NEW Clarion

SAM 1066 Newsletter

Issue 042018

April 2018

Affiliated to SAM 1066 Website:

Club No. 2548

www.sam1066.org

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Editorial

I kick off this issue with my somewhat delayed report on the BMFA 1st Area comp at Barkston. I've got the bit between my teeth now, I have points in the Southern Coupe League and Plugg cup points for Timperley. A relief after a bit of a hic-cup over the results of the coupe competition, Peter Hall explains later.

I've dug up an Engine report on the Taifun Blizzard 2.47cc Diesel. I had never heard of this engine let alone seen one. Has anybody out there got one or had one? I would like a few comments from owners, perhaps we could start an 'engine users' column with personal reports on engines featured.

Our Chairperson Tony Shepherd has committed to paper his thoughts and methods of installation of RDT's, see page 6.

Dick Twomey, an active force in the Aeronautical Society of Mauritius, writes to inform us of his current activities outside aeromodelling. His article promotes a few thoughts on what the future may hold.

Bernard Aslett has penned a piece on the Bristol & West MAC and pictures his rebuild of 'Perseus' a 1933 R.T.Howse design. An excellent piece of vintage aeromodelling.

For amusement and perhaps for nostalgic build we have a 'Bubble Generator'. The device featured is intended to generate bubbles in flight but with bigger prop-blades one could use it for thermal detection as was the FF vogue at one time.

There follows a simple all sheet 'A Frame Pusher', if all the recent talk on canards has sparked your interest. In addition, flying wings feature in our secretary's report, we seem to be well into the unorthodox at the moment

Indoor meetings feature, with my report on the goings on at Sneyd/Bloxwich and Tony Shepherds report on a Wickham meeting with our secretary airing a new build.

I thought there might be some interest in the provision of plans and magazine articles from our archives in answer to requests from individuals. I have written a piece cataloguing a couple of failed attempts to provide requested items. We do our best but cannot always succeed.
I conclude the article with an amusing Italian to English translation attempt.

We have lost yet another modeller, David Vaughan, a regular at the Thorns indoor meetings all the time I have been flying there. His scale modelling skills had to be seen to be believed and all his models did their circuits of the hall at Thorns faultlessly. David was a quiet man but, if approached with queries, was a mine of information. I will miss him.

I call your attention to the August 'Cloud Tramp' mass launch info in the add section. Also there are the 'World Wide Postal' comps fronted by Garry Hinze in the states. Somehow these got overlooked this year but there are still a couple of months left for entries, once again see adds section for details or website http://www.endlesslift.com/.
Any queries email Garry: - dgbj@aol.com

As usual we end up with the secretary's report and Roy Tiller's magazine queries. It is noteworthy that Roger's Sec. Report was received before Roy's, usually Roger is my last minute reporter but he must have got snowed in this month and needed something to do indoors.

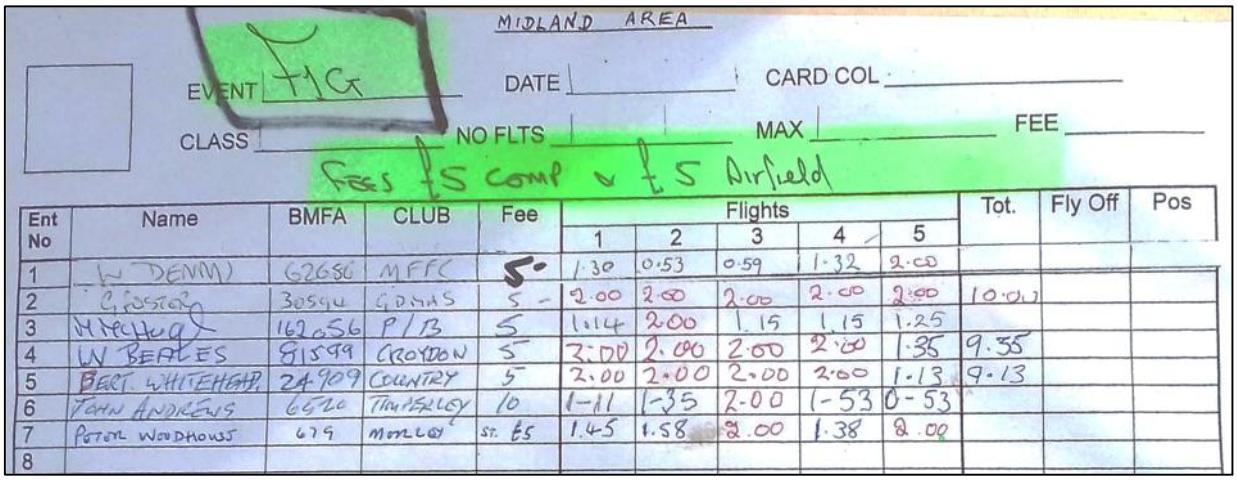
Editor

BMFA 1st Area Comp, Barkston - John Andrews

The previous week's weather forecasts were pretty grim right up till the day of the event, Sunday February 18th, but on arrival at RAF Barkston Heath the wind sock was hanging limply down and it was virtually flat calm. The wind did rise during the day but it did not detract from a good flying day even though it was somewhat cold. Bitterly cold in fact. There was quite a good turnout considering the duff forecasts. There were 7 entries in F1G, which was the comp I was aiming at with the intention of recording some points in the Southern Coupe League. There has been a bit of a ker-fuffle with the results of the league published last issue as Barkston results were not included, see rectified table later.

During the week prior I had re-tissued the numbered wing panel on my Coupe and added my re-issued BMFA No. 6520. I was ready to start the new season with a bang, which I did on winding for the first comp flight, motor bust.

The performance of my bitsa coupe, is not particularly spectacular, it being an amalgamation of odds ends, but it gives me something to compete with whilst I wait to build a better one. It requires 10x3/16 or 12x1/8 to drive quite a small double bladed prop and I do not seem to be able to get more than 350 turns on the motors which leads to quite a short motor run. My aim is to clear 1 minute on each flight without lift and keep my fingers crossed for a bit of lift here and there. With such a short motor run, a good launch is essential, as a flat turn out of wind robs the model of a large portion of what little altitude it can achieve. My first and last flights were poor launches but overall it was a good days flying for me, 7-32 all told and not last. Even got one maximum and only bust two motors.



MIDLAND AREA

EVENT F1G DATE CARD COL

CLASS NO FLTS MAX FEE

Fees £5 comp v £5 Airfield

Ent No	Name	BMFA	CLUB	Fee	Flights 1	2	3	4	5	Tot.	Fly Off	Pos
1	W DENN	62686	MFFC	5-	1.30	0.53	0.59	1.32	2.00			
2	C Foster	30594	GDMAS	5 -	2.00	2.00	2.00	2.00	2.00	10.00		
3	M Hughes	162056	P/B	5	1.14	2.00	1.15	1.15	1.25			
4	W BEALES	815499	CROYDON	5	2.00	2.00	2.00	2.00	1.35	9.35		
5	BERT WHITEHEAD	24909	COUNTRY	5	2.00	2.00	2.00	2.00	1.13	9.13		
6	JOHN ANDREWS	6520	TIMPERLEY	10	1-11	1-35	2.00	1-53	0-53			
7	PETER WOODHOUSE	679	MORLEY	St. £5	1.45	1.58	2.00	1.38	2.00			
8												

It was too cold to wander about much but fetchermite Rachel got one or two pictures.

Rachel on retrieval duty

Phil Ball readies Combined Rubber

Ivan Taylor sticking & gluing

Bill Dennis, Mini-vintage

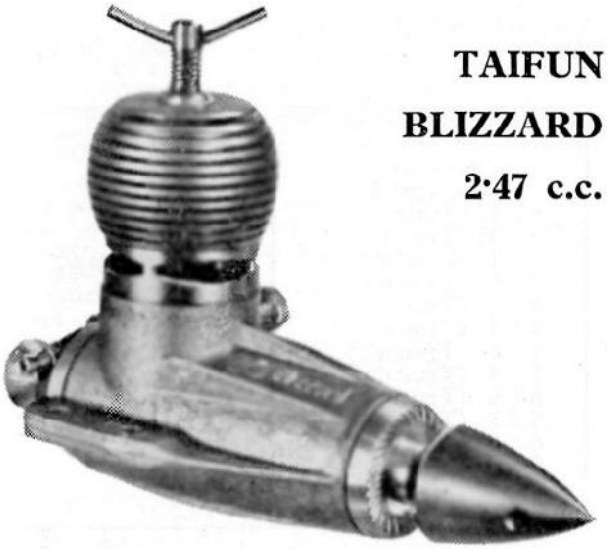
Bert Whitehead (on the beach?), F1G

Dave Taylor launches in Mini-vintage

One of the Beales, with F1G (dropped last flight)

Editor sorts out the spaghetti

A good days flying all round, fingers crossed for more like it. *John Andrews*



TAIFUN BLIZZARD 2·47 c.c.

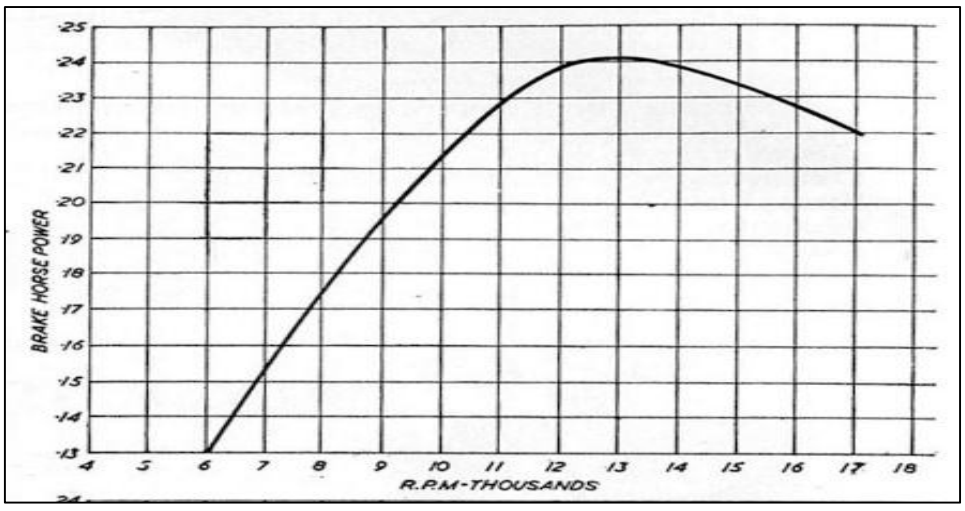
Specification

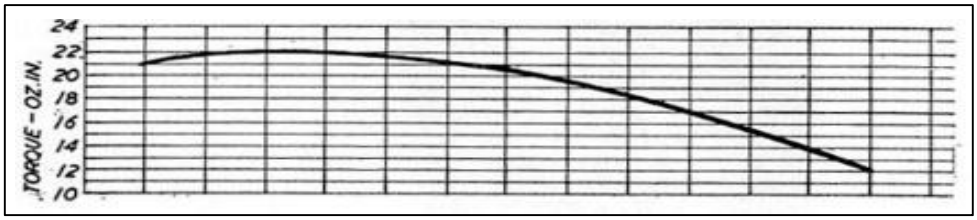
Displacement : 2·477 c.c. (·151 cu. in.)
Bore : ·593 in. (15·06 mm.)
Stroke : ·547 in. (13·9 mm.)
Bore/stroke ratio : 1·1
Weight : 6½ ounces
Max. B.H.P. : ·242 at 13,000 r.p.m.
Max. torque : 22 ounce-inches at 8,000 r.p.m.
Power rating : ·098 B.H.P. per c.c.
Power/weight ratio : ·037 B.H.P. per ounce
Manufacturers :
J. GRAUPNER,
Kirchheim/Teck, W. Germany

PROPELLER—R.P.M. FIGURES

Propeller dia. × pitch	*r.p.m.*	*Propeller dia. × pitch*	*r.p.m.*
10 × 6 (Frog nylon)	8,400	9 × 3 (Tiger)	11,800
9 × 6 (Frog nylon)	10,800	8 × 4 (Tiger)	14,000
8 × 8 (Frog nylon)	7,400	8 × 3½ (Tiger)	14,600
11 × 4 (Trucut)	7,500	6 × 9 (Tiger)	14,150
10 × 4 (Trucut)	7,800	7 × 4 (Trucut)	15,200
9 × 6 (Trucut)	8,400	7 × 3 (Trucut)	17,000
8 × 8 (Trucut)	8,000	10 × 4 (Stant)	8,000
8 × 6 (Trucut)	10,100	9 × 5 (Stant)	10,200
8 × 4 (Trucut)	13,200	9 × 4 (Stant)	10,500
8 × 3 (Trucut)	13,700	8 × 6 (Stant)	11,200
7 × 9 (Trucut)	10,100	8 × 5 (Stant)	11,900
7 × 6 (Trucut)	11,500	8 × 4 (Stant)	13,500
		7 × 6 (Stant)	13,600

Fuel used : Mercury No. 8





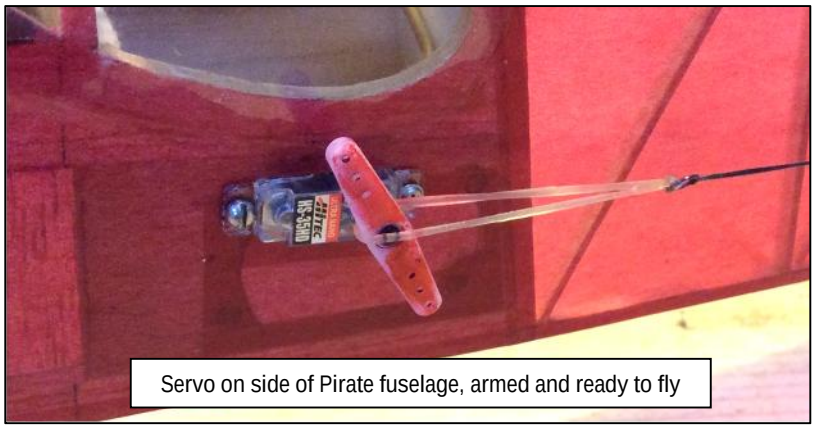
RDTs and where to stick 'em - Tony Shepherd

I can clearly remember Chairman Thommo regularly denouncing most of the electric competition classes because, as far as he was concerned they were "far too easy" and he did so like a challenge. But despite that, his view of the use of electronics in free flight was at the other end of the scale and the thing he particularly revelled in was the use of Radio DT.
I have a small number of sport models and all of them were built with DT's. I still fail to see why anyone wouldn't fit one - in the last year I have seen virtually all of the sport models I've flown get hooked up in big lift at some stage and the DT's have got them down. Even my little Keil Kraft Pirate has had a go at it and were it not for the fuse burning through after a few minutes then it would have been off to who knows where. All of these are now fitted with RDT.
The real bonus that RDT offers with sport flying when compared to clockwork or fuse is that the flyer doesn't need to preset the DT time before launch as he or she knows that the model can be brought down at will by just pressing the button. Long flights after long engine runs are so lovely to watch and the idea of just bringing a model down from a big thermal when either you've had enough or the drift has taken you as far as you feel is comfortable, is top notch for me. Towards the end of last summer we were up Salisbury Plain and I launched my Mills75 powered Tomboy, with a full 3cc tank, into a very solid bit of lift and watched as it gradually climbed away heading in a north westerly direction across the trimming field. After a couple of minutes, with the engine stopped, the lift changed and it started coming back, still circling and still climbing, and continued, back overhead then heading off to the south east. Eventually I decided that enough was enough and hit the RDT button and down she came from great height, finally landing at just over 9 minutes, and probably not half a mile away. Had I set a DT I would have made the flight considerably shorter but the RDT gave me the freedom to just let it go on for as long as I wanted and that was the justification for it (and no DT at all would have undoubtedly seen the model lost!!!)

Tomboy after 9 minute flight

My system is the Leo Bodnar one as designed by Peter Brown and it seems to work well. I quizzed Chris Redrup the other day, who also uses a Bodnar set, over any problems that he's experienced with his. He mentioned that he'd had problems with the mechanics of the DT release but these were just operator error. In the past he's used it with Dan Kennedy timers for competition electric models where the DT servo is driven by both the timer AND the RDT so that either trips the DT but he experienced interfacing problems so now choses to use the timer to shut off the motor and the RDT to trip the DT, the latter running off its own battery. I believe that other timers don't exhibit this problem but it's worth bearing this in mind – I'm currently testing one of Alan Bond's E36 timers which has an RDT interface and it seems to work without a problem so there'll be more about that one in a future article.
OK, so that's the hard sell completed – now let's get on to real purpose of this article, the installation and in particular, how to house the on-board gubbins in a secure manner that means it'll all work when required. There are three on-board components, the receiver, battery and servo. The last of these can be small, perhaps of the nano variety, and if the model is small then the line to the tailplane can just be hooked around the arm with a small rubber band to be released when the DT operates.

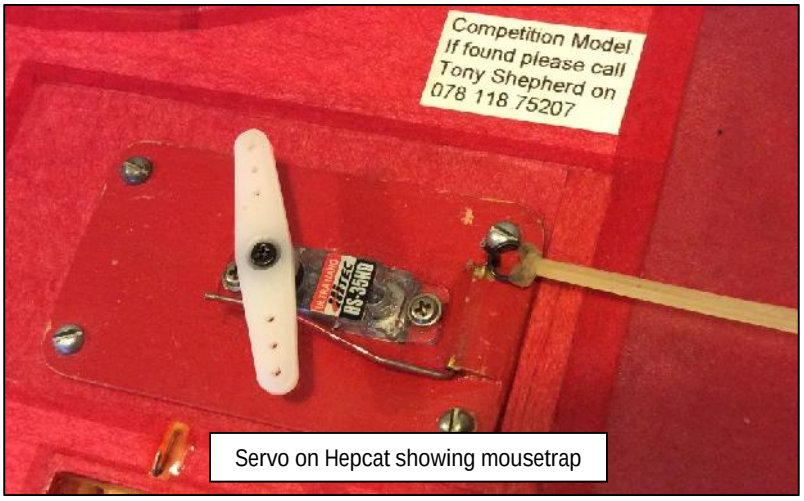
This is the arrangement in my Pirate.



Servo on side of Pirate fuselage, armed and ready to fly

Don't be tempted to cut off the unused side of the servo arm as the band can flop over the hub and no end of servo rotating will release it (I once spent several hours driving around the North Norfolk countryside trying to find a model where this happened!!!). The servo is semi-permanently mounted on the side of the fuselage and the lead goes up through the cockpit to the receiver (more of which in a minute). For larger models it is best to use a mousetrap with the arm of it going under the servo arm such that when the servo operates it releases the mousetrap and the DT line.

That's what I use for my Tomboy, Hepcat (the diesel version, not John Barker's) and my big Simplex where I just swap the receiver, battery and servo on its faceplate, between models. Anyway, it just gets fixed to the side, maybe held in by screws or even a hot glue gun as was favoured by Thommo!!!!



Servo on Hepcat showing mousetrap

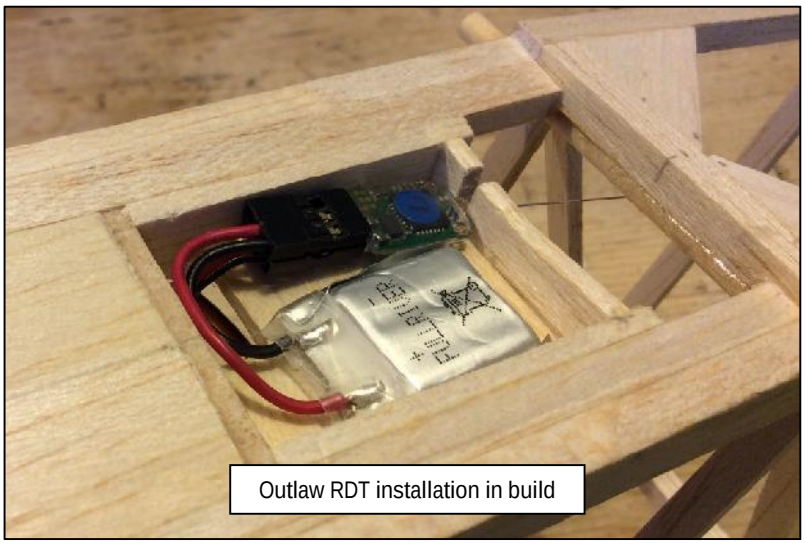
Putting the receiver and battery inside the fuselage may seem like a good option but getting to it and holding it securely in place is more problematic, particularly as many RDT installations will be retrofits into existing models. This is even more of a problem with small models - I originally thought of trying to get it all inside the Pirate but access would have been really difficult especially with fingers the size of mine, so I looked for an alternative plan. The photo below shows what I ended up doing and says it all, with the items sitting in a tray fitted just below the wing.

Ideally I would have put it further back but was concerned that shifting back the C of G would have an impact on the flight pattern – this was all the more of an issue as the engine is a Dave Banks Mills 0.4 as opposed to the original Mills75 so the balance point was already some way back from that shown on the plan. The wing acts as the lid and if you get the tray depth right then there is little chance for the bits to move

View into Pirate fuselage showing RDT installation

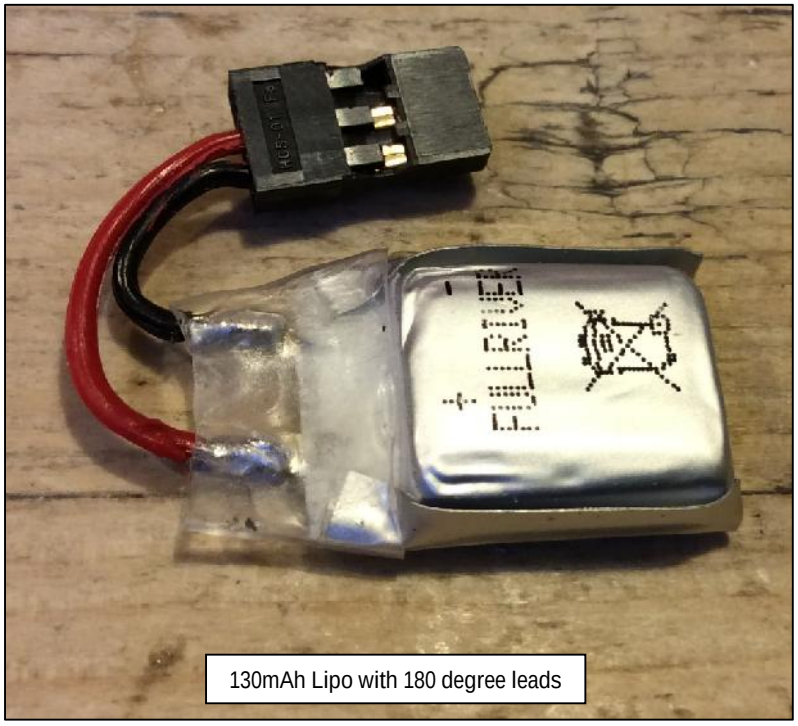
about, and battery changing is easy. In the Pirate the view through the cockpit is somewhat spoilt by the tray but given that the front bulkhead is solid from bottom to top then this is not really an issue. The finished installation works rather well and it is my intention to do all new builds this way though I'll probably move the tray further back as I've done in the Outlaw that I'm currently finishing.

As for concerns over the receiver's antenna being inside a fuselage, (see Roger Newman's Secretary's Notes in the November 2016 New Clarion) a radio engineer chum that I work with has advised me that there will be no impact – as he put it "balsa" is fine though metal would be bad." If you're really concerned, then run the antenna out of the model but it isn't necessary from the point of view of radio performance.



Outlaw RDT installation in build

The last point concerns the batteries. The Bodnar system is supplied with 65mAh batteries for the receiver but one of these probably won't last all afternoon. Provided that you follow the instructions and check the RDT system before each flight (merely a case of pressing a button on the transmitter and looking for a light to come on) you'll know if the battery has enough life left in it for the flight. If it hasn't, then just replace it with a freshly charged one. Personally I like to use larger batteries and have gone for 90mAh and 130mAh ones, available from the Atomic Workshop.



130mAh Lipo with 180 degree leads

These come without leads so it's necessary to get some (Futaba, Hitec or JR type), remove the signal wire to leave just the red and the black then solder them on – I shorten the leads, one more than the other to permit the connector to be doubled back, and add heatshrink. It makes for a very compact installation but if you feel that this is too complicated and you're happy to change batteries every now and then you can just stick with the smaller ones supplied with the set.

Undoubtedly there are alternative ways of fixing the kit in your models but the above details how I do it and it seems to work in action, and there's no copyright on it so feel free to copy it if you wish!

Tony Shepherd

Extract from Model Aircraft April 1960

Childhood II

This being a vintage edition it's appropriate that this be-whiskered column should make its tottery contribution, even if it's only to give a few wrinkles of one sort or another.

Usually on these harrowing occasions I trot out a few hoary old gags on von Richthofen's socks and retire to a safe distance, but just lately I've been genning up on this old tyrne modelling routine. I am now in a position to inform the novice that W.W.I is not a postal district, and that anything with less than two wings is definitely a missile.

But it's not only the vintage model that's making the news these days, there's quite a bit of daddy-o publicity flying around. The great white hope of the movement is the white haired boy. Efforts to arouse Junior from his adolescent torpor having dismally failed, attention is now focused on spry old dad, gamely shaping up to his second childhood. Some old modelling timers are still going like clockwork, and other superannuated types are revving up their bathchairs for a final flying field fling.

It is hoped that many old stagers will still be piling on the turns into ripe old age—which is as good a way to wind up as any.

However, some people, with a desperate faith in human nature, keep plugging away at the younger generation. Mostly the only gluing the youngsters do these days is of the eyes to telly variety, so, with this in mind, one manufacturer has hit upon the bright idea of running a building competition on the lines of a "Beat the Clock" show. All that is required of the competitor is to state how long it took him to assemble a model kit which more or less falls together itself if you tip it out of the box the right way. Prizes are to be awarded according to age group. This means, we suppose, that those tearaway lads taking a mere 13 years will get a bigger prize than the 18 year strugglers.

But for really intensive building we have to go back a few years into the pre-telly age, when the one model per week schedulists were quite a commonplace. It was amazing how rigidly these building board bashers stuck to their weekly programmes. They might emerge a bit hollow eyed and groggy from the rigours of a radio scale job, but made up for it the following week with a recuperative geared Wakefield.

Needless to say, the finish of these seven-day wonders was of showcase perfection; it would take a modern view-it-yourself expert seven weeks to brush on the dope.

Possibly there may be one or two of these one-weekers still surviving. Not so long ago I saw a power job bearing the legend, "Skyway Patroller XIV." But whether this meant the fourteenth mark of or had some other significance I don't know. I'm not all that well informed since I flogged the telly for a skein of rubber.

Simply Monstrous

What is a Wombat? Most of us X certificate goers would imagine it to be some sort of Draculian creature, half bat, half pin-up girl. Or, perhaps, an airborne teenage werewolf. Others, better informed, would plump for a standing still, jumping up and down type creature from the outback.

We would, of course, all be way off the beam. From no less authoritative a source than Club News we learn that a Wombat is a species of modeller which feeds upon such gruesome delicacies as fish and chips and hot dogs, and sucks its grisly nourishment from the malted tankard,

Just now it seems to have developed a sinister craving for College Pudding, Loughborough style.

Just a Sec.

Also from Club News comes this intriguing extract, "The Treasurer announced that funds had risen by about £17 and the Secretary resigned."

This, of course, is an extreme case, but it's a well-known fact that secretaries are the prima donnas of the modelling world, resigning, or threatening to resign, at the slightest provocation.

Hon. secs, are usually hard to come by and are consequently fussed over and protected like queen bees. Some clubs, however, manage to scrape up half a dozen or so between A.G.M.s, but, given a fair measure of tact and diplomacy on the part of the members, it is sometimes possible to keep one in good, non-resigning humour for a whole year.

The critical obstacle is always the A.G.M. Everything might be going swimmingly, with the secretary still intact at the halfway mark. True his hand has twitched upon his portfolio once or twice but hopes are still running high. Then, without warning, the treasurer gets a little out of line with a careless boast about the funds, and bang goes another secretary.

Pylonius

Letter from Mauritius - Dick Twomey

Greetings from the most thunderstorm-frequented island I have ever lived on! It is the midsummer season of course, but our good friend Global Warming must be the reason for this year's increase above the norm .... all the fault of Donald of course.
The *fugit* of *tempus* has also resulted in no more light aeroplane flying and precious little of real aeromodelling either. The nearest I get to that is running our annual "Model Glider Competition" for Secondary School kids, both girls and boys. We are in our 3rd year of that contest now and the number of participating school teams has jumped from an original 80 to 170 this year.
When you can no longer run, jump or play football (they say) best be a sports commentator! Following this sound advice, I have become a writer for our English-language "Weekly" magazine on all things aeronautical, and for your amusement I attach copy of the latest shot in my campaign to make my fellow- Mauritians more air-minded. Though this works for the kids, adults are harder to convince that "Air" and even "Space" represent the future!

Disruptive Technology
By Dick Twomey
Aeronautical Society of Mauritius

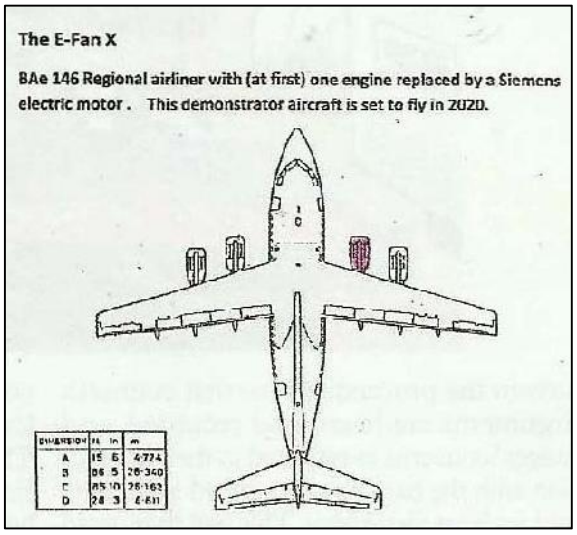
If you are excited by the pace of technology that we observe these days, get ready for some more: The aeronautical world is ready for a revolution as significant as the invention and worldwide use of the jet engine: The big development in transport of all modes is the forthcoming adoption of electrical power, often with the added option of autonomy for the vehicles. Aviation is not going to be left out of this energy trend, which springs of course from the dragon of global warming coupled with the realisation that the supply of fossil fuels is not unlimited anyway. Interestingly and coincidentally this concerted move into reliance on electricity for energy comes with a step change in the entrepreneurial philosophy of transport manufacturers: Compelled by galloping competition, they are taking more risks!
Work is afoot all over the globe, first in the car industry, and now also in aviation, to move into this next phase of development, first with hybrid vehicles and then later into all-electric-powered transport. Top companies in many manufacturing sectors are becoming bolder in relation to innovation, opting to build test models to learn quickly by practical experience, rather than working in back-rooms for months/years to make sure that the project is a "safe goer" before ever cutting metal. "Disruptive technology" is the new game in town.
Mark Cousins of Airbus, recently put it this way: "We are going down the route of trying to drive technology through demonstrators rather than through the traditional TRL (technology readiness level) process." Cousins, who claims he has "the coolest job in Airbus" is head of Flight Demonstrators, clearly backed by CEO Tom Enders who has been heard to say that if disruptive technology is inevitable in aerospace, "it is better to do the disrupting yourself than to have it done to you"!

So what is on the menu?

Citibus:
The European aviation giant has several innovative products currently under intense development, and the first one you should know about is an electric VTOL (vertical take-off and landing) 4-6 seater taxi called "Citybus" which should be of interest to Mauritian urban planners. It has been noted that "Smart City' (SC) planning in this island has so far concentrated on selling each SC as a self-contained centre in which to "work, play and relax"... i.e. with less than needed provision for a modern-style connectivity with their neighbouring cities and centres. The truth is, that to do our business we spend a lot of time moving from one activity centre to another, and what could be better to decongest our road system than to simply fly from A to B? Ownership of a personal "flying car" is still a long way off, but feasible flying taxis are literally just around the corner.

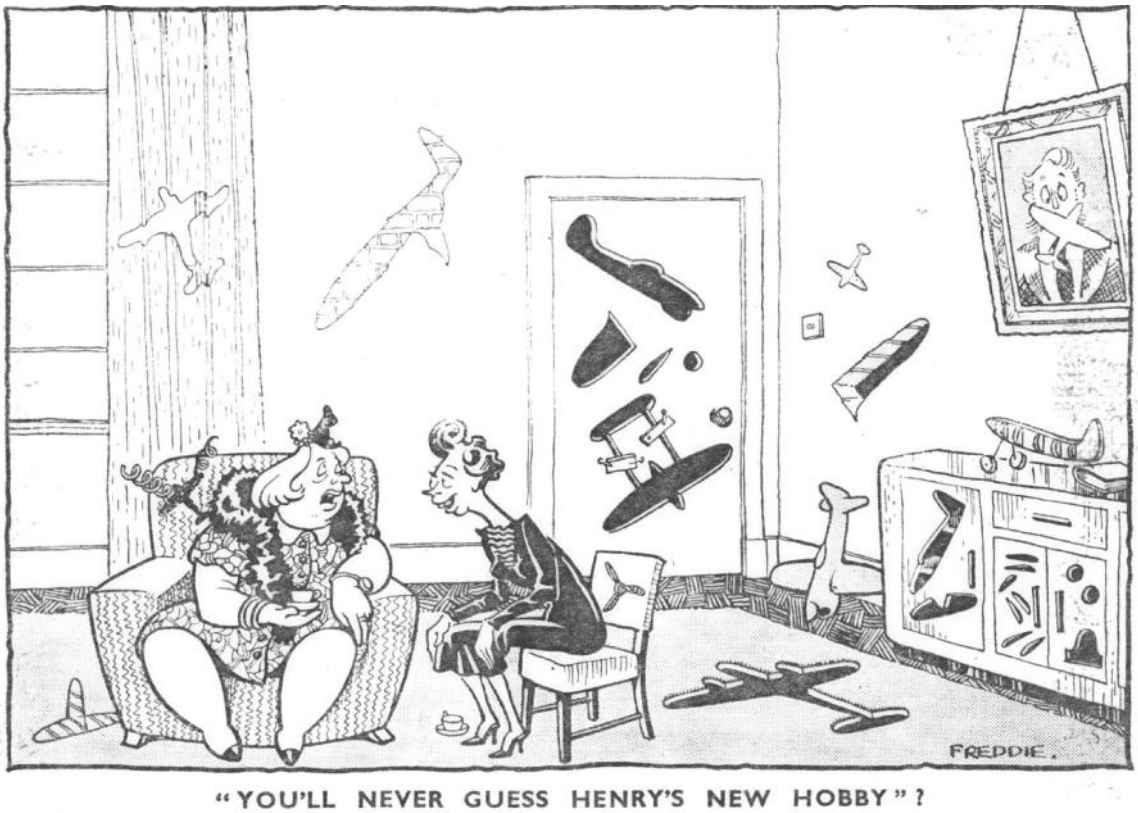
CityAirbus is a concept for an electric VTOL aerial taxi (Airbus)

E-powered airliners:
Hot on the heels of the car manufacturers, Airbus is also moving into the development of hybrid commercial passenger aircraft, confident that their demonstrator, a 4-engined British designed "BAel46" 70-seat Regional Airliner will be an ideal vehicle with which to prove the viability of airborne electric motive power. Their test aircraft will have one of its old-technology kerosene-fuelled engines, replaced by an electric one supplied by Siemens, until - who knows, as confidence grows? - all four engines can be electrified., and passengers still sitting serenely on board. The main challenge is the "reserve-fuel" legal requirement, so for now I would bet on hybrid models better staying the course than all-electric.



Supersonics:
America meanwhile will never let Europe get ahead, and has similarly "disrupting" products on the go. For me the most exciting of these is NASA's so-called Quieter Supersonic X-plane (QueSST for short) which aims to continue where the remarkable technology of the British-French Concorde left off. As you remember, the full commercial exploitation of the technical and operational success of Concorde had been seriously limited by not being allowed to fly supersonically over land, because of the noise-nuisance of the sonic boom. The new thinking is that this shock-wave disturbance, which hearers (I can vouch for it) experience as a severe "double-bang" rather than a "boom", can be reduced to a less disturbing gentle "thump". In this case, the "disruption" should be commercial/technical and never aural! •

Dick Twomey



"YOU'LL NEVER GUESS HENRY'S NEW HOBBY"?

PERSEUS by R.T.Howse, Bristol and West. - Bernard Aslett

From an early FLIGHT magazine, I learned that 'Bristol and West' had been in existence for much longer than originally recognised. In fact, it is one of the two or three (still existing) clubs, with over 100 years to its credit.

Fortunately, some early documents still exist, and reference to these uncovered an R.T.Howse, a B&W modeller, who in the 'thirties acquired National, if not International fame, representing G.B. in three Wakefield Cup contests, 1930 – 39. He was also significant in successfully flying one of the first Brown Junior engines, to be imported into this country.

Bristol and West would often fly on Dirdham downs – Clifton, Bristol, but also further afield.

R.T.Howse's model was named PERSEUS, An 8 ft. Span model of very personal design. During World War 1, he had been an aircraft rigger in the R.F.C., and Perseus presumably, took much from those early airframes. It has mainly a hardwood construction, an ingeniously sprung undercarriage, and a huge fin and stabiliser.

However, it undoubtedly flew. One day, in the mid 'thirties, flying from near Westury Wilts., the engine cut out failed (he had fashioned the timer from an old alarm clock!). When the tank ran dry, the model was at a prodigious height, with no signs of coming down. Some pursuit was attempted, but given up, as the glide phase continued upward. It was travelling in a South Easterly direction.

Many hours later, some 70 miles further on, a local fisherman was rowing his boat, off the East coast of the Isle of White, and saw what he thought was a full size aircraft descend into the sea. Wishing to assist, he altered direction, to discover, PERSEUS!

Although there was no name or address, there was sufficient for the local police to locate Mr Howse, and unbelievably, the owner and model were reunited.

On another outing, PERSEUS is reputed to have struck Stonehenge!

R.T.Howse, never seems to have been addressed in an informal way. Invariably (from photographs), on the flying field, he always wore a tweed suit, consisting of, matching plus four trousers, flat cap and jacket.

All of this rich history, inspired me to build this model, and this wouldn't have been possible without the very generous help of Tony Penhall who had the original plan.

Tony, personally knew John Howse, one of two sons, - who refurbished and re-flew, PERSEUS, in the 1980's.

For me the "icing on the cake", is the lettering, and was provided by Paul Seeley, also of B&W. I was new to the technique, but with Paul's help, it went surprisingly well.

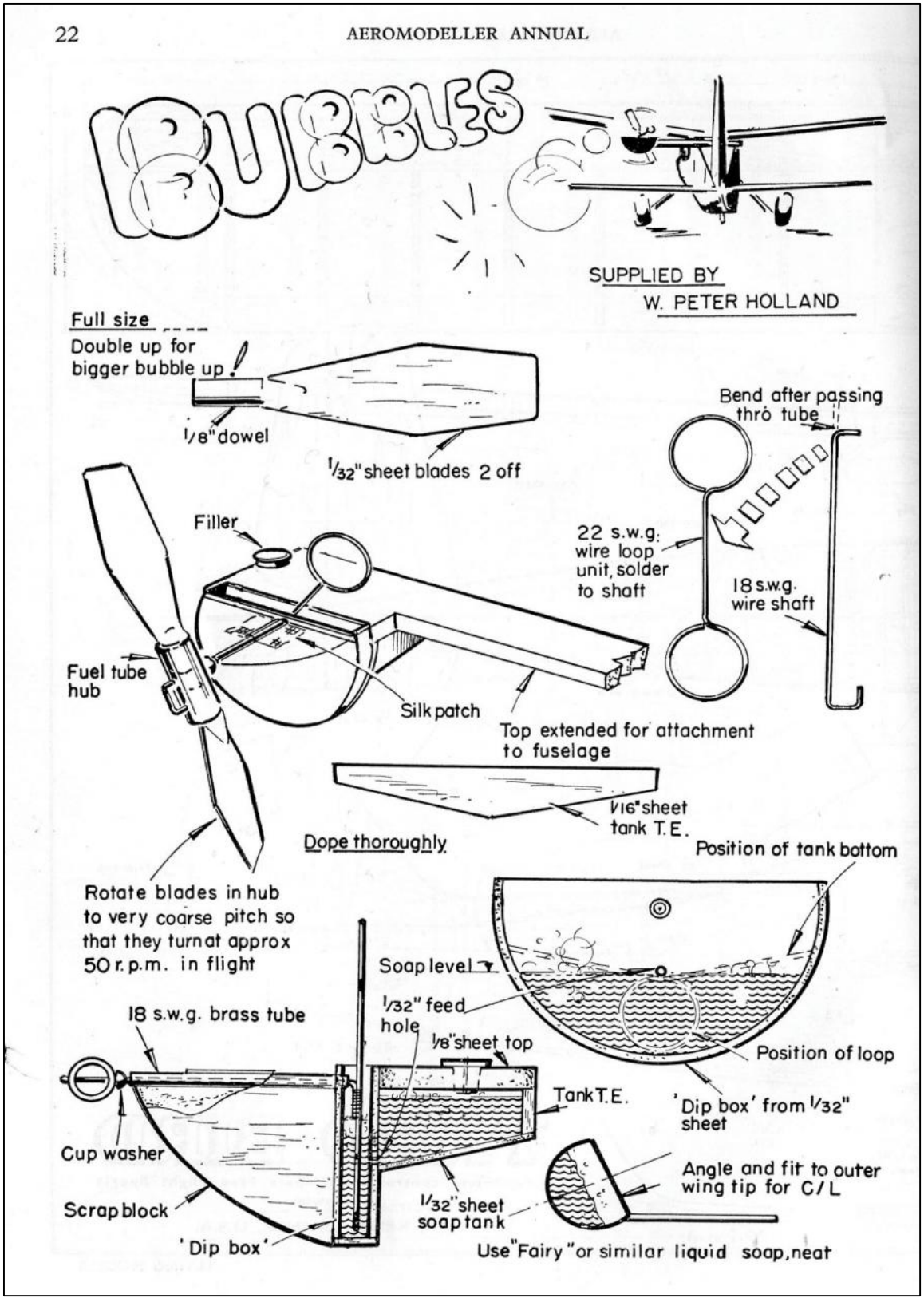
Here is another photo of a WESTERNER, to demonstrate another Font, showing the wide range of Paul's ability.

Bernard Aslett

Bubbles - W Peter Holland

Extract from Aeromodeller Annual 1960-1

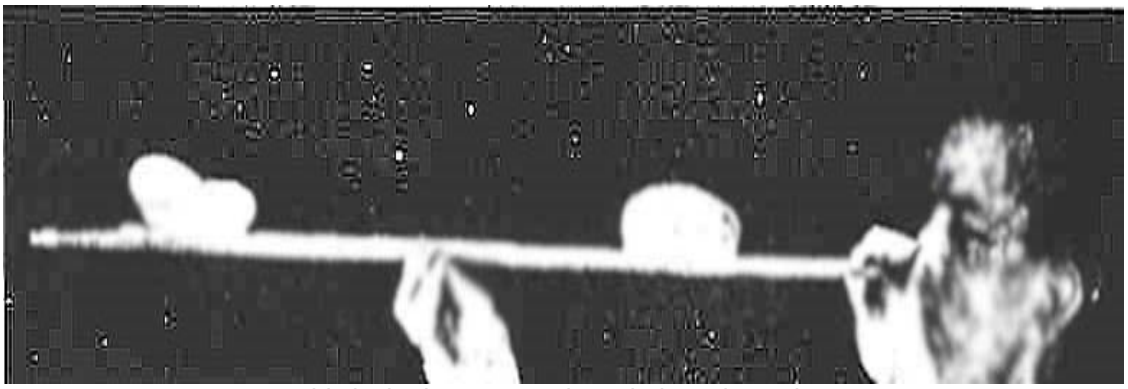
A bubble generator for free-flight or Control-Line.
Could be used with bigger blades up a pole as a thermal detecting bubble generator



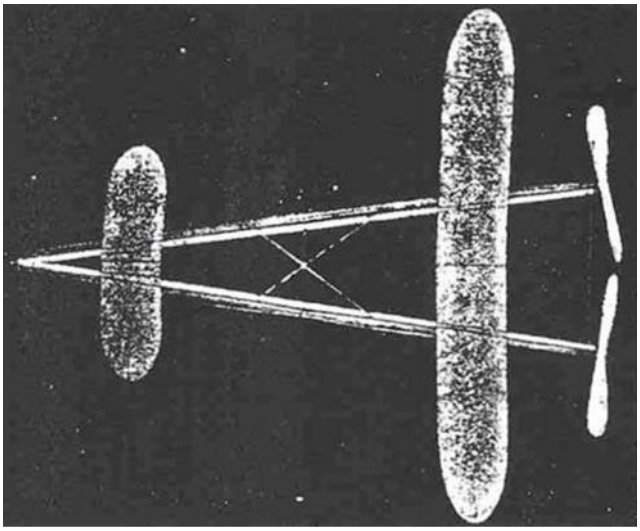
W Peter Holland

All Sheet 'A' Frame Pusher - Edwin T Hamilton

A Complete Course for Beginners Who Wish to Become Expert.
How to Build an All Balsa Twin-Propeller Pusher Model
Part No. 8
By Edwin T. Hamilton



This is the best way to launch the twin pusher



As our eighth airplane model of this series, Mr. Grant has designed the first twin-propeller pusher to appear in this course. As will be noted, we have kept solely to all-balsa models to date and so the one shown here continues that type of plane.
This is done as part of a set program, to fully acquaint the beginner with all types of flying models of solid construction before taking him into the more difficult field of built-up construction.
One of the most outstanding features of this model is its exceptional soaring ability which permits it to continue in flight long after normal propulsion by motor has ceased. On test flights, it has remained in the air over two minutes and flown a distance of two thousand feet.

With these unusual flying qualities, it nevertheless is of such simple construction that the amateur can easily build it. The use of solid balsa wings eliminates the tedious operations of built-up framework, which necessitates a large number of ribs, intricate assembly and the covering of the structure with tissue.

It represents the logical step toward contest models of like type and the beginner should find it a stimulating and interesting building problem without the usual expert workmanship being required. Flying the model will bring its builder experience which will prove not only valuable but absolutely necessary when tackling the launching, flying and handling of contest planes.
It must be kept in mind that the whole worth of this course is to develop the rank amateur into a well grounded, well informed expert.

The entire course has been laid out by your editor, Mr. Grant and the writer on this basis. Don't shirk ... don't "skip," and you'll find that we have lived up to the usual standards of UNIVERSAL MODEL AIRPLANE NEWS in giving its readers only the best.

A-Frame

In a twin-propeller model of this type, the fuselage is known as the "A-Frame." This is because it is built to the general lines of a capital "A." Such models are often referred to as "twin-stick pushers." They are essentially outdoor models and have set up some of the finest flight records known in the model airplane field.

Two balsa sticks, measuring 1/4" square and 36" long, form the framework of the fuselage. These are joined together at the front end and spread apart at the rear or trailing end, by wire. Cut two sticks to this size, sandpaper each carefully and test to see that both are exact duplicates.

A mitre joint is cut at one end of the sticks, so that when they fit together, the trailing or opposite ends will be exactly 10" apart when measured from outside to outside of the sticks. This can be seen in the plans under

"Top View." Lay both sticks in proper position and then cement their front ends together. Before applying the cement, squeeze the front bevelled ends together and then measure the distance the rear ends are apart. If they are 10" from outside to outside, - or 9-1/2" from inside to inside, the bevelled ends may be cemented together. Hold them in place with a model pin or a rubber band until the cement dries.

Four piano wire braces are used to hold the frame in proper form. The two cross braces and the combination cans and center brace are all bent from 1/32" diameter wire, which is approximately a No. 13 piano wire.
The trailing end brace because of added stress, should be bent from 3/64" wire. This is about a No. 21 gauge. If you cannot purchase wire of this diameter, do not use any of less diameter than a No. 16, which is .037".
Bend the two cross braces, as shown in the plan under "Cross Braces." This plan is given full-size except for its length which had to be cut down. It is 7-1/2" long from bend to bend, as shown.
The third bracing wire which is bent to form a "can" on each end is shown under "Cans" in the plans. This is full-size. Cans are used to keep the rubber in place against the sticks and Mr. Grant has designed this combination brace and can to cut down operations and weight.
The last brace is located at the trailing ends of the sticks. It is bent from a 10-1/4" long piece of 3/64" diameter wire. Both of its ends are bent for a distance of 3/8" which leaves 9-1/2" of its length straight. This is shown in the magnifying-glass view in the plans under "Top View."

When all these wires have been bent to shape, they are assembled on the A-frame. The trailing brace should be attached first. As a thread binding is used around its bent ends and the propeller bearings of the model, the latter should be attached at the same time.

Obtain two propeller bearings of good size. These are cemented to the outer sides of the sticks, while the bent ends of the brace are cemented to the inner sides. When all are in place, bind the bearings and the ends together with thread and apply a thin coat of the cement over the thread for added strength. Note this assembly in the magnified view of the plan under "Top View."

The two cross braces are now cemented in place. Note that their bent trailing ends are lashed to the inner side of the sticks 14-1/2" from the trailing end of the A-frame. Cement and lash the four bent ends of these two braces in place. The brace having the cans on its ends, is located 18" from the trailing end of the assembly and crosses the two cross braces at the point where they cross each other. Mark a point 18" from the trailing end on each stick, pass the bent notch on each end of the brace over the sticks, cement and then bind with thread. Cement is applied over all thread bindings for added strength.
Complete the brace assembly by binding all three of these center braces together at the point where they pass each other in the center of the frame.

A nose hook, which is shown in the plans full-size under "Nose Hook," is bent from No. 13 piano wire. This holds the "S" hooks of the motor and at the same time strengthens the nose joint formed by the two sticks. After bending to proper shape, slip it over the joint of the two sticks and cement firmly in place. It is then bound with thread, which is given a thin coat of cement over its top to add strength.

Up to this point we have not spoken of the top or bottom of the stick. As the curved bends in the cans are to hold the rubber strands of the motor, the opened side of these cans must be the upper side of the frame. The frame is completed by cementing two small blocks on the side of each stick.
These blocks are shown in the plans under "Top View" in the upper left-hand corner. Cut two blocks measuring 1/8" thick, 1/4" wide and 2-1/2 long. Cut two additional blocks 1/16" thick, 1/4" wide and 1" long. The long blocks are cemented on top of the sticks 4" from their leading, or "nose" end. The smaller blocks are then cemented on top of these long ones with the leading ends of both flush with each other. This completes the A-frame.

Elevator

The elevator consists of a single sheet of 1/16" balsa with four ribs of the same thickness. Square up a sheet of the balsa to measure 1/16" thick, 3-1/2" wide and 14" long. From each end, measure in 3-1/2" and lay out the curves of the tips. Cut these to proper shape. Finish smooth with sandpaper.
The elevator is now cut through its center into two halves of equal length. Cut four ribs from 1/16" sheet balsa, as shown full-size in the plans under "Elevator Rib." Note their location in the plan under "Elevator." Apply cement to the ribs, bend the elevator carefully to fit their curves and attach them in place. Hold with model pins until the cement has hardened.
The two completed halves are now cemented together with a 1-3/4" dihedral at each tip. When perfectly dry, complete the elevator by carefully sandpapering its entire surface. As rubber bands are used to hold it in place on the A-frame, no metal fittings are required.

Wing

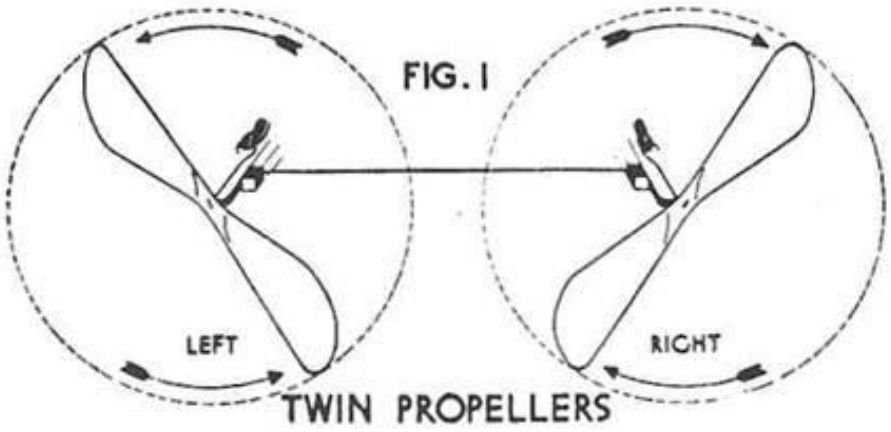
The wing is of the same construction as the elevator. It differs very little from other all-balsa wings given for other models in this course. It is made of two pieces of 1/16" sheet balsa. Square up two pieces to measure

1/16" thick, 4-1/2" wide and 16-1/2" long. Measure 4-3/4" from one end of each piece and lay out the curve of the wing tip, as shown in the plans. Cut these to shape.
Cut to proper form eight wing ribs from 1/16" sheet balsa. The rib is shown in the plan full-size under "Wing Rib." Note the location of these ribs in the plan under "Wing." Apply cement to the ribs' curves, carefully bend the sheeting around each, and hold with model pins until dry and hard.
The two halves are now cemented together to give a 1-3/4" dihedral at each wing tip. When hard, reinforce the joint by cementing leading and trailing edge pieces to the underside of the wing. These measure 1/32" thick, 3/8" wide and 7/8" long, or the distance between the two center ribs, bend them slightly at their centers and cement them in place between the ribs on the underside of the wing at its leading and trailing edges.

Finish the wing by carefully sandpapering its entire surface to a satin finish. As the wing also, is held by rubber bands to the A-frame, no metal fittings are required in its construction.

Propellers

In the November issue, our first pusher model called for a left-hand propeller, the use, carving and difference of which was fully explained, When two propellers are used on a model, they must be so made as to turn in opposite directions, so that the directional pull of the one will offset that of the other.
For this reason, twin propeller units are always made up of one right and one left propeller. On twin-propeller pushers such as the one we are building, the propellers are so mounted that each will turn up and out, as shown in Fig. 1. In this view the eye rests on the concave side of the propeller's blades.



All the models having propellers in this course have had right-hand propellers with the exception of last month's model, which was a left-hand propeller. It will not be necessary, therefore, to repeat carving instructions for the propellers required for this model. From blocks measuring 1" thick, 1-3/4" wide and 10" long, carve one right-hand and one left-hand propeller. Equip them with propeller shafts bent from 1/32" piano wire, (No. 13). These shafts are shown in the plan full-size under "Propeller Shaft." Complete the assembly by adding two shaft washers to the propeller shafts and then place them in position on their bearings.

Motor

Twin motors for the twin propellers are used on such models as this. Each of these consist of eight strands of 1/8" x 1/30" rubber. As considerable "play" should be allowed for added power, the original length of each motor should be at least 288" long or 24 feet. Tie the ends of each piece together to form a single loop.
From No. 13 piano wire, bend two "S" hooks to shape, as shown in the full-size pattern, in the plans under "S" Hook. Hook one end of each over the nose hook and then pass four loops of the rubber motor over the other ends. Weave the rubber strands through the cans and loop their other ends over the propeller shaft hooks, which completes the motor assembly.

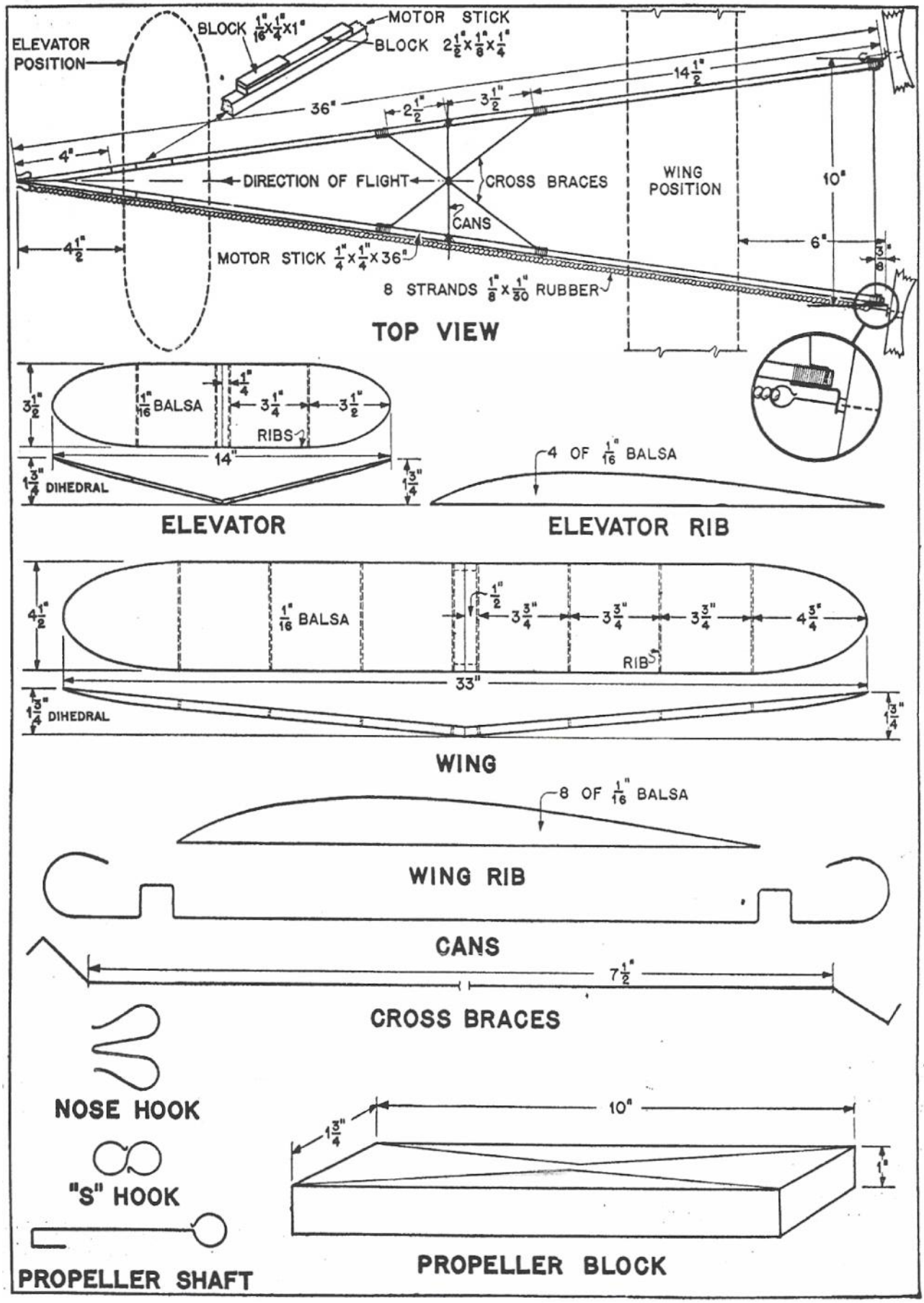
Assembly

With the assembly of the motors completed, we have only to add the wing and elevator to our A-frame to complete the job. Both these units are held with rubber bands. Two bands are used for each. Locate the trailing edge of the wing 6" from the trailing ends of the sticks and fasten in place on top of the frame with the bands. The elevator has its leading edge resting on the lower of the two frame blocks, 4-1/2" back from the nose. Attach in this position with two bands.

When flying the model, launch it in the manner shown in the photograph. It will be found best to hold the propellers with one hand and steady the model with the other rather than using the old method of "pushing" the model from you with both hands on the propellers.
If more elevation is required, the elevator may be thrust forward until its leading edge is on top of the second and higher elevation blocks.

Scanned from December 1934
Universal Model Airplane News

Edwin T Hamilton

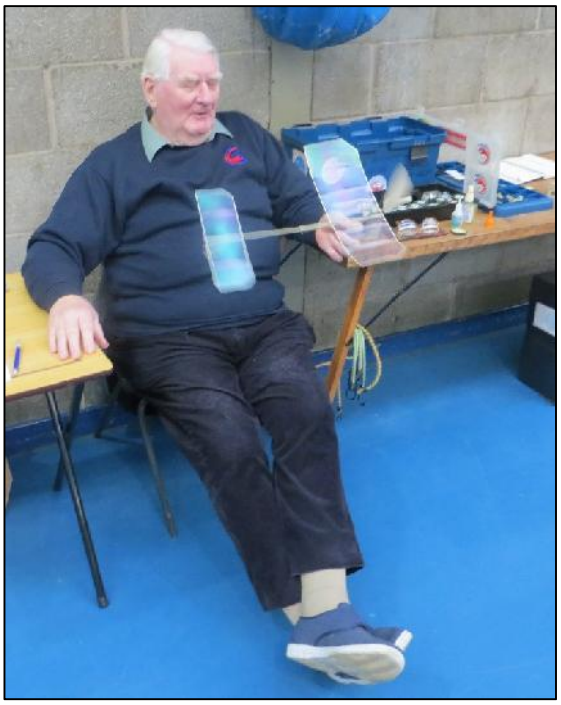


Scanned from December 1934
Universal Model Airplane News *Edwin T Hamilton*

Indoors at Sneyd/Bloxwich - John Andrews

Sunday 25th February saw me in the Sneyd sports centre car-park loading my paste table, indoor flight box and model box onto my collapsible sack barrow. Rachel, unusually for Sneyd, was with me as our daughter's house round the corner, where I normally deposit Rachel, was full of the cold/flue virus.

This visit I had my 35cm Challenge models with me, I thought I would give them an airing.



I set up my table and fitted the wing to my first 35cm Challenge model. It was built to the same proportions as the prototype designed by Tony Hebb and detailed on the website:

www.indoorduration-gbr.co.uk

The plan is located under 'Information' – 'Plans' and is titled F1R Entry Level. The plan has twin finned tail but I do not like them so mine has a flat tailplane and an under fin.

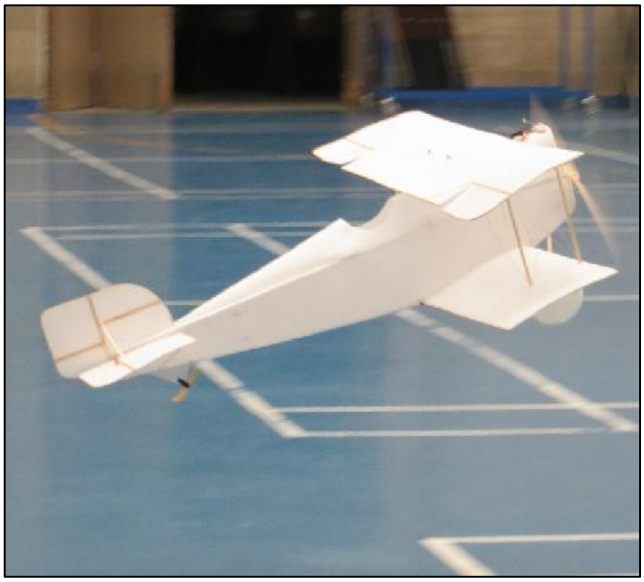
Once again without any info on motor size due to my new and consequently empty flight logbook, I guessed a motor size, picked out a .070"x12" loop and put a few turns on it. This is where the fun started, as I was hooking up the motor on the rear hook, I neatly broke off the front of the fuselage. This model is one of my lightest, around 2gm, and is quite flimsy for my bumble fingered approach. Major repair work was not a good start to the day, but after a dab of super glue and a squit of zip kicker from Rachel, the nose, bearing and prop were back in place. I was clever/lucky enough to retain the original thrust-line as a test flight showed no harm done.

I went for broke and wound on 1200 turns and set the model on its way. I needed the stopwatch but it was around a wandering Rachel's neck across the other side of the hall so I launched without timer. Colin Shepherd was alongside and hearing me curse for having no watch, he passed me his stopwatch, but well after the model was on its way. I started the timepiece for the record and watched the model climb too smartly up to the roof trusses where it happily bounced about but coming to no harm. For some unknown reason the model has an excellently quick recovery from ceiling taps and loses very little altitude. Snag is of course that this leads to many more taps which displace the turn circle. I was lucky and the flight was completed without interference from the walls and a creditable 4-50 was recorded on the watch. The flight was probably a five-minute job if the delayed start was added.

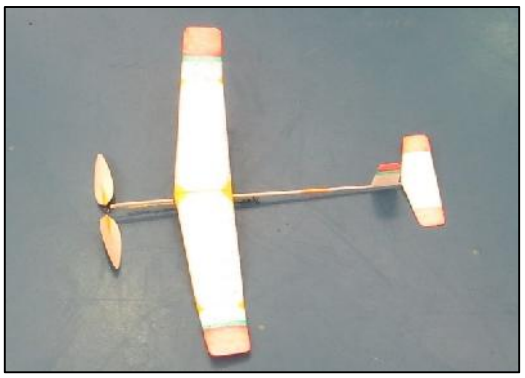
Colin Shepherd & Pete Dalby discuss the possibility of using Pete's polystyrene surfaced version of the American A6 design for the Thorns xmas comp

I messed about for a while trying to find a less powerful motor but to no avail so it was back to the original with a few less turns and another 4-50 was recorded.

I gave up at this time as I had a troublesome knee, was limping badly and standing winding was becoming painful. I sat down and dropped into snacking/spectator mode.



The ever present Graham Smith was on hand test flying the bare bones of his latest polystyrene sheet Austrian 'Aviatik D 1'. Looks very promising and I am keen to see it when fully decorated, as the original full size aircraft has quite a gaudy large lozenge paint scheme.



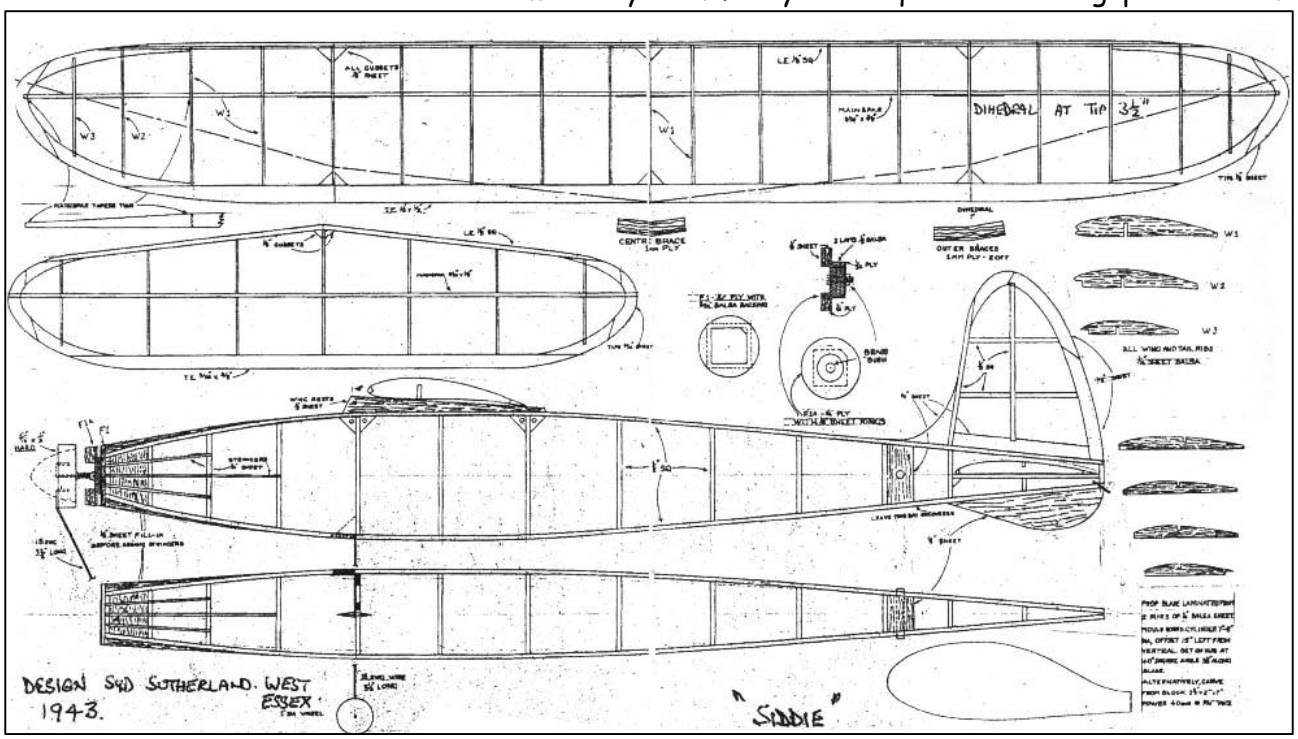
A Peter Thompson 'Plank' on the left, not to be sniffed at.
Right, Peter Dalby's Polystyrene surfaced model built to the American 'A6' specification. Colin and I were wondering if it might be used as the one design model for this year's Thorns Christmas competition but Pete informed us that the model was very fussy on rubber motor size. On reflection this might discourage run of the mill club flyers from competing, so the fate of the Xmas Thorns comp is still in the balance.

John Andrews

Plan Requests - Editor

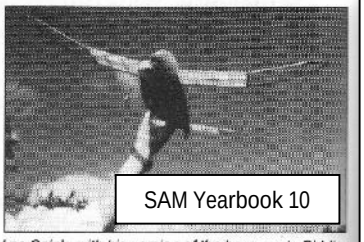
SAM1066, gets requests for plans and the majority of the time we are able to pass on pdf files of plans through Roger Newman and magazine article reprints from Roy Tiller.
This article is an appeal for one missing plan and in addition highlights one of our lesser success stories and the amusing finale is my attempt to translate some Italian text.

First up is **Don DeLoach,** NFFS, editor USA:
Don emailed looking for a plan of 'Siddie', a 1943 West Essex design by Sid Sutherland.
Roger Newman confirmed that we had no plan on file.
Roy Tiller turned up scans of the two page plan published in the Clarion in 2002 and in addition a Yearbook 10 article on the model by Bill Morley which quoted the wingspan as 36in.



Above I have stitched together the two scans from the 2002 magazine, looks quite a workmanlike design for the era and possibly a usable plan.

A Tale of Two Siddies (in 1943 and in 1998)



Les Spink, with his version of the born-again Siddie

BY BILL MORLEY

DURING World War II Chingford Plain on the Essex/London border was the weekend venue for many keen young model fliers. They were chiefly members of two clubs, the Walthamstow MAS and the Woodford MAC and so friendly and integrated were they that when I first met them in 1943 I thought for a long time that they were all members of one club, Walthamstow. In fact in 1947 they did merge and became the West Essex Aeromodellers. Even as early as 1943 notable fliers were Dennis Allen, Bert Alder, Fred Deudney, Ken Marsh, Cyril Mayes, Ken Muscutt, Sid Sutherland and the Taylor brothers, Bill and Chas. As aeromodellers they were all in a different league from mere kit-building balsa bashers like me.

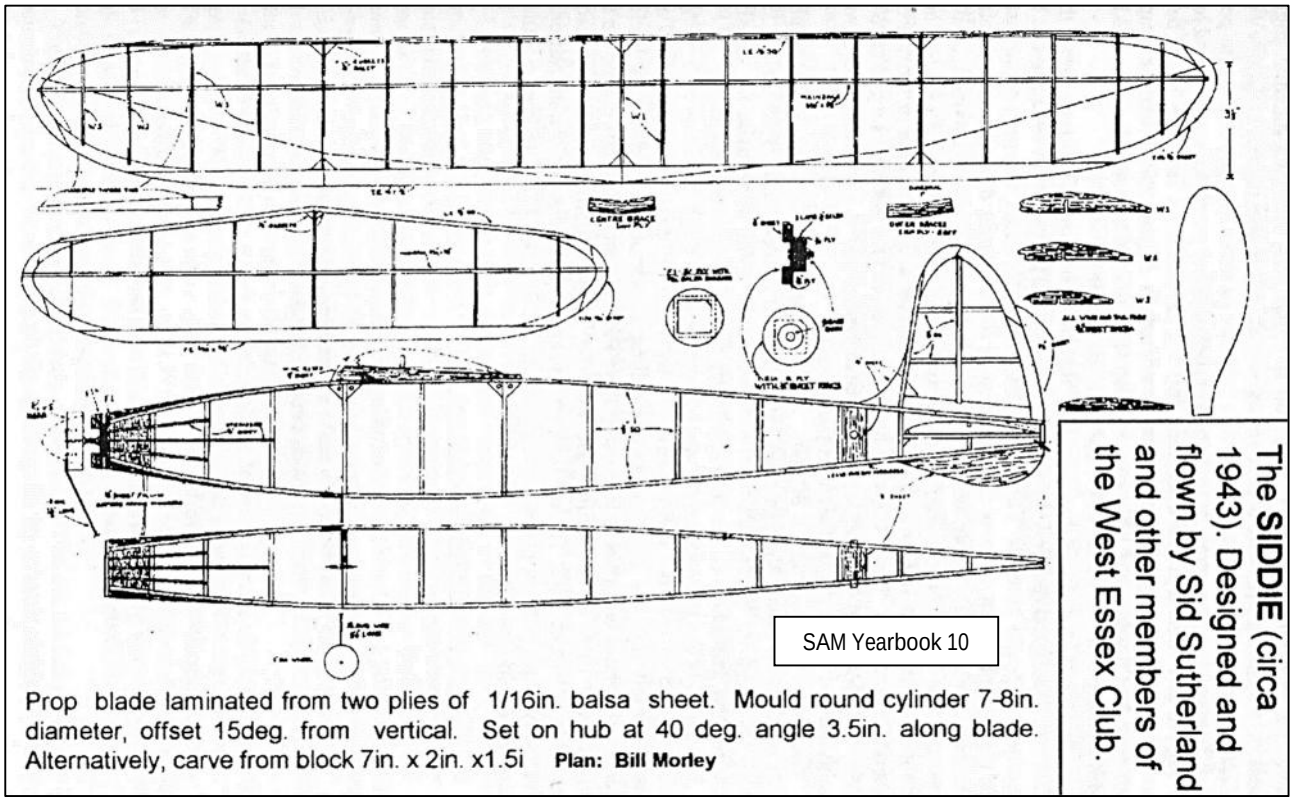
Among the many own-design rubber models to be seen there, one in particular stood out. This was Sid Sutherland's Siddie which had proved so successful in area and national decentralised competitions that it had become adopted as something of a club design. The shared recollections of my contemporary Les Spink and myself indicate that Bert Alder, Fred Deudney and Bill Taylor were just some of a number of successful modellers who flew this design.

Sid recalls that during 1943 he was building Siddies at the rate of almost one a week due to losing them at weekends. He tried a number of modifications during this time including switching from RAF 32 airfoil to Eiffel 400, changing dihedral angles, skeletonising the prop blade and covering it with tissue and he did build one with 3/32in.sq. longerons. Sid comments that "not one of these changes made a ha'porth of difference" but does concede that none of the modified examples were around long enough to give them a proper evaluation and that the 3/32in.sq. fuselage might be an avenue worth persuing "for anyone brave enough." All but this solitary example, however, had fuselages of 1/8in.sq. He also says he used to power his own Siddies with a whole box (12 yards) of Caton's 3/16in. rubber.

Early in 1997 Les Spink and I decided that this fine design deserved better than oblivion. I had good recollection of it, having built and flown one in 1945 and Les has phenomenal power of recall. Furthermore Sid, when contacted, was very enthusiastic. No photographs exist, so over the next two or three months discussions took place between us, plans were drawn and submitted to Sid, redrawn and resubmitted, until he was sure that "this is how it was." Les has since built one from the plan you see here and is delighted with it, Chris Tyler has built another and at the time of writing two others are on the go. Upon Les's model being aired at Old Warden, long-time West Essex members Ken Muscutt and Ken Marsh recognised it immediately and were highly tickled to see it again after all these years.

The Siddie has a wingspan of 36in. The wing area is 148.5sq.in. So it complies with SAM 1066 Small Vintage rules (model not to exceed 36in. or 150sq.in.) Sid made the props for his models from either 1/8in. or 1/4in. sheet balsa for speed of construction, but others in the club apparently carved theirs from block.

In May 1944 Sid joined the RAF and became Sergeant Flight Engineer on Stirlings, Halifaxes and Avro Yorks over the next 3½ years. He was demobbed late in 1947 and threw himself into the post-war aeromodelling explosion. He became a leading pioneer of control line stunt in its earliest days and went on to become one of the top radio-control fliers of the Fifties. He won the Taplin Trophy in 1951 and placed second in 1950 and 1952. He had first, second and third places in different Nationals plus many other podium places throughout the 1950s. But that's another era and a story to be told elsewhere.

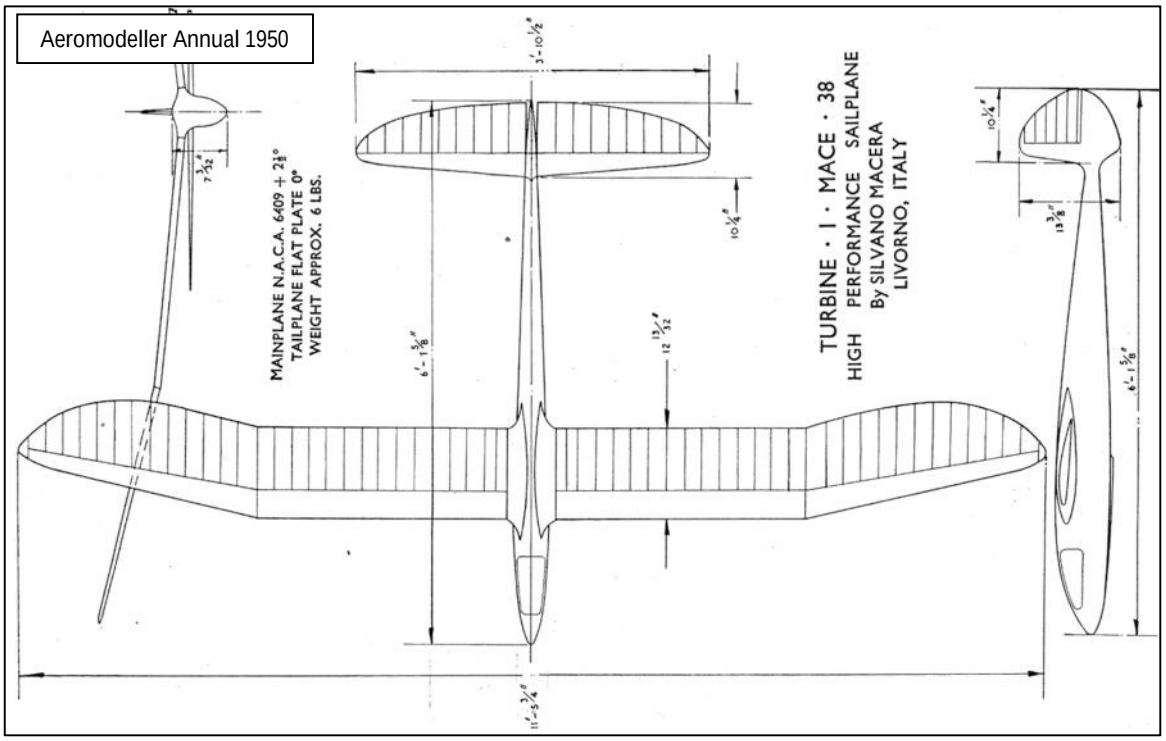


We are still looking for a full size plan of 'Siddie',
Please contact Roger or the Editor if you have one.

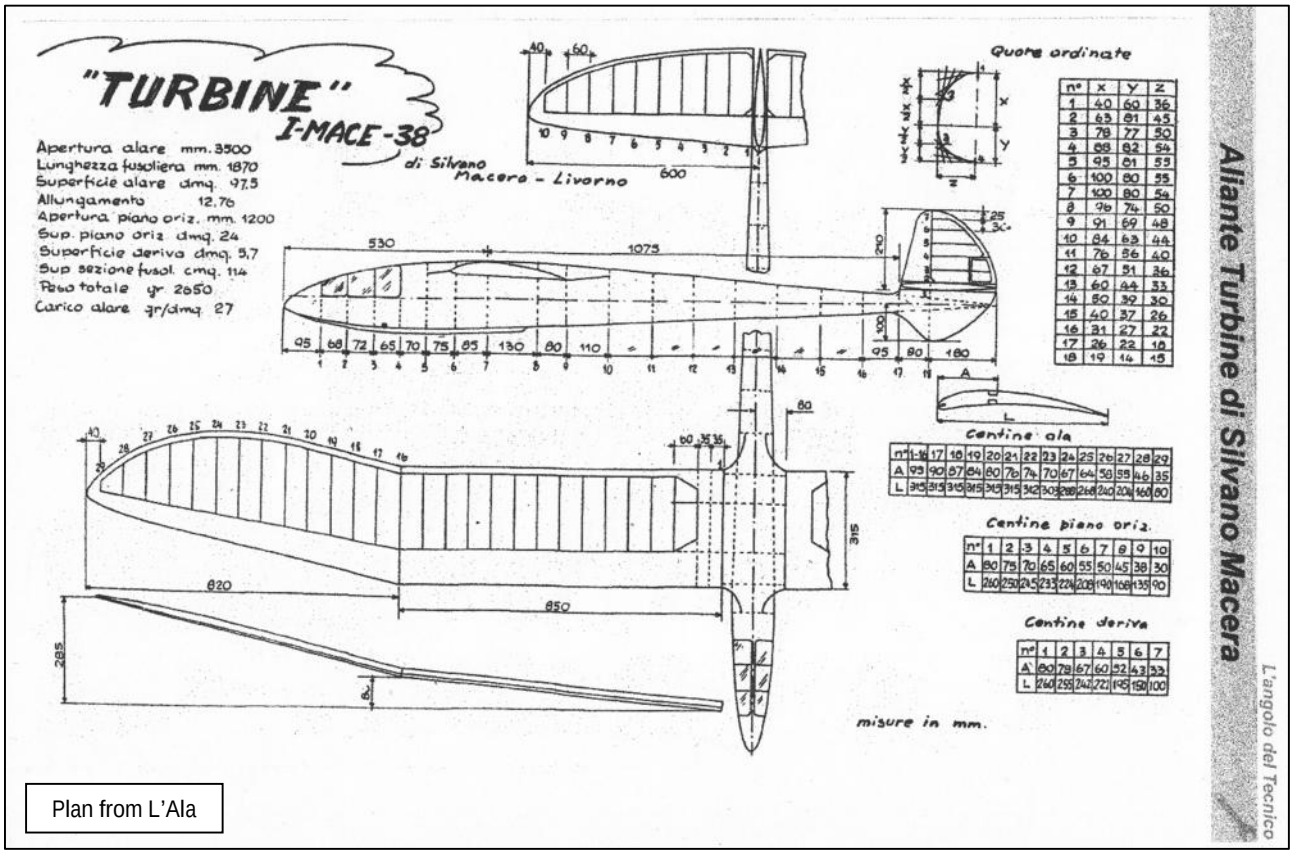
The second plan request that foundered, was to provide a plan of the 'Turbine I-Mace-38' which was an Italian glider design. John Ashmole requested one for a friend of his. Once again we were not able to oblige.

Roy Tiller, our archivist, turned up the following data:

Reference Turbine I-Mace.38. Beyond the plan in Aeromodeller Annual 1950 I have just one further reduced plan originally from L'Ala, but at least this plan does give a table of dimensions for the fuselage cross sections and rib sections. The accompanying text might give some information on wood sizes but of course the words are in Italian.



I have a list of Italian plans titled "Elenco Modelli" which lists the Turbine and states what may be the supplier as "Perrone". - Roy Tiller



Plan from L'Ala

The data that Roy dug up from the Italian magazine is reproduced here, above and on the right.

Now comes the funny bit, I (editor) attempted to translate the Italian article into English:

Let's be clear
'I no speaka da lingo'

I used my computer programmes 'ABBYY Fine reader', to 'Word' then, under 'review' translation 'Italian to English'. The exercise was not too successful but below is what transpired.
I reproduce it mainly for amusement, but it does give clues as to some materials used.

L'angolo del Tecnico

Aliante Turbine di Silvano Macera

Il "Turbine" è l'ultimo prodotto del noto e valente aeromodellista livornese Silvano Macera. "Turbine " è stato molto curato sia dal lato aerodinamico che costruttivo. Esso rappresenta l'ulteriore perfezionamento di una lunga serie di veleggiatori similari. Da questi si differenzia per la maggior apertura e per il carico che raggiunge i 27gr/dmq. e che unitamente alle buone doti di stabilità (veramente ottima quella sotto traino), contribuiscono a farne un modello molto sicuro in atmosfera agitata e in giornate di vento, è adatto anche al volo in pendio. Qualche cenno sulla costruzione servirà ad integrare gli schemi che presentiamo. La fusoliera a sezione ellittica ottenuta col metodo delle tangenti, è composta da 18 ordinate infilate per il montaggio, in un listello 5X20 in balsa duro e tenute ferme da 8 correnti 4X6 pure in balsa duro. Le ordinate sono in compensato di betulla da 2 mm. Dalla prima alla settima da mm. 1,5 e alleggerite dall'ottava alla diciassettesima, mentre la diciottesima, prolungata superiormente e inferiormente forma il longherone della deriva. Il pattino è in compensato di betulla da 3 mm. Sullo scheletro così formato, è stato applicato in quattro parti il rivestimento in balsa tenero spesso mm. 1,5. Pure in balsa è il raccordo alare. Il guscio è ricoperto con foulard di seta impermeabilizzata con due mani di emaillite che hanno anche lo scopo di incollare il tessuto al balsa. Si è ottenuta in tal modo una gran robustezza e si sono evitate le schiappature per urti violenti, così facili a formarsi nei gusci di balsa. Dopo l'emaillite è stata data una prima mano di stucco alla nitro a spruzzo seguita, dove necessario di una seconda a spatola. Una abbondante scartavetra tura seguita da qualche passata con tela spuntiglio e acqua hanno reso la superficie pronta alla verniciatura costituita da due mani a spruzzo, molto tirate, di nitro rossa laccata. Il procedimento richiede pazienza e una certa pratica ma il risultato è ottimo. Il rivestimento cabina è in plastica trasparente da 5 decimi. Internamente sono riprodotti i sedili, i comandi e il cruscotto con gli strumenti, di gradevole effetto estetico. Ciascuna semiala è composta da 29 centine di cui le prime quattro sono in compensato di betulla da mm. 2,5, alleggerite con fori ; dalla quinta alla sedicesima in balsa da mm2; dalla diciassettesima alla ventinovesima in balsa da 1,5mm. Il profilo adottato è il NACA 6409 con 2,5 gradi di incidenza, reso piano all'attacco e biconvesso all'estremità. Il bordo d'attacco è un 3X7 di balsa ;il bordo d'uscita è un 5X20 triangolare pure in balsa. Il longherone è costituito da 2 listelli 4X9 di balsa duro, messi per piatto e rastremati all'estremità, sui quali poggia il rivestimento del bordo d'attacco dell'ala in balsa da 1,5 mm. Il diaframma del diedro è in compensato di betulla da mm.2 Le cassette per l'alloggiamento delle baionette (due per ogni ala) sono in compensato di betulla da 1,5mm. Le baionette sono in Dural da i,5 mm. Di spessore e di dimensioni rispettivamente : mm. 18X210 la prima e mm. 15X200 la seconda. La ricopertura delle semiali è in carta Movo gialla verniciata con due mani di emaillite. La parte anteriore ricoperta in balsa è verniciata in rosso come la fusoliera. I piani di coda hanno la struttura simile a quella alare. Il piano orizzontale ha 20 centine (profilo Saint Cyr 58 a 0°) in balsa da 1,5mm. Bordo d'attacco 4X4 in balsa, bordo d'uscita 3X10 triangolare pure in balsa. Il longherone è formato da 2 listelli da balsa 3X7 messi per piatto come nell'ala. Il rivestimento della parte anteriore fino al longherone è in balsa da 1mm. La deriva ha 7 centine in balsa da mm. 1,5 infilate nell'ordinata 18. Il profilo è un biconvesso simmetrico disegnato dal costruttore. La parte inferiore rivestita in balsa, funziona da pattino di coda. Nella parte superiore è ricavato un alettone mobile che ha lo scopo di far virare il modello quando è necessario. Il suo funzionamento è comandato al momento dello sgancio del cavo di traino mediante un risalto che si stacco col cavo e che libera l'alettoncino. Questo è comandato da due elastici di cui si può variare la tensione sia a destra che a sinistra. Nella parte inferiore della fusoliera in corrispondenza del baricentro, può essere applicato un gommino gommato a sezione lenticolare, che riduce l'erosione del pattino durante gli eventuali atterraggi su piste di cemento o simili. Il pattino porta pure i fori per il fissaggio del gancio di traino spostabile. Il piombo per il centraggio è contenuto nel muso cavo in balsa durissimo.

Here we have the translation of the Italian article, far from perfect but containing some relevant information concerning the build. I'm not sure it beats what I could have gleaned from attempting to read the Italian version.

H "Whirlwind" and Aracilefernandez product of the well-known and v aircraft models Builder livornese Silvano M. "Whirlwind " and was very accurate aerodynamic side that constructive. It represents 1 further refine-ment in a long line of yachtsmen similar!. From these differs for the most open and load up 27gr/dmq. and that together with the good qualities of established (really ottiina that-the under tow), contribute to fame a model very secure atmosphere flustered and in days to come-to, and also suitable for flight in slope. A few words about the construction will serve to integrate the patterns that we present. The elliptical section fuselage obtained by the method of tangents, and consists of 18 ordered strung for mounting in a balsa Strip 5 x 20 hard and held by current 4 x 6 8 pure in balsa hard. The frames are in 2 mm Birch netted. From the first alia seventh from mm. 1.5 and lighten the eighth aUa 17th, while the top and bottom, elongated form diciottesi-but the side member. Il skid and 3 mm Birch plywood. On the skeleton so f Ormat, and isto applied in four parts the upholstery in soft balsa often mm. 1.5. in balsa and ala-King. Il shell and covered with waterproof silk-Aloe Vera with two coats of emailite that also have the purpose of glue the fabric to the balsa. 6 this is obtained so much strength and avoid the schiap-pature for shocks, so easy to be formed in the shells of balsa. After 1 ' emailite and was given a first coat of stucco alia nitro spray followed where necessary by a second spatula. An abundant scartave-between tura followed by some spells with Emery cloth and water made the surface ready alia paints-tura consists of two hands by spray, very drawn, of nitro lacquer red. The procedure requires patience and some practice but the result is very good. Il clear plastic coatingcabin and Chin to 5 tenths. In-con trol led reflects the seats, commands and cru-scotto with tools, with a pleasant aesthetic effect. Each wing Panel 6 composed of ribs the first four of which 29 are in mm Birch plywood. 2.5, lightened with holes; the fifth alia sixteenth balsa from mm2; from 17th alia twenty nine- 1, 5 mm balsa from sima. Il section adopted and the NACA 6409 with 2.5 degrees of incidence, rendered the attack plan and biconvex alTestremM. Il leading edge and a 3X7 balsa wood; the trailing edge and a 5 x 20 triangular as well balsa . Il spar consisting of 2 laths 4X9 of hard, flat and tapered balsa to put at the far end, on which rests the lining of balsa wing leading edge from 1.5 mm. Il dihedral diaphragm and Birch plywood mm. 2 cassettes for 1 ' al-housing of bayonets (two on each wing) are 1, 5 mm Birch plywood, bayonets are .5 mm in the Dural. Thickness and dimension! Re-examining the first and 18X210 mm: mm.. 15X200 the second. Covering of wings and yellow paper painted with two coats of Movo emaillite. The front covered with balsa and painted in red as the fuselage, the tail have a structure similar to queUa. Il horizontal plane has 20 ribs (profile Saint Cyr 58 to 0°) from 1, 5 mm balsa. Board of attac-co 4 x 4 in balsa, trailing edge 3X10 pure triangular balsa . H spar consists of 2 laths from balsa 3X7 set for flat as nelTala. Il coating of the front until balsa spar and by 1 mm. The drift has 7 mm balsa ribs. 1.5 inspun in ordered 18. Il profile and a biconvex sim-metricdesigned by the manufacturer. The bottom covered with balsa, works as a tail skid. In the upper part and a mobile spoiler which has the aim to turn the template when necessary andrio. Il its operation and commanded at the time of the release of the tow line using a prominence that he took off with the cable and releasing 1 ' alettoncino. This and commanded by two rubber bands you can vary the tension both right and left. The bottompart of the fuselage in comspondenza barycenter, can be applied a gummed grommet section lenticular, which reduces 1 shoe erosion during the eventual! landings on concrete runways or the like. Il skateboard also leads the holes for fixing the tow towing movable lead for centering and count n-ished in the nose very hard balsa cable.
150-January/February 2012

Above are two instances where our archives were not able to produce a requested plan but illustrates that effort is put in to dig up what information we can.

We are still looking for a full size plan of 'Turbine I-Mace-38',
Please contact Roger or the editor if you have one

Editor

Indoors at Wickham - Tony Shepherd

The first Tuesday of the month for all but a couple of months over the summer is always written in the diary as being set aside for an evening in the Wickham Community Centre. Members of the Waltham Chase Model Aircraft Club have run the event for far longer than I can remember for which were all exceedingly grateful. I'm not sure that any of their own flyers attend and fly and if they do then there are only a few of them as they are primarily an R/C club and this is a 100% free flight meeting. The number of attendees often reaches 25 with flyers coming from across Hampshire and the adjoining counties.

Contests are rarely flown (though occasionally a few of us have an All Up Last Down comp for Avionettes) so it's just an evening for fun flying. One or two serious indoor competitive types do come along to try out their latest creations of the various F1 types but apart from the rest of us looking up in awe as the slow and gentle flights proceed, there's no case of having to stop flying, we all just muck in.

Last month's highlight was the inaugural flights of Mo Peters' ornithoper that she'd built over the winter (it flew impeccably) and this month saw secretary Roger Newman put his Hanger Rat in the air for the first time. I always thought that these flew to the left but Roger's is clearly far more comfortable going to the right though perhaps the 45 degrees of right rudder helps! He also managed to prang his Gyminnie Cricket but that's enough of that one!!!

Anyway, the advert at the back of the Clarion lists the dates for this year and at a fiver a head for flyers, it's definitely a good evening out. Thanks to the Waltham Chase Club for continuing to support it.

Tony Shepherd

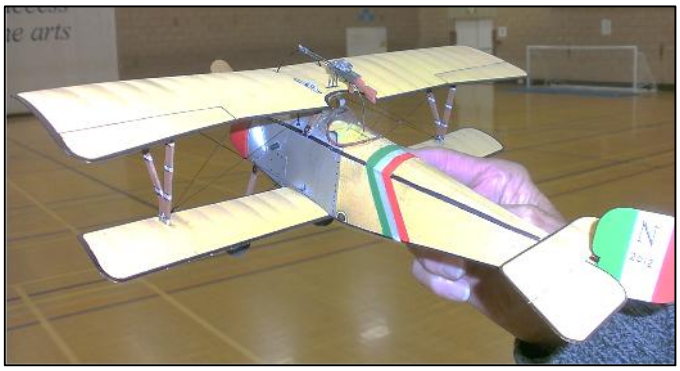
Aeromodeller Departed: David Vaughan - Colin Shepherd

DAVID VAUGHAN: 1930 to 2018

20 years or so ago I joined the Stourport model flying club of which David was also a member, and after a time we became good friends. When new models appeared on the field, more often than not David would come over and show interest even though we couldn't match his formidable building standards. In all the time I knew David I can't recall him mentioning any of his early achievements in scale model competition flying, of which I imagine there must have been many, judging by the models themselves, such as his favourite Mustang, Wirraway and Airspeed Courier to name but a few.

I remember on one occasion I had the pleasure of assisting him to set up his Airspeed Courier for flight. I was amazed at the cockpit detail, I noticed a map near the pilot and jokingly I said "at least he won't get lost" to which David replied "he won't be hungry either" and at that I saw a small block of chocolate by the side of the pilot. This is the amount of detail and realism he put into his models.

As the weather became more inclement over the years David did more indoor flying at the Thorns Leisure Centre, mainly free flight scale either from sticks and tissue or foam, again he surpassed everyone with his miniature marvels.



Sadly, as time went by he was unable to fly them anymore and he resigned to sit alongside me to enjoy flying his radio controlled Night Vapour with the rest of us.

I am sure that I can say on behalf of all the lads that flew with David, we at the Thorns would like to offer our condolences to David's wife Virginia and family at this sad time.

As for me, I have been privileged to have known and befriended such a man.

David Vaughan, I for one shall miss you.

R.I.P. *Colin Shepherd*

Southern Coupe Lg. Addendum - Peter Hall

CORRECTION

B.M.F.A. First Area Meeting 18th February '18 Second Round Southern Coupe League

Several hawk-eyed league participants have pointed out that our report and results tables for this event were economical with the truth. We did not include the Barkston results and so denied George Foster and others their league placings. We apologise to all who have been affronted or affected.

The correct top placings are: 1. G. Foster, 2. R.Vaughn, 3, P.Hall, joint 4th. W. Beales, P. Woodhouse. For the league it's Vaughn, Beales, Foster and Phil Ball. The next event is the London Gala, Salisbury Plain, Sunday April 29th.

Peter Hall

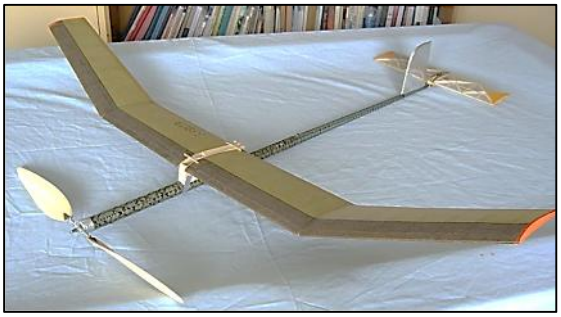
BMFA 1st Area Results					
Place	**Entrant**	**Club**	**Maxes**	**Score**	**Time**
1	G.Foster	Grantham	5	17	10.00
2	R.Vaughn	Crookham	4	13	9.54
3	P.Hall	Crookham	3	11	9.37
4	W.Beales	Croydon	4	11	9.35
4	P.Woodhouse	Morley	2	9	9.21
6	B.Whitehead	CM	4	9	9.13
6	K.Taylor	E.Grinstead	4	9	9.00
8	J.Andrews	Timperley	1	4	7.32
9	M.McHugh	Peterborough	1	3	7.09
10	W.Dennis	MFFC	1	2	6.54
11	P.Tribe	B&W	0	0	2.48
12	M.Stagg	B&W	0	0	1.47

Amended Southern Coupe league Table after Round 2											
	Entrant	Club	Coupe De Brum	First Area	London Gala	Dreaming Spires	Southern Gala	Odiham	Crookham Gala	Coupe Europa	Total
1	R. Vaughn	Crookham	17	13							30
2	W. Beales	Croydon	14	11							25
3	G. Foster	Grantham		17							17
4	P. Ball	Grantham	13								13
5	B. Whitehead	CM	2	9							11
=	P. Hall	Crookham		11							11
7	G. Manion	Birmingham	9								9
=	P. Woodhouse	Morley		9							9
=	K. Taylor	E.Grinstead		9							9
10	A. Moorhouse	Vikings	8								8
11	D. Thomson	Croydon	7								7
12	M. Marshall	Impington	5								5
13	R. Elliott	Croydon	4								4
=	W. Dennis	MFFC	2	2							4
=	J. Andrews	Timperley		4							4
16	M. McHugh	Peterborough		3							3
17	T. Bailey	Peterborough									0
=	P. Tribe	B&W									0
=	M. Stagg	B&W									0

Roy Vaughn

Letters to the Editor

Hi John,
I wonder if some of your members know the name of the original owner of this coupe which I purchased at Eurochamps 2010/11. I got it from two chaps who were selling it from a departed modeller's estate. I was intrigued by the quality of workmanship of the model and the prop hub. The only thing I have changed is the pylon. The original was low on the fuselage and had a Tomy timer mounted on top. There is a registration number on the wing if that helps. I first visited MW in 2007 and had a fabulous time as it stuck in my mind as the "Rolls/Royce" of model flying fields.



Tom McLaughlin {Paisley MFC}.

Hi John,

Found this sketch of my late Dad done by one of his artist friends, Ken Aitken, a few years ago.

Made me chuckle and wondered if you could use it in the New Clarion.

Ken passed away unfortunately, otherwise I think this could have sparked a few orders from flyers.

Maybe there's someone else out there who could do similar sketches?

Would make nice special awards for people.

This pic will be installed on my new workshop wall when the workshop is finished.

Simon Dixon

Secretary's Notes for April 2018 - Roger Newman

Thanks to the great British weather, the 2nd Area meeting came & went without a trace of flying across the country, being replaced by several inches of snow. We now look to the 3rd Area meeting on 25th March! Reports on this & Easter Monday meetings will appear in next month's NC. Written with tongue in cheek as I look out on several more inches of snow in mid-March.

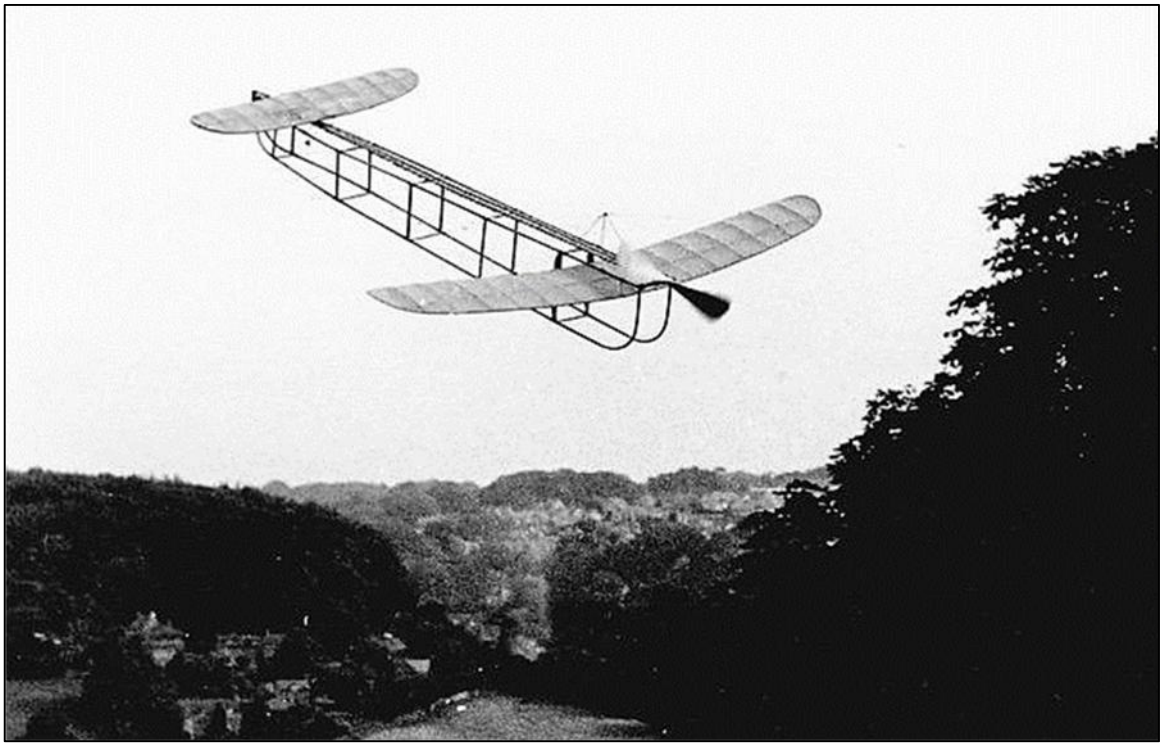
Our Editor has received a few informative comments back on canards & flying wings, arising from recent ramblings on the subject.

First up was Mark Croome – his model must have been an impressive sight in flight, I wonder if the model still exists?

Afternoon John,

While the subject is canards you may like this from the early 90's of my T W K Clarke " Built up fabric covered model" from 1912 climbing away over the Stroud valley from Minchinghampton Common. 5 ft span and 5 ft 6 in long with 7 oz rubber in two geared skeins. It was an amazing exercise.

Mark Croome



Next was Geoff Smith identifying flying wings & modellers. Geoff still flies gliders (very well) for the Crookham Club at Beaulieu.

Hi John,

In response to the 2 modellers with flying wings in the March Clarion, the modeller on the left is John Kay, on the right is the late Rollie Lelliot. Don't recognise either of the models but can add a few words about both modellers. I suspect the flying wing held by a youthful John Kay is one of his own designs as he was an ace flying wing designer. John and I go back to the late 40's early 50's when we both flew endless hours on Chobham Common. In the early 50's John went off to Loughborough College where he rubbed shoulders with the likes of the Byrd brothers and Geoff Lindford – remember the ill-fated lost model boxes in Yugoslavia and the overnight design of the "Last Straw"? John was for many years a member of Hayes club and

we lost contact for close on 50 years only to be reunited in the late 90's at a Middle Wallop "Big Bash". I last saw John during the last year of comps at Wallop.
The late Rollie Lelliot was a one time member of the Chichester Club and is probably best known for his donation of the SAM 35 Towline Trophy. I won this trophy 3 consecutive times – Warwick 84,(Satu) Barkstone 85, (Satu) and Odiham 86,(Mantis) – all organised by the late Derek Ridley. However, at that time, competitive vintage glider flying was not that well patronised (much like today) and Rollie Lelliot then donated the trophy for Jetex duration – his second love. Whether it is competed for today, I know not, but the Jetex comps were always held at Old Warden.
Hope the above ramblings are of interest. *Regards, Geoff Smith.*

Last but not least was Frederick Smith on the same subject.

Hello John,
The model you refer to on the right hand side of page thirty three in the above edition of the New Clarion was built and flown by the late Rolie Lelliott of the Worthing Model Aero Club. You are correct it was taken at Middle Wallop and the date I have was the 24th September 1992. The model is a Pheon III and was identical to that designed and built by Fred Smith of the Southern Cross Aero Club. A similar model was also made by David Dent and flown at Barkston Heath, both reported that they were very stable and performed well.

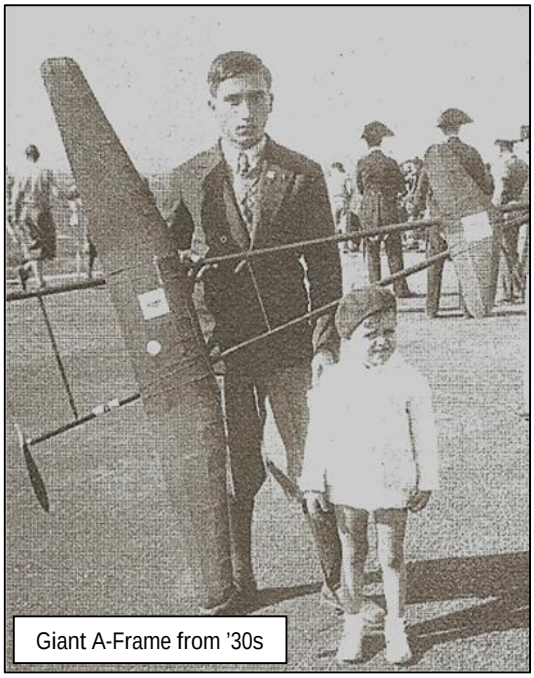
It was with Pheon III that Fred Smith won the International Tailless Contest held at Arnhem in June 1956 and prior to that two Lady Shelley Comp's in 1954 and 1955. This was preceded by a smaller version of the design (a prototype) known as the Somea (a terrible pun, shaped a bit like a boomerang 'I hope it comes back somea', and this model won the Lady Shelley Cup in 1953. Having seen how well larger models performed at Croydon's Gala it was then decided to build a larger version, hence the larger tailless to be known as The Pheon I. Pheons I and II had slightly less sweep-back and slightly less washout respectively.

The photos are left to right:- *Rolie outside his house with the bare Pheon III.*
Rolie with the completed Pheon III in his garden.
The Pheon III airborne at Middle Wallop.
With kind regards, Frederick.



It's nice to know that good memories still exist & that folk are kind enough to come up with information related to those memories. So I thought we would include a bit on the same topic from Italy, where we have a couple of pre-war photos that may evoke similar memories on stick tractor rubber models & A-Frames. Mind you, I don't expect to get too much response this time.

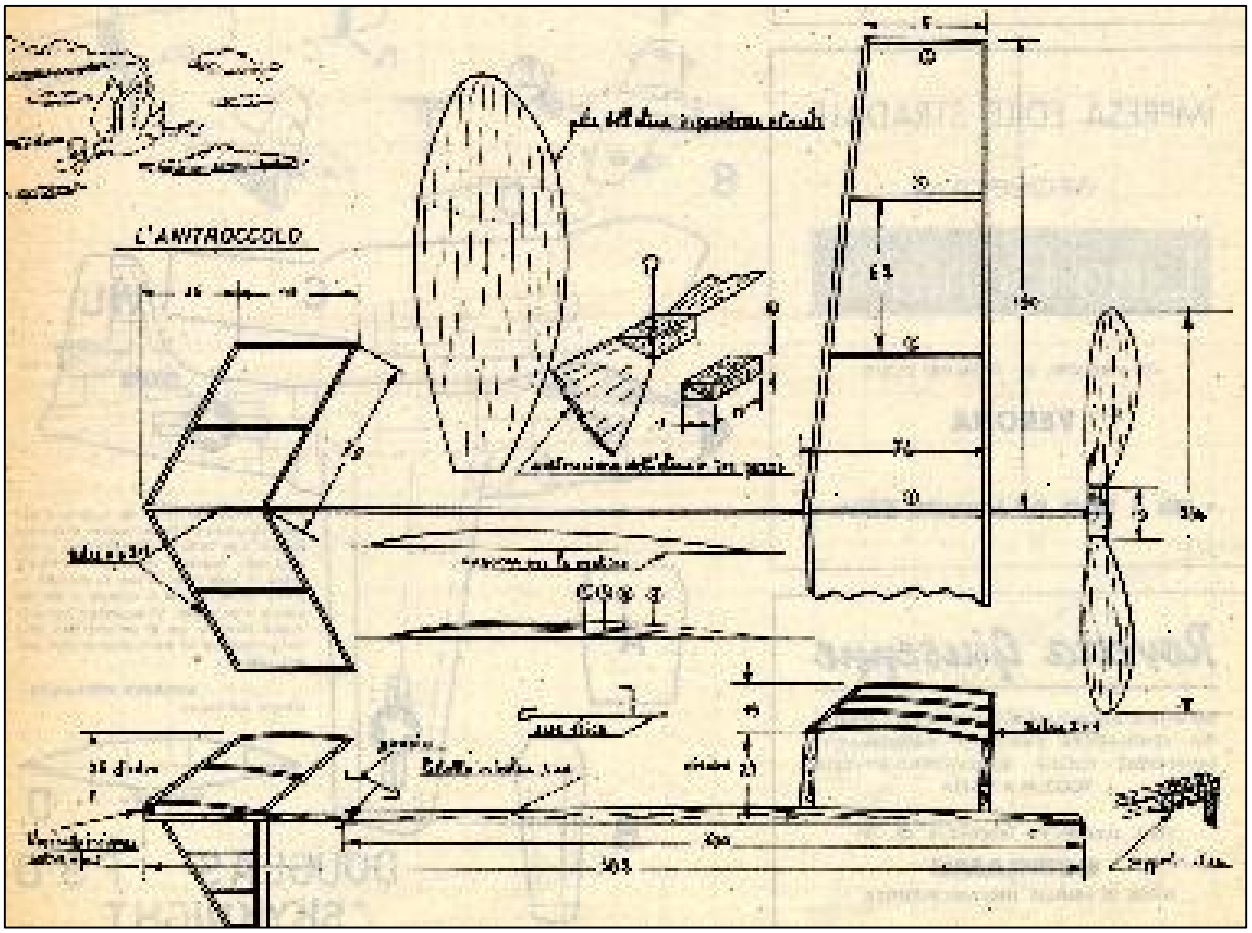
Note the fashionable dress code – very large stick tractor!



Giant A-Frame from '30s

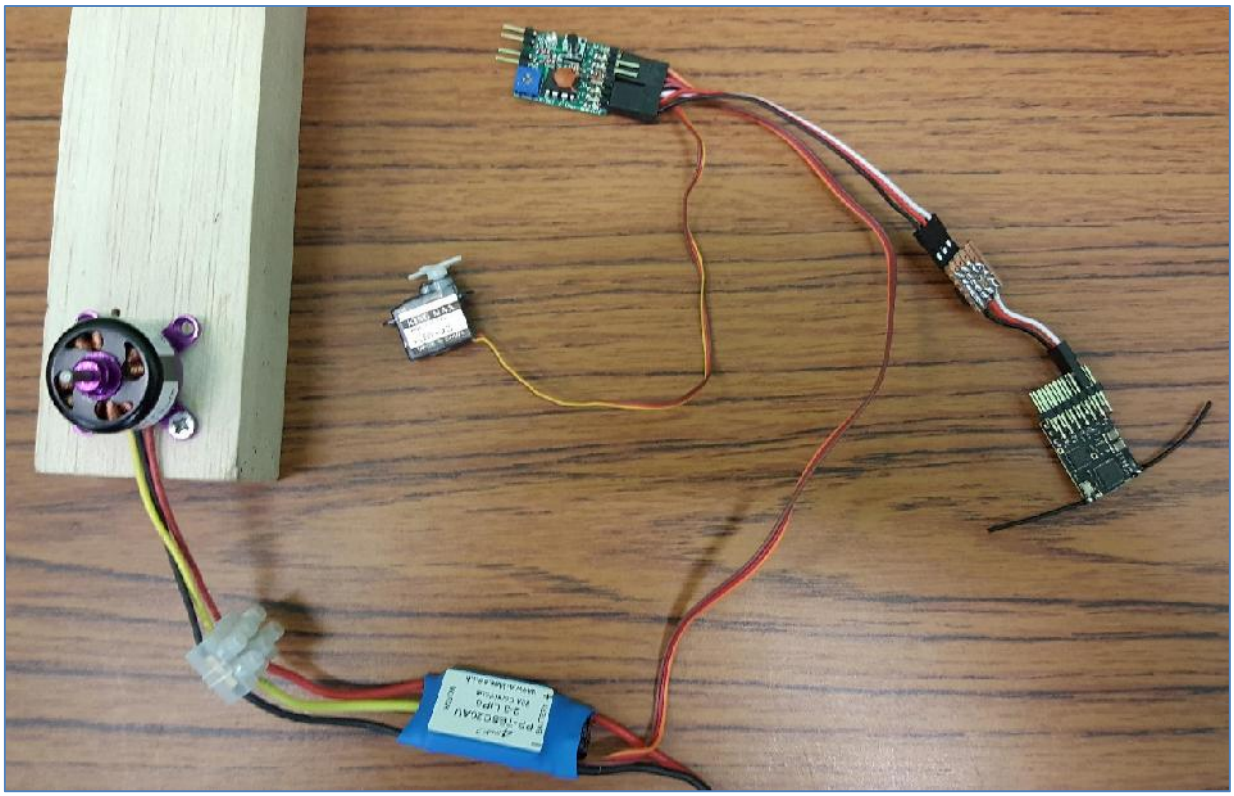
& to finish off (well, not quite as later notes on the most recent indoor Totton meet indicate).

Italian indoor canard



Vintage Italian Flying Wing – looks nice build, so does power model in front of it.
From latest L'Aquilone

Progress has been made on the default rdt timer mentioned last month. Alan Bond diagnosed a slight difference in operation of my setup to his original thoughts, effected a mod & lo – it all now works. Downside is that progress on the Orion is slow, once more due to the combination of cold weather & not so good health. However, the fuselage is now ready for installation of the bits.



Default RDT Timer: Timer module is top centre, Lemon Rx on RHS, DT Servo is centre & ESC bottom centre. Small pcb between timer & Rx is converter gizmo made by Alan to interpret signals from my home made RDT Tx to timer.

Received message & photos from Dave Acton in the USA. He has completed his Kim vintage coupe.

Hello Roger,
I want to thank you for your hard work locating the KIM plan for me. Finally finished and awaiting spring. Test glides look promising and I can't wait for the first nice day.
Unfortunately, there are no vintage coupe contests in the US, so I made a second rear peg location further back so I can fly in the small mulvihill event. I will also fly it as a coupe against the carbon fibre, VIT boys. I have done this last season with my Michel Entienvie coupe and done quite well.
Thanks again, Dave

Dave's Kim

Totton indoors – the monthly meeting has come & gone. Notable only for a new Hanger Rat that was persuaded to fly in right hand circles within the confines of the hall, a major achievement for me & for a Gammon canard (as featured last month) built by Ted Horsey that needs more persuasion to coax into the air.


John Taylor & well equipped indoor model box


Ted & Gammon


Legal Eagle variant from Ted Rose – flies very well.

Brooklyn Dodger from early 90s?

More memories –

Big old spark ignition models:

Both Raynes Park & Cornish Vintage modellers flew these models at Middle Wallop, along with many other people of course.

With the general loss of flying fields, these too are fast fading from our memories.

A younger David Baker demonstrating large is beautiful!

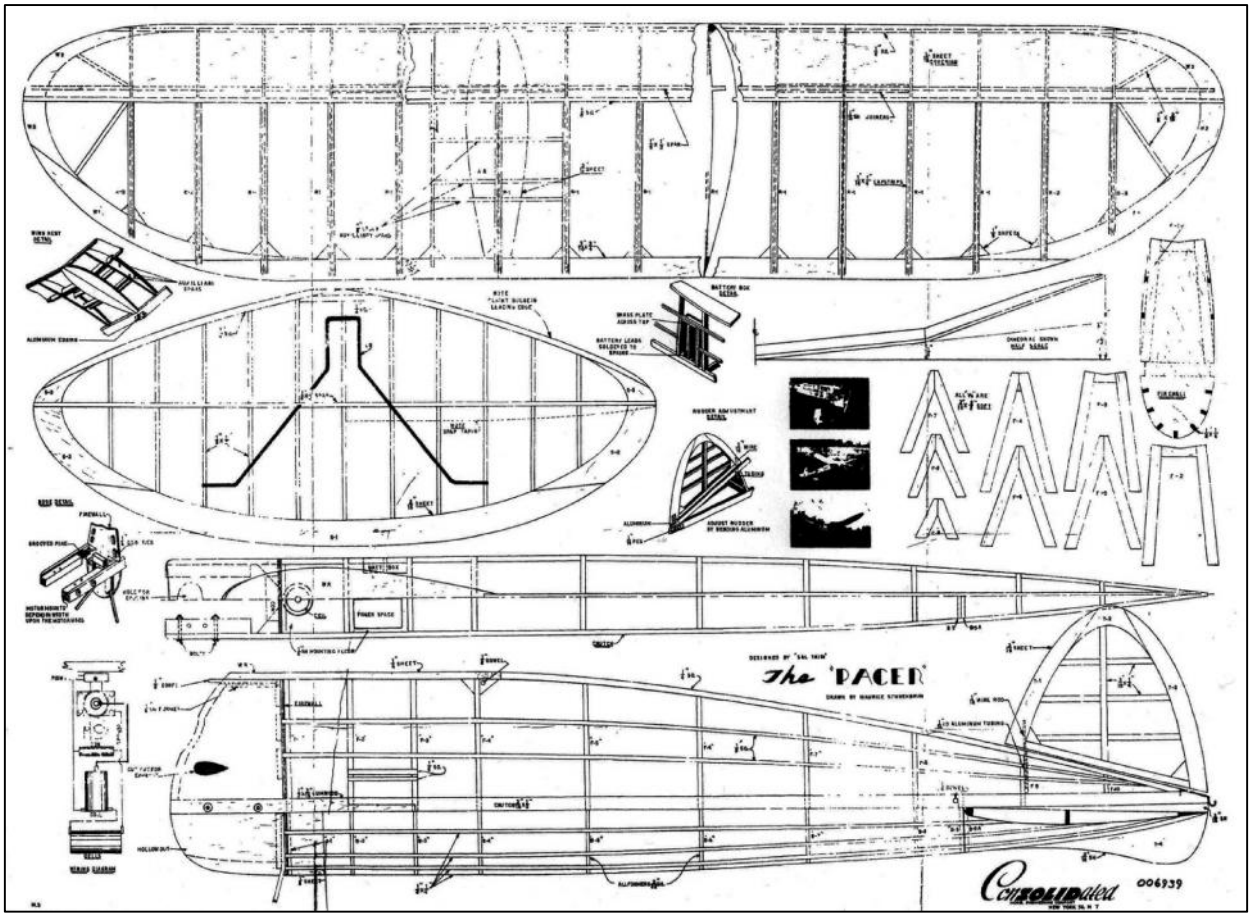
Must admit culpability as well – there is a Brooklyn Dodger hanging up in the model room awaiting the installation of an O & R 29 SI motor acquired from Peter Rose.

And elsewhere in the workshop there is a completely built but as yet uncovered Red Ripper – not finished because of an inability to choose whether to put in an O&R 60 or a Drone – I have both.

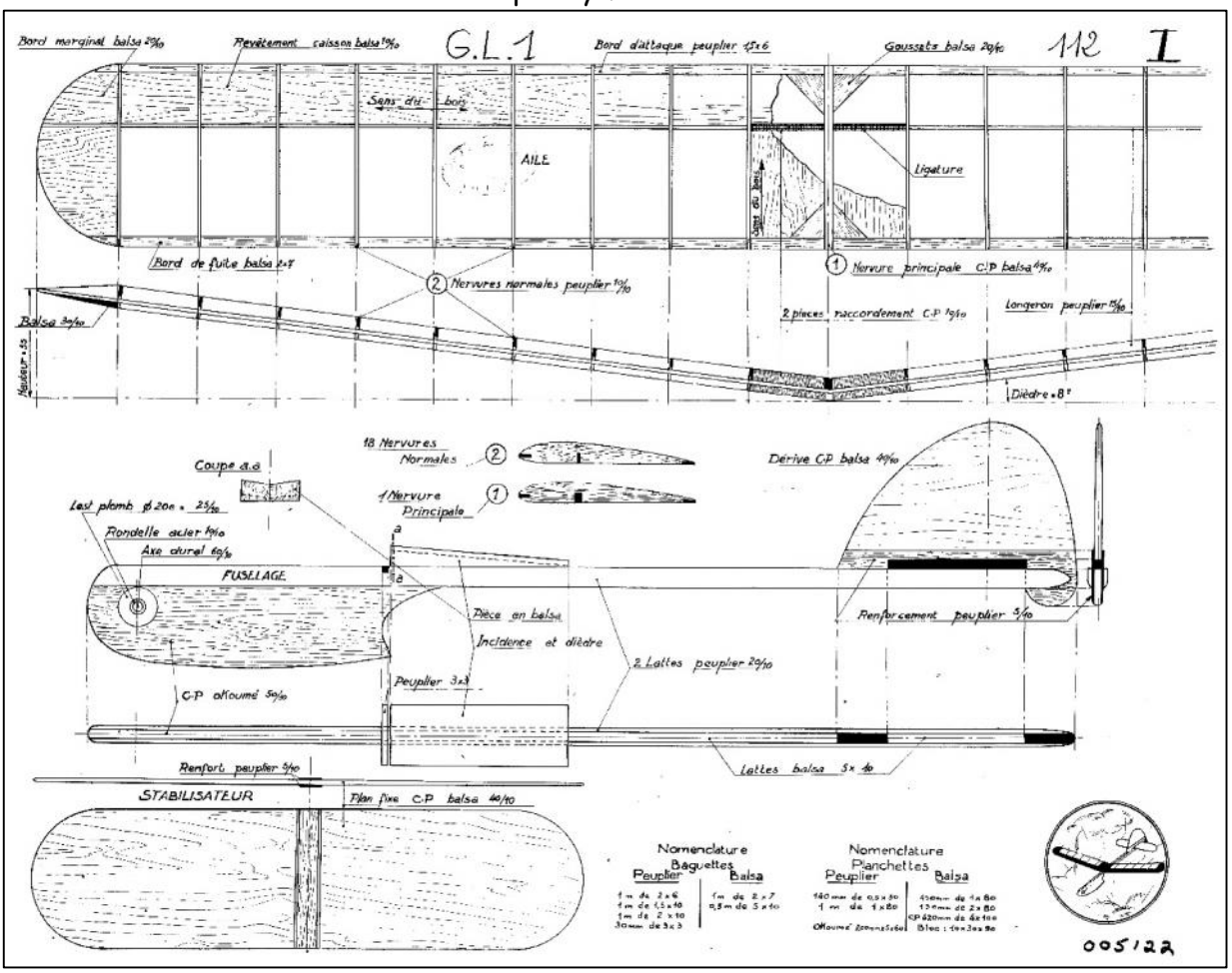
Indecision rules!

Plans for the Month

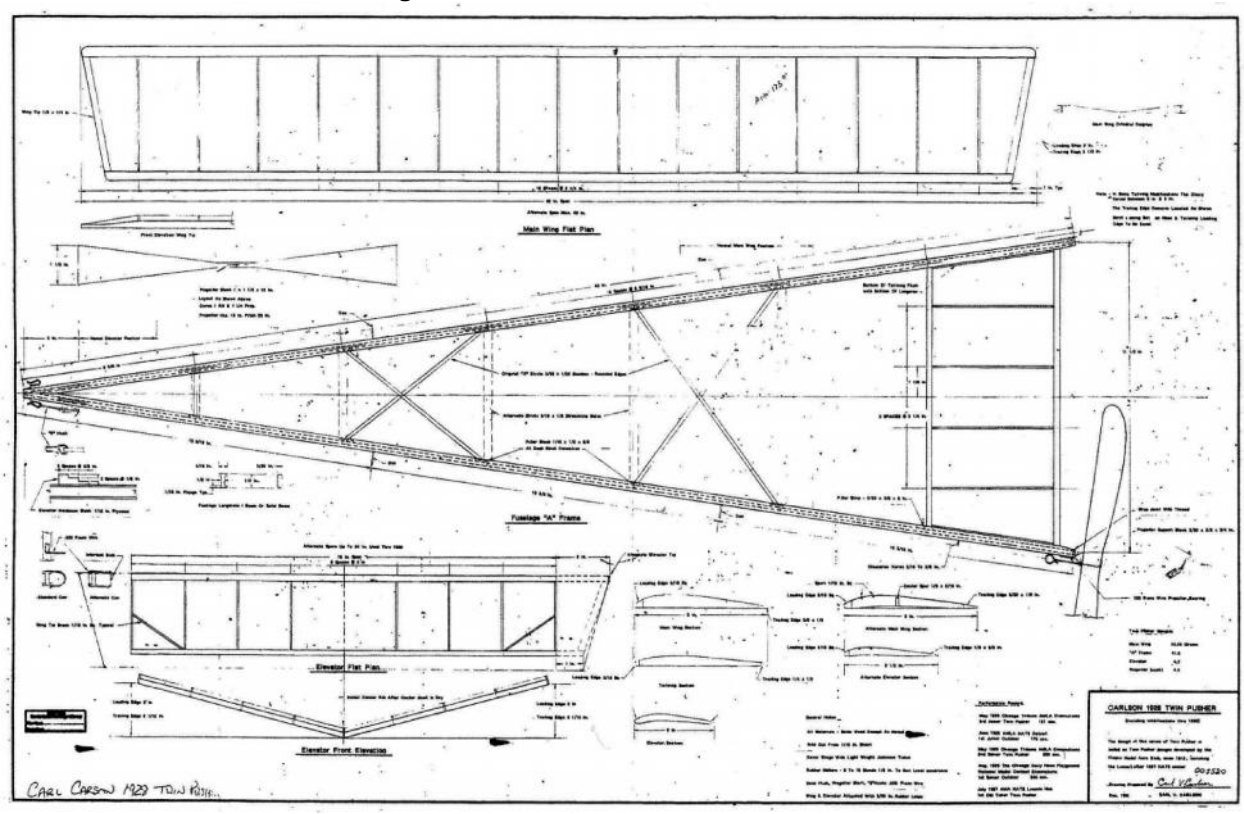
Power: has to be a SI model – Pacer by Sal Taibi. Somewhere I have a short kit.



Glider: simplicity from France – GL-1



Rubber: go for an A-Frame. 1928 Carlson A-Frame



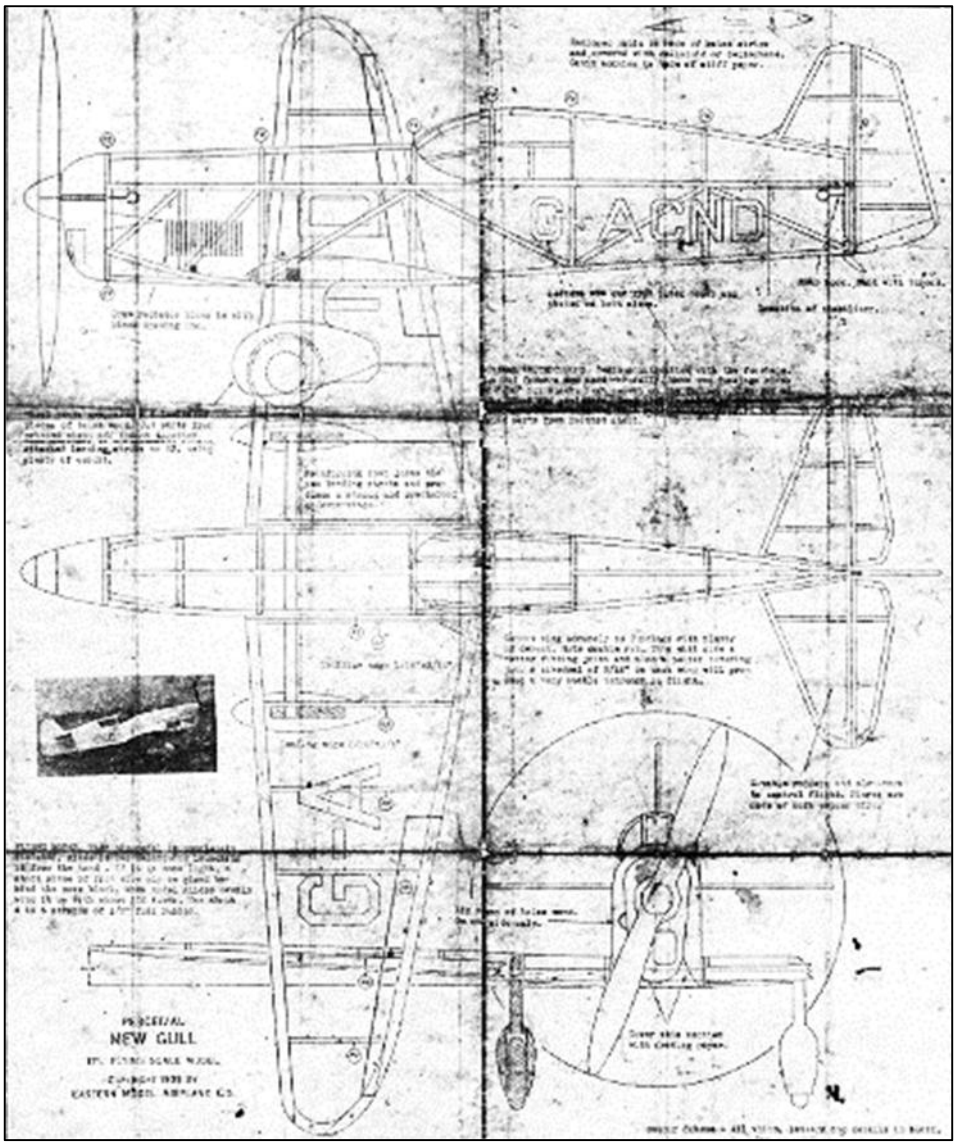
Note: pdf files of all plans are available free of charge from DBHL Plans service, see website sam1066.org

Roger Newman

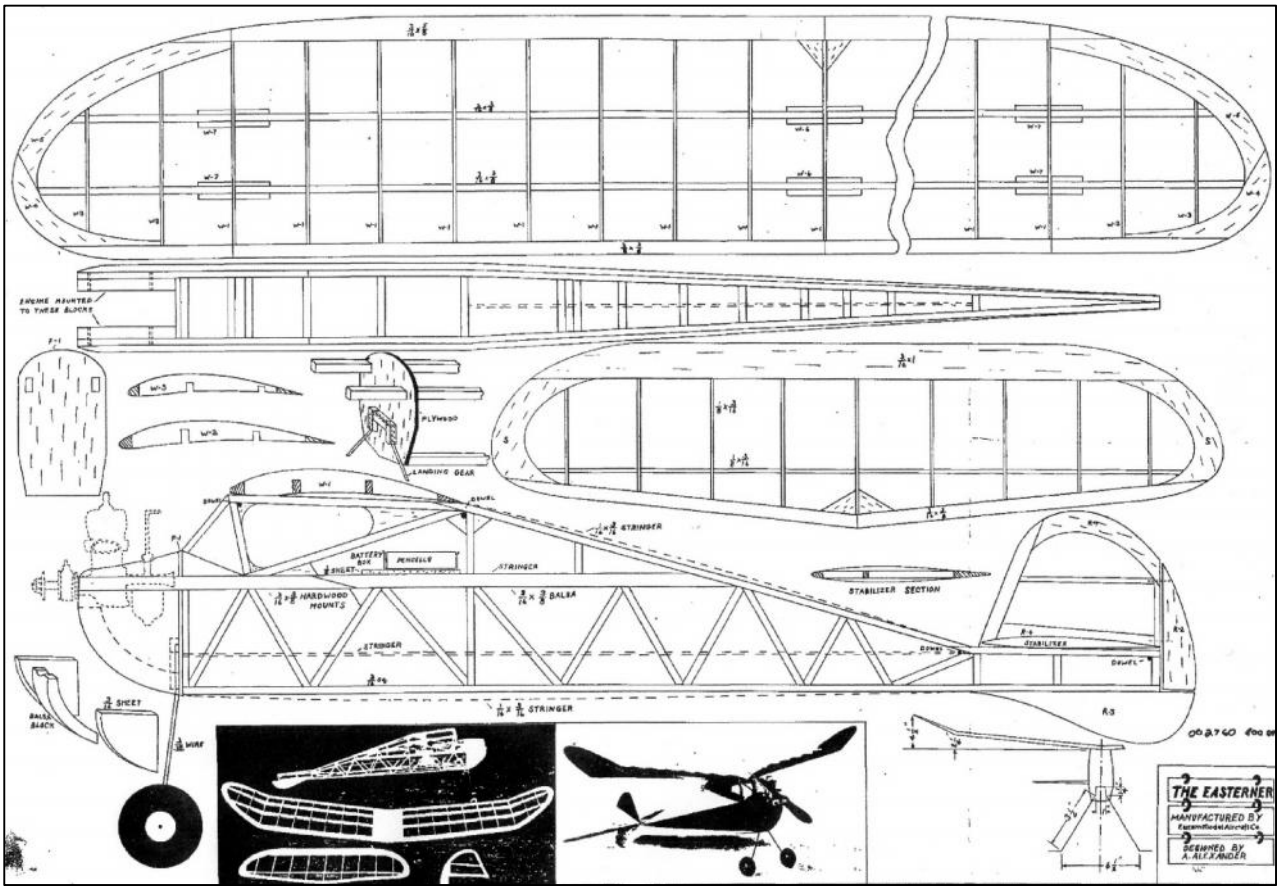
Report No. 86. East is East, but where is it?

East Anglia? 23 Railway Cuttings, East Cheam, home of Anthony Hancock?
Eastern Seaboard U.S.A.? Perhaps the answer is "None of these" but why do I ask?

The plan below of a 17½ inch span rubber powered Percival Mew Gull is from 1939 and we have the name of the maker, the "Eastern Model Airplane Co.", but from where and who was the designer? In seeking answers I found mention of another design by the same maker, an Aeronca 15in span rubber powered model from 1937 designed by K. F. Kung. (no plan yet found).
So the clues to the location of the maker amount to 1) Eastern; 2) Co. not Inc. so probably not from U.S.A.; 3) Designer possibly Chinese.
Could the maker have been from the Far East, possibly Singapore or Hong Kong?

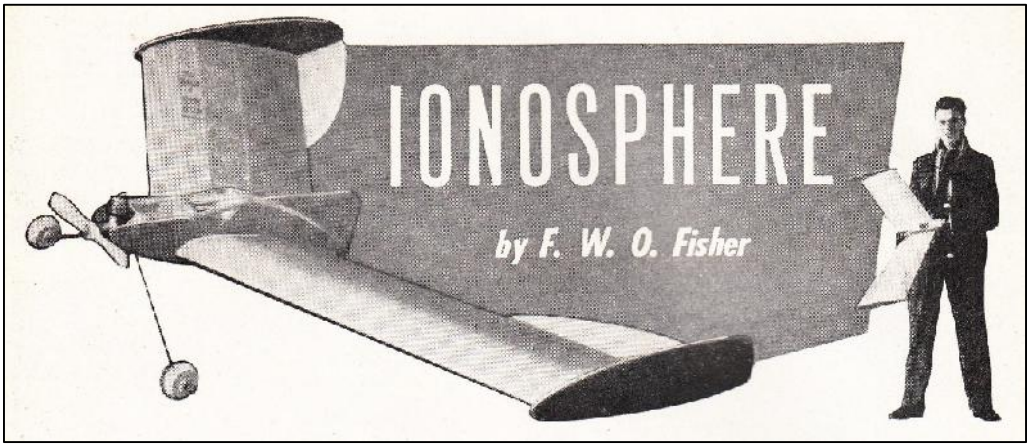


Sorry about the quality of the plan, it was put together from four separate scan files and did not work out as well as I might have hoped.
The next plan is the Easterner a 44 inch span power model designed by A. Alexander and again we have the name of the maker, the "Eastern Model Aircraft Co.", note Aircraft not Airplane, but again Co. so probably not from U.S.A. The plan came from the Co-Op Plan Service and on their list is shown as having been supplied by Australia/New Zealand so the maker could have been based in Eastern Australia, as New Zealand seems to claim just a North and South.



Now to the questions for you Dear Reader.
We have the "Eastern Model Airplane Co" and the "Eastern Model Aircraft Co" probably based several thousand miles apart, but in each case in what town and country?
We know of two designs by the "Airplane Co" but have only one plan, and that in poor condition.
For the "Aircraft Co" we know of just the one design and plan.
Were there any other "Airplane Co" or "Aircraft Co" designs and is there a source of the plans?
Please also advise on any other points of interest that you may know of either Company.

Next month it is hoped to look at "Performance Kits", Peter Fisher's operation based in the Isle of Man. If you have any personal reminiscences of the man, the designs (all Peter's?) the kits and where they were made etc., I would be pleased to hear from you.



To whet your appetite here, from Model Aircraft July 1953, is Ionosphere, one of Pete Fisher's tailless designs.
Contact- Roy Tiller, tel 01202 511309, email roy.tiller@ntlworld.com

Roy Tiller

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'.

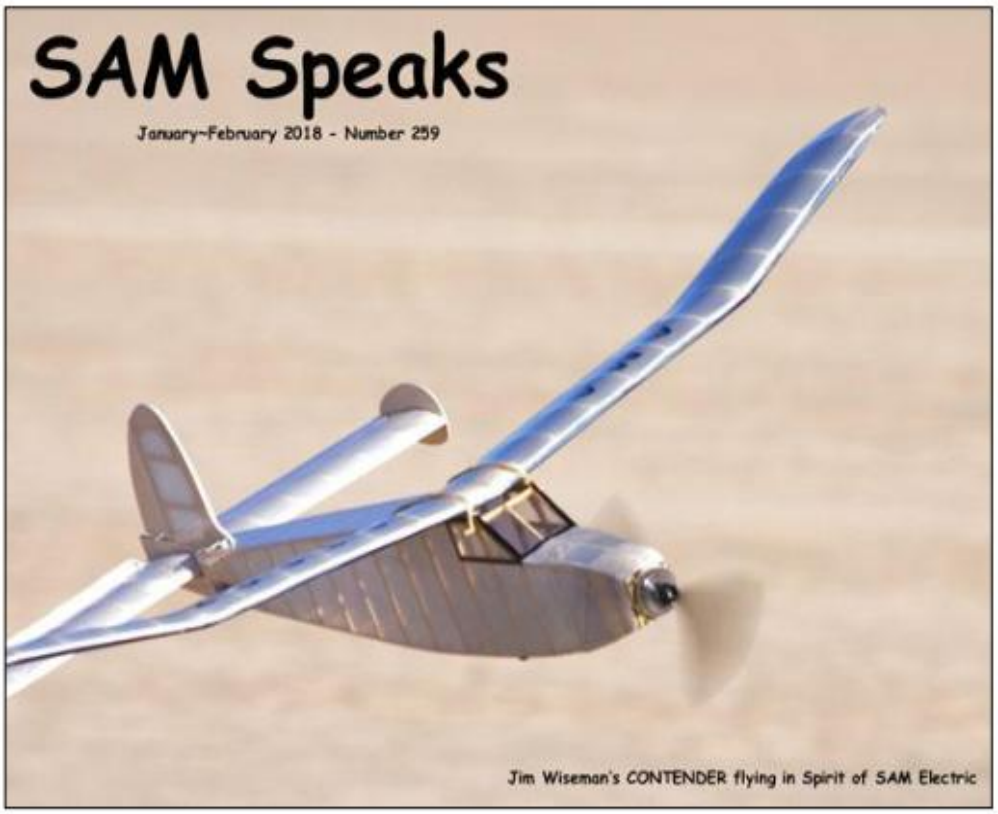
Anyone not having a permit can enter organised contests, or sports fly/trim on contest days, on payment of the appropriate fee.

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 553600	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.

26th Annual World Wide Postal Competitions, 2017-2018,

between July 1st 2017 and June 30th 2018 inclusive

For full details see:

http://www.endlesslift.com/26th-annual-world-wide-postal-competition-2017-2018-including-sky-bunny/

Flights may be made outdoors The purpose of this postal contest is to encourage friendly participation among aeromodellers worldwide with the prime emphasis being on low-key, leisurely flying without the pressures of 'regular' competition. The Internet permits us to have a worldwide event in the spirit of a friendly local club contest. A wide variety of events are offered including classes for types and sizes of models which have been overtaken or outclassed by modern developments or are perhaps too small to be considered for 'serious' competition work, such as 20" and 25" Rubber, Sky Bunny and Cloud Tramp, many of which can be flown at any time on smaller local sites without the necessity of travel to more formal contests at larger areas.
It is not required that all flights in any event be made upon the same day but each is to be pre-nominated as 'official'.

Events

Foam Plate Rubber Band Powered Airplane – New event this year, per rules published. This is to give school, scout and other youth groups building foam plate planes an opportunity to participate in an international event and compare times with others around the world.

Sky Bunny – Flown per rules published, Rule 4, about the contest dates, is amended to conform with the dates of this current World Wide Postal Competition.

20" Rubber – For any published/kitted outdoor designs not exceeding 20"/51 cm span. Three flights to 60 second maximum followed by 30 second increments thereafter.

25" Rubber – Any published/kitted models up to 25"/63.5 cm span. Three flights to 60 second maximum followed by 30 second increments thereafter.

30" Vintage/Oldtimer – For pre-1951 designs, not exceeding 30"/76 cm. Three flights to a 90 second maximum followed by 30 second increments thereafter.

42" Vintage/Oldtimer – For pre-1951 designs, with spans greater than 30"/76 cm but not exceeding 42"/107 cm. Three flights to a 120 second maximum followed by 30 second increments thereafter.

P-30 Rubber – Standard P30 rules . Three flights to 120 second maximum followed by 60 second increments thereafter. (Note that this 60 second increment differs from the 30 second increment in the AMA rule.) No gears or movable surfaces, other than for d/t operation.

36" Freewheel Rubber – Any published/kitted outdoor design with a freewheeling propeller is eligible, wing span not exceeding 36"/91 cm. Three flights to 90 second maximum followed by 30 second increments

42" Unlimited Rubber – Any rubber model with wingspan not exceeding 42"/107 cm. No auto surfaces. Three flights to a 120 second maximum, followed by 60 second increments thereafter.

KK "Senator" – A one-design class for this popular design. Three flights to 120 second maximum, followed by 60 second increments thereafter.

Cloud Tramp – Any version of the Cloud Tramp design as published, 8" prop (plastic OK), any type of prop bearing. Five flights, no maximum; longest and shortest will be discarded and balance totaled for score.

Towline Glider – Any glider, straight tow only with no moving surfaces other than autorudder. Maximum towline length 164'/50 metres. Equivalent (164'/50 metres relaxed length) high-start launch systems permissible. Three flights to 90 second maximum followed by 60 second increments.

Small Towline Glider – Any glider to a maximum span of 40"/101.5 cm, straight tow with no moving surfaces other than autorudder. Maximum towline length 164'/50 metres. Equivalent (164'/50 metres relaxed length) high-start launch systems permissible. Three flights to 60 second maximum followed by 60 second increments.

6" Tiny Hand Launched Glider – For any glider with wingspan no greater than 6"/15.2 cm. Six flights, 60 second maximum (flights under ten seconds need not be reported). If six maximums scored, 30 second increments thereafter. Multiple entries permissible.

6" Tiny Catapult Launched Glider – For any glider with wingspan no greater than 6"/15.2 cm. Six flights, 60 second maximum (flights under ten seconds need not be reported). If six maximums scored, 30 second increments thereafter. Catapult – a 9" loop of ¼" flat rubber attached to a 6" handle. Multiple entries permissible.

8" Tiny Hand Launched Glider – For any glider with wingspan no greater than 8"/20.3 cm. Six flights, 60 second maximum (flights under ten seconds need not be reported). If six maximums scored, 30 second increments thereafter. Multiple entries permissible.

8" Tiny Catapult Launched Glider – For any glider with wingspan no greater than 8"/20.3 cm. Six flights, 60 second maximum (flights under ten seconds need not be reported). If six maximums scored, 30 second increments thereafter. Catapult – a 9" loop of ¼" flat rubber attached to a 6" handle. Multiple entries permissible.

Catapult/Handlaunch Glider (small) – For any glider with wingspan no greater than 12"/30.5 cm. Six flights, 60 second maximum (flights under ten seconds need not be reported). If six maximums scored, 30 second increments thereafter. Catapult – a 9" loop of ¼" flat rubber attached to a 6" handle. Multiple entries permissible.

Catapult/Handlaunch Glider (large) – For any glider larger than 12"/30.5cms. Six flights, 60 second maximum (flights under ten seconds need not be reported). If six maximums scored, 30 second increments thereafter. Catapult – a 9" loop of ¼" flat rubber attached to a 6" handle. Multiple entries permissible.

Tip-launch Glider – For any size of wingtip-launch glider. Folding wings and R/C are not permissible. Six flights to a 60 second maximum, increasing by 30 second increments thereafter.

Peanut Scale – Any type, any period, 13" maximum wingspan or 9" maximum length. Total highest three of six flights for score.

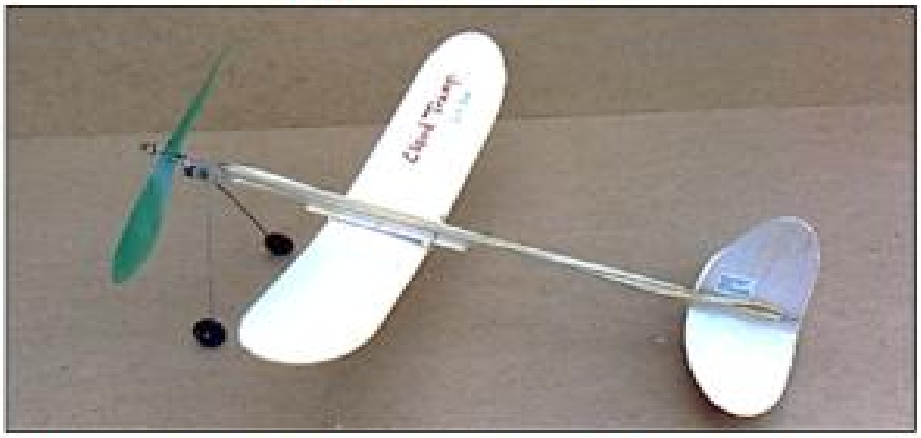
Dimescale – Any type, any period, 16" maximum wingspan, no scale or bonus points. Total highest three of six flights for score.

Phantom Flash – Per kit or plan, plastic or wood prop. May be hand launched. Total highest three of six flights for score.

GRANT MIMLOCT 2018

or

The 23rd Charles Hampson Grant Memorial International Mass Launch Of Cloud Tramps



We are promoting this event to celebrate the contributions made by Charles Grant to the development of our hobby. We hope that as many people as possible will make a Cloud Tramp and join in the simultaneous launch on:

Saturday, August 4, 2018.

The Launch Time will be 1700 hrs British Summer Time (GMT + 1 hour)

Individual participants will have to calculate the appropriate local time at their venue [New York, 1200 hrs; California, 0900 hrs; Sydney 0400 hrs, etc.]

GRANT MIMLOCT 2018 is not a competition and there are no prizes. We hope participants will enjoy the fun of building and flying the Cloud Tramp, as well as taking part in this unique event, which attracted 141 participants from all over the World in 2016 and 131 in 2017.

Please let us know if you take part in GM 2018 so that your name can be included in the official report. See www.endlesslift.com for further details

NEW! A CLOUD TRAMP MUG is available on eBay, type Cloud Tramp Mug into the search box. Mike Parker has one of these and they are very nice quality.

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

R/C Events at Wallop

Aug 4th/5th - Sep 8th/9th - Oct 6th/7th

We will be sharing the airfield with other disciplines

Radio Frequency will be 2.4 gig only , no exceptions

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

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

Event co-ordinator, Bill Longley
Tel - 01258 488833 email - tasuma@btconnect.com

DIG OUT THAT DIXIELANDER & PUT A SIMPLE RADIO IN IT

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) } 3 FLIGHTS
VINTAGE/CLASSIC GLIDER (comb.)
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. Provisionally they will be held on the first Sunday of the month. All 1300-1600 hrs
at Plas Ffrancon Leisure Centre, Bethesda, Gwynedd, North Wales.
But always check before attending
Next meeting will be 22nd April due to absence
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

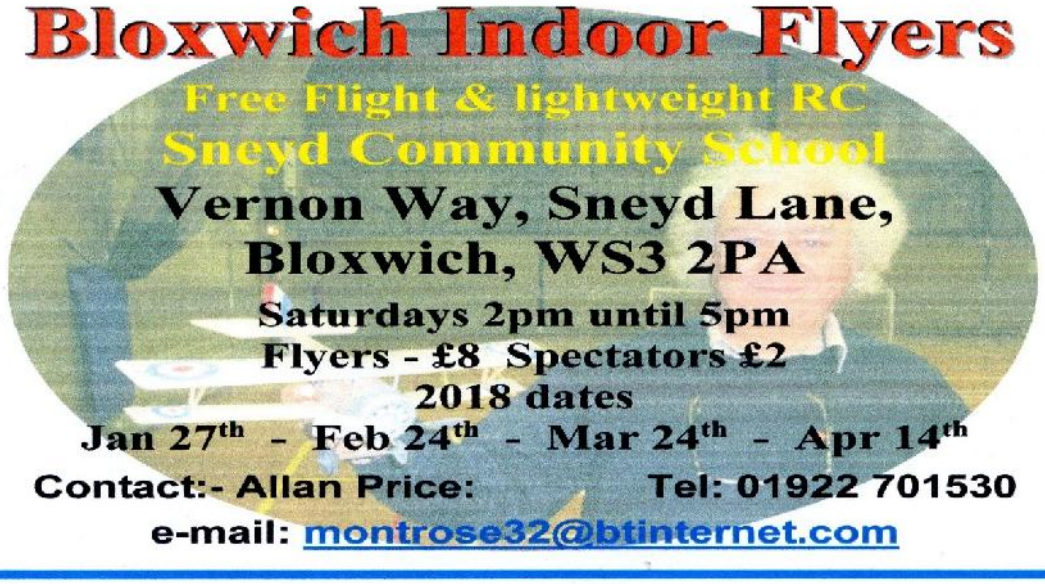
Jan 13th - Feb 10th - Mar 10th - Apl 7th - May 5th

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

Waltham Chase Aeromodellers

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

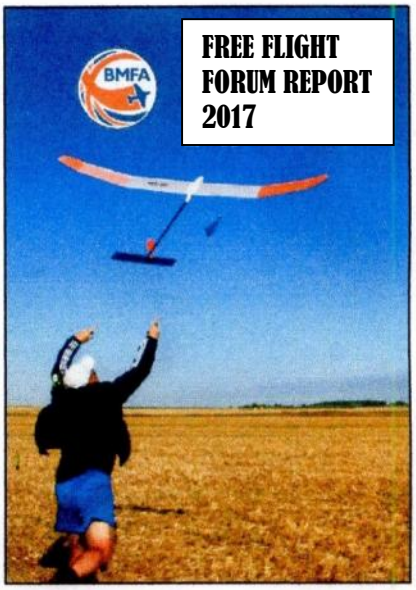
All meetings will run from 7.00p.m. to 10,00 p.m.
The Main Hall at Wickham Community Centre is suitable for indoor free flight models of all types, with a ceiling free of obstructions. Tables and chairs will be available in the hall and the organisers are always grateful for assistance with moving furniture.
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

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.



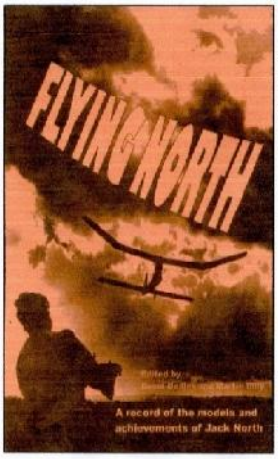
The UK price is £12.00 including postage; to Europe it's £15 and everywhere else £17. Sales of the Forum Reports help to defray the heavy expenses of those representing Great Britain at World and European Free-Flight Championships. Cheques should be payable to 'BMFA F/F Team Support Fund' in pounds sterling,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

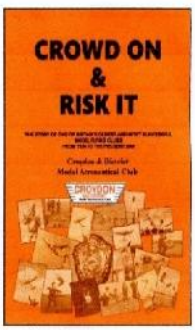


Flying North is a 163 page book covering the model flying career of Jack North, and including 23 previously un-published plans of his aircraft. Access to Jack's drawings and notes dating back to 1938 means that there are a number of designs in the book likely to be tempting to the nostalgia-minded.

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*