition.

Note: that there will not now be an Odiham meeting in Sept as originally planned. This is due to rescheduling of several events normally held on Salisbury Plain in the early summer being now planned for dates in September. One of these (London Gala) clashed with the Odiham date, so regrettably it has been decided to abandon the latter as an alternative convenient date couldn't be found.

Middle Wallop News

We have now received more information. An allocation has been granted to us for 2 days, subject to a licence being granted. The dates are in the events calendar. There is a change from previous years to the charges made for use of the airfield & it seems that the Museum is no longer involved. The charges to be levied for this year are: (i) a fixed daily fee of £125 regardless of cancellation due to inclement weather; (ii) a licence fee for the two events of £180; (iii) a £30 contribution towards the Mod Insurance cover - giving a total commitment of £460 for the two events. Your Committee, having reviewed these charges, has decided to take the risk & go ahead with a licence application in anticipation that sufficient people will attend to cover the costs & that the weather will indeed be clement! We plan on charging attendees £10 entry fee plus £2 per comp entry on the basis of at least one good weather day with an anticipated attendance of at least 45. So we need your support to make a success of a return to hallowed turf!

The updated event calendar for 2019 is now on the website, as well as being in this edition.

Jumbo Rubber

Over the years, a few of these large models graced the field at MW but they have become less & less. The pic below is of a Piper Cub(?) that deserves to be brought back to life. It was in the possession of the late Pete Shelton, who was a regular flyer at MW in days gone by. Needs a recover but the frame is in very good condition. Span is approx 50".

If anyone would like it in return for a modest donation to the Rowans Hospice, drop me an email - I can bring it to SP or Beaulieu or MW or the Odiham meeting.



On the subject of large rubber models, readers may recall the one such plan in the Nov edition of the NC. David Parker was kind enough to dig out an old Aeromodeller article featuring that very same model, built & flown by Don Knight, who was a prominent member of SAM1066 in its early days. Well known for his uncanny ability to come up with a variety of modelling goods at very reasonable prices. It is reproduced below.

Big and beautiful – Don Knight describes his Large Elastic- Driven Model (LEDM)

Don puts a few turns on for a test glide – needs a crew of three to wind on full turns!

Love at first sight

Ever since I saw 13ft of Sunspot glider float off the line at the Nationals a few years ago I've had a soft spot for big vintage models. When I came across a small drawing of this huge rubber model in Vic Smeed's book – *Model Flying, The First Fifty Years*, I knew I had to build it one day.

The original article was published in *Aeromodeller* in February 1939 under the title of 'My Large Elastic Driven Model'. In it the designer, Mr Renaut, gave a few constructional details as well as the problems he came across trying to fly it.

Building the model

I wanted to capture the spirit of the model rather than follow his drawing slavishly so I'm afraid I did take a few liberties, mainly in the construction of the fuselage. I used 1/4 square balsa in place of the L section longerons he used. I also made it in two parts for ease of transport. Apart from that I stuck pretty well to the original.

Building was absolutely straight forward, just like making a giant Achilles. The wing ribs are built up, which looks like a lot of work, but isn't really. A simple jig cut out of 1/4 inch ply means they can be made very quickly. They are in effect

L.E.D.M.!





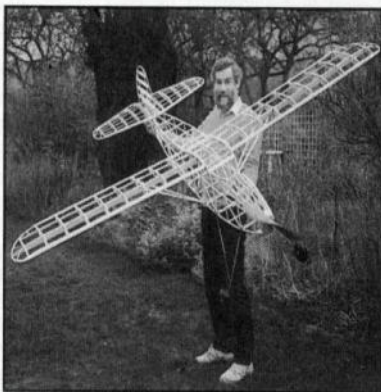
The tailplane is secured by the fin, an arrangement that did not allow sufficient adjustment. Easy to alter but not on the field.



Off she goes. Prop was turning here but the camera stopped it.



Model assembles easily; break in the two-piece fuselage can just be seen behind wing where it is held by a small rubber band at each corner.



Builder with the completed eight-and-a-half foot span airframe. Structure is conventional but looks comparatively flimsy. Wing loading works out at about 6 ounces per square foot.

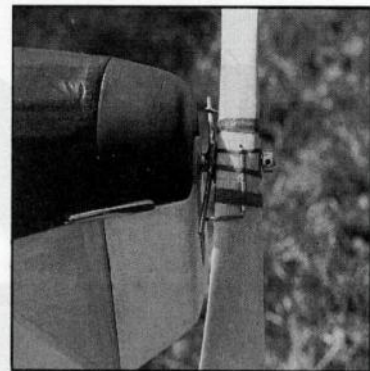
a sliced rib top and bottom with cap strip and vertical spacers. Very stiff and very light. Without trying too hard the wings each weighed under 3 ounces before covering despite being four feet long by 12 inch chord.

The motor

When it came to power Mr Renaut had one or two problems. He started off with 4 eight strand motors driving through a gear box in the nose. He found that he lost too much power through the gear box and eventually used a 28 strand motor. He must have had arms like a gorilla to handle that. Being of a more delicate disposition I have compromised by using two 14 strand motors and a gear box to drive the 20 inch prop. He also found that he got better performance after he cut off one prop blade and used a counter balance. As the prop looks ridiculously small anyway I will press on with my two blader.



The drawing that started it all, plus prop and noseblock and one of the giant ribs.



The motor is so powerful that the propeller has two driving arms and the metalwork is brazed - not soft-soldered.

First flight

Eventually all was ready for the test flights. Total weight 47 ounces, 3 ounces more than the original - probably due to heavier construction and the use of nylon to cover vulnerable parts.

How I would like to say it soared off into the blue with no adjustments, but life isn't like that. At least mine isn't. It was apparent it was under elevated and, as I had used the fin to clamp down the trailing edge of the tail plane, it was back home for modifications.

I have no doubt it will fly, perhaps not wonderfully, but well enough to satisfy my wish to see it in the air. But I feel it needs a better name, "Large Elastic Driven Model" leaves a little to be desired, any suggestions?

Ed: I rather rushed Don out to get some pictures of this terrific model. It flew better than he suggests. Straight but a bit too steep. If we had had a knife with us we could have sorted it. We will fly it soon if the weather lets us and keep you posted. Some R/C men turned up just as we finished with some quite nice little models. You should have seen their faces!

More rubber models for anyone who wants. These were also recovered from the late Pete Shelton's estate. There is a Korda Wakefield - complete & pretty immaculate apart from one small tissue tear on the top of the fus & a Miss World's Fair, complete with model box. Same comment applies as for the Piper Cub above.



Also on the subject of disposals, there is a large quantity of Aeromodeller magazines available from the same source. These haven't yet been sorted but if anyone is interested, get in touch by email. There is a lot more to come, inclusive of several CO2 motors (Gasparin & Telco) that have yet to be sorted out & listed.

Revolutionary retrieval aid

On a more light hearted note, my attention has been frequently been drawn to the fact that retrievals from Area 8 of Salisbury Plain are proving somewhat arduous to our aging legs. It is therefore pleasing to know that a major manufacturer has our interests at heart! At the risk of giving our Hon Treasurer a few palpitations, consideration could be given to this apparition - to be purchased from club funds that we don't have.

Shown at the very recent CES Future Technology Show in Las Vegas, Hyundai has demonstrated a small model of a car it says can activate robotic legs to walk at 3mph (5km/h) over rough terrain. Also able to climb a 5ft (1.5m) wall and jump a 5ft gap, the Hyundai Elevate could be useful for Area 8 retrievals, it said. It was part of a project exploring "beyond the range of wheels", it added. The concept has been in development for three years, but it would have to be quicker & we would need more than one!



Any flying?

Not a lot is the answer, however as noted elsewhere within this edition, a few of us ventured out to Beaulieu on New Years Eve & enjoyed a very calm day with some enjoyable flights.



Grandad indulging on New Years Eve!

London Model Show

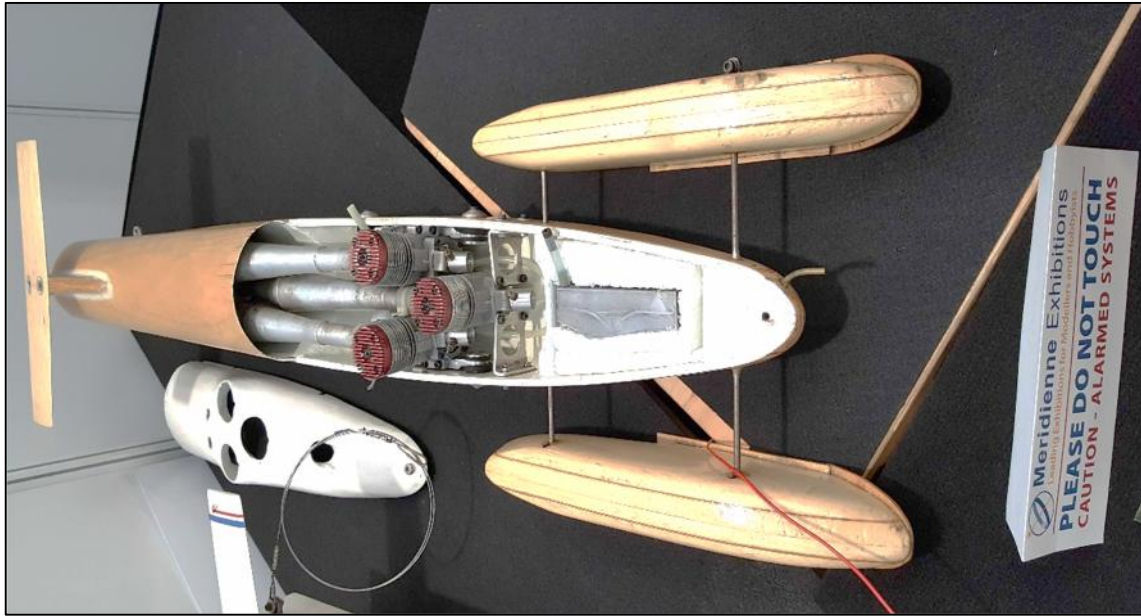
Another year passes & another London Model Show has been held.



The BMFA stand gave an excellent presentation, albeit the only representation of aeromodelling at the show - as always. Manned by members from the London & Southern Areas.

The show makes for an interesting day out. This year, attendances seemed to be higher than last year, probably due to better weather. Not in the pic is a Jaguar suspended from the canopy - recently built by Peter Michel, it looked really good & attracted quite a few enquiring questions.

One very interesting exhibit on the model hydrofoil stand was a three engined monster bear in mind these are 10cc motors!



What could I have built

Had a nice reply from Vic Driscoll, who indeed did build & fly an Empress - albeit with some degree of technology embedded - RC assist for slope soaring. Good for Vic.



Roger Newman

Southern Area Gala Odiham: 5th May 2019 (Note the change of date)

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 bad weather, it is our intention that we continue with the event. It is organised under the umbrella of the Southern Area BMFA (not SAM1066) with the traditional mix of low key competitions & sports flying, *subject to the MoD licence for last years event being carried forward & issued as always.*

Licence

The licence application for last years event is being carried forward, having being given an OK on the date by the RAF for the event to be held. So subject to the licence being re-issued & received, the date is set for Sunday 5th May, as we advised that there is much less likelihood of disruption on a Sunday - we just have to hope that bad weather does not 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 combined; - Vintage Lightweight 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. ***Those who have already paid for the cancelled September event of last year can carry forward their entry - just turn up on the day.***

Anyone who has not already paid for entry & 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 27th April 2019.*

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.***

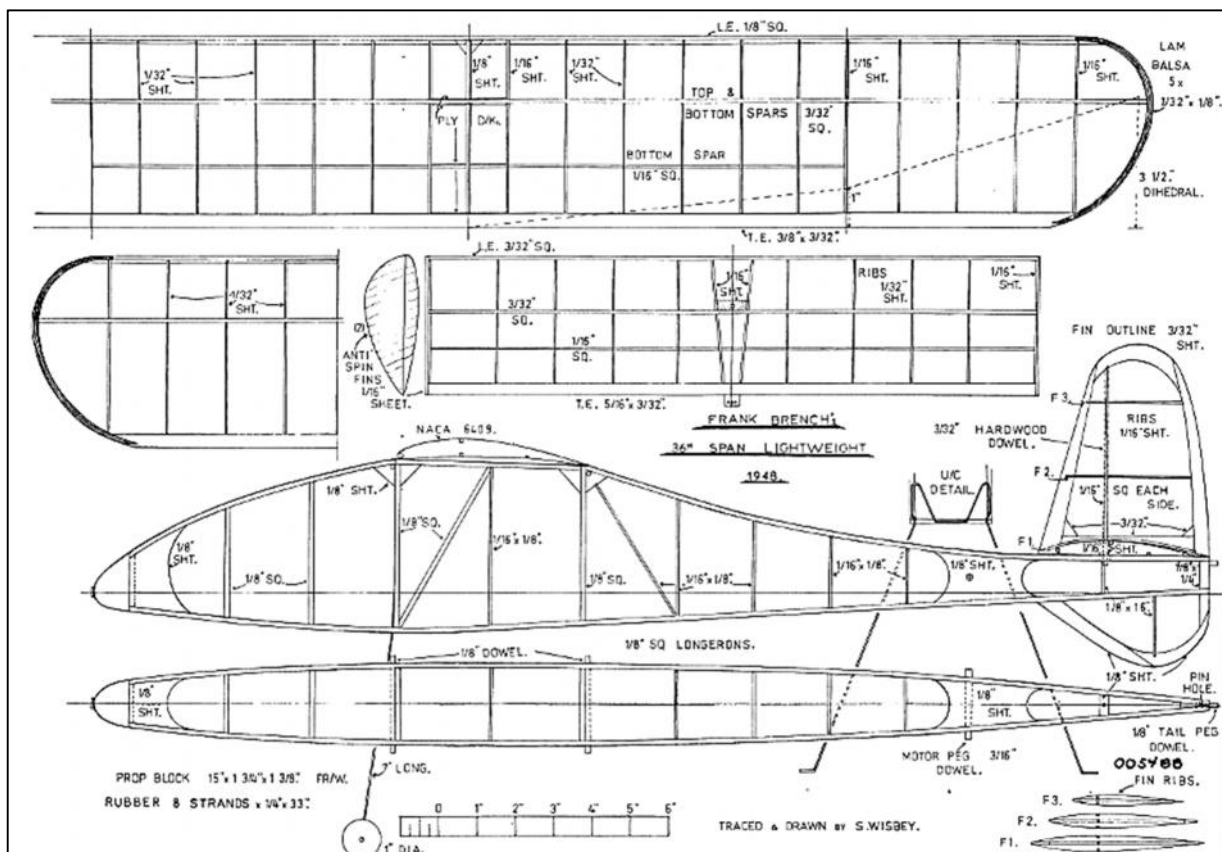
Constraints

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

Roger Newman





Roger Newman

Salisbury Plain: - Area 8 - 2019.

Every Saturday/Sunday, plus the 3 Bank Holiday Mondays have been allocated for our use, conditional on BMFA representation at the monthly Training Area Allocation Conferences, and final approval on the Friday morning preceding each weekend.

Some of you will be aware that the Area is to be used as a film set at some point and would be out of bounds to us for some time. The latest information received is that 22nd April to 17th May dates would be removed due to filming, but that the dates may change slightly. I guess that nobody really knows what will happen, and that details will be released at the monthly conferences.

For those wishing to sport fly/trim an annual season ticket can be obtained through donna@bmfa.org for £18. The terms and conditions remain the same as in previous years.

You are reminded that the annual licence is paid by the BMFA, and that anyone entering a contest, must pay a site access fee of £6. This applies to club Galas, Centralised, and Decentralised BMFA events. The exception to this is for BMFA Contest Season Ticket holders, who will not be required to pay this for BMFA Centralised events, and the World Cup events.

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 Aeromodelling". 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 Aeromodelling", 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

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

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

- All models must carry a name & address label with full contact details (Name, address, mobile and/or landline number) in a visible position.
- All models must carry BMFA membership number in a visible position.
- 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

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") }
VINTAGE/CLASSIC GLIDER (Comb) } 3 FLIGHTS
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. 1/6 motors upto 1.5 c.c. allowed.

■■■

ALL FLIERS MUST BE INSURED

NO STREAMERS ON POLES, NO THERMISTORS, NO BUBBLES
NO 1/6 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

Croydon&DMAC 2019 Competitions

CROYDON WAKEFIELD DAY Sunday 21st April, Beaulieu Old Airfield

4oz and 8oz Wakefield, - F1B (in rounds),
Marcus Lightweights (RAFF V, Bazooka, Dinahmite, Supa Dupa).

Start 10am. NB all flyers must have a Beaulieu permit which can be obtained at;
<http://www.beaulieumodelflying.org.uk/permits.html>. cost is £10 seniors, £5 juniors.
Entrance to airfield is 2.5 miles west of Beaulieu village on B3055 to Brockenhurst,
opposite a small public carpark.

CROYDON COUPE EUROPA Saturday 19th October, Salisbury Plain Area 8.

F1G (in rounds), - Vintage Coupe.
Flitehook trophy for F1G teams.

Start 10am. Entrance to Area 8 is 2 miles west of Shrewton on B390 to Chittern.

For further information on events please contact:

Ray Elliott; tel 020 8997 7745, email ray.elliott8@btinternet.com.

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

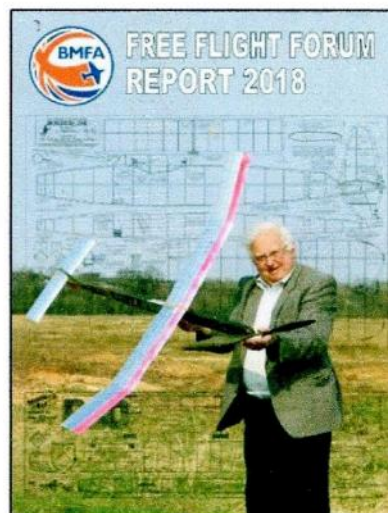
UK price is £10 including postage; to Europe it's £14 and everywhere else £16. Sales of the Forum Reports help to defray the heavy expenses of those representing Great Britain at World and European Free-Flight Championships. Cheques should be payable to 'BMFA F/F Team Support Fund' in pounds sterling, 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

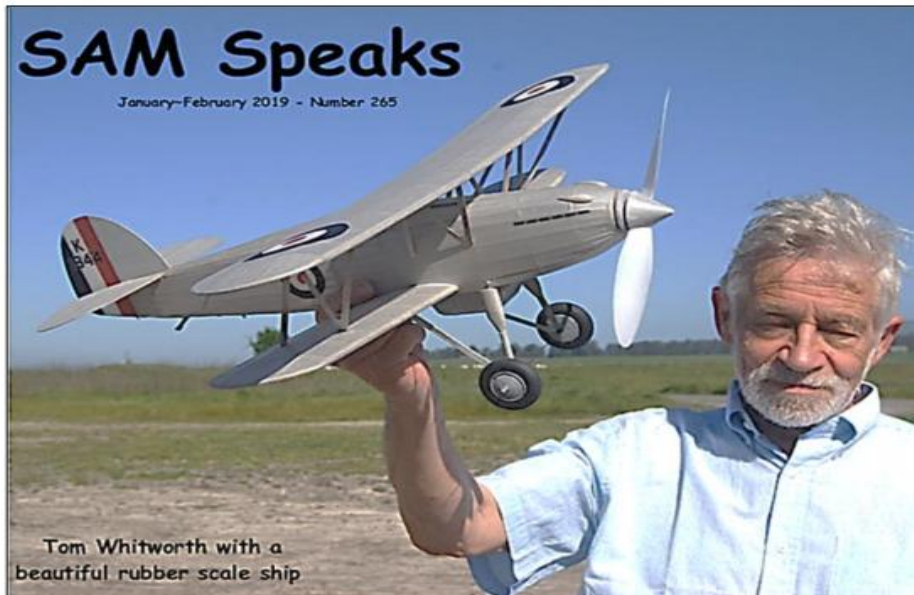
phone or fax to: (44) + (0)20-8777-5533,
or by e-mail to martindilly20@gmail.com .



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 Sianf ranco Lusso (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 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

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 Flying in Wales

Indoor Model Flying Events

Canolfan Hamdden Plas Ffrancon leisure centre
Bethesda LL57 3DT

I have organised a further series of indoor flying meetings. Provisionally they will be held on the first **Sunday** of the month. All 1300-1600 hrs
at Plas Ffrancon Leisure Centre, Bethesda, Gwynedd, North Wales.
But always check before attending

2019 Dates


3rd February - 3rd March - 7th April

Anyone is welcome, seasoned aeromodeller, complete novice or child. I have a number of models ready for people to fly at each event. There are more details and some hints on how to build your own models on my Facebook page - Indoor Model Flying in Bethesda. *Martin Pike.*



Come and have a go at flying model planes. You can fly rubber powered models, gliders or even small radio models (<100g). I have planes you can borrow, or contact me for details of kits for you to build yourselves.

martin.pike.xray@btinternet.com 07831 141418

Find us on 

**Indoor Model Flying
in Bethesda**

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 cart) 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 ½ 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

THE 'INSIDERS' INDOOR GROUP PRESENT...

INDOOR MODEL FLYING 2019

**STALHAM
SPORTS
CENTRE**

**Brumstead Rd.
Norfolk, NR12 9DG**



Come and fly or just watch these amazing models in action. We are always happy to help and encourage beginners to this fascinating hobby.

Saturday evenings, 7-10pm



Admission: Flyers £6.00 ● Watchers £2.00 ● Under 16's £1.00

NOTE: NO READY-TO-FLY REMOTE CONTROLLED MODELS

Free flight models preferred ● Cafe ● Parking

For info call Richard Crossley on 01692 407936



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 - Apl 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 - Apl 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

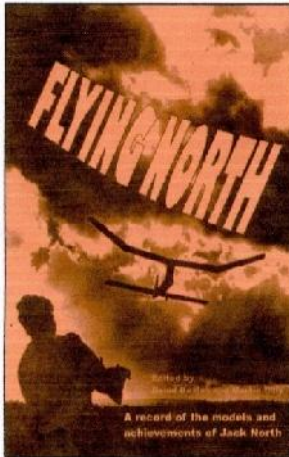
13th Jan. - 17th Feb. - 17th March

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

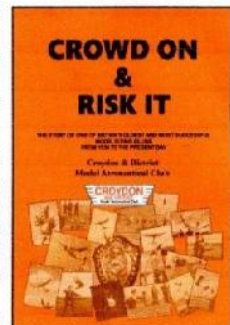
CROWD ON & RISK IT

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.

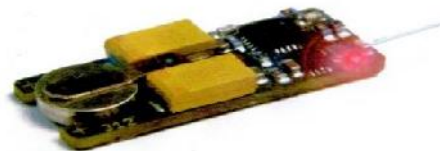
Just £8 by PayPal or cheque.

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

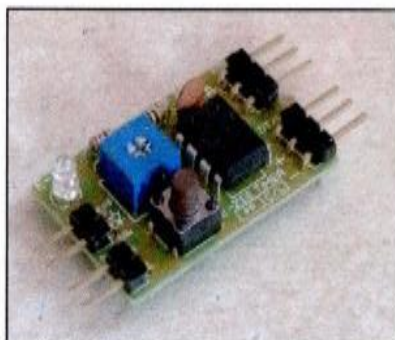
Very quick delivery, often next day

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

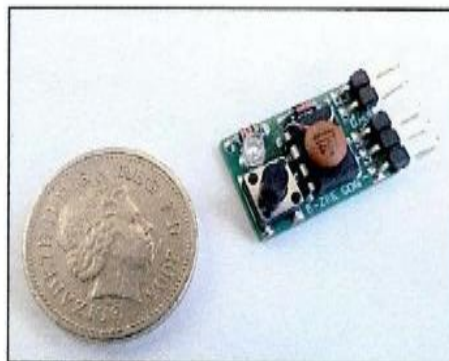
- motor run duration:-adjustable 1 to 30 seconds, set in 1 second increments
- d/t duration:-adjustable 10 seconds to 5 minutes, set in 10 second increments
- motor power:-adjustable at all times from zero to full throttle (by potentiometer)
- push button immediately stops the motor at any point during 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 19 th	Friday	Northern Gala, Barkston Heath
April 21 st	Sunday	Croydon Wake. Day & SAM1066, Beaulieu
April 27 th	Saturday	SAM1066, Middle Wallop
May 5 th	Sunday	Southern Area Gala 2018/9 Odiham
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
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 15 th	Sunday	BMFA 6 th Area Competitions
September 22 nd	Sunday	BMFA 7 th Area Competitions
September 28 th /29 th	Sat/Sunday	London Gala, Salisbury Plain
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/1066, 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**

Your editor *John Andrews*