NEW Clarion

SAM 1066 Newsletter

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Editorial

Well, the 2018 Free-Flight season got underway with the BMFA 1st Area events. The Midland Area, for some reason unknown to yours truly, has the use of RAF Barkston Heath again for the first three area meetings and also the Northern Gala.
I was at Barkston, I'll bore you with my meagre efforts next issue. The weather was in defiance of the forecasts earlier in the preceding week, being calm initially then developing into a light breeze. I got my five flights in in F1G so it must have been good flying conditions. I hope the conditions, although bitingly cold, are an omen for a better flying year than 2017. Fingers crossed.

This issue I report on my local (if 50 & 60 miles away can be called local) indoor meetings at Sneyd (Bloxwich) and Thorns (Brum), lightweights were the order of the day for me.

An interesting move on my part has resulted in me obtaining my old original SMAE membership No. 6520 thanks to a prompt from Jim Moseley in Canada.

Canards feature here and there in this issue, first I dug up and old article on pushers, which in the majority are canards, then there is an exchange of emails between Don Thompson and Roger Newman referencing Rogers remarks in his last month's report, Roger has also mentioned them in his report this month and finally I popped in a canard by the maestro Ray Malmstrom. I also, never to be left out, pasted a couple of pictures of my own model (which incidentally flies like it's on rails, as they say) into the 'A Frame' article,

I've dived into the Keith Miller Archive again and feature a few pictures from the 1984 Wakfield Anniversary meeting held on Warwick racecourse. Warwick is my home trimming site, that is if I ever build anything.

Nick Peppiatt has taken a break from his CO2 articles and, having attended Totton and Crawley indoor meets, has answered my call for indoor meeting reports. His article contains a lot of pictures which is what I believe readers enjoy most. Nick shows that you do not have to write a thousand words to fashion an article if you get the pictures, so have a go somebody please.

Our secretary Roger has also weighed in with a report on the Totton indoor meeting in his monthly report, so you get a different aspect from my own indoor efforts. My constant griping is bearing fruit.

I received an old creased photograph attached to an email from one Roger Gulliver and, as a letter to the editor, it makes an interesting little article and illustrates how a little information can go a long way.

Roy Tiller concludes his research into Peerless Models with significant detail from the owner and member of staff at the time.

Finally, there is the Southern Coupe League update from Peter Hall & Roy Vaughn.
Myself, having posted times in the first area comp at Barkston, will not feature in the league table as the Midland Area results do not qualify for the Southern Coupe League.

For the record, there are additions in the event advert section:

18th March 2018, Impington Village College indoor meeting.
& Cocklebarrow Farm Vintage R/C meeting dates for 2018.

Editor

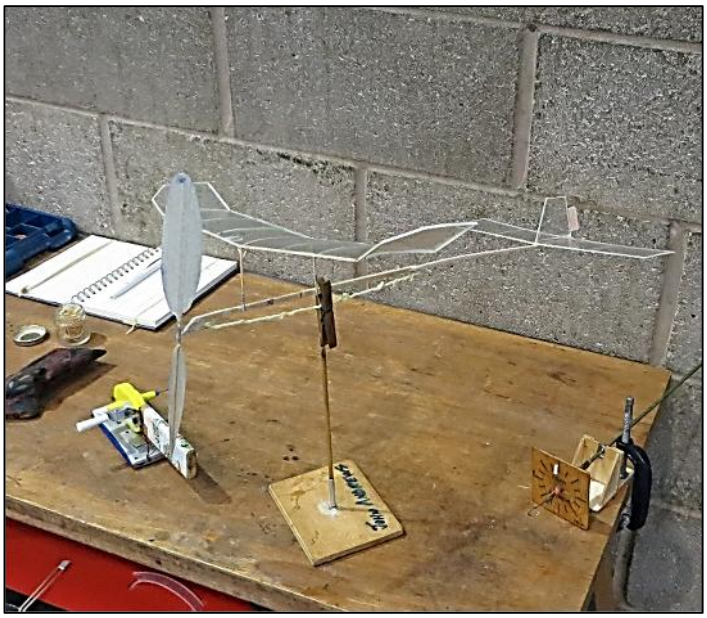
Sneyd Indoors - John Andrews

February 27th, a Saturday out. Loaded the car with same model box I took to Thorns a couple of weeks back. I had re-repaired the fin on the EZB fuselage that I botched there and was all set to try again.
A quick trip up the M6, off at junction 10, into Bloxwich and deposited Rachel at our daughter's abode which is a half mile or so from the Sneyd sports hall. It was raining slightly when I got to the sports complex carpark, which was a bit of a nuisance as, being on my own, I need to load up a folding hand barrow to get my stuff from parking to the hall. Did not get too wet.
Set up shop in the sports hall, paid my £8 on the door, picked up a chair and settled down for a puff and blow before flying. Whilst sitting I played about with my compact camera and photographed Peter Dalby and co who were across the other side of the hall. I never cease to be amazed at what these small cameras can accomplish.

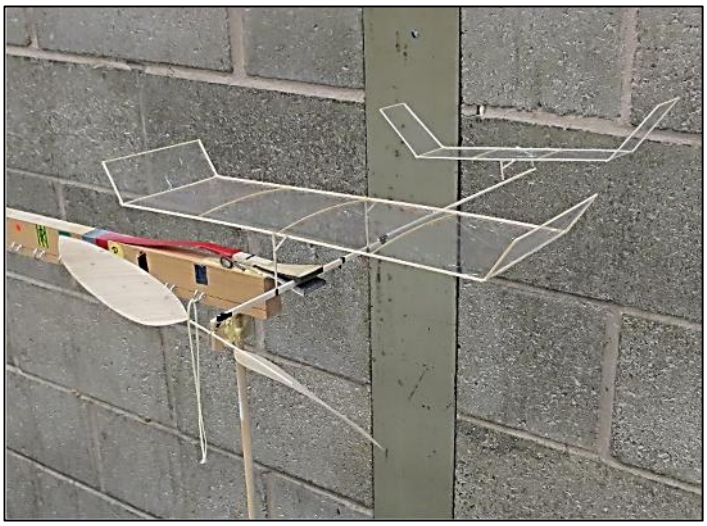
This is the actual picture taken from some 60 feet or more across the hall

Enlargement of Peter's barrow and boxes

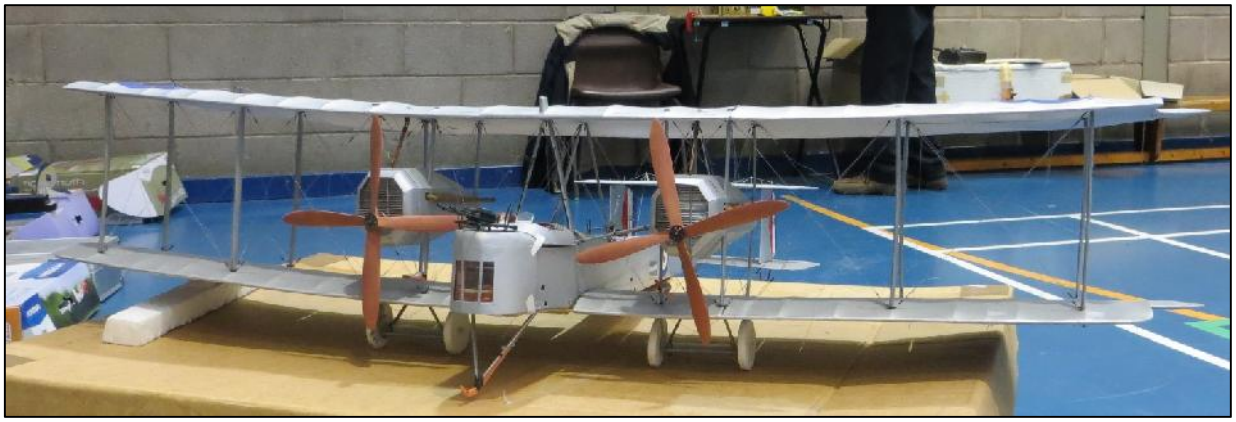
Back to the EZB, I assembled it and using the same .080 x 14 motor as I used on the other model last time at Thorns, I went to wind. Surprise surprise, counter on the winder not working.

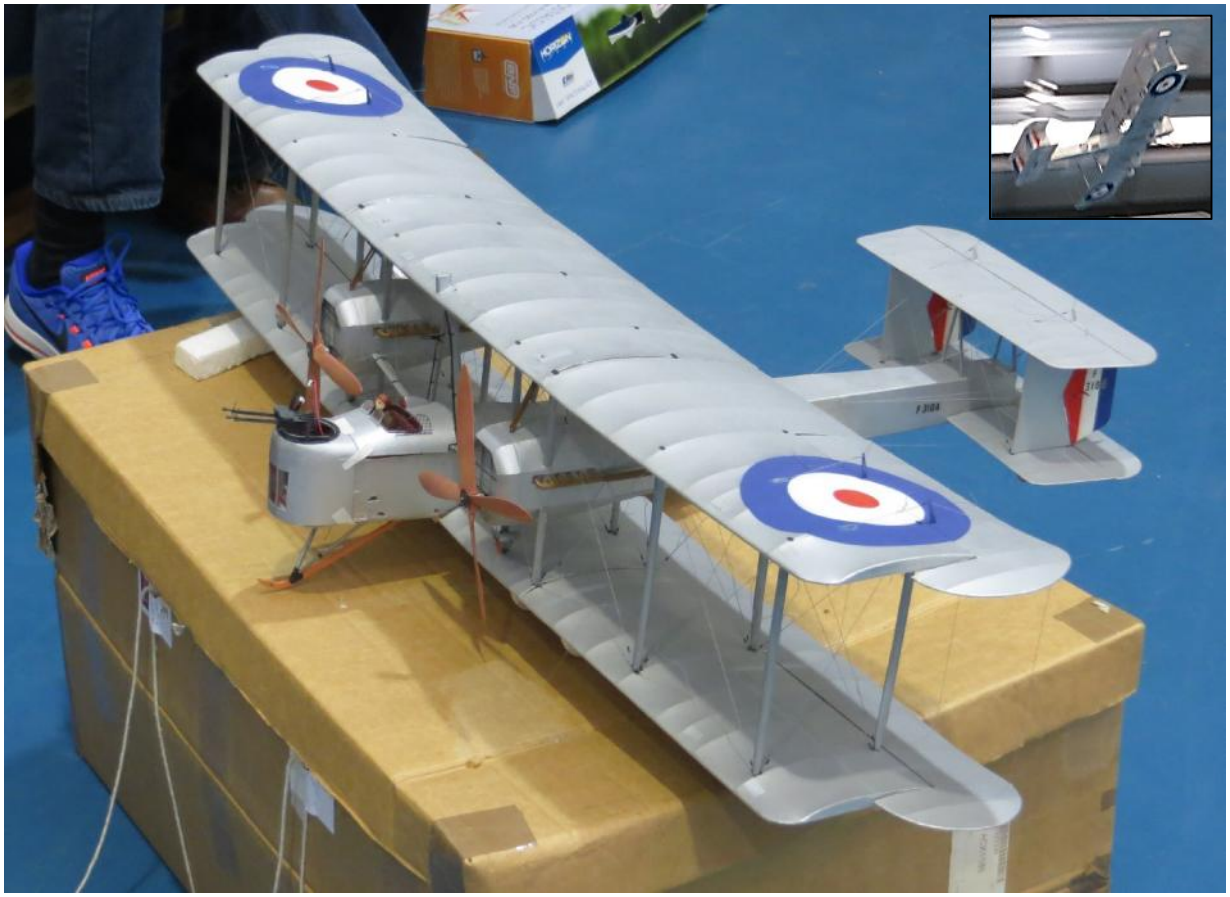


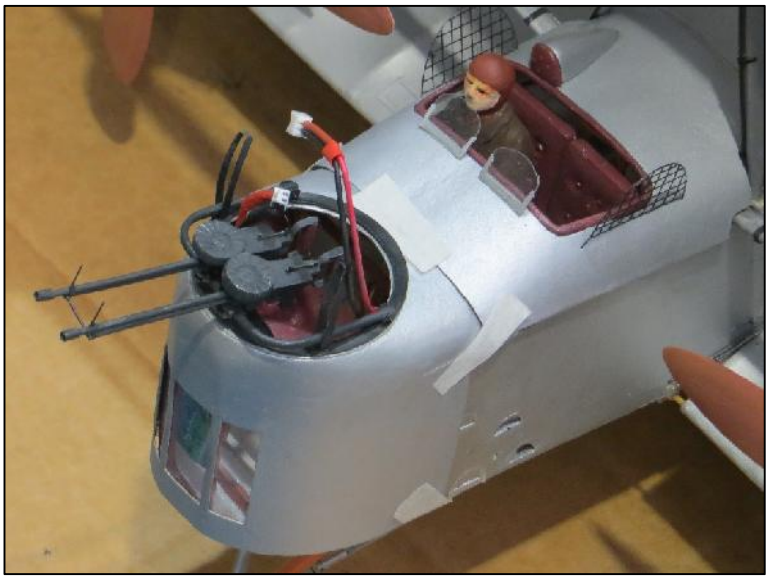
Investigation revealed that the operating arm on the micro-switch had disappeared. Had to wind by counting handle turns and whilst winding Peter Thompson approached to pass time the of day, forgot where I was with the handle turns and guessed by feel. It was only a test flight and all was OK.
Had a few flights towards the 4 minute mark but I felt a little lost without my turns counter so did not get enough turns on motor to trouble the roof trusses.
The last 15 minutes of each hour is for lightweight radio and I had a couple of goes with mine but the motor started failing at range so I think the batteries in the Tx finally need replacing. They are the original ones that were in the transmitter when it was given to Rachel, so new ones for next outing.
Peter Thompson was airing the prototype of his aptly named 'Easy Five', a model he is working on to enable anyone building it to achieve 5 minute + flights in normal sports halls.



Suffice to say he exceeded 6 minutes at one point during the afternoon. The model is a development of his previous design 'Pete's Plank' which many of the Sneyd fliers built with success. I hope to be able to publish a plan of the final 'Easy Five' design in due course.
Could not resist publishing the picture of Pete's dad launching one of the old 'Planks', I did not realise it was such a strain.
Graham Smith brought his superb version of the 'Vickers Vimy' for a bit of test flying. The model flew magnificently, well up near the girders. I did not get a good flying shot I'm afraid.







There is quite a bit of detail getting added, here the front gunner has been removed for attention to the electrics.
Power by twin electric motors of course with what appear to be scale propellers.
Note the mesh screens each side of the pilots' cockpit, to prevent loss of limbs if pilot is tempted to wave to the crowds.
Open cockpit? Must have been damned cold for Allcock & Brown crossing the Atlantic.

Colin Shepherd was performing with his half scale Keil Kraft 'Gipsy'. He had not used the model for some time but it appeared to be performing as well as ever. Taking off and doing several circuits up near the girders, I've not seen a half scale Wakefield fly any better.

There seemed to be some patches of rough air low down which disturbed the lightweights.
Peter Thompson's 'Easy Five' had some hair raising launches low down under full turns. Never looked like getting away but managed it somehow. It was OK once it had a bit of altitude. Pete reckons the boom was a little too fragile and will stiffen it up for final version.

All in all a good afternoon out in spite of the rain on arrival.

John Andrews

Extract from Aeromodeller December 1957

Flagging Spirits

With all the panoply of flag waving, banqueting and general festivity overlaying the modern international meeting the insignificant programme feature of model flying is almost lost sight of. Indeed, you might imagine that the forests of flags were there to screen this odious activity from visitors who are innocent enough to believe that the nations of the world are met for some nobler purpose, such as a coronation or the inauguration of a five-year plan. Entering into the carnival spirit of things, the visitors have but one grievance: the hordes of noisy people cluttering up the hotels with large boxes.

Happily, the zealous competitor is prepared to suffer much in the cause of the hobby. He can put up with all the tiresome preliminaries if only he is left in peace on the airfield. Leaving the final banquet he staggers to the flying field under a load of aspirin and bicarb. But, if he thinks his suffering ends there, he is very much mistaken. Before you can say " Union Jack " he is formed up in procession for a flag waving tour of the airfield. How many times he is called upon to undergo this penance we do not know—possibly every time someone does a max.

Two Years' Duration

I like that waggish remark about radio models taking " a hundred hours' work for ten minutes' flying." Wild exaggeration, of course, as far as the average radio flier is concerned. He'd like to know where the ten minutes' flying comes in.

Anyway, in radio modelling, the actual flying is quite unimportant. In fact, it is an ordeal which should be delayed as long as possible. "Two years' waiting for 15 seconds' flying," is nearer the mark, based upon a schedule which optimistically allows for eight flyable Sundays in two years.

Sunday I. Concours exhibition and general equipment display on club field.

Sunday 2. Start up engine. Discuss with club pundits the technical difficulties of replacing broken engine bearers and bandaging damaged finger.

Sunday 3. Test glide model. Discuss with club pundits the best means of extricating undercarriage from inside fuselage, and where to locate 2 Ib. of lead behind c. of g.

Sunday 4. Test radio. Sunday 5. Test radio. Sunday 6. Test radio.

Sunday 7. Fly model with faulty radio removed.

Sunday 8. Fly rebuilt model with rebuilt radio. Discuss with club salvage experts how to separate engine from 2 Ib. lead weight.

All Catered For

The happy club is the club where every member has a job to do. Not everyone can be Hon. Sec., or Hon. Treasurer, and as these two jobs involve actual work, not everyone wants them. But members are hardly likely to hang around the clubroom unless they have some official status to cling to, and fortunately most clubs are inventive enough to think up enough non-functioning official posts to gratify the pride of these simple souls.

Posts can be allocated according to age and disposition. The elderly member is sustained by a vice presidency, while the younger and wilder member rejoices in the title of Combat Liaison Officer. Even the single junior member need not be forgotten. Junior Committee Representative will give him something pompous to boast about.

When I first heard that the Long Eaton Club had appointed a catering officer I thought that they were either displaying a simple sense of humour or pushing the appointments system just a bit too far. Amazingly enough, they have a catering officer who actually functions as such, following the club around with his pop and choc chuck wagon. At present, nothing stronger than lemonade is served, but if the club hopes to beguile the local councillors into allowing them the use of the park?

Pylonius

What's in a Number - John Andrews

My BMFA membership number is/was 031216. I only use the figures 31216 when referring to my number and also as the requirement on the wings of my aircraft (Indoor models excepted of course). I suppose there could some fuss over the missing 0 if I won something spectacular but I would argue that 031216 is exactly the same value as 31216. The 0 is probably just there to tidy up some computer file.

In the last issue, in my write up with the old Black & White pictures, I commented that I wished I still had my old original SAME Number, namely 6520. I assume my membership had lapsed when my first club Rugby MESAS packed up and I was allocated 31216 probably when I joined 'Fennis Field Flyers' Radio Control club sometime later.

I had an immediate response from Jim Moseley in Canada who sent me the following email.

Hi John,
Thanks again for a good newsletter.
Regarding your yearning for your old membership number – have you ever asked for it?
Numbers, once 'owner' relinquishes membership, are not reissued – other than to those who re-join or otherwise have a family claim.
I used to hold 8286 ... later I briefly dropped back to country membership with a different number, but had no problem subsequently regaining my 'old' identification when I resumed full membership and activity. Years later, after I had departed the hallowed shores, my son joined the BMFA and asked if he could keep my number in the family, which was duly issued to him.
Worth the inquiry?
In Canada I inquired of MAAC but 8286 was long dormant; I was obliged with 38286 which made an easy update to the wings of existing models of the time. Photo of a 'Creep' which came out with me, before update.
Jim Moseley

Thus prompted, I shot off an email to the BMFA requesting the possibility of being re-allocated my old 6520 number.
A response in no time at all, informing me that I was now identified as member No.006520. In addition, a new membership card would be posted to me. "All hail the BMFA".

All I have to do now is to figure out the best way to re-number my models, without the 00 of course. Maybe I should not have bothered, but nostalgia rules.

John Andrews

SILVER STREAK

2·5 c.c.

Manufacturers :
A. E. Rivers (Sales) Ltd.,
15 Maswell Park Road, Hounslow, Middlesex
Retail prisc: £6/5/8

Specification

Displacement : 2·49 c.c. (·152 cu. in.)
Bore : ·5782 in.
Stroke : ·5782 in.
Bore/stroke ratio : 1·0
Bare weight : 5·6 ounces
Max. B.H.P. : ·277 B.H.P. at 15,800 r.p.m.
Max. torque : 22 ounce-inches at 8-9,000 r.p.m.
Power rating : ·11 B.H.P. per c.c. (1·83 B.H.P./cu. in.)
Power/weight ratio : ·049 B.H.P. per ounce

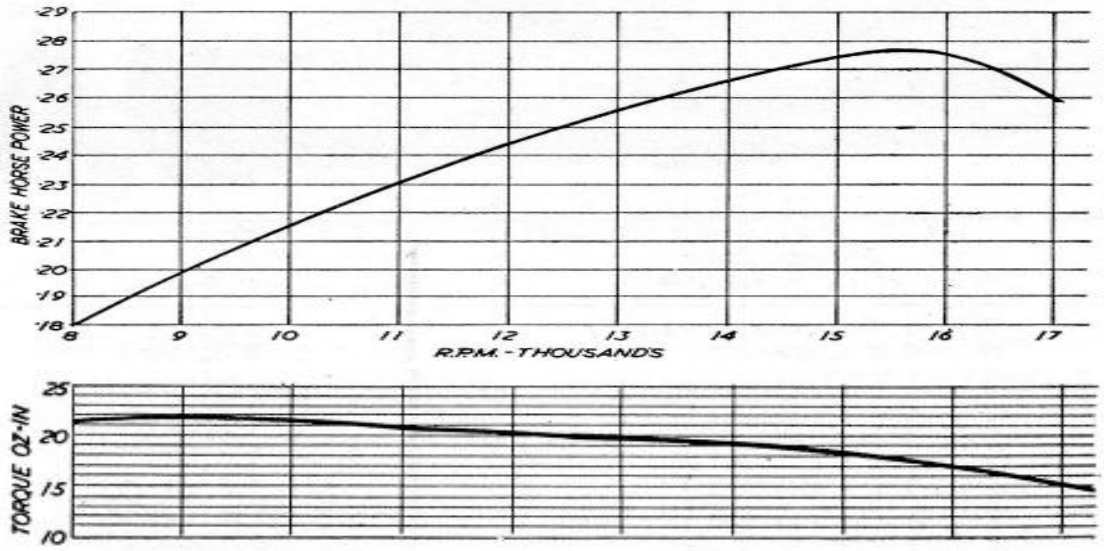
Material Specification

Crankcase : light alloy gravity die casting
Cylinder : hardened steel, stress relieved
Cylinder jacket : dural, turned
Piston : Meehanite, ground and honed
Contra-piston : Meehanite, ground and honed
Crankshaft : 85-ton steel, hardened on journals, tempered on crank pin and threaded length
Bearing sleeve : hardened steel
Bearings : rollers (sleeve and rollers forming an integral twin roller race assembly)
Connecting rod : DTD 363 dural
Spraybar assembly : brass, 4 B.A.
Prop. driver (hub) : machined from dural

Propeller—R.P.M. Figures

Propeller dia. × pitch	*r.p.m.*
10 × 6 (Frog nylon)	8,000
9 × 6 (Frog nylon)	10,600
9 × 6 (Tiger)	12,000
8 × 4 (Tiger)	14,500
7 × 3 (Trucut)	18,400
7 × 4 (Trucut)	16,000
7 × 5 (Trucut)	13,800
7 × 6 (Trucut)	12,300
8 × 4 (Trucut)	13,500
8 × 4 (Trucut)	10,200
8 × 8 (Trucut)	8,300
9 × 4 (Trucut)	10,800
9 × 6 (Trucut)	8,400
10 × 4 (Trucut)	8,000
9 × 4 (Stant)	11,000
8 × 4 (Stant)	14,200
8 × 6 (Stant)	12,700

Fuel used : Mercury No. 8



Pushers - George De La Mater

How a twin-pusher is launched. Forte is great longitudinal stability.

Editors Version

WHY NOT PUSHERS?

The author's consistent contest victories prove that pushers have plenty on the ball.

YI, he launched it backward!"

"Boy, what a head wind! Oh—it's a pusher."

"One of *those* things. Didn't you know that pushers are obsolete?"

And so it goes. Anyone who builds pushers nowadays is regarded as a die-hard, a throwback or just a plain nut. Is all this ridicule deserved, or should we give the pusher another chance?

Prior to 1933 the only type of outdoor stick model seriously considered as being capable of winning contests was the twin-pusher. Tractors were unstable and too hard to adjust. Then in 1933 through the use of larger stabilizers and the discovery of the principle of the offset thrust line, a tractor won first place in the Nationals. Immediately modelers began to build tractors, arguing that here was a ship that was easier to build, was lighter, glided better, and finally, looked more like a real airplane. By 1936 the pusher had practically vanished.

The author, realizing that the pusher has good qualities not found in tractors, has been experimenting with such models for the last few years. Presented here are the results of his experiments, in the hope that other builders will find them helpful and will renew the competition between the pusher and the tractor.

Longitudinal Stability. Perhaps the most outstanding characteristic of the pusher is its great longitudinal stability. In a tractor we obtain longitudinal stability by using a large lifting stabilizer, the idea being that as the angle of attack of the model begins to increase, the tail lifts the rear end of the ship, keeping the nose down and preventing a stall. In the pusher we have the same set-up except that what was formerly the tail is now the main supporting surface, and can exert a much greater stabilizing force.

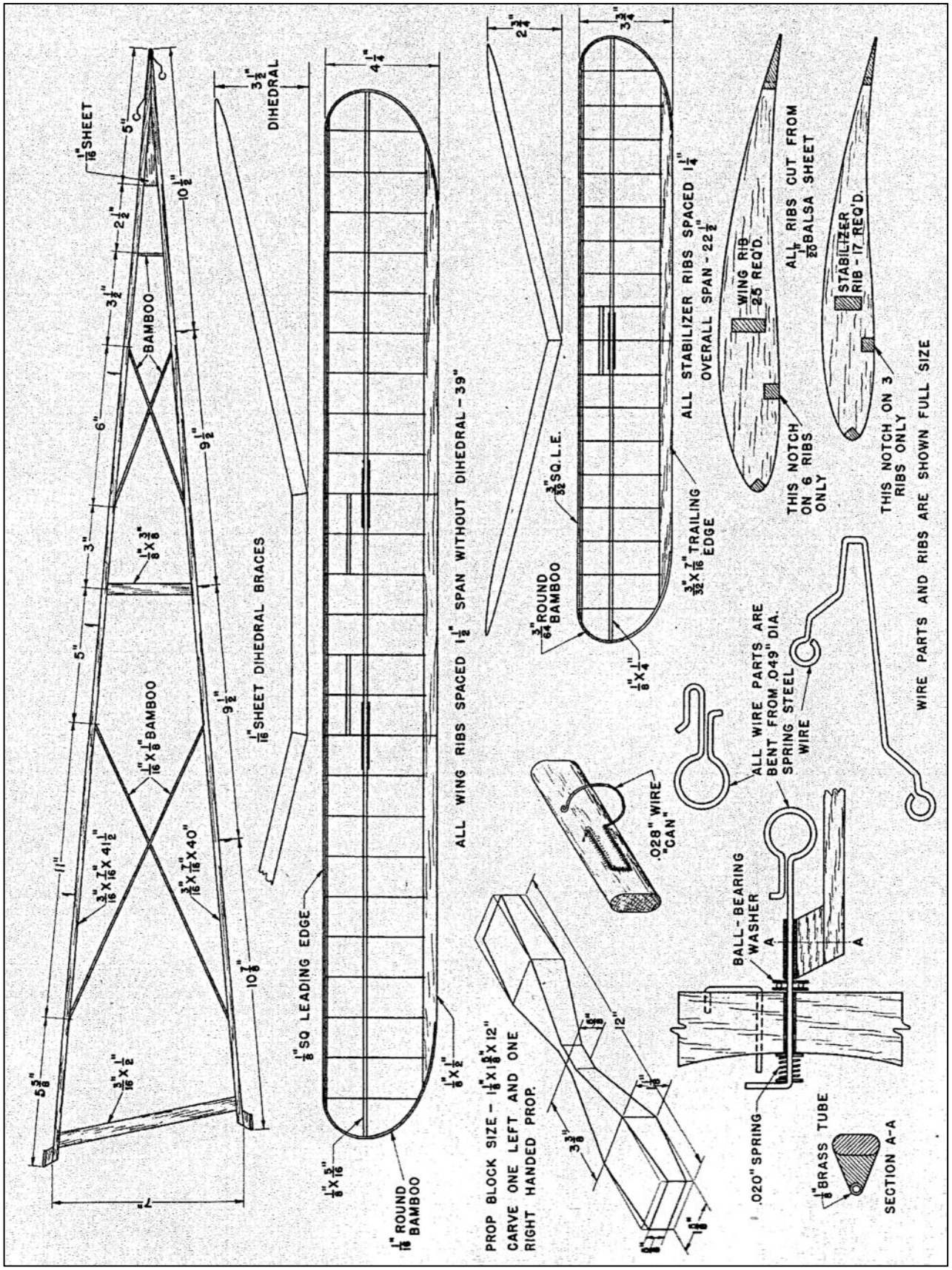
It may be noted that having the larger surface at the rear produces another very interesting effect whenever the model is stalled by a gust of wind. A properly adjusted model, either pusher or tractor, always has its front surface stall first, thereby causing the nose to drop and the model to dive in order to regain flying speed. The forward surface of a tractor represents about 75 percent of the total lifting surface, and when this ceases to function the model drops rapidly until speed is regained. The forward surface of a pusher, on the other hand, is only 33 percent of the total lifting surface, and the loss of this part of the lift for a second or so will not greatly increase the sinking speed of the model. This explains why a poorly adjusted pusher is often seen to soar out of sight. *(Turn to page 55)*

Spiral Stability. Pushers are just as stable spirally as are tractors. The method of obtaining spiral stability is the same in either case, namely, to locate the center of lateral area a little to the rear of the center of gravity. If a newly designed pusher flies with the rear end swinging from side to side, the C. L. A. is ahead of the C. G. The cure for this is to decrease the dihedral of the elevator or increase that of the wing. A model which tends to dive spirally into the ground probably has the C. L. A. too far to the rear, although insufficient angular difference between the wing and elevator may be the cause.

Since the twin-pusher has two propellers rotating in opposite directions, the torque effect is entirely eliminated. A properly aligned twin-pusher will show no spiral problems, even when fully wound.

Propellers, Motors. Each propeller of a twin-pusher should have a diameter of about 70 percent of that of a single-propellered model of the same size. This gives considerably more blade area than a single-propellered model of the same size would have, resulting in a longer motor run and yet a rapid climb. Each motor should have about half as many strands as would be used in a single-propeller model of the same size. This enables a very large number of turns to be stored in each motor, and consequently the motor run is very long.

The twin-pusher described in the drawing is a time-tested contest design. Out of eight contests entered, it has won four firsts, one second, one third and two fourths. The longest flight to date with this model is 11:40.2, out of sight. The wing area is 160 sq. in., and that of the elevator is fifty percent that of the wing or 80 sq. in. The required weight is 4.80 oz. Be sure to use firm balsa for the fuselage and to coat all joints several times with cement. If the fuselage is properly built the propellers will clear each other and the fuselage with room to spare. The rest of the model is of conventional construction.

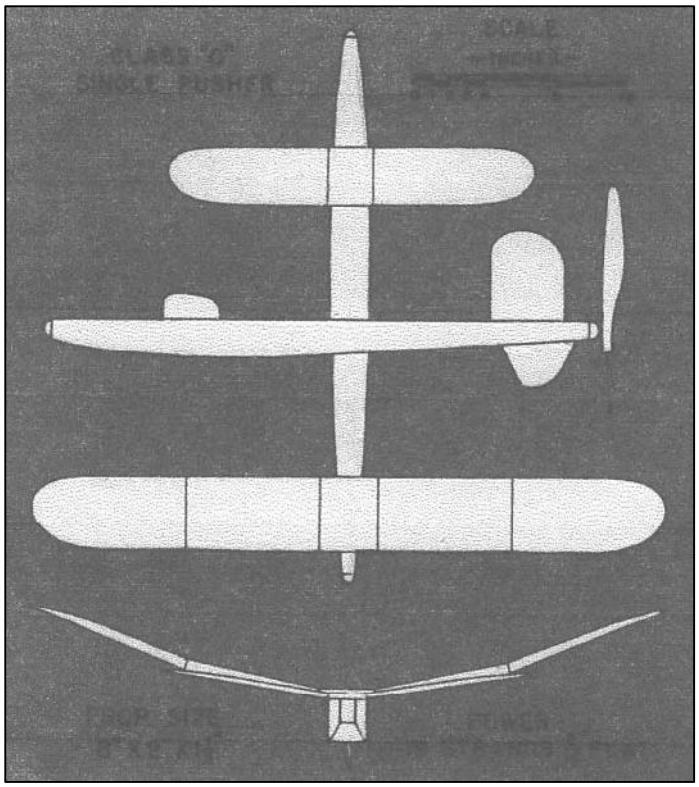


(Editor: I have one of these 'A' frames and it flies really well, assuming I wind the motors in the correct direction. I've not launched it incorrectly wound, but I fly it so rarely that I get it wrong every time without fail and have to rewind one or the other. Last time I flew it was at Wallop and it was Peter Tomlinson, who was one of the holders, who queried the winding direction, thus saving me embarrassment).

Flying. Fasten the wing and elevator to the fuselage with rubber loops and put two motors of ten strands of 3/16" rubber, each 40 in. long, in place, closing the propeller and S hooks with small rubber bands. Place a piece of 1/8" sq. under the leading edge of the elevator and glide the model, moving either the wing or elevator backward if it stalls, or forward if it dives. When the model glides smoothly, wind each motor about 250 turns and release the model. It should fly smoothly both in climb and glide. A smooth climb and stalling glide indicate that the angular difference between the wing and elevator is too low. Increase the incidence of the elevator. A stalling climb and smooth glide indicate too much incidence in the elevator. The model will probably fly in large circles either to the left or right. If it does not, set the elevator askew on the fuselage. The end which is farther forward will be on the outside of the circle. The model may also be made to turn by washing out the end of the wing which is to be on the inside of the circle. Continue to fly the model, gradually increasing the power until you are storing about 1,200 turns in each motor. If any "bugs" appear, straighten them out before going to higher power.

Single-pusher. The design of a single-pusher presents much the same case as the twin-pusher, except that here we have torque problems. The model will glide somewhat better than the twin, but the motor run and climb are cut down to those of a tractor. The model in the drawing presents no difficulties. It flew best in left circles, both in the climb and glide. The adjusting procedure is the same as that for the twin, except that a little side thrust may be necessary in order to control the torque.

Further Improvements. A twin-pusher with inclosed motors should be quite easy to construct. Folding propellers were not used on these models as they would act as rudders extending behind the model and steer it into the ground. A successful pusher folder should fold forward against the fuselage. This would necessitate some sort of a spring to pull the blade forward.



Editor again

Extracted from Air Trails December 1941 *George De La Mater*

Canards - Don Thomson

Don Thomson email to Roger Newman: Canards

Roger,
I think the reason for the generally lower performance of canard models compared with conventional ones, lies in the method of stability.

On a conventional model, for duration you usually trim it to make the wing angle of attack to be as high as reasonable but close to the stall. This gives a low sink speed for the model. The tail AoA is less than the wing's and provides stall recovery.

On a canard the foreplane has to stall before the mainplane for stability, so that the nose drops for stall recovery. This means that you trim the foreplane angle of attack and hence the mainplane angle of attack is lower than for a conventional model, so the sink rate is higher but with good stability. The wing's AoA is less than the foreplane's.

Sorry if this is a bit long-winded.

Of course there are plenty of other aspects; e.g. airfoil selection, cg position, drag, wake interference, moments etc. I wonder how a canard responds to a thermal?

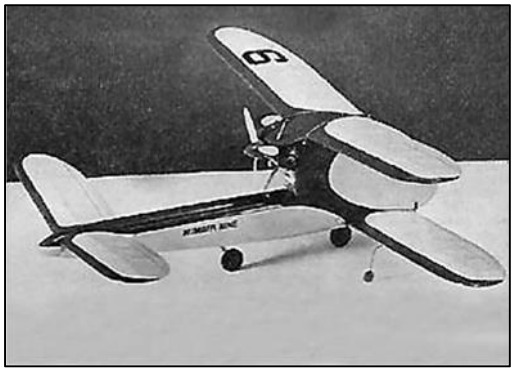
cheers
Don Thomson

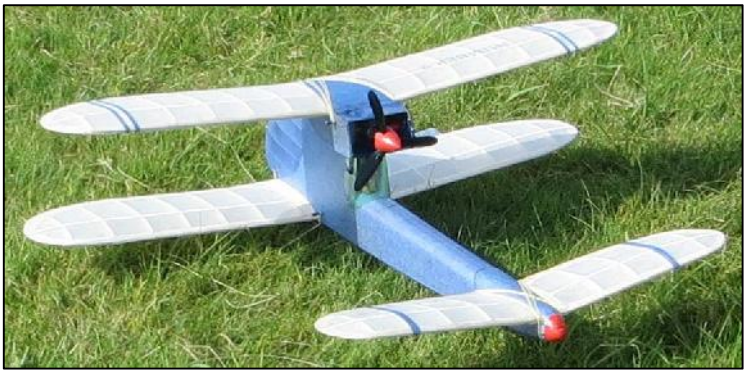
Roger Newman email response to Don:

Hi Don,

Thanks for this explanation, very helpful. Certainly my limited experience with canards indicates - once trimmed - they are stable & the glide performance isn't as good as a conventional model. But they do still catch thermals & disappear!
That's how the 'McCannards' & 'Quack' went at Beaulieu.
Dick's 'Egret' caught my attention when I saw the KSB timer! It would be interesting to build (& fly) - say the Czech glider to see what sort of performance that could give - but I fear it would be way down my current build list.

Best regards, *Roger*





Doug McHard's 'Number Nine' design. Plans on Outerzone

WEIGHT IS STILL IMPORTANT

Despite the fact that the majority of contest specifications no longer place a premium on lightweight construction, weight is still the enemy of performance. At the same time, we have the apparent anomaly that an increase in total weight for a given model size does not necessarily reduce performance, but can even improve it if that extra weight is used properly.

Rubber Models

Nearly a quarter of a century ago, the Wakefield specification called for a minimum total model weight of 4 ounces and a majority of the top class models were built down to near this figure. When the 1937 rules doubled the minimum weight, the first thought was that performance must suffer, but the reverse was proved true. Performance, in fact, went on increasing right up to the end of the "unrestricted rubber" rules largely because designers found that they could go on increasing performance by increasing the rubber weight or power/weight ratio. The last of these truly high-performance models exceeded the 8 ounce minimum simply to pack in some 6 ounces of rubber, consistent with the theoretical analysis that optimum performance from a rubber model should be realised with a 66 per cent rubber weight. *Structural* weight, therefore, remained a vital factor in order to achieve this power/weight ratio.

The interesting fact also emerged that for a given amount of rubber the lightweight airframe loaded up with concentrated dead weight to arrive at a certain total weight, performed better than a model with the whole of this additional weight incorporated in the airframe—a point which has largely been absorbed in present day Wakefield design in concentrating weight in a really strong fuselage and still employing relatively light wings and tail surfaces.

The fact remains that for maximum performance from a rubber-powered model, a balance of one-third airframe weight to two-thirds rubber weight is required. At the end of the power run the rubber weight then becomes so much dead weight, demanding a minimum loading for maximum glide performance. Essentially, then, the *lightest airframe.,* which can be built for *any* given size and preserve this power/weight ratio will give maximum performance—provided the airframe is rigid and strong enough for consistent performance; and the aerodynamic design capable of efficient, stable flight, with propeller design correctly matched to power available.

Gliders

On a theoretical basis, the lighter the loading for a given model size, the lower the ultimate sinking speed and hence the better the performance. The ultra-lightweight gliders of the mid-1940's flown off 300 ft. lines had outstanding still air performances—4 ft., 5 ft. and 6 ft. span models weighing 2 to 4 ounces.

The lightweight model, however, is never so happy in turbulent air and with modern rules restricting towline length, the chances of launching in smooth air are less. Also making a lightweight model strong enough to withstand tow-launching strains in windy conditions is a severe structural problem. And the more heavily-loaded model with higher flying speed has better penetration.

A peculiar feature of the large ultra-lightweight glider, too, was that it could be made to fly *too* slowly where, it seems, the Reynolds Number of flow was so low as to make the wing very inefficient. Hence its gliding angle became relatively steep, and its sinking speed high. It would still better the best of present day A2's, however, in *dead still air* when trimmed out to the limit, its sinking speed being of the order of 6 inches per second, although its performance from height was not always consistent with this figure. Certainly the more heavily-loaded modern design is a better proposition for all-weather flying— and probably also a better thermal catcher. But again the evidence points to the best performance coming from a design with light wings and tail surfaces, concentrating the necessary additional weight elsewhere (preferably around the centre of gravity in structure or even dead weight).

Power Models

Bounded by the international specification, and with modern engines capable of developing more power than can often be controlled, total model weight is perhaps not all that important, compared with other vital design factors. Again, however, the advantages of concentrating the bulk of the weight around the pylon area are very real. In particular, really light tailplanes and reasonably light

wings (particularly the outboard panels) are desirable, consistent with sufficient strength to withstand tip-over and dethermalised landings.

Radio Control

The most misunderstood feature of radio model design is getting the "penetration" required. A heavily-loaded model which inherently flies fast is not the answer to getting "penetration" under windy conditions. The answer is elevator control when, for any given size, the *lighter the model the faster it can be flown* and hence the better its ability to battle upwind.

This is mainly a matter of wing drag. The lower the weight of the model, the lower need be the operating angle of attack of the wing to produce the necessary lift *at the same speed.* There is appreciably lower wing drag at this speed because of the reduced flying incidence—hence there is a balance of thrust available still further to increase speed, implying an even lower operating angle of incidence for the same amount of lift until the balancing condition is reached. With elevator control, therefore, the model can be trimmed out to maximum flight speed, which will be highest on the model with the lightest wing loading (for same thrust and same design layout). Equally, without elevator control, the model could be trimmed to fly at maximum speed, with the same results. It would not be a happy trim, however, on which to attempt manoeuvres by rudder action only.

The other outstanding feature of the lightly loaded radio model is that it must be more manoeuvrable and require *less power* to complete its manoeuvres. Within structural limitations, therefore, it appears that the lighter the radio control model the better, provided it is fitted with elevator control. A major limitation with a considerable number of inherently manoeuvrable r/c models is lack of power due to the relatively high loadings at which they are flying; whereas at lighter loadings the power available might be quite adequate.

Control Line Stunt

Again similar considerations apply—the lighter the loading the less power the model requires for manoeuvres and, usually, the tighter these manoeuvres can be performed. The first models to appear in this country which were truly acrobatic were very lightly loaded and the difference in performance between the hitherto single loops and rather staid inverted flight attempts was almost revolutionary. Since that time, engine power available, for a given engine size, has been increased considerably and minimum weight is not *essential* for full manoeuvrability. Nevertheless, the fact remains that the smoothest control line stunt flying usually comes from the larger sizes of models which are relatively lightly built and lightly loaded.

Extracted from Aeromodeller Annual 1960-1

An Aeromodellers' Nightmare

Thorns Indoors - John Andrews

Rachel and I had a miserable journey to the venue on Saturday 10th Feb, 60 miles or so on motorways in rain and spray. Not a good start to the day but things brightened up in the hall.

Participants at the divider wall/curtain/netting

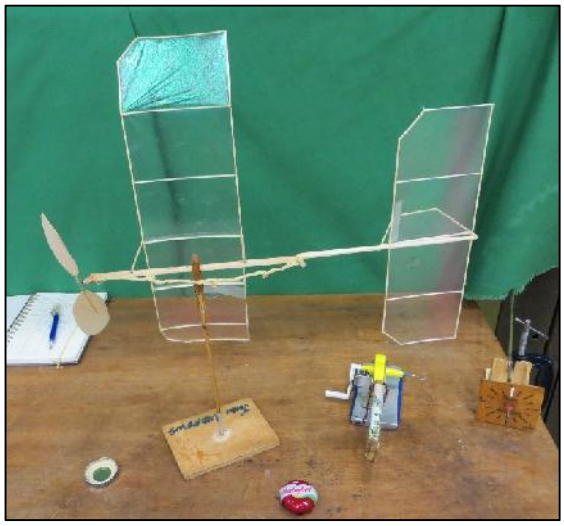
Participants at the far wall across the hall

I had made a quick change of models from my Sneyd outing and this time had with me a Penny Plane and a slightly larger model to the F1M spec. I did check that the models were in the box when I picked it up from the garage, as I've been a bit lax in this area of late.

My winder counter was also now functioning again, as a visit to Maplins to acquire a new micro-switch enabled me to bring the assembly back up to scratch. For those who are not in the know, the micro-switch is fitted so that the operating handle of the winder operates the switch each turn of the handle. The normally open contacts of the micro-switch are connected across the calculator ' = ' button via two wires attached to the relevant spots on the circuit board. It is not easy to find a calculator these days where access to the circuit board is easy, a pound shop is often a good source. To operate the winder you first switch on the calculator, then key in the winder ratio, then key the ' + ' button twice. Each turn of the handle will now advance the calculator display by the winder ratio and motor turns will be displayed.

Looks a bit Heath Robinson but it serves me well

I set up in my usual spot in the centre of the hall dividing wall. This wall is firstly wooden for about four feet then a six-foot curtain and finally mesh netting to the roof or thereabouts. This netting can cause problems if models get stuck high up, props and under-carts seem to entwine and it's the devil's own job to pry them loose with a pole.



I assembled my 'Penny Plane' and fitted a 0.01" x 13" loop motor. Wound on 700 turns and model proved to be still in trim. I had three more flights with about 1,200 turns and finally made a four minute flight. I had one flight which hit the roof girders and hung up in the divider netting high up but I poled it down without difficulty or damage. I always like to get a 4min flight, it's my bench mark. Having achieved one I put away the 'PP' and assembled my F1M.
The F1M was not flying well at all, sort of a crabbing turn. Increasing power had little effect and model just would not climb. Had a cup of tea and sandwich during the R/C break and thinking on the problem I decided that the outside wing was possibly washing in in flight. I stuck a wing brace on the outside wing, leading edge to wing post, problem solved and model was soon flitting around the girders. Had to reduce motor x section to tame the now overpowered F1M.
Not a bad afternoon for me.
Took a few pictures for your amusement.

I thought Eric Hawthorn was offering a prayer to the gods of indoor to help his little Living Room Stick model stay clear of the lights, but no, he was looking for his half weight motor stick which was supposed to be secured with tape to the lid of his motor box. He never found it and had to fly using a full motor which, of course, was far too much for the sports hall as it was made up for the Brabazon Hanger. Eric had a bit of excitement until he got the turns right. Not working on full turns seemed not to suit the motor as a couple of times bunches stopped the motor and also caused it to drop off the front hook one time to give gentle D/T like descent.

The usual 15 minute radio slots were well used, below we have scale man David Vaughn back with us again and flying the popular 'Night Vapour'. I assume David's eyesight is not what it was as he has tied a yellow ribbon to his aircraft's tail for ID when the others are about.
Also mixing it with the senior radio flyers is Mick Chilton's grandson Jack, it only seems five minutes since he was a little shaver polishing the floor with his bottom and shyly taking bits of chocolate from me. Now he has a little radio job which he competently flies around with the rest of the radio gang.

David and his yellow tailed 'Night Vapour'


Jack and his radio model

Rob Newton & his Fletcher FL23


Alan Price tends his 'Kenny Penny'

Rob Newton again this month with a scale Fletcher FL23, looks good as I imagine the full-size version does. Alan Price was flying a 'Kenny Penny', this model is available as a kit and performs really well, although it has a little more wood in it than I feel is necessary.
Left for home at 4-00pm and was in our local Bengali restaurant for my eldest daughter's birthday bash at 7-00pm, the family group was 13 strong and unlucky me footing the bill.

John Andrews

Dave Hipperson (CDMAC) ROG's Richardson's 4oz Gordon Light Wakefield to place 6th in the 4oz class
Looking on clockwise are Ron Moulton (behind prop), Laurie Barr (steadying take-off board),
Peter Michel (with broken "Isis"), Mike Kemp, Colin Watts, David Baker, Alwyn Greenhalgh,
Denis Fairlie, (UK '34 Wakefield team), Walter Getzia (USA 34 Wakefield team), and Ron Prentice.

Mike Hetheringtron (SAM35) holds his replica Getzia 4oz Wakefield at Warwick in 1984
watched by the model designer 1934 US team member Walter Getzia.

Mike Herington (SAM35) ROG's his Getzia 4oz Wakefield at Warwick in 1984.

E. Burke ROG's his "Flying Minutes" 8oz Wakefield at Warwick in 1984

Mike Kemp's (SAM35) 8oz "Hereward" Wakefield airborne at Warwick in 1984, 4th place in 8oz class.

Paul Masterman holds Wallenhorst's "Ying" 4oz Wakefield for proxy Bryan Spooner (CDMAC) at Warwick in 1984. Laurie Barr holds the prop. 7th place in 4 oz class.

Phil Ball ROG's his "Hi-Ho" 8oz class winner at Warwick in 1984.

Indoor isn't for Everyone Pt.20 - Nick Peppiatt

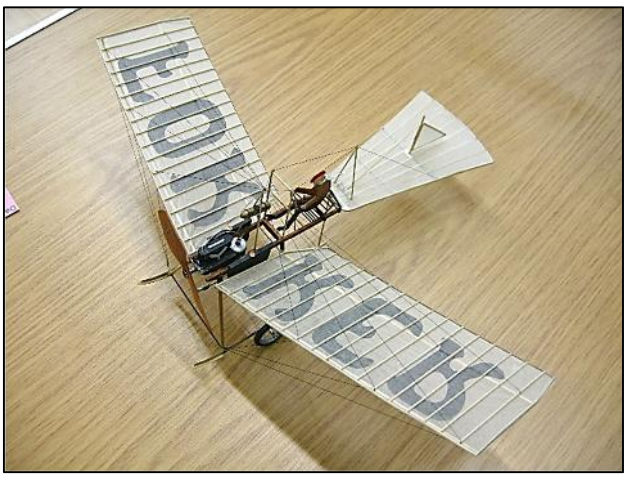
I've attended two indoor free-flight meetings so far this year, the Flitehook event at the West Totton Centre on the 14th January and the SEBMFA meeting at the K2 Leisure Centre in Crawley on the 4th February, but have not yet managed any outdoor flying. The Totton hall is relatively small, but has a ceiling relatively free from features that cause hang-ups. It is very suitable for flying Bostonians, Legal Eagles, Pistachios and well-trimmed Peanuts and other smaller indoor models. I flew a Limited Penny Plane on a half motor quite satisfactorily, but I would certainly not recommend this venue for an open scale model.

The SEBMFA Meeting at the K2, Crawley, 4th February

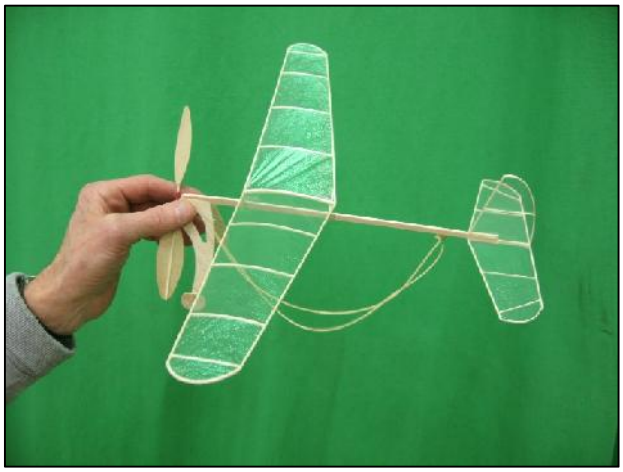
If my sums are right, this was the 43rd Crawley meeting and the 13th in the large, but expensive sports hall at the K2. This year, to save £500, two-thirds of the hall was booked, and this still gave a square area more than adequate for our purposes. I attended on the back of returning from a lovely holiday in Southern India, following the Spice Trails of Kerala, the previous Friday, but I overcame the jet-lag and soon got into the swing of things.

As usual, there were the three competition slots sandwiched between fun flying sessions. The first was for catapult and hand launched gliders, the second for lightweight duration, EZB Living Room Stick and Gyminnie Cricket, and the third for Legal Eagle and the Peanut and Open Scale classes.

Outstanding electric powered 1932 Pitcairn PA19 autogyro by Alisdair Clark.
It had not been flown before the meeting, but its performance had to be seen to be believed. A wonderful achievement.

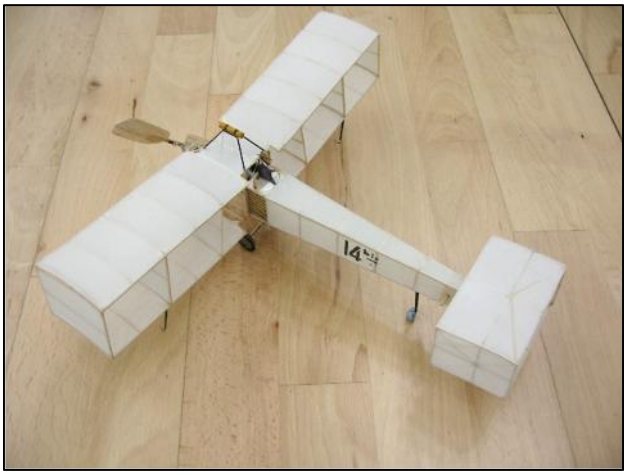


Pete Iliffe's version of Anthony Fokker's Spin (Spider), his first aeroplane from 1910, powered by a Gasparin G10 CO_2 motor

A couple from Ian Pearce. An own design Legal Eagle, left
and a very light version of the Phantom Flash from the 1937 Joe Konefes design kitted by Comet.


Two 1921 Waldo Waterman Mercury Gosling Racer Peanuts. Anthony Druce's left and Alasdair Deas' right.
Anthony also had a fine flying rubber powered ornithopter.




Two more Peanuts: - Bryan Stichbury's 1906 Santos Dumont 14bis and
Alisdair Clark's Peck 1928 Pietenpol Air Camper, which is condenser paper covered and weighs less than 10g with rubber.

The photos I have included are an attempt to give a feel of the great variety and quality of the models you missed if you were unable to attend. The full competition results are now available on the Crawley and District Model Aircraft Club website www.cadmac.org.uk.

John Scates' Bostonian based on the General Aristocrat.
From Bill Hannan plan, vinyl lettering from Russ Lister.

Peter 'the Waco man' Boys' beautiful AGC-8 from 1937.
An Open Scale entry.

Alan Orthof designed Parlor Fly from 1937 Flying Aces
built by Rod Green. 11 in wingspan.

Pete Iliffe brought along a number of models for us to admire
including this 1/12 scale Hansa Brandenberg W29 from 1918.
Electric powered for full-house radio. Note the engine detail.
Dave Banks' pilots. Obviously, not flown at the meeting!

The first place prizes this year were nice engraved tumblers. I christened mine in the evening after returning home. Many thanks are due to the stalwarts of the Crawley club and the SEBMFA for their continued organisation of this meeting at this fine venue.
The next major meeting on the indoor free-flight calendar must be the BMFA Indoor Scale Nationals, which will be held on the 15th April at the Wolverhampton University Gymnasium.
I hope to get back to the CO_2 motor story next month.

The Open Scale winners look pretty pleased with themselves. Alisdair Clark with the electric powered Pitcairn autogyro, Pete Iliffe and the CO_2 powered Fokker Spin, and your scribe with the rubber powered Sablatnig SF4 triplane.

(Photo courtesy of Dave Bishop.)

Nick Peppiatt

Tailup - Ray Malmstrom

Author demonstrates launching technique. Plane must have adequate airspeed before release, no prop wash over surfaces.

Those who built the fascinating little Tail First (a canard-type model in the Nov. 1969 AAM) will need no urging to get going on this follow-on model with its easy sheet construction and modern fighter-like appearance.

Trace the fuselage side and transfer it to 1/16" sheet balsa. Cut out two sides, making sure the front elevator and wing slots are lined up accurately. Cut a length of 1/4" and one of 1/16" balsa for the top and bottom of the fuselage and build this assembly (see sketches), adding reinforcing pieces A and B. Carve and sand the fuselage top, and round off the bottom edges to the section shown. Push a length of 1/8" dia. dowel rod through the hole at the front of the fuselage.

Make the nose cone from three pieces of 1/4" sheet and cement it to the front of the fuselage. Fair the nose cone into the fuselage shape with fine grain sandpaper. Then give the fuselage two coats of clear thin dope.

Construct the propeller block from a piece of 1/4" sheet cemented to two thicknesses of 1/16" sheet. Accurately drill a 3/32" dia. hole and insert a short length of 3/32" outside dia. aluminium tubing. Insert the propeller block into the fuselage rear and sand it to shape.

Take a 7" dia. Kaysun plastic prop or a small Sleek Streak prop and sand or file the center flat. Bend a loop in a piece of 18-gauge wire and push the wire shaft through the prop. Since this is a pusher model, the prop must go on with the front of the prop facing the propeller block. Slip two washers or beads on the shaft and insert it through the prop block (see sketch). Then form the hook for the rubber motor with small pliers, and the prop assembly is complete. Give the block two or three coats of dope and put a tiny drop of lubricating oil on the shaft. Check prop for absolutely free revolving.

Cut the fin from 1/16" sheet, noting the grain direction, as well as the small cut near the bottom. The fin fairing piece also is cut from 1/16" sheet. Pin all sheet surfaces down to a board and dope one side at a time. Pinning avoids warps. Give these parts two coats of thin clear dope, lightly sanding between coats. The canopy can be a commercial bubble type or, as we used, the end from a plastic toothbrush container.

The wing is cut from 1/16" sheet (joining is needed with the usual 3" wide sheet). With a knife or razor blade, score, but do not cut through, the centerline on the underside of the wing. Crack along the scored line and tilt the wing panels upward. Run cement into the crack and pin the wing to the building board while the tips rest on the dihedral jigs(x). Wax paper under the joint will prevent the wing from sticking to the board.

Elevators are fitted as shown in the wing construction sketches. Round off all edges with sandpaper and give the wings two coats of dope, following the same procedure as for the fin. Two layers of tissue doped over the center of the wing on the underside reinforce the center section. Repeat this method for front elevator, using dihedral jigs(y).

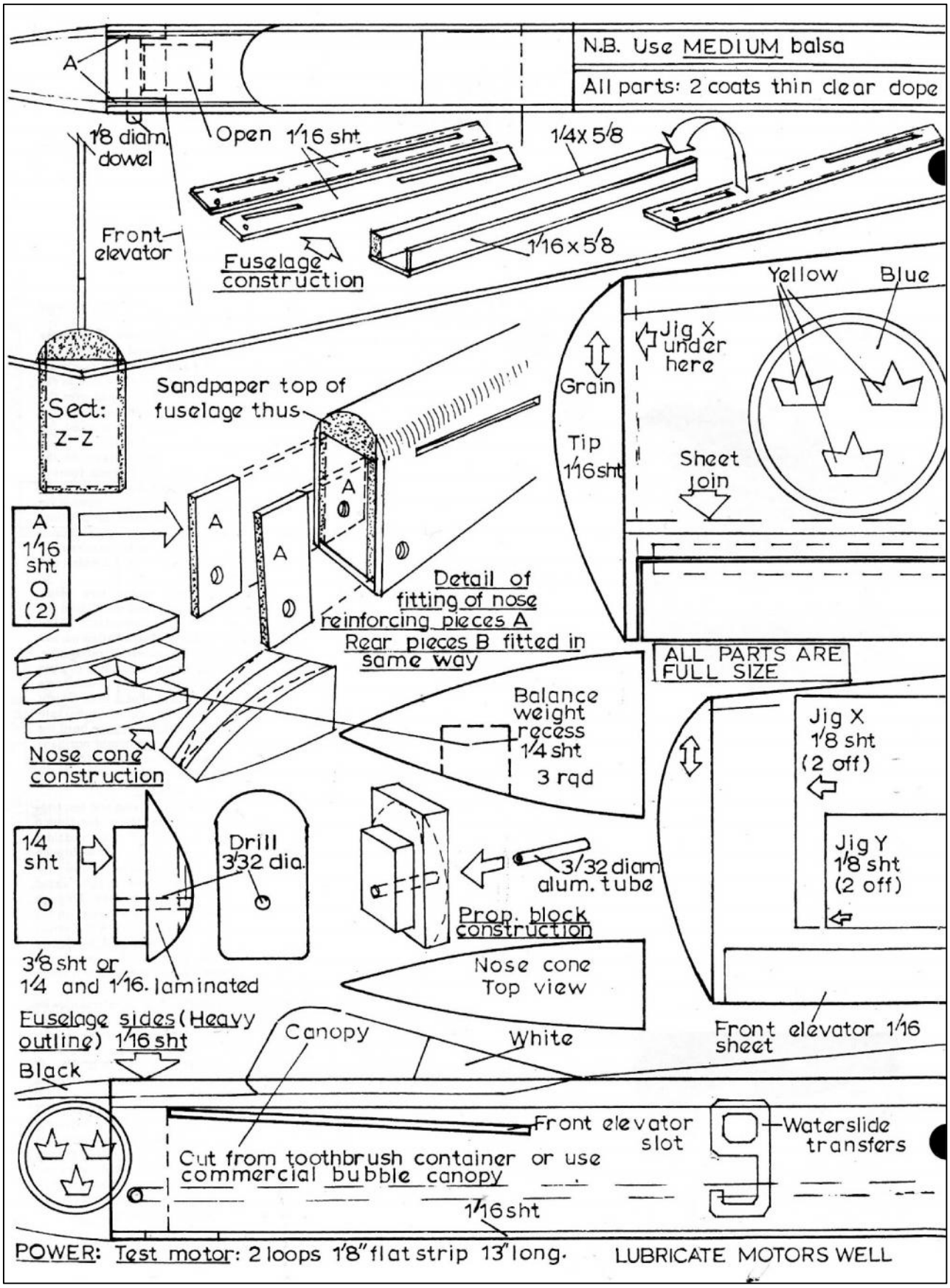
Ballpoint pen lines can be drawn on the wing and elevator, and the insignia (ours is that of the Swedish Royal Air Force) can be painted directly on the model, or painted on thin paper, cut out and glued in position. Wing and front elevator are then slipped through their respective slots, checked by viewing from the front for equal dihedral and firmly cemented in place.

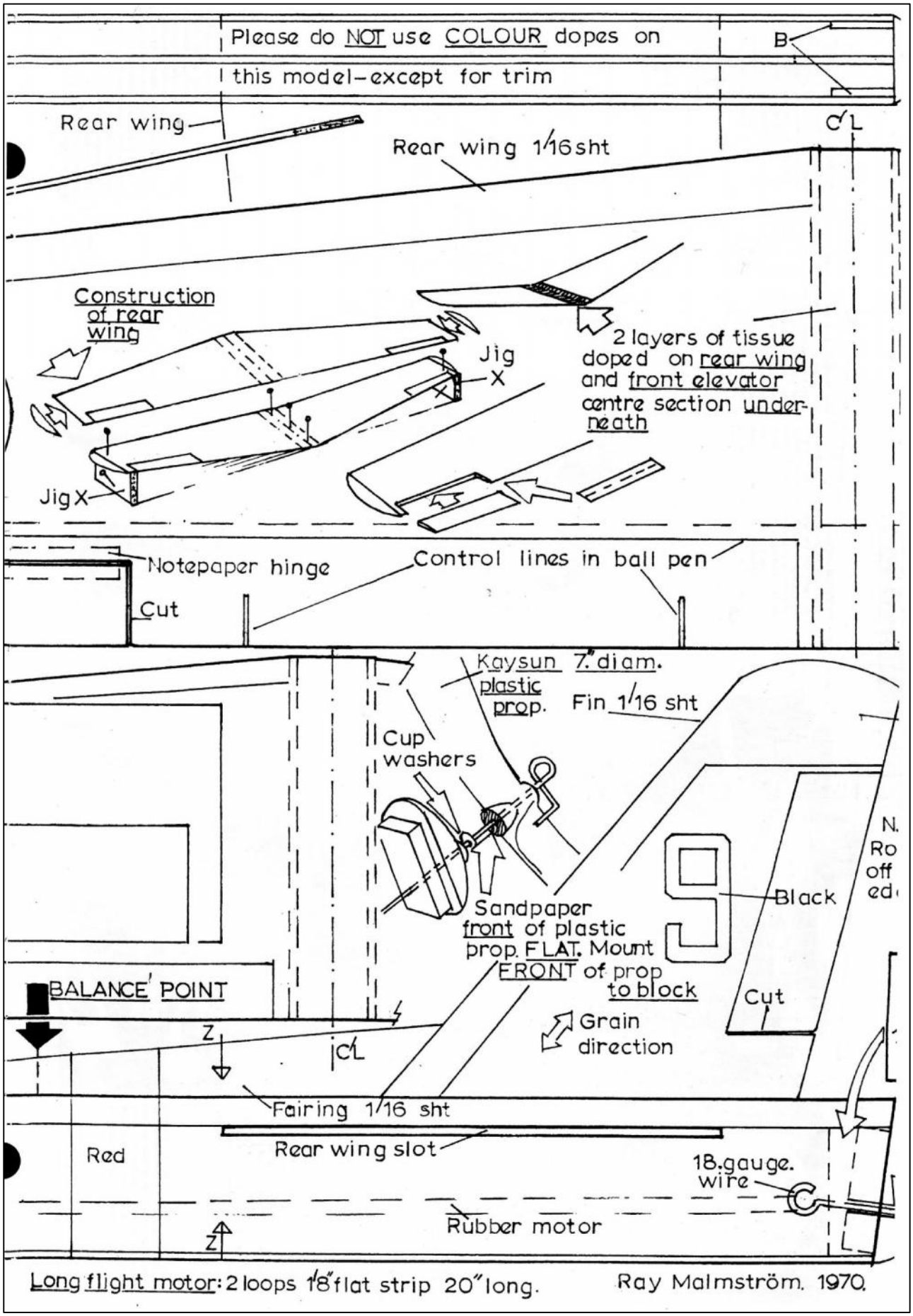
Make up the test motor (see plan), lubricate with rubber lube, and install it in the model. Balancing is important. Many beginners, and old hands too, so often neglect this all-important item before flight testing. Suspend the model from a thread tied to a pin which is pushed into the balance point shown on the plan (black arrow). Put a little weight (sheet lead or folded empty cement tube) into the recess provided in the nose cone until the model hangs level. The ship should not hang with one wing down (front view). If it does, add a tiny spot of plasticine or modeling clay to the top of the lighter wing.

Choose a calm day for flying and test over long grass. Without winding the motor, launch the model into the breeze, from shoulder height, with a smooth follow-through movement of the arm. Never throw the model. It should glide down straight ahead and land about 15 to 20 yd. away. To get a really shallow glide, bend the elevators on the wing tips up a wee bit (about 1/16"). Correct a sharp turn in either direction by gently warping the rear part of the fin in the direction opposite to the turn. Now it is ready for a power flight.

Wind the propeller in a counterclockwise direction and put on about 200 to 250 turns. The model should climb away gently from a smooth follow-through launch, cruise a short distance and glide in to a smooth landing. If the model dives, put a piece of 1/16" sq. balsa strip between the bottom of the prop block and the fuselage, or bend the elevators up a little more. If the model stalls (climbs steeply, falls backwards, and then nosedives) put a piece of 1/16" sq. balsa strip between the top of the prop block and the fuselage. When the model is making short but steady flights, install the larger motor, which will take about 700 turns on run-in lubricated rubber.

Extracted from the book: Ray Malmstrom's 60 years of IVCMAC
Supplied by Chris Strachan





Ray Malmstrom

Letter to the Editor - Roger Gulliver

John seeing your old photos I thought that you may be interested in one of mine that has been around since the 50s. It may be too damaged to reproduce but here it is, with a little story.

I bought the kit of the KK 'Ladybird' at the start of the summer holidays. I had made a few models without much success, but when I opened the box I knew I had a problem The tools I had were few and far between, single edged razor blades being the main item. Well, as you know, the ladybird is not for the faint hearted with ply formers to cut out, many wire bits, plug in wings and tail, and to finish it off, a radial cowl !!

I had noticed some model aircraft activity not far from me, so I ventured to the house to see if I could get some help. The fellow was pleased to help, cutting the formers, bending the wire and eventually getting the cowl sorted out, the chap is probably known to you, being a certain Michael Barton. We became good friends and he used to take me to the St Albans club some evenings and once to the All Britain Rally where I did some timekeeping. We lost contact eventually but renewed our acquaintance some 30 years later at a vintage meet at Old Warden. We continued as friends until his sad demise.

Now the picture, the reason for the V sign was that for me it was victory, in that, I had more or less finished it and soon after actually flew it. It went really well and kept me busy for some months. My first real success! I still have the ED Bee and an unused kit from that time.

Thanks for listening. Keep up the good work.

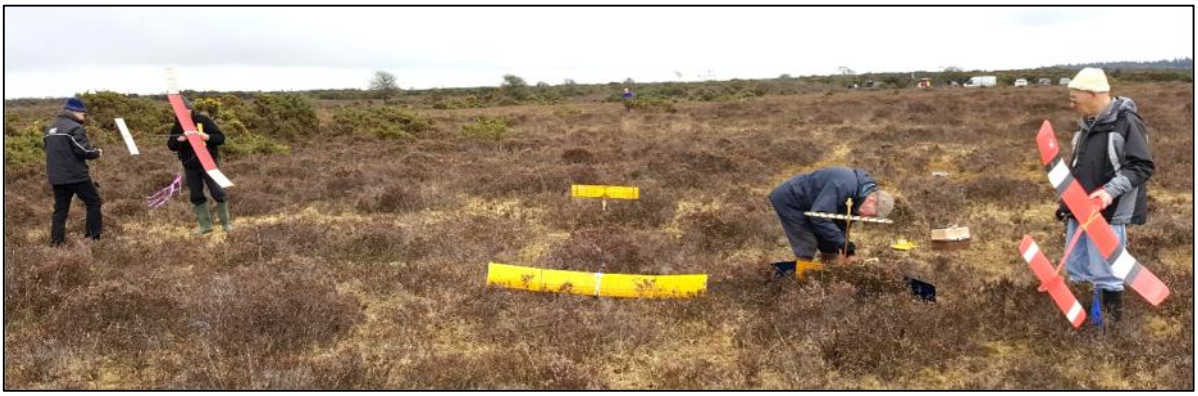
Roger Gulliver

Secretary's Notes for March 2018 - Roger Newman

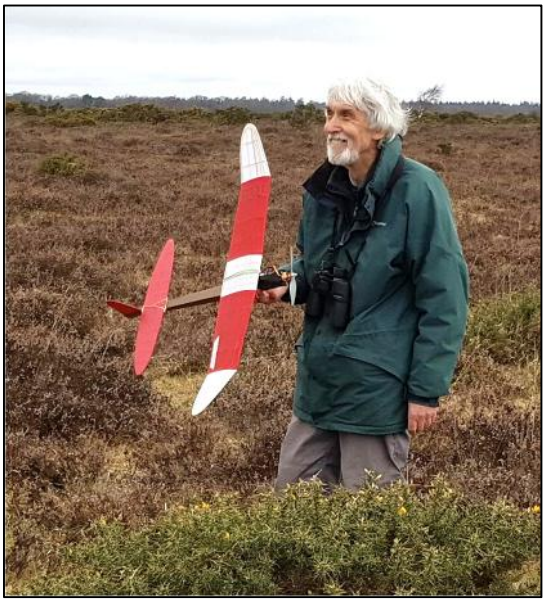
Another month, another date sorted out. Following attendance at the recent Airfield User meeting RAF Odiham, we are advised that the Southern Area Odiham Gala can be held on Sunday 23rd September, subject as usual to the grant of a licence from the DIO. We are fortunate to now have an RAF Liaison Officer who is also a modeller on the base. Outline details have been posted on the SAM1066 website & further information will appear in the NC nearer the date of the event.

1st Area Meeting at Beaulieu

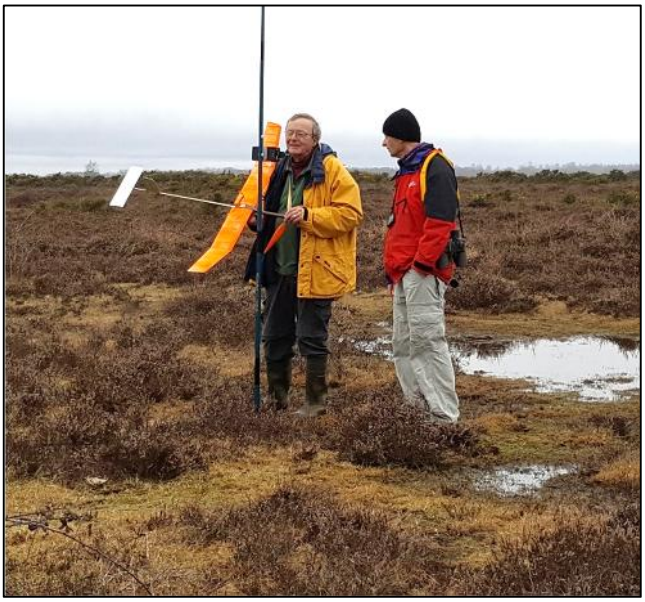
After a lovely Saturday, the Sunday forecast was fairly dire but a check early Sunday morning indicated a dry if overcast day & that's what it turned out to be. Some 10 hardy souls turned up at Beaulieu & a few others decamped to Salisbury Plain, which turned out to be not such a good choice. Those who went to Beaulieu were rewarded by decent flying for this time of year, albeit a bit damp underfoot. Ray Elliott suffered a DT into a Beaulieu puddle with his E36 Satellite after a second max, which soaked the electrics otherwise a reasonable day.



Glider fliers to the fore



Ray before his Satellite dunking flight



Roy Vaughn & Phil Uden debate the air

David Cox & Nord awaiting launch

It went that-away
Peter Jellis observes his departing E36 model

Next Area meeting is 4th March followed by a shared Croydon Wakefield Day & SAM 1066 meeting - **2nd April (Easter Monday)** on Salisbury Plain. Area 8. The program is:

Croydon events

F1B; - 8oz Wakefield; - 4oz Wakefield; - Marcus Lightweights (RAFF V, Bazooka, Dinah-mite, Supa Dupa)

SAM 1066 events

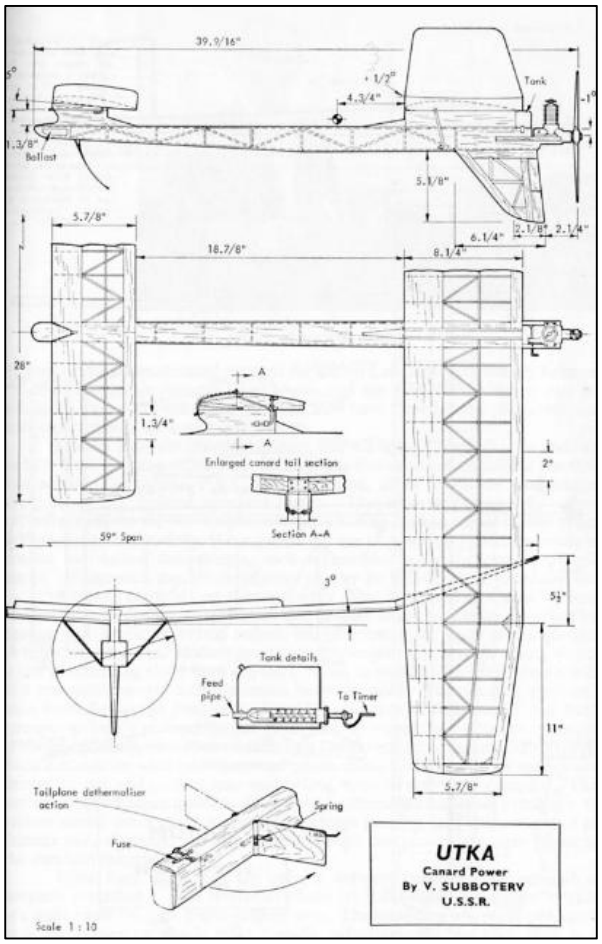
Combined Vintage/Classic Glider over 50"; - Combined Vintage/Classic CLG/HLG; - Mini-Vintage (Combined)

Canards et al

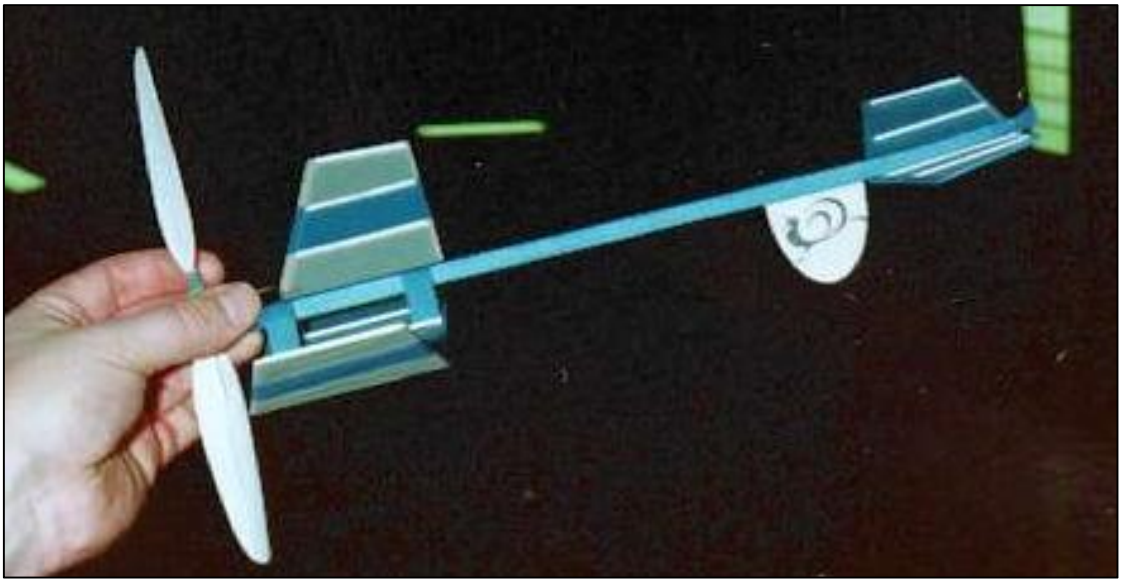
Don Thompson was kind enough to pen a response to my little plea last month for comments – our Editor has published it elsewhere. A dig through the web produced various threads, some interesting & some not so. Just Google "Canard model aircraft" & you will get loads of returns. There was even an FAI canard from Russia – only the three view plan & no comments on its performance. Could have been a challenge for our late Chairman!

The general message seems to be that whilst a canard may be a little more stable (assuming it is trimmed out), it flies faster but not necessarily generating more lift, hence not a good candidate for duration comps? There are far more folk better educated than I on the subject, so my interest is constrained to making the odd model fly, which is after all what our hobby is about!

On that subject, I came across an indoor project for those who are tempted – originating from Sweden. It is the "Gammon" – don't ask why, I don't know! Perhaps because it flies like a pig?



The GAMMON canard - *designed by Gunnar Holm*



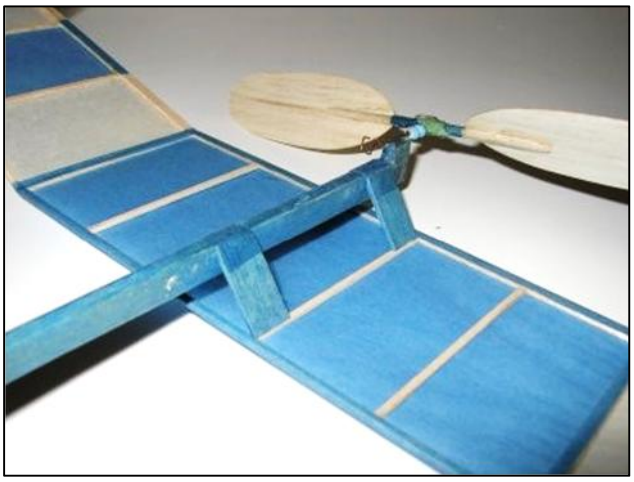
About the Gammon

The Gammon is a simple rubber powered canard, which is suitable both for the beginner and the more experienced flyer. In spite of being low-winged, it is very stable. It has been built in two different sizes, the normal Gammon with 46 cm span, and the Mini-Gammon which has 33 cm span. The Mini-Gammon can use a back to front Delta Dart (a.k.a. AMA-Cub or Flugan) propeller, but then some extra nose weight is needed to compensate for the heavy prop.

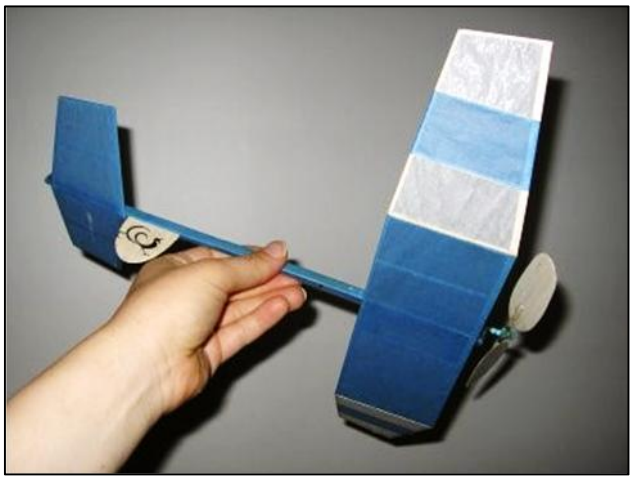
Construction

All wood is balsa. The dimensions can be reduced considerably by the more experienced builder to get a lighter and longer flying plane. A lightweight version should be able to do 2 mins. without difficulty. Fred Rash's Mini-Gammon, weighing a scant 1.86 grams, actually did 4 minutes! That plane has now been converted to electric power, as shown at the end of this article.

You can either build the structures first, and then cover them in the normal way, or you can build directly on the covering, as with a Delta Dart. Use lightweight tissue and do not water shrink or dope, otherwise the wing will warp. If the model is intended for outdoor use, preshrink and dope the tissue on a frame, then cut out and cover (or build on the doped tissue on the frame). Note that the flying surfaces are covered only on the underside. Usually, single sided covering is attached to the upper side, but here underside covering was chosen for better turbulating effect.



A closeup of the rear,
showing the wing and propeller mountings.
The motor stick and wing posts have been covered in tissue.



View from below.

Some thoughts by Gunnar Holm about canards

It is important that the stabilizer (front wing) should have a marked stall. When using curved profiles, the profile of the stabilizer should preferably have a deeper curvature (the other way round compared to planes of normal configuration). When using flat profiles, as in the Gammon, it is beneficial to have the turbulence-inducing open framework on the upper side of the stab. surface. The builder is encouraged to try different profiles. Why it is called Gammon? Well, that is Gunnars own secret!

About the plans

The plans may come out wrong size when printed. Use a graphics program, or an enlarging copying machine to get them to the size you want. All the measurements given on the plans are for the Mini-Gammon (33 cm span). The text is in Swedish, here is some help for the translation:

Mittvinge;	central part of wing
Vingspets, vänster;	left wingtip
Vingspets, höger;	right wingtip
Vingens uppbyggnad i dubbel storlek;	Wing construction, 2x enlarged view
Papper endast på undersidan, ….;	Do only cover the underside; the wing is built on the paper, which is then turned over the edges.
Frontvinge;	Front wing
TP-läge;	Center of gravity (important!)
Bakvänd Fluganpropeller (dia.14cm);	Back to front Delta Dart propeller (14 cm dia.)

The plan is included in Plans for the month.

Separate but tangential subject – flying wings.

Whilst sorting through some of the "archived"photos, came across a couple – again dating back to around 1993 at Middle Wallop.

As usual, no annotations. Both look very nice – any idea of the models or modellers?

Tony Thorn kindly gave me two of his flying wing gliders recently, these have yet to be flown. Tony assures me that they tow well & are capable of a decent performance. Both fitted with Tomy timer triggered bob weight dts.

They are "Brevity" published in July 1949 Model Aircraft
& a Dutch design – "Razor Blade".

Does anyone remember the huge flying wings flown by the Southern Cross Club in the '50s? Again there is a certain fascination with this type of model.

More recently (in relative terms) John Taylor flew his Penumbra to win one of our glider comps at Middle Wallop against conventional models. One of his comments was on the lines of "it flies well but seems to possess a mind of its own with regard to a consistent flying pattern – meandering is an apt description!"

Latest on Drones et al

For those who are interested in what might be imposed upon us by the EU & or The Dept of Transport (whatever it is now called) – the BMFA has issued a summary note written by David Phipps. Go to the BMFA website & click on the link to EASA dated 8th February. Basically it seems – for our category of free flight models, we shall be able to carry on as now, with the proviso that some form of registration will be required – probably the member rather than individual models. The date for final implementation would appear to be early 2019.

Totton Indoors

These meetings are arranged by Flitehook & usually quite well attended – typically in the order of 25 or so turn up to fly for fun. Normally there are no competitive events, apart from the occasional comp hosted by the Bournemouth Club. Today saw a good crowd so here are a few photos.

Flitehook Emporium

Roy & Barbara Tiller concentrate

Tony Searle observing predatory Shark

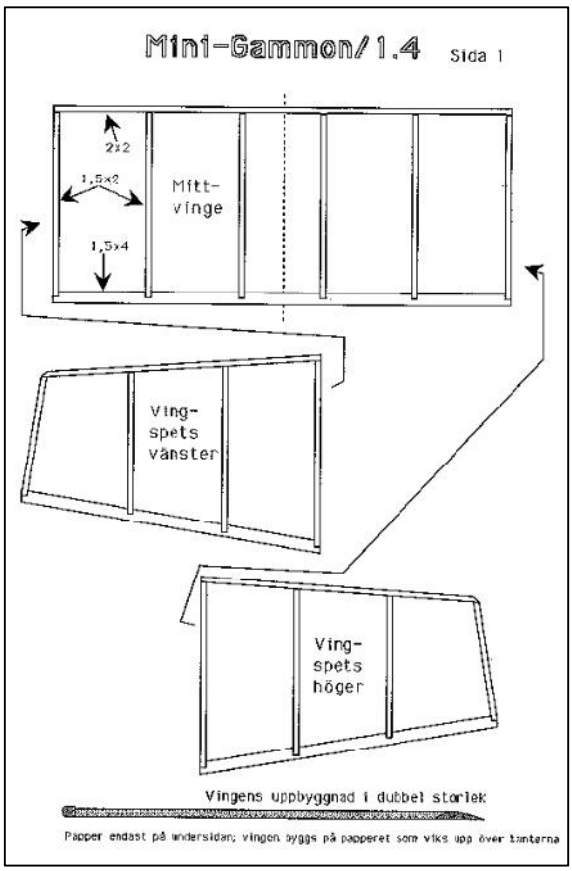
Ted Horsey's hi-tech winder

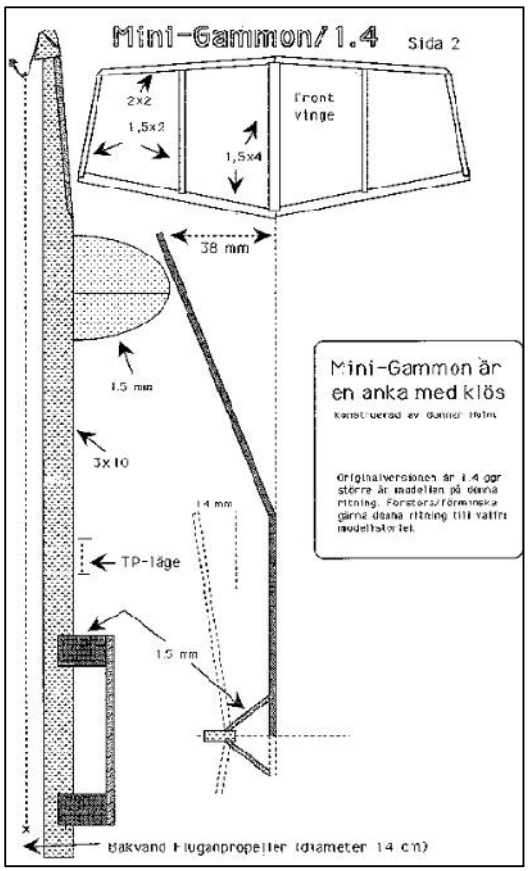
Ramblings

Not much this month – the odd health issues have taken precedence. Aquarius still awaits its nose weight & ballast, the electric Orion build is complete & needs a visit by Alan Bond to sort out timer complexities & connections to a Lemon Rx. As an aside, at the Area meeting Dave Etherton kindly did a test flight tow of my ancient Corsair A2 fitted with Lemon rdt, it still flew ok & dt worked – bungee trials next time out. He volunteered a full length (100m) tow but as I was retrieving with a gammy knee, the offer was refused!

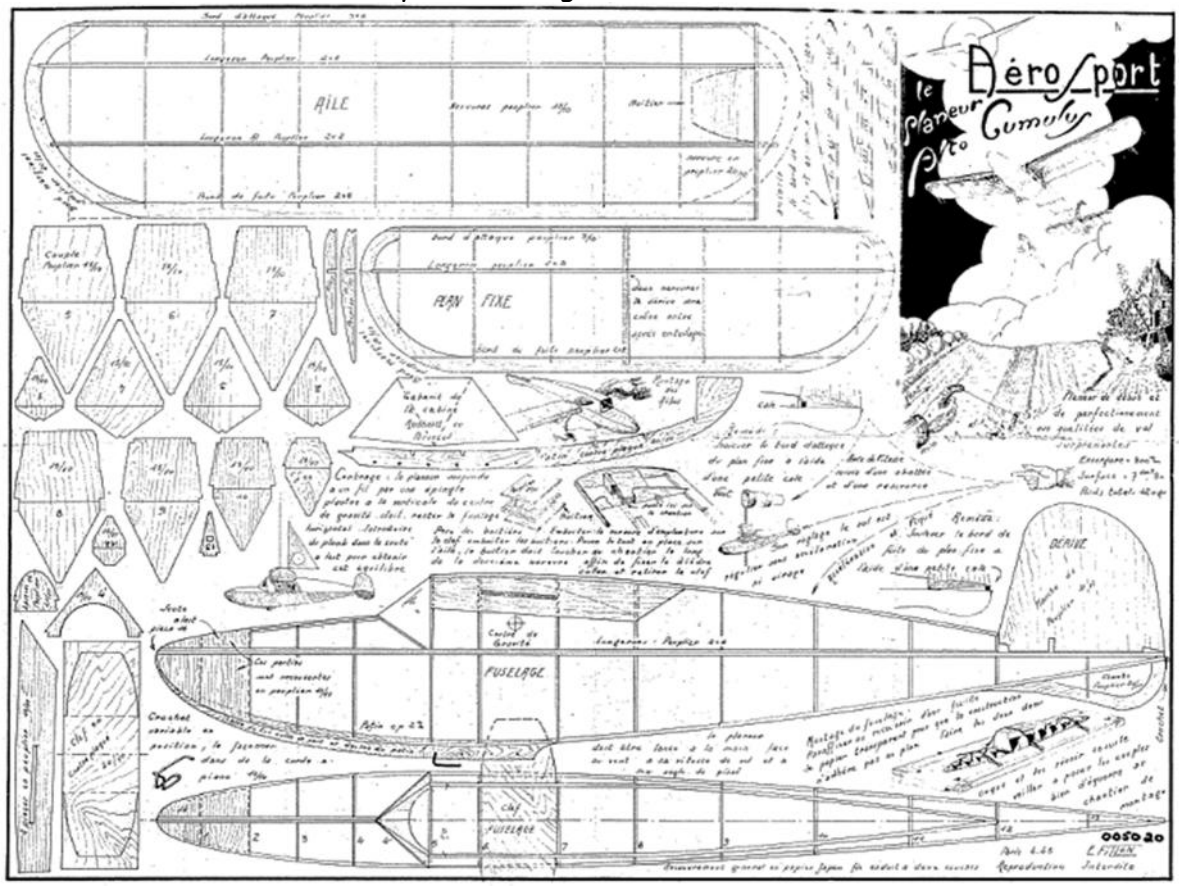
Plans for the month

Rubber: 'Gammon' as noted above.

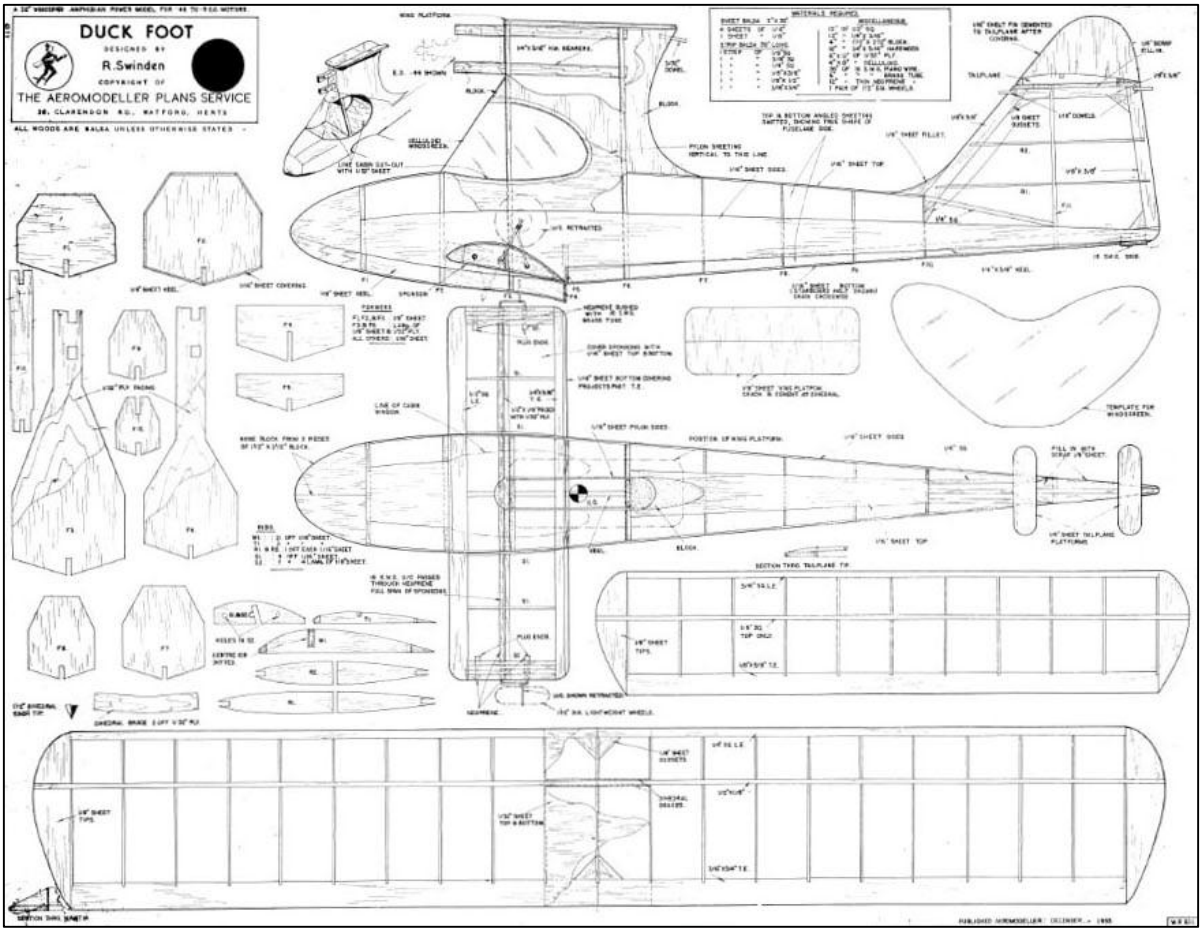




Glider: An early Fillon design from France – 'Alto Cumulus'



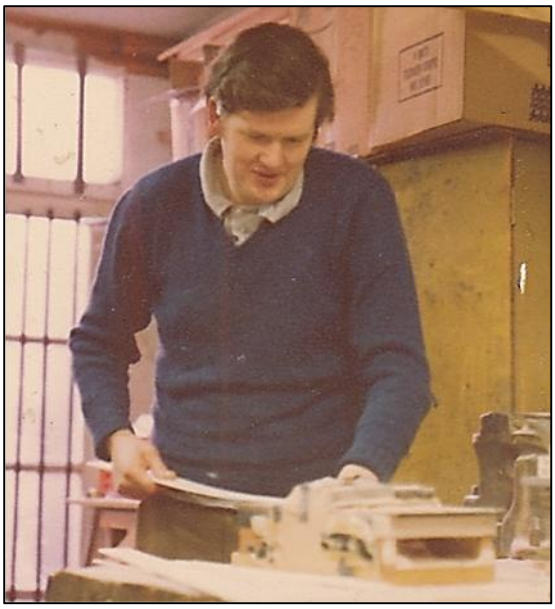
Power: 'Duckfoot' – a model for winter conditions at Beaulieu.



Roger Newman

Report No. 85. Name not known, continued.

Yet again continuing with Peerless Models and the letter, referred to last month, from Ian James who worked for Peerless Models for 5 years as 50% of the work force.

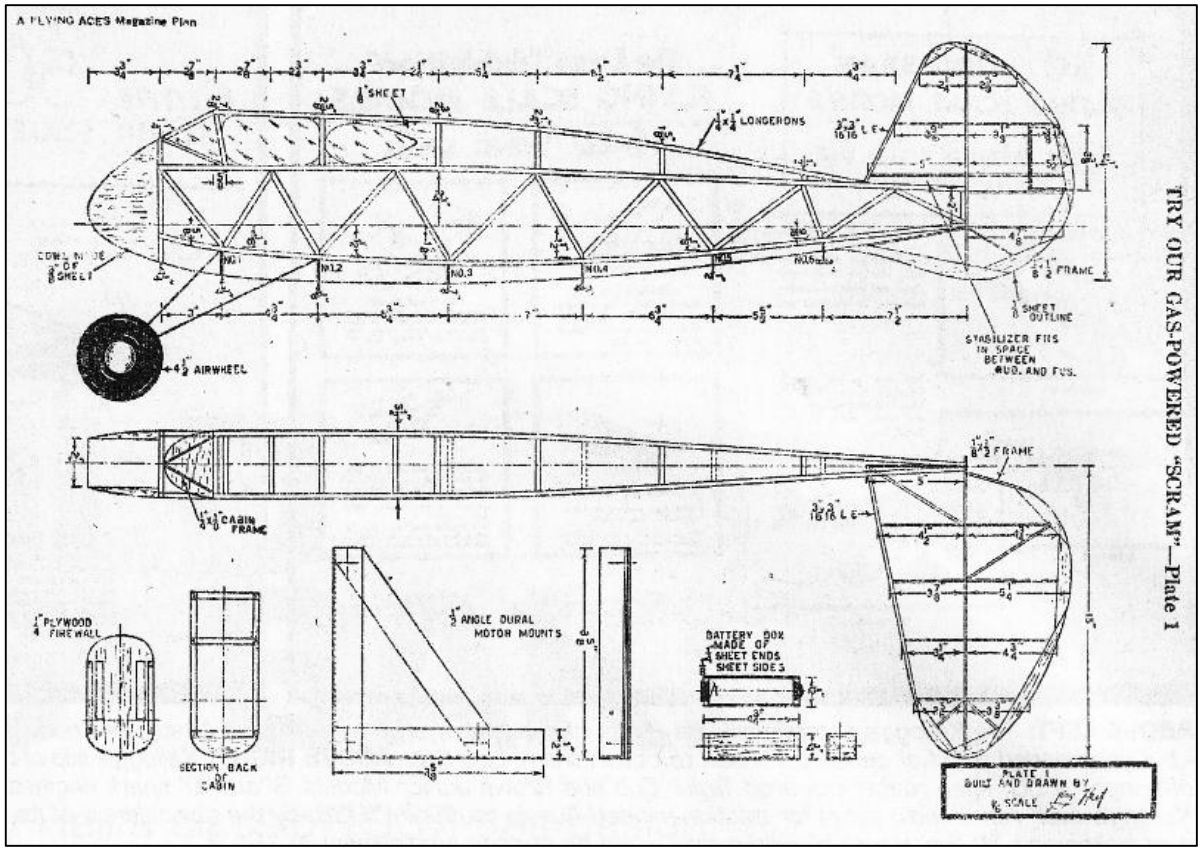


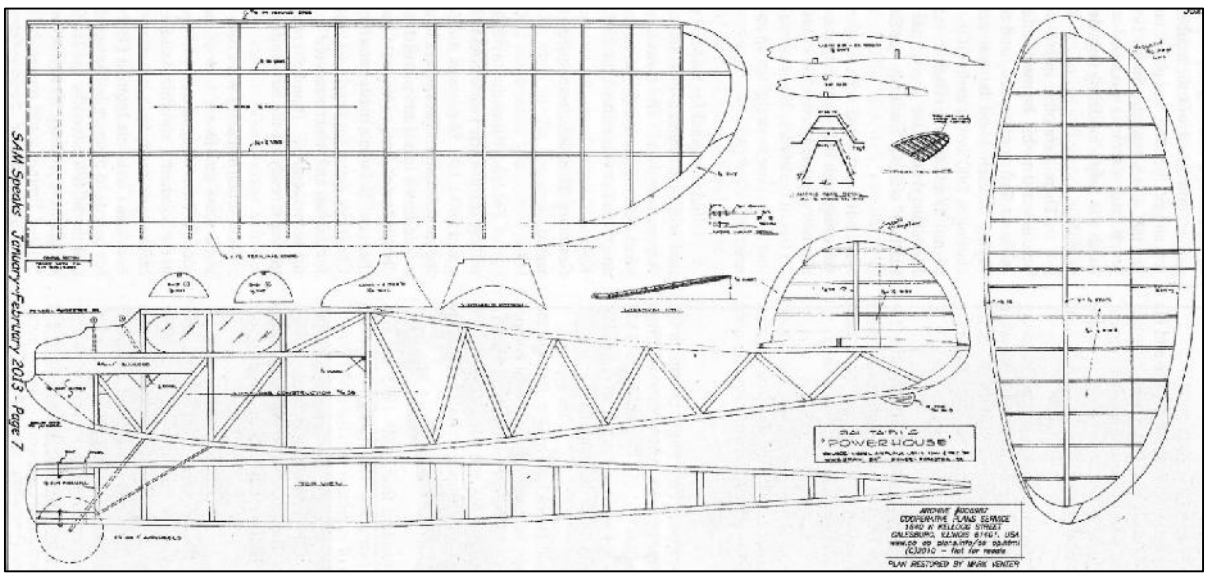
Ian provided the photos above showing Robert Daniel (note that we now have the correct spelling of Robert's surname) cutting strip wood on the in house built machine and Ian "beavering away at some job or other".
Ian provided a telephone number and address for Robert Daniel and following a telephone conversation Robert wrote the following.

"The information that you have been given is basically correct.
Peerless Models, which was owned by Wolverhampton Models & Hobbies (proprietor Bill Daniel), came into being in 1976 when the three small chuck gliders were produced. This followed a request from one of our customers who ran a youth club and scout group, so 25 of each were produced. This resulted, by chance, of a distribution company saying "We can sell these". So during the remainder of 1976 the preparation of art work, plans etc. took place.
Like Topsy this grew and the Sky Queen, Marinda, Ricktica and Ganymede followed still in 1976. As you say in your report the flying surfaces are identical on the power models, standard Clarke Y section. You learn from an economic point of view to standardise as the final retail price dictates.
This is when new premises had to be found, hence the move to 103 Wolverhampton Street, Walsall. Through the late 1970's into the early 1980's the other designs appeared, all very simple traditional designs.
By the mid 1980's the premises in Walsall were due for demolition, and at about the same time the lease on Models & Hobbies in Wolverhampton was up, so new premises were found with room at the back to manufacture. By this time the "Boom" of the vintage movement was in full swing, so vintage kits under the "Golden Era" banner were produced. These consisted of:- 84" span Powerhouse, 84" span Scram, 60" span Simplex, 60" span Flying Aces Stick and 44" span Miss Tiny, all these kits being to the original size as published in early American magazines. Kits were also produced for reduced versions:- Mini Powerhouse at half size i.e. 44" span and a Junior Scram at two thirds size i.e. 55" span.

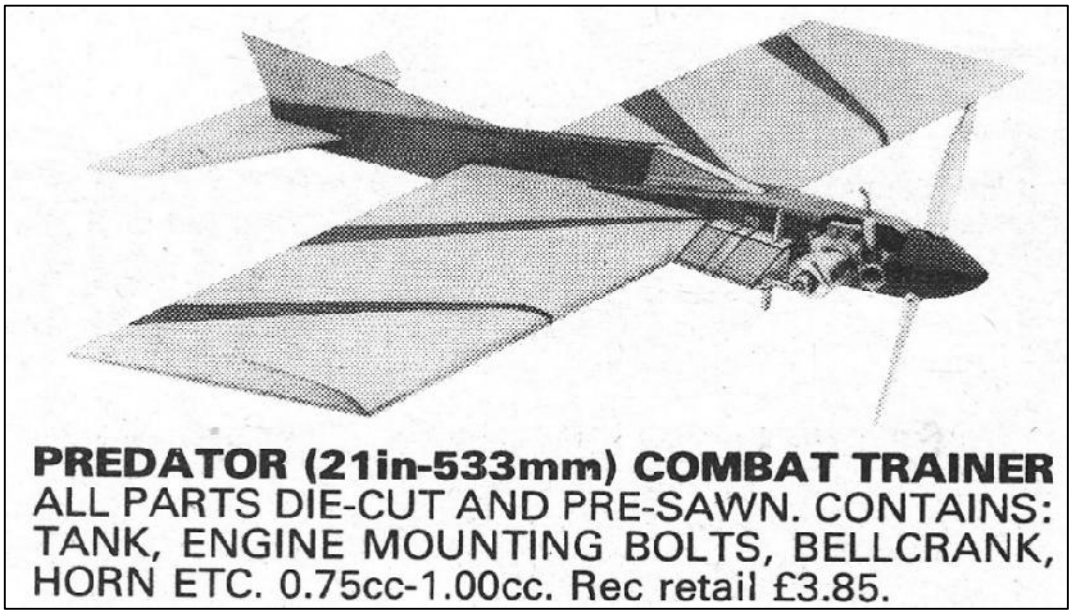
These small size Golden Era kits proved the most popular with the Scram and Powerhouse also selling well. These were sold in the USA, Australia, New Zealand and South Africa.
By the 1990's the Peerless range was down in sales numbers due to the time they had been in production and by this time the younger generation were discovering "Game Boy" etc.
All production stopped by September 1999 due once again to the lease being up and the new lease was "astronomical". I had the offer of a job, Bill had retired 8 years previous, and so it was decided to close Models & Hobbies after 42 years of trading."

A big thank you is due to Robert not only for providing the above history of Peerless Models and the Golden Era kits but for advising the name of the designer of each of the models and also very kindly putting in the post a tube containing Peerless and Golden Era plans on film. These plans have been forwarded to Derick Scott and the three newly found plans, Predator, Mini Powerhouse and Junior Scram will in due course be added to his list.





Peerless Model Kits					
	Span	Type	Designer	First Advert Found	Plan From
Chuck It	12	Hlg	Hall Tony	Am Jan 1977	
Thermal King	18	Hlg	Hall Tony	Am Jan 1977	
Zoomer, V Tail	24	Hlg/Clg	Hall Tony	Am Jan 1977	
Ganymede	38	Power	Daniel Bill	Am Jan 1977	D. Scott
Marinda	38	Power	Daniel Bill	Am Jan 1977	D. Scott
Ricktica	38	Power	Daniel Bill	Am Jan 1977	D. Scott
Sky Queen	36	Glider	Daniel Robert	Am Jan 1977	D. Scott
Yardstick	36	Glider	Daniel Robert	Am Jan 1977	No Plans Issued
Taylorcraft	30	Electric	Daniel Bill	Am Oct 1977	D. Scott
Little Miss Philly	32	Electric	Daniel Bill		
Peregrine	33	Glider	Daniel Robert	Am Dec 1978	
Ring Leader	21	Control Line	Skitt Sam		
Predator	21	Control Line	Skitt Sam	Am Mar 1979	D. Scott
Javelin	37	Rubber	Daniel Robert	Am Apr 1980 P231	D. Scott
Easi Flyer	?	Rubber Stick	Daniel Robert	Am Apr 1980 P191	
Golden Era Kits					
Mini Powerhouse	42	Power, Rc	Taibi Sal, Version 50% Of, Man3911		D. Scott
Junior Scram 1938	55	Power	Heit Ray, Version 66% Of, Fa3807		D. Scott



Plans are available from Derick Scott as shown in the chart above. The Yardstick kit was issued without a plan, needing only assembly instructions for the die cut and pre sawn parts. Perhaps this option applied to some of the other kits. Robert advised that the Little Miss Philly and Ring Leader were produced in very small numbers, only about 20 of each. Are we at the end of finding Peerless plans? Probably, but I will keep my fingers crossed just in case.

Plans for the models featured full original size in the "Golden Era" series, i.e. Powerhouse, Scram, Simplex, Flying Aces Stick and Miss Tiny are generally available. Should you need one try Roger Newman for the Sam 1066 plan service or Derick Scott or Outerzone.

Thank you to all those who have responded over the last few months with Peerless plans, pictures of kit boxes, dates of adverts, information on the shops etc.. More correspondence has been received on the subject of Peerless Models than anything else covered in the previous 80 or so reports, thank you for making it all so rewarding.

Next month will be a new subject, do you have any suggestions or will I need to put on my thinking cap?

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

Roy Tiller

Southern Coupe League - Peter Hall

B.M.F.A. 1st Area Meeting February 18th 2018
Second Round Southern Coupe League

For February and contrary to the forecasts it was a perfectly good day at Beaulieu, chilly, heavy overcast, and occasional slight drizzle but only a gentle breeze. Except that all the air in my vicinity appeared to be descending with no compensating lift detectable. This explains my lack-luster performance, two dropped flights and three just-made-its, otherwise I'd have to blame the trim or the model and I'm not going there. Roy Vaughn, the only other coupe flyer at Beaulieu, dropped only one due to a bad launch but his flights lacked their usual panache; or so it seemed to me. To our great surprise no-one else did any better.

At Ashdown Forest only Ken Taylor flew. The sun was on show and Ken reports a slight sun-burn, four maxes and one down in heavy sink for only 60 seconds giving him third place. No-one flew coupe at Sculthorpe; it seems they expected poor weather and chose to fly other classes in what turned out to be good conditions. Merryfield was not available so Bristol and West came to Salisbury Plain where low cloud delayed the flying. Peter Tribe last flew coupe thirty years ago, but hungry for Plugge points, flew a rejuvenated Hepcat which he had to ballast up to make the weight. Flying on six strands of 1/8" he completed the five flights improving gradually from 5 secs. to 1'-05." At this rate of improvement, he could be unstoppable. Martin Stagg lost his model on the first flight. He spent most of the day vainly looking and a search party eventually found the tracker only. Martin insists that the tracker was securely fixed. There are now at least six theories seeking to explain what happened to the model; any other suggestions on a postcard to Martin please. Ted Tyson spent the day before the event trimming his P.G.I. coupe to perfection (Ted is a recent convert to this mode) then losing it in a boomer. He tracked it for forty minutes, plotted a line on the map, and searched for the rest of the day and a further day to no avail.

On the forlorn wastes of Bodmin Moor the fog came down and an anguished howl chilled the blood. Was it a hound? Was it a fiend? Was it a lone Cornish coupe flyer?

The league table shows Roy Vaughn establishing his lead, but don't worry he'll probably get distracted by other classes as the season progresses, and remember that only the best five of your results count. George Foster, who won the 1st Area nationally, and before him Gavin Manion, have demonstrated that vintage coupes and ancient trimming techniques can still prevail and Phil Ball with a modified B.M.F.A. 50gram model and now Peter Tribe with his Hepcat show that almost anything will do as a coupe. The next round is at the London Gala on the 29th April on Salisbury Plain with Spring in glorious full flood. So what's stopping you?

Phil Ball gets his BMFA 50gm based coupe away

Peter Hall

Southern Coupe Lg. Results Tables - Roy Vaughn

Southern Coupe Lg. Results: BMFA First Area					
	Entrant	**Club**	**Maxes**	**Score**	**Time**
1	R.Vaughn	Crookham	4	16	9.54
2	P.Hall	Crookham	3	12	9.37
3	K.Taylor	E.Grinstead	4	12	9.00
4	P.Tribe	B&W	0	7	2.48
4	M.Stagg	B&W	0	7	1.47

Southern Coupe League Table after 2 rounds											
	Entrant	**Club**	**C'pe De Brum**	**First Area**	**L'don Gala**	**Drea' Spires**	**South' Gala**	**Odi'm**	**Crook' Gala**	**Coupe Europ'**	**Total**
1	R. Vaughn	Crookham	17	16							**33**
2	W. Beales	Croydon	14								**14**
3	P. Ball	Grantham	13								**13**
4	P. Hall	Crookham		12							**12**
=	K. Taylor	E.Grinstead		12							**12**
6	G. Manion	Birmingham	9								**9**
7	A. Moorhouse	Vikings	8								**8**
8	D. Thomson	Croydon	7								**7**
=	P. Tribe	B&W		7							**7**
=	M. Stagg	B&W		7							**7**
11	M. Marshall	Impington	5								**5**
12	R. Elliott	Croydon	4								**4**
13	W. Dennis	Grantham	2								**2**
=	B. Whitehead		2								**2**
15	T. Bailey	Biggles									**0**

Roy Vaughn

Salisbury Plain Area 8. 2018.

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

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

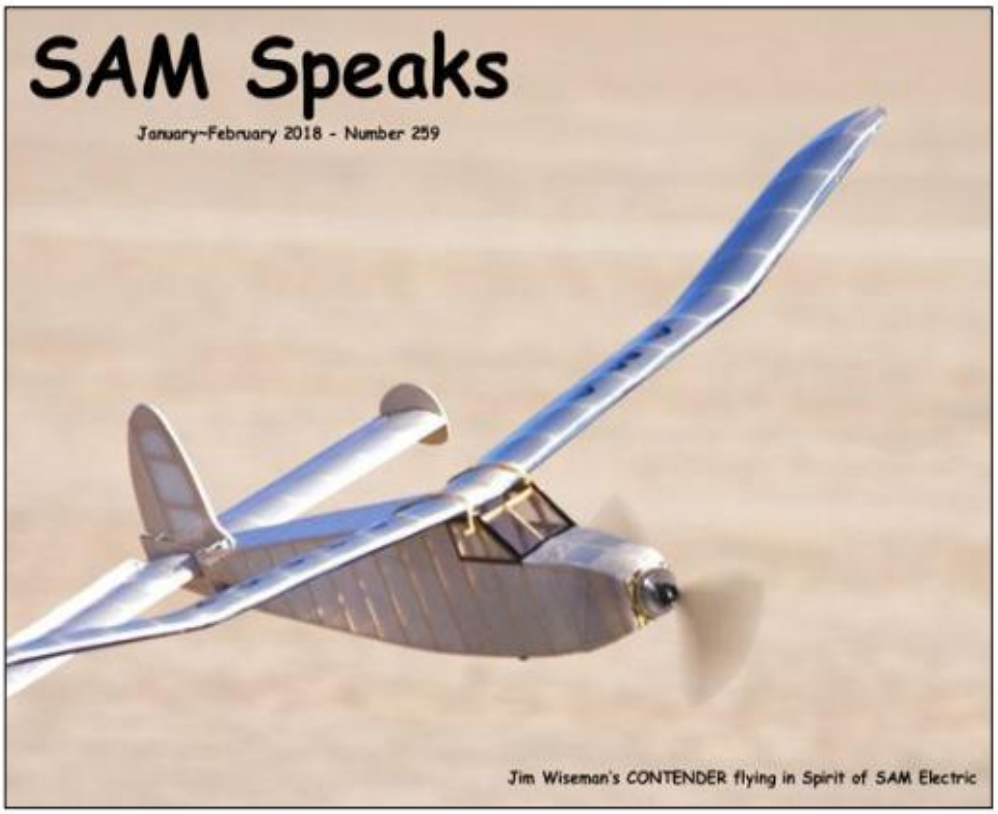
Anyone not having a permit can enter organised contests, or sports fly/trim on contest days, on payment of the appropriate fee.

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

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!



F1G and Vintage Coupe Contests 2017-18

Compiled by Gavin Manion

Date	Venue	F1G	Vint	Organiser	Comments
3rd Dec 2017	North Luffenham	✓*+	✓	gavin.manion84@gmail.com	Grande Coupe de Brum. F1G for A/M Trophy. Vintage for Vintage Plate
17th Dec	BMFA Buckminster	✓		mark.benns@btinternet.com	Experimental trial of this venue, check before as may be cancelled if windy
18th Feb 2018	Area Venues	✓*		BMFA areas	1st Area. F1G (Plugge)
28/29th April	Salisbury Plain	✓*		BMFA - TBC	London Area Gala. F1G on Sunday 29th
28th May	Barkston Heath	✓		BMFA	FF Nationals. F1G Mon 28th for 308 trophy
17th June	Salisbury Plain	✓	✓	SAM 1066	Combined Vintage and F1G
24th June	Area Venues	✓*		BMFA areas	5th Area
1st July	Oxford Portmeadow	✓*		laurencemarks64@googlemail.com Andy Crisp 01865 553800	F1G
15th July	Salisbury Plain		✓	SAM 1066	
18th Aug	Salisbury Plain	✓*		BMFA - TBC	Southern Gala
2nd Sept	Salisbury Plain	✓*	✓	Crookham	Crookham Gala Combined Vintage and F1G?
9th or23rd Sept	RAF Odiham	✓*		TBC	TBC
30th Sept	Salisbury Plain	✓*+	✓	Croydon	Coupe Europa. Vintage for the AAA trophy. Team F1G for the FliteHook Trophy
27th Oct	North Luffenham	✓		BMFA	Midland Area Gala

*Qualifying event Southern Coupe League. + Qualifying event Eurochallenge F1G 2017/18

All five Vintage events for SAM1066 Trophy, 1st – 3points, 2nd – 2pts, 3rd – 1pt; no points for last place!

SAM 35
FREE FLIGHT CALENDAR, 2018

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

Postal Contests:

25th Mar to 20th May Under 25" Vintage Rubber + award for best Achilles*

16th Sept to 27th Oct Lulu and Friends - Class A Lulu, conventionally towed.
Class B Lulu Hi-Start
Class C Open Hi-Start

Area Postals

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

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

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

16 Sept (7th Area) or
14th Oct (8th Area):
The "Autumn Trophy" for P30.

At the Free Flight Nationals:

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

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

At Old Warden:

13th May Sunday: Small Models Day:
Frog Senior Duration: Class A: High Wing, Class B: Low Wing/Biplane*
K.K.Elf Duration.

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

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

At Buckminster:

(dates of contests to be confirmed: please check SAM 35 website)

7th July Saturday: Ajax/Achilles, 36" Hi-Start Glider, Open Hi-Start*
All-In Precision, Cloud Tramp,
Hi-Start Shootout, (evening event. Time & date to be decided.)

NB * award may be dependant upon number of entries in class.
All towlines 50 metres. Maxes for Area Postals 120 sec. (20 sec attempt)
Maxes for postals 90 sec. (15 sec attempt.)
Please check for alterations/updates. Rules for most events and explanation of "Area Postals" on SAM 35 website.
Enter Postals/Area Postals via John Ashmole, 164 High Road, Weston Spalding Lincs PE12 6JU. £3 per class.
Or £3.50 by PayPal to editor@peterboroughmfc.org
Extra categories under consideration for future events: Classic A/1 Glider, Vintage Coup d'Hiver.
NB: Further events may be added. Visit SAM 35 website and check FF Updates.

Cocklebarrow Farm Vintage R/C Events

Meeting dates

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

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

Directions

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

Contact: Tony Tomlin 02086413505, 07767394578
Email: pjt2.alt2@btinternet.com

L'AQUILONE SAM 2001

TOMBOY RALLY INTERNATIONAL POSTAL CONTEST 01/06/2017 – 31/05/2018

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 the structure with respect of the basic outline of the original model is 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.G. or float version;
- - Lone fliers can self launch and time

Engine/motors
I.C. engines and electric motors are admitted within the following limits:
36"-44" Wingspan - I.C. Engines:
Any engine with 1 cc. maximum displacement; - Fuel tank : 3 cc. - R/C carburettor is admitted.
Electric Motors: - Any electric motor is admitted with direct drive - The motor cannot be stopped and re-started: 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.
freely assembled admitted batteries: - -450 Mah 2 cell LiPo - separate battery pack for Rx 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 - The motor cannot be stopped and re-started: 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;
freely assembled admitted batteries: - -500 Mah 3 cell LiPo - separate battery pack for Rx is allowed.

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 by the 15th June 2018 - to Curzio Santoni cusanton@tin.it - or - to Gianfranco Lusso gfl@orange.fr
Many pleasant flights and happy landings to ALL !!!!
Special Prize Vic Smeed - An extra Diploma will be awarded to the best flight by 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
We have scheduled a special prize for the three best flights obtained with 36" Tomboy Free/Flight. Only diesel engines 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

DREAMING SPIRES FREE-FLIGHT RALLY 2018

DATE:— 1st JULY 2018, STARTING at 10 a.m

VENUE:— PORT MEADOW, Wolvercote, OXFORD

CLASSES:—

FIG (Coupe d'Hiver) } 5 FLIGHTS
FIH (A1 glider) }

MINI VINTAGE RUBBER (max 34" span) }
VINTAGE/CLASSIC GLIDER (comb.) } 3 FLIGHTS
HI-START GLIDER }
E30/P30/CO_2 (combined) }

HLG/CATAPULT (comb.) 7 FLIGHTS

All towlines 50 metres

FREE-FLIGHT SCALE to "Dreaming Spire" rules — No Documentation, static judging, quality of flight. i/c motors up to 1·5cc allowed.

ALL FLIERS MUST BE INSURED

No streamers on poles, thermistors, bubbles etc.
No i/c powered models to be flown outside of the SCALE CONTEST.

CONTACTS:— LAURENCE MARKS
laurencemarks64@googlemail.com
& ANDREW CRISP
4 GROVE STREET OXFORD OX2 7JT
tel:- 01865 553800

BMAS
BOURNEMOUTH MODEL AIRCRAFT SOCIETY

INDOOR MODEL FLYING

TUESDAY 23RD JANUARY 2018
TUESDAY 27TH FEBRUARY 2018
TUESDAY 27TH MARCH 2018
TUESDAY 24TH APRIL 2018
TUESDAY 22ND MAY 2018

7pm to 10pm

ALLENDALE CENTRE

HANHAM RD.WIMBORNE BH21 1AS

FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDALE RD

FREE FLIGHT ONLY

COMPETITIONS incl. GYMINNIE CRICKET LEAGUE

ALL FLYERS MUST HAVE BMFA INSURANCE

FLITEHOOK NORMALLY IN ATTENDANCE
Adult Flyers £6 Junior Flyers £3 Spectators £1.50

CONTACTS: John Taylor Tel.No. 01202 232206
Keith Fredericks, e-mail: keithfred44@btinternet.com

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. They are held on the first Sunday of the month, starting in September. All 1300-1600 at Plas Ffrancon Leisure Centre, Bethesda, Gwynedd, North Wales.
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**

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

Jan 13th - Feb 10th - Mar 10th - Apl 7th - May 5th

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
2018 dates
Jan 27th - Feb 24th - Mar 24th - Apr 14th

Contact:- Allan Price: Tel: 01922 701530
e-mail: montrose32@btinternet.com

FLITEHOOK

Indoor Free Flight Meeting
West Totton Centre,
Hazel Farm Road,
Totton, Southampton.
SO40 8WU

Café on Site

Contact Flitehook
E-mail flitehook@talktalk.net
Tel. No. 02380 861541

Flyers £8
Juniors &Spectators Free

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

2018
Sundays 10.00a.m. to 4.00p.m.
14th January 2018
11th February 2018
11th March 2018
8th April 2018

Impington Village College

Indoor flying on 18th March 2018 9 am to 5 pm

We will be using the large (100 x 50 x 28 ft) sports hall at the College. The only restrictions are no radio models in the main hall and no internal combustion engines, jets or catapults anywhere.
Also Round the Pole (4.5 metre lines) and small electric helicopter and fixed wing flying (X twin or Vapour type) in a separate hall (radio or infra-red).

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

Competitions:

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

1: **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

2: The usual duration event for **Bostonian** models. There was a healthy increase in Bostonian numbers at our last meeting 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). Min. 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.

3: 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 Roger Simmonds and his subject will be "Who needs Stringers?". Roger is the power behind small scale rocket model flying, Anyone who saw his beautiful Hawker P1081 at our October 2017 meeting will know hearing how he does it is something not to be missed.

RTP and Small Radio
David and Will Beavor will be bringing their equipment, using 4605 connectors at the model, available from The RTP Hut (www.thertphut.co.uk). As usual RTP will share the 2nd. 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 and Chatters - **£3.00**

***Directions to Impington Village College*: Post code CB24 9LX**
Leave A14 at the first junction East of M11 J14, signed Cambridge B1049. At the roundabout take B1049 to North signed Cottenham, Histon. In ¾ km at 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

INDOOR F/F MEETINGS

Waltham Chase Aeromodellers
in association with South Hants Indoor Flyers
announce the continuation of the Indoor F/F Meetings
at the Main Hall at Wickham Community Centre,
Mill Lane. Wickham. Hants PO17 5AL.
These meetings will he held on the following dates:

All Tuesday Evenings

3rd Oct 2017 - 7th Nov 2017 - 5th Dec 2017
2nd Jan 2018 - 6th Feb 2018 - 6th Mar 2018 - 3rd Apr 2018 1st May 2018 - 5th Jun 2018 - 3rd Jul 2018

All meetings will run from 7.00p.m. to 10,00 p.m.
The Main Hall at Wickham Community Centre is suitable for indoor free flight models of all types, with a ceiling free of obstructions. Tables and chairs will be available in the hall and 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 fliers and **£1** for spectators, whilst accompanied children will be admitted free.
Junior fliers will be charged as adult spectators.
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 welcomes all indoor F/F fliers

For further details please contact:
Alan Wallington. "Wrenbeck", Bull Lane, VValtham Chase,
Southampton. Hants. Tel. 01489 895157
or see our web site: www.wcacro.co.uk

BMFA South West Area

Indoor Flying

organised by

Cornwall Vintage Aeromodellers

at

Saints Health and Fitness Centre
St Austell Rugby Club
Tregorrick Park, St Austell
Cornwall, PL26 7AG

Flying from **1200** to **1600** on the following dates,

2017	2018
Sunday 24 Sept	**Sunday 14 Jan**
Sunday 22 Oct	**Sunday 11 Feb**
Sunday 19 Nov	**Sunday 18 Mar**
Sunday 17 Dec	

Mainly free flight
but some micro R/C (fixed wing & helicopters)

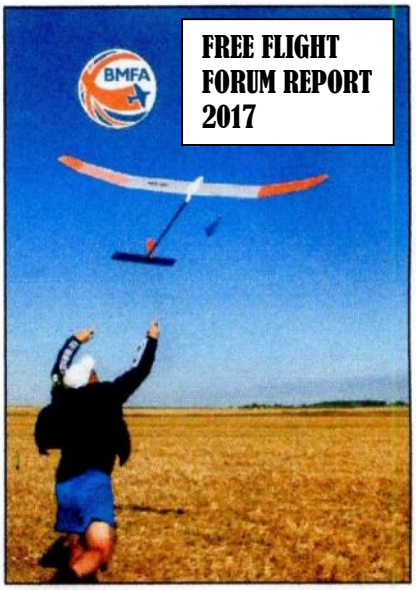
Admission: Flyers **£10** Spectators **£1**

Phone: David Powis on 01579 362951
Email: dave_powis@hotmail.com

THE NEW 2017 FREE FLIGHT FORUM REPORT

For thirty-three years these Reports have covered a wide range of free-flight topics and this year is no exception, as the following contents list shows.

A Lightweight Power Model Starter Box - Simon Dixon; Jigs and Fixtures - Mike Woodhouse; Measuring the Shape of Aerofoils: Knowing What You've Got and How to Evaluate it! - Alan Brocklehurst; Sopwith Snipe - Mike Smith; Encouraging Children to Fly Free-Flight - Martin Pike; An Altogether Different Man's Approach to F1A Glider - Stuart Darmon; Developments with Carbon Skin Wings - Mick Lester; Buying Parts and Subcontracting Work Out - Mike Woodhouse; A Removable Radio Dethermaliser - Russell Peers; Calculations on Non-Smooth Aerofoils at Low Reynolds Numbers: The Potential Benefits of Lumps and Bumps! - Alan Brocklehurst; Cheapo Carbon Tubes in Lightweight Flying Surfaces - Gavin Manion; Life as an Aeromodeller Editor - Andrew Boddington; Aeromodeller Covers - Andrew Crisp; To Buy or Not to Buy - John Carter; My Approach to Buying F1C Models and Components - Ken Faux; Notable Models of 2016.



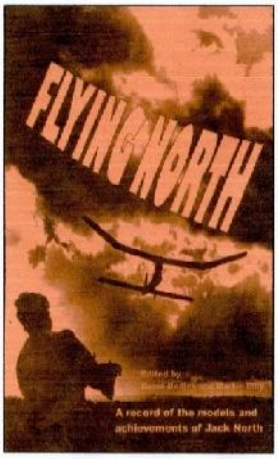
The UK price is £12.00 including postage; to Europe it's £15 and everywhere else £17. Sales of the Forum Reports help to defray the heavy expenses of those representing Great Britain at World and European Free-Flight Championships. Cheques should be payable to 'BMFA F/F Team Support Fund' in pounds sterling, 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 and get yours now.

Copies are available from :

Martin Dilly
20, Links Road,
West Wickham,
Kent,
BR4 OQW

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

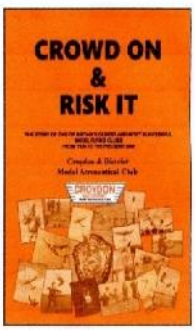


Flying North is a 163 page book covering the model flying career of Jack North, and including 23 previously un-published plans of his aircraft. Access to Jack's drawings and notes dating back to 1938 means that there are a number of designs in the book likely to be tempting to the nostalgia-minded.

Contact: Martin Dilly on 020 8777 5533 or write to: 20, Links road, West Wickham. Kent BR4 OQW 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 Bassingbourn.

53 designs by Croydon members have been published in the model press and 24 of its members have represented Great Britain in World and European Championship teams. Several have gone on to notable careers in aerospace. Crowd On & Risk It covers all this and more.

Just £8 by PayPal or cheque.

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

Provisional Events Calendar 2018

With competitions for Vintage and/or Classic models

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

Please check before travelling to any of these events.
Access to MOD property can be withdrawn at very short notice!

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

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
GAD -	www.greenairdesigns.com
BMFA Free Flight Technical Committee -	www.freeflightUK.org
BMFA -	www.BMFA.org
BMFA Southern Area -	www.southerarea.hamshire.org.uk
SAM 35 -	www.sam35.org
MSP Plans -	www.msp-plans.blogspot.com
X-List Plans -	www.xlistplans.demon.co.uk
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 -	http://www.norcim-rc.club
Model Flying New Zealand -	http://www.modelflyingnz.org

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

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

Your editor *John Andrews*