NEW Clarion

SAM 1066 Newsletter

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Editorial

Well here we are again, I kick off with a visit to Walsall club's indoor meet at the Sneyd leisure center hall. I was not feeling on top form so did not do much, but I took a few pictures.
This was the last time I aeromodelled, my activities this year, up to now, are blighted by the lingerings of my xmas flue which will just not go away. I missed the Thorns indoor and the BMFA 3rd area with a bad back, brought on by humping Rachels electric bike into the back of the car, I think this is due to a current complete lack of fitness for anything.
That's the moaning out of my system, lets see what goodies we have in store for this months issue.

Dick Twomey sent in the latest of his articles that he writes, as President of the Mauritius Aeronautical Society, for the Mauritius 'Weekly' news magazine. His first is on Ballooning, quite informative. This was quickly followed by a piece on the accidents with the Boeing 737 max 8, I feel, as aeromodellers, we can appreciate the aerodynamic problems. As I read it, not informing the pilot of the addition of an automatic trim adjustment, which on manual control depresses the aircraft nose, would lead the pilot to make an instinctive correction by feeding in some up and compounding the problem. Dick enquires what we modellers feel about the problem.

Flicking through old aeromodellers I came across the piece on steam powered aircraft. As I seem to have forgotten all about it I've popped it in to refress your memories. Does anyone remember it or saw anything of it?

Nick Peppiatt reports on the Crawley Indoor indoor meeting as a change of subject matter to his usual informative articles on modelling methods and equipement.

The archive of Keith Millers old black and white photos is still providing material for an article and will keep going for a while yet.

I've been digging back into the older files on my computer and found some of my original articles I wrote for David Baker and the old hard copy Clarion. I think I will repeat these as they are over 16 years old and may give an insight into my thoughts back then, assuming some of you may be interested.

Our chairman Tony Shepherd has penned a filler on Wickham Indoors over the back end of last winter season with some very good quality pictures. I hope converting the magazine to pdf does not seriously effect their quality.

Surfing the internet I found quite a few videos on youtube on paper airplanes which prompted me to dig up another of Nick Robinson's paper airplanes from his book on the subject.

The secretary's report by Roger confirms that, barring unforseen circumstances, we 1066 will be back at Wallop on Saturday 27th April. Competition flying only at this first meeting, which is seen as the best way to show observers controlled Free-Flight in its best light. Lets hope we will satisfy the powers to be that FF is as safe as any other form of aeromodelling and trust it will lead to a permanent return to our ancestral home.
Roger wraps up his notes with a report of the BMFA 3rd Area meeting at Beaulieu, the first bit of decent weather this season up to date.

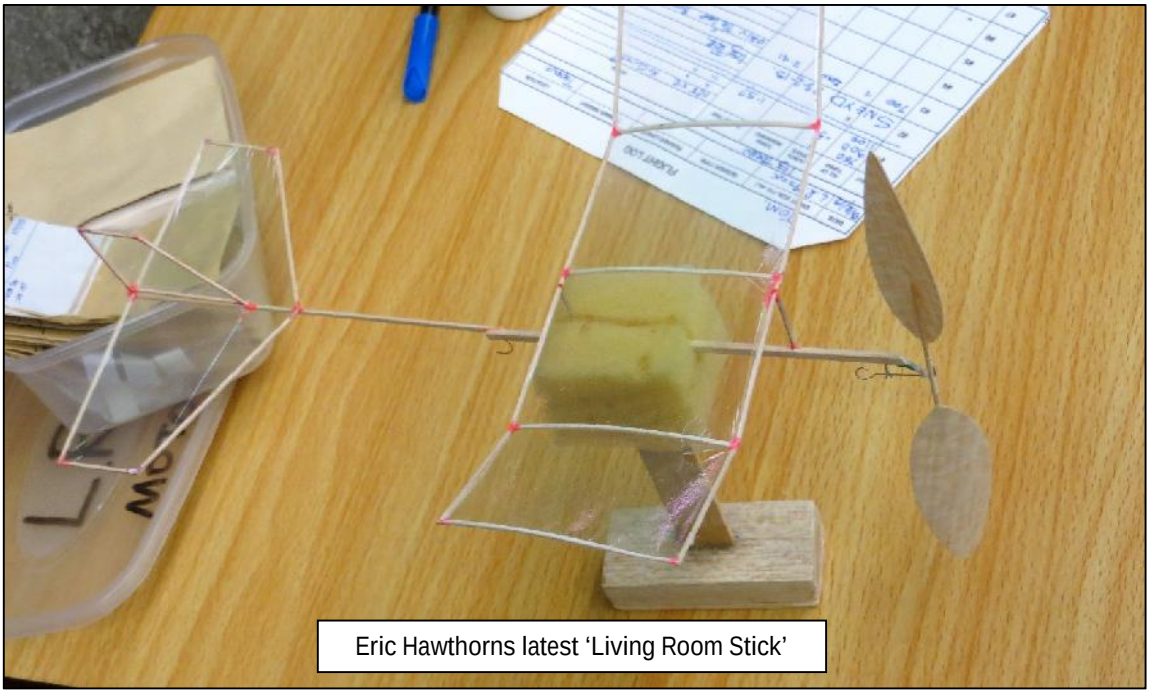
Three plans from our archive finish of this issue. Copies of the pdf files for these plans and hundreds of others are available from our DBHLibrary. These pdf files can be printed out as full size plans at your local copy shop.

Editor

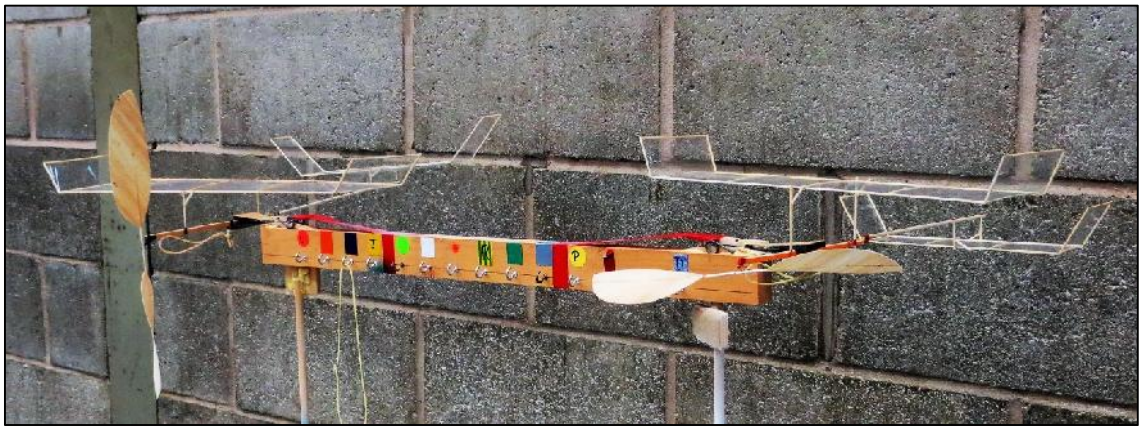
Sneyd Indoors - John Andrews

Saturday 23rd February was the date for the 2nd indoor meeting of 2019 at the Sneyd sports hall in Bloxwich. Although still feeling a bit under the weather from my post xmas cold/flue I attended but was not on particularly good form. I messed about with my 35cm Challenge II for quite a while and eventually managed to get a good flight in. About halfway through the afternoon I felt groggy so I decided to call it a day and just took a few pictures to give me something to write about.

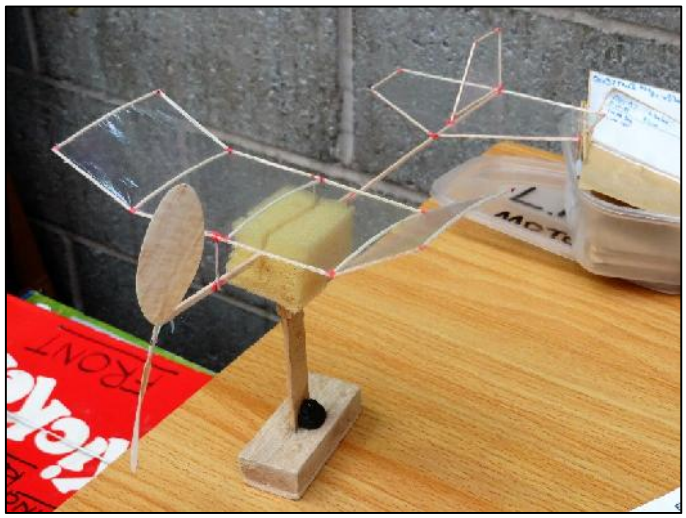
Colin Shepherds 'Legal Eagle', still flying well



Eric Hawthorns latest 'Living Room Stick'



Above and below we have Peter Thompson's two designs. On the left is his latest named, I believe, 'The Five Minuter' and the model regularly achieves 5 minute flights in the hall. The model on the right is his earlier design 'The Plank', a slightly smaller model but an equally good performer if the weight is kept below 2gm.
A point of note for indoor fliers is the wing dihedral breaks, the rib is flat (ie no aerofoil). This enables the dihedral break to be made in the covered wing without crinkling the covering and does not seem to impair performance.
Also of note is the relatively short motor and large prop.



Another picture of Eric's LRS.
Note the blob of weight at the base of the model stand, might just be to hold it together.
I was intrigued by the prop pitch, it seemed very course to me, about 45deg mid blade or so it appeared.
I packed up early and at close of play retired to my daughters just up the road. A large glass of red and a helping of Chinese improved my state of health. Then wife Rachel & I had an uneventful drive home.

John Andrews

COX OLYMPIC 15

2·423 c.c.

Manufacturers:
L. M. Cox Manufacturing Co.,
Santa Ana, California, U.S.A.
Price in U.S.: $12·98

Specification

Displacement: 2·423 c.c. (.1478 cu. in.)
Bore: ·585 in. Stroke: ·55
Bore/stroke ratio: 1·07
Bare weight: 4 ounces
Max. B.H.P.: ·287 at 16,500 r.p.m.
Max. torque: 22 ounce-inches at 10,000 r.p.m.
Power rating: ·118 B.H.P. per c.c.
Power/weight ratio: ·072 B.H.P. per ounce

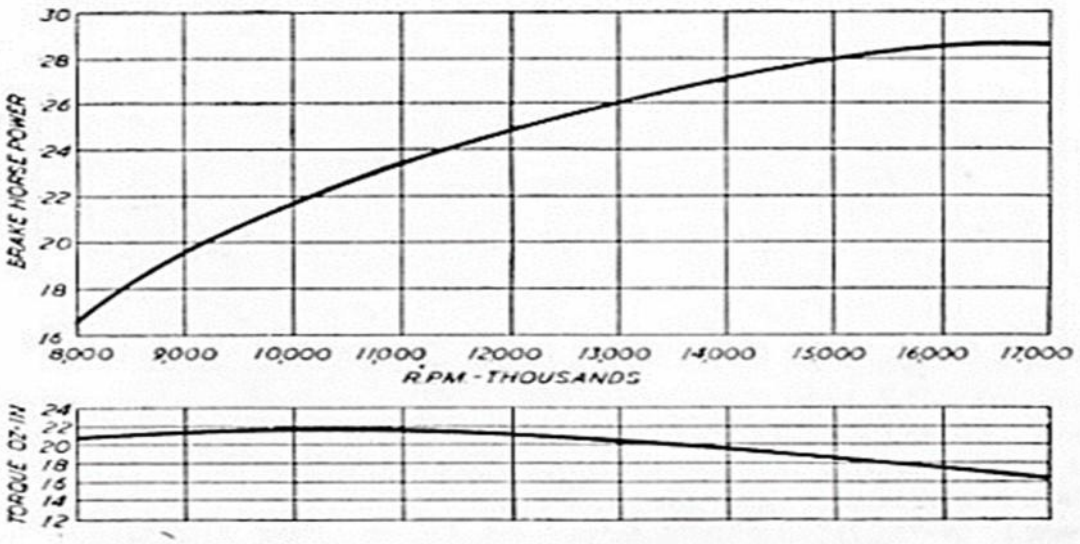
Material Specification

Crankcase: light alloy, machined from bar stock
Cylinder: mild steel
Piston: hardened steel
Connecting rod: hardened steel
Crankshaft: hardened steel
Main bearing: twin ball races
Cylinder head: light alloy (integral glow element)
Rear cover and venturi: light alloy (anodised red)
Prop. driver: light alloy (anodised blue)

Propeller—R.P.M. Figures

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

Fuel: 20 per cent nitromethane, 20 per cent castor
60 per cent methanol



Aeromodeller Annual 1960-1

Hot Air Ballooning - Dick Twomey

Extract from Mauritius 'Weekly' magazine 28 February 2019

Dick Twomey: *the Aeronautical Society of Mauritius*

"Some remarkable record-breaking flights have been made over the years, like the first round-the world balloon flight by Bertrand Piccard and Brian Jones in 1999, when their trip from Switzerland to Egypt (the long way around) took them 20 days."

In spite of its title, the subject of this article has (normally) nothing to do with politics! However, there was just one occasion when I was witness to a link between the activities of a government and flight on hot air when, on a sunny morning in cold-war West Berlin in the 1980s, I looked up to observe, floating above my head, a refugee from communist police-state East Germany using a balloon to make a successful escape over the infamous Berlin Wall, to freedom.

'That time, you could say, it WAS down to politics!

Ballooning is Science, and represents Man's very first efforts to become unfetteredly airborne. First beginnings date right back to 1783 when, on 21st November of that year, two Frenchmen Jean-Francois de Rozier and Francois d'Arlandes lifted off from Versailles, Paris, in the iconic Montgolfier brothers' balloon, which can still be seen preserved at the Science Museum in London. We were apparently quick to follow in Mauritius, because - says my trusted friend Tristan Breville, historian and photographer of note - a certain M. Cailleau got airborne here in a similar balloon only 7 months later...but as a wise man keeping it 'aerostatique' (tethered to the ground) to avoid the risk of ending ignominiously with a dousing in the Indian Ocean.

Ballooning represents Man's very first efforts to become unfetteredly airborne.

The sport of hot air ballooning saw a revival of interest in the 1960s, and is recognised by the *Federation Aeronautique Internationale* (FAI) as the safest sport in aviation. Fatal accidents are extremely rare. It is popular: a survey made by the FAI shows that in 2012 in the USA alone, there were then around 2,800 hot air balloons, of which some 500 were commercial, offering sightseeing rides to tourists. In several countries, there is the tradition of holding balloon festivals, and I recall attending one of these in the German city of Minister, when the sight of a swarm of these brightly-coloured shapes filling the sky, as they climbed slowly and drifted gently away, was an unforgettable experience. Albuquerque's Balloon Festival in the USA is a popular International event. In Britain, the city of Bristol also provides a venue for an annual festival usually held in the month of August, and close nearby is the factory of the Cameron Balloons Company, the world's largest manufacturer.

To operate a commercial passenger-carrying balloon flight, of course the pilot is required to hold a licence, although the details may vary a little from one country to another. It is - as in all aspects of aviation - a responsible activity, demanding a close adherence to the rules and needing a lot of practice. Weather conditions are critical, and wind speeds exceeding 5 mph risk producing difficulties, especially when trying to make a safe landing. Interestingly, balloons do carry some basic instruments (altimeter, variometer and these days GPS also for calculating groundspeed) and there is some capability for the pilot to control not only the height at which he flies but - to a limited extent -his direction also. How is this achieved? Meteorologists know that in the N hemisphere, the wind veers (turns to the right) with increase of altitude and backs (turns to the left) when you descend. In our Southern Hemisphere, of course these Coriolis effects are reversed. Result: By changing height with the aid of the propane gas burner, you can also change direction! Some remarkable record-breaking flights have been made over the years, amongst which was the first round-the world balloon flight by Bertrand Piccard and Brian Jones in 1999, when their trip from Switzerland to Egypt (the long way around) took them 20 days. Then in 2002 American adventurer Steve Fossett followed this up by making a solo flight also around the world, this time from Australia to Australia: it had been his 6th attempt, and the story goes that... because of his history of 5 previous failed attempts, he was able to take out an insurance policy with a down-payment of half a million dollars... to receive §2 million on successful completion. He must have enjoyed that one!

Dick Twomey

Emails to the Editor

Peter Watt:

John,
Found Nick Peppiatt`s article on d/ts most interesting.
I built a Don DeLoach Polecat P30 with a flyoff wing.
Quite spectacular and very positive when the timer releases.
After the first few flights a number of nicks appeared on the fin leading edge
due to the wing hitting it on release. Easily cured with a 1/16" sq spruce leading edge.
I also have a Senator with a wing d/t as shown to me by Spencer Willis and like Nick
find the nose down arrival means an eye has to be kept on the prop shaft.
Regarding the Ken Croft Yagi article in the June 2018 Clarion. I think there are a number of problems.

1) As dimensioned it is tuned to a frequency of 420Mhz.
2) By using a folded dipole the antenna`s impedance rises to 300 ohms which will be mismatched to the 50 ohm coaxial cable and input of the receiver.
3) The dimensions for the elements don`t look right as they should increase from front to back.

Best wishes, *Peter Watt*

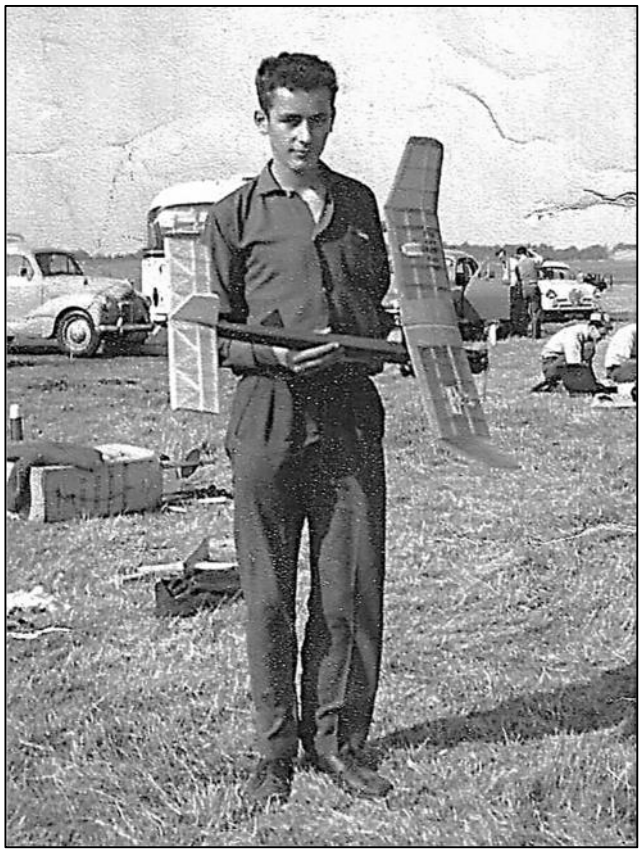
Chris Boll:

Hi John,
In response to your request for old photos, the attached shows me in around 1958 during a South Birmingham MFC trip to (I think) Bramcote airfield.
The weather was superb, and I recall a rather chubby youngster chasing my chuck glider, it must have caught a thermal and flew right across the airfield, but never gaining much height.

The plane is an own design powered by an E D Bee, which I still have.
It flew quite well and I made several more in a similar style, for sports flying only.

After stopping model plane activity in 1968, I resumed in 1992, and still continue playing with planes and engines.
Regards,

Chris Boll



Aero Modeller 374

STEAM POWER Pt. II

D. E. PARKER'S REMARKABLE 'COMET'

LATEST DEVELOPMENT of the steam powered model aircraft is *Comet II*, which apart from the radio control is a completely new development based on the experience gained with the original Comet described in AEROMODELLER October 1967. The new engine is larger ($\frac{3}{8}$" bore and stroke) and heavier but it is more efficient with an earlier steam cut-off.

The new boiler is all copper. Much to the designer's regret, he found that the stainless steel boilers started to crack at the brazed joints after prolonged use. He subsequently learned that such joints should not be allowed contact with moisture, or corrosion cracks will develop. As this ruled out stainless steel, Mr. Parker was more or less compelled to use copper. He feared that the weight could become excessive due to the heavier gauges of material necessary, but more ductile copper enabled him to dispense with a large number of machined fittings, and a weight increase of only 2 oz. resulted.

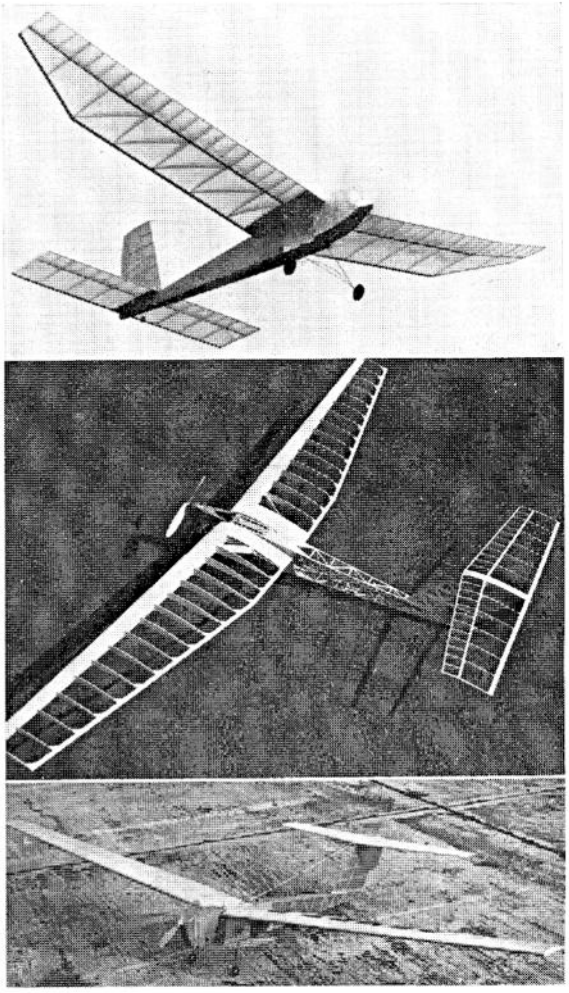
A larger capacity burner (3 oz. meths) of the old wick type proved satisfactory. A propane burner was considered, but eventually it was decided that there was nothing to be gained from a heavier and more complicated arrangement.

The new powerplant produces $1\frac{1}{2}$ lbs. static thrust with a 12" x 7" KK plastic propeller turning at 3,500 r.p.m. Boiler pressure is 70 lbs.

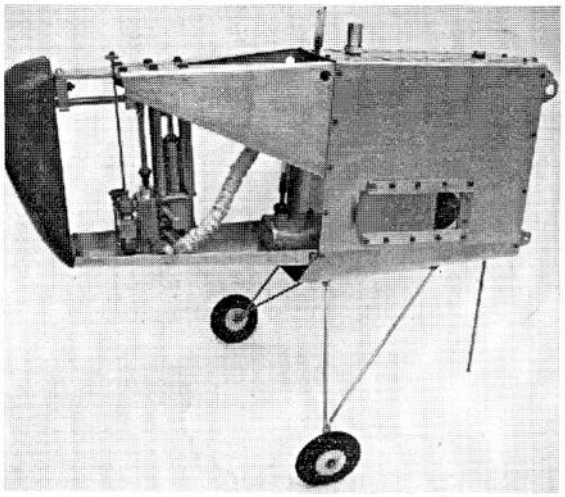
The idea behind the new airframe was to combine a higher airspeed with greater aerodynamic efficiency and improved stability under power. Hence:–

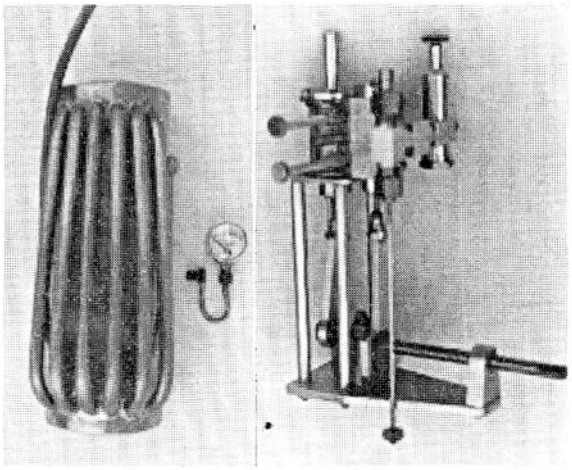
1. Inverted engine which allows a higher thrust-line and shorter undercarriage.
2. High aspect ratio mainplane (8 ft. span) with a thinner and less undercambered section. Sheet covered leading edge.
3. High tailplane, above the mainplane downwash.
4. Skeleton rear fuselage, to keep the c.g. as far forward as possible.

The first flight took place during the Easter holiday 1969. All went well. A full fuel tank has yet to be used, 2 oz. has produced very satisfactory flights, with the best duration to date being about 8 minutes; there *must* have been some lift around that evening! The all-up weight (dry) is 46 oz.



Upper photo shows original Comet in flight to compare with Mk. II in other views. Note light structure, Tee tail and radio aerial. Mechanical details below, the complete power unit at left, copper boiler (centre, with pressure gauge) and power unit at right.





Indoor isn't for Everyone No.27 - Nick Peppiatt

The SEBMFA Meeting at the K2, Crawley, 16th February

Back indoors this month with a report of a visit to the annual meeting in Crawley. This was the 44th in the series, the 14th in the large K2 hall and the first to be held on a Saturday. As last year, the full hall was not used, part being curtained off to give a square flying area of good size. There was the usual mixture of competition and fun-fly slots.

I was particularly impressed with the achievements of Tom Goodwin, who won both the HLG and CLG classes. As can be seen from the photo, he is considerably younger than the vast majority of us.

Lining up for the HLG/CLG competitions

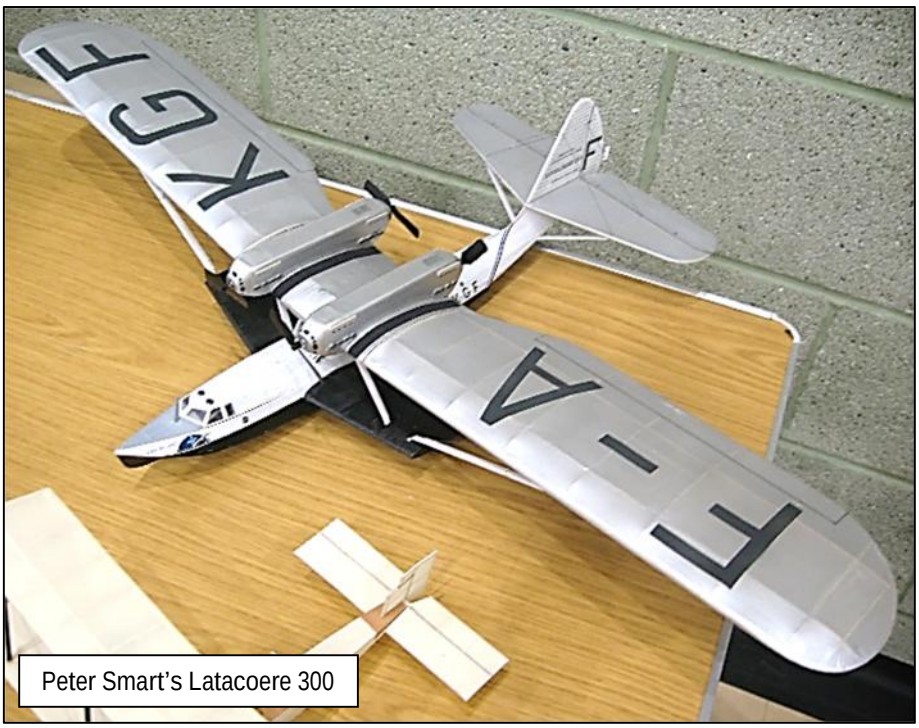
Tom Goodwin and his version of the DK No 29

For the HLG event, Tom was flying his version of the DK No 29, which is a design by the Croatian Damir Kosir and I have also included a 3-view downloaded from the internet. When he got the launch correct, the model did a beautiful transition from the climb into a slow glide, just below the rafters, just like the ones shown in the video clips that can be found on the internet of Mr Kosir himself launching. They certainly appear to have some impressive indoor flying spaces available in the Balkans. Tom was a busy man that day, as he also entered the Legal Eagle, Living Room Stick, EZB and Gyminnie Cricket competitions.

On the scale side, we were graced with the presence of that prolific builder of wonderful scale models, Peter Smart, who came up from Bath. His Latacoere 300 flying boat, powered by four electric motors in two push-pull pairs was particularly impressive and deservedly won the Open Scale competition. Unfortunately, I did not get a photo of Peter's Peanut Scale winning Gossamer Albatross, built to the 9 in overall length rule. As usual, Peter brought along a large collection of models, including a Sopwith Triplane from the Vintage Model Company kit, converted to radio-control, with a Parkzone Mustang motor and propeller and a Parkzone three channel brick. Peter considers these laser kits to be of high quality - apparently you shake the box and a plane falls out!

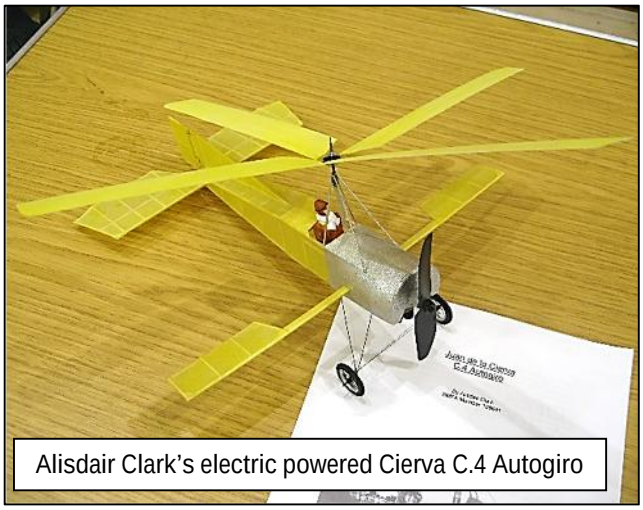
Alisdair Clark had another amazing rotary wing device – this time a Cierva C.4 Autogiro, powered by a Zombie 25 electric motor, mounted on rails with its speed control and timer. These were held in place by the nose-block, which was retained by magnets.

As usual, the competition results were quickly made available on the website Crawley &DMAC www.cadmac.org.uk , where there is also a short video by Daniel Senior, which gives a good flavour of the meeting. The good news was that this meeting broke even financially so we can look forward to the 45th in the early part of next year. Look out for the announcements!

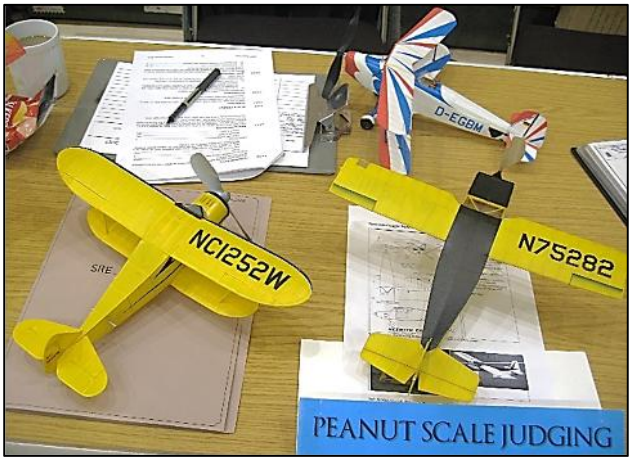


Peter Smart's Latacoere 300

Peter's beautifully finished rubber –powered Messerschmitt Bf109E



Alisdair Clark's electric powered Cierva C.4 Autogiro



Peanut Scale entries of Hadland (Bucker Jungmann), Boyes (Waco SRE) and Peppiatt (Nesmith Cougar}

Terry Adams Legal Eagle winding arrangement with torque meter

Butterfly mass launch

Nick Peppiatt

Extract from Aeromodeller July 1976

Noises Off

Mostly the reason why we have a Noise Pollution Act is because we have too many people crowding in on each other, all hysterically conscious of the noise the others are making. Perhaps what we should have is a People Pollution Act, though the problem here would be to seek a remedy without stirring the Royal Humane Society into undue activity.

This thought occurred to me upon reading those articles on the historic development of the model plane. What began as an idyll, of wide open spaces, blue skies and gently drifting models, wound up into a frenzy of screaming missiles in a mad maelstrom of conflicting interests. In the days before everywhere was built on and every lane a motorway, you had all the peaceful, empty countryside in which to fly your then noiseless model. As the model soared dreamily over the long summer grass all that could be heard was the cry of a startled bird:

"Coo, what's that up there, Fred?"

And even today Fred's reply is censored.

Now, it is almost impossible to wrap a bit of empty space about yourself wherever you may try to fly. Go to launch your model on a public space and you're almost certain to nudge some bit of highly activated humanity in the ribs. Whereas in the old days the parkland humans kept a low profile - some extremely low - they are now all dashing around like mad, chasing or hitting balls of various sizes and density, and urging canine companions to new heights of doggy frenzy. Then you have the enemy listening posts to contend with, that is, the houses surrounding the open space. Many of these houses are of recent development, and the objections of the occupiers come a bit audacious - like someone going to Africa and then complaining about the behaviour of the monkeys.

Nor are the airfields quite the havens of peace they once were — not like the days when we had Faireys at the bottom of our garden. You daren't venture on the tarmac for fear of being run down by the hurtling masses constantly circulating the airfield. First a fleet of land yachts come tacking in a wild zigzag, then the groups of charity walkers, the keep fit runners, and sundry people, mechanised and otherwise, doing all sorts of silly things other than sensible model flying. If only people would stay back in their homes and gardens like they used to, and leave the model flyers to enjoy the open countryside, things wouldn't be so bad.

Boyhood of Rally

Now for a quiz. That little boy in the old model meeting photograph. Who did he grow up to be? Was it:

(a) Air Vice Marshall Sir Prangem Proper, DFC, DSO, Vat and bar?
(b) Lord Stumpington-Cody of Farnborough, Chairman of the British Aircraft Council, and Chief Advisor to the Chipping Balsa Model Club ?
(c) Charlie Higgins, General Labourer?

Fast-'ideous

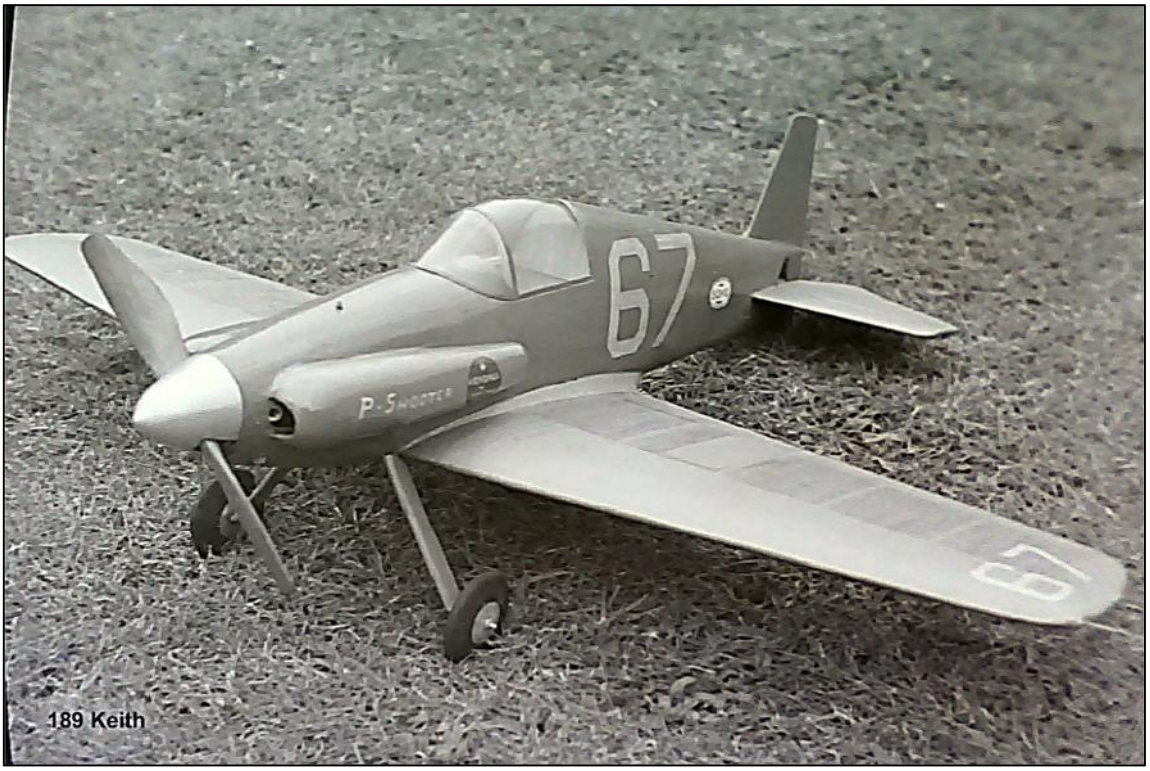
Yet another quiz. What was the object the young man in the picture was holding? Was it a do-it-yourself loft ladder, an adventure playground climbing frame, or a multi storey boot scraper ?

The accompanying text revealed, quite surprisingly, that it was none of these things, but a model plane. Now, just why it was thought necessary to produce a model of such appalling ugliness is not revealed. Not that it really matters what a combat model does look like, as the quickness of the handle deceives the eye, and all we see in flight is a blurred impression of a tapeworm doing the twist. If the combat model, then, is not a thing of beauty, neither is it a joy for very long either, so the more it looks like what it is going to end up like, the less the trauma when it crashes. Or so I suppose. Carry on blasta-ing.

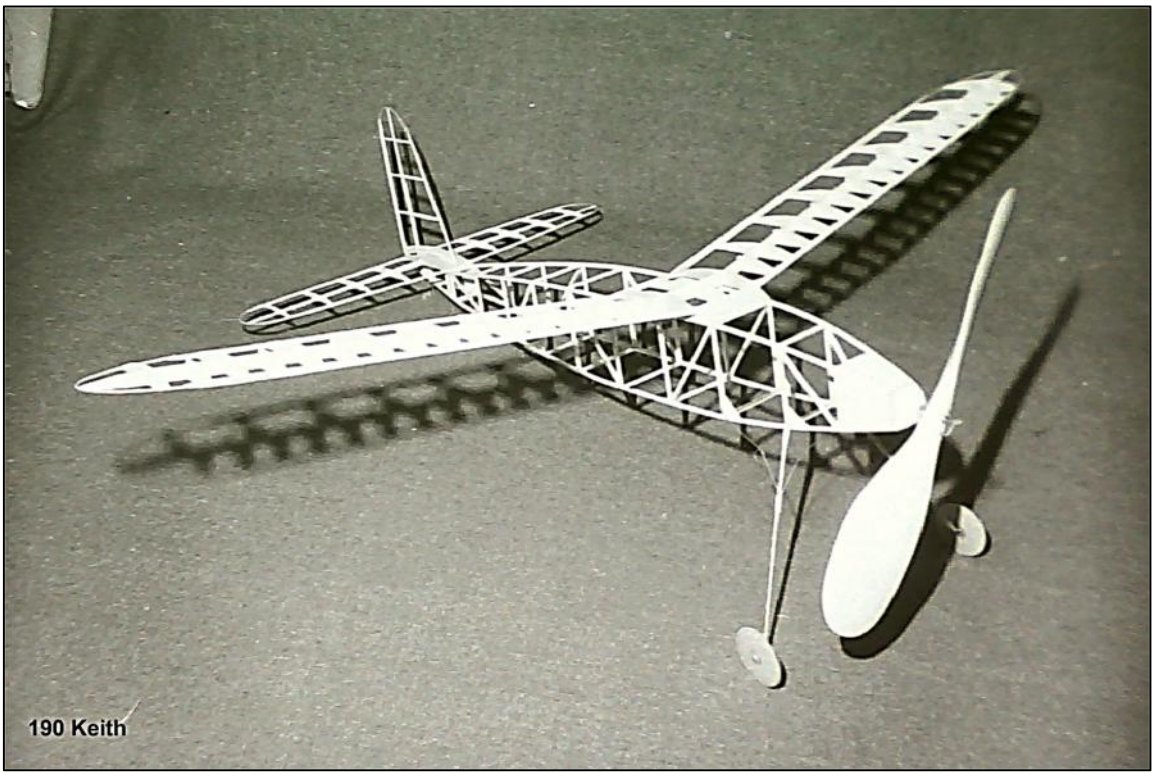
Span Wise

From small beginnings (thirty feet or so across the wings) pedal power interest now spans the universe - and could do so, quite literally, if they extend the wings much further. But the universal aspect comes from pedallers in so many countries taking an interest in the big prize money, making the whole thing like a postal type contest for slightly heavier than air machines. On evidence it would seem that the only fuel-free power flyers of the future will be champion cyclists turning out once a year for a sort of aerial milk race. But the pedallos-for-all hope is not quite dead. If there is a limit to how far you can spread your wings, the ultimate answer might be a form of a pedicopter; one has already been developed.

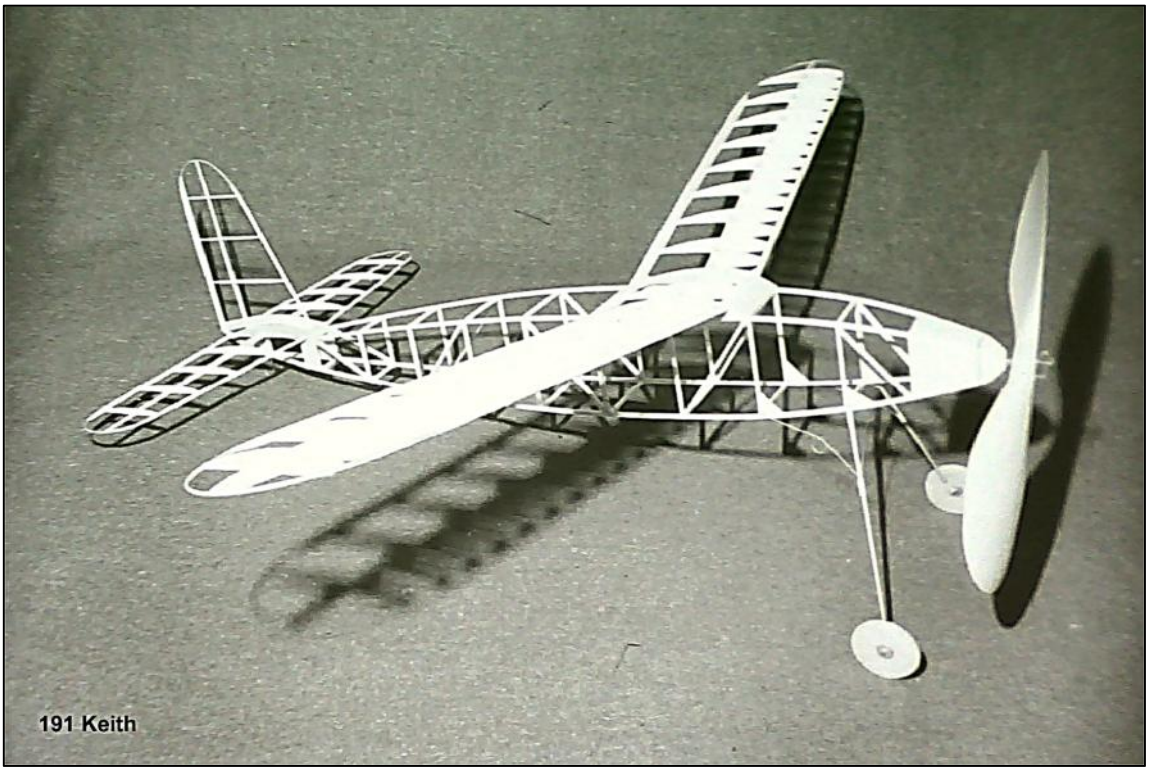
Pylonius



Keith Miller's (CDMAC) Elfin 1.8 powered scratch-built '"C/L "Mini Mustang".

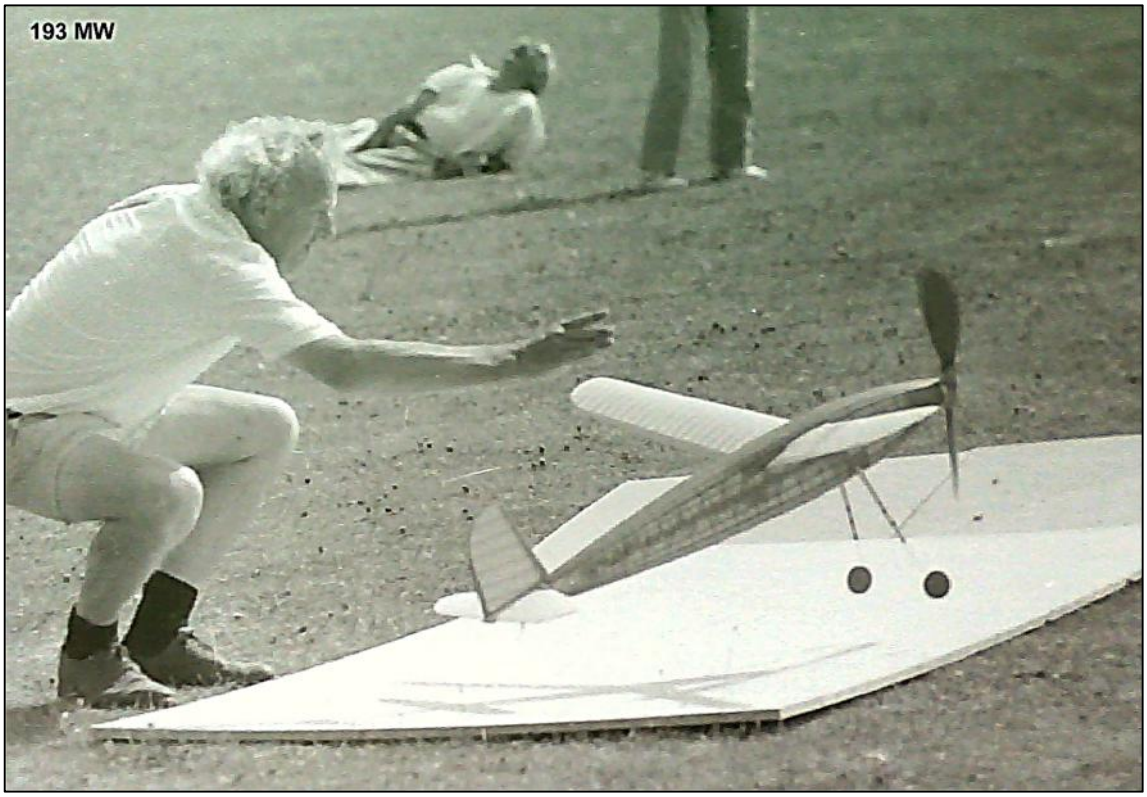


Keith Miller's (CDMAC) "Northern Star" rubber model.



Keith Miller's (CDMAC) "Northern Star" rubber model.

Unknown modeller ROG's his "Clodhopper" 8oz Wakefield at Middle Wallop in the 80's.



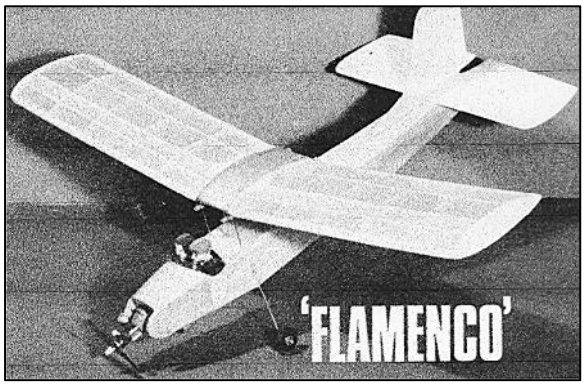
Rex Oldridge (SAM35) ROG's his McKenzie Wakefield at Middle Wallop in the 80's.

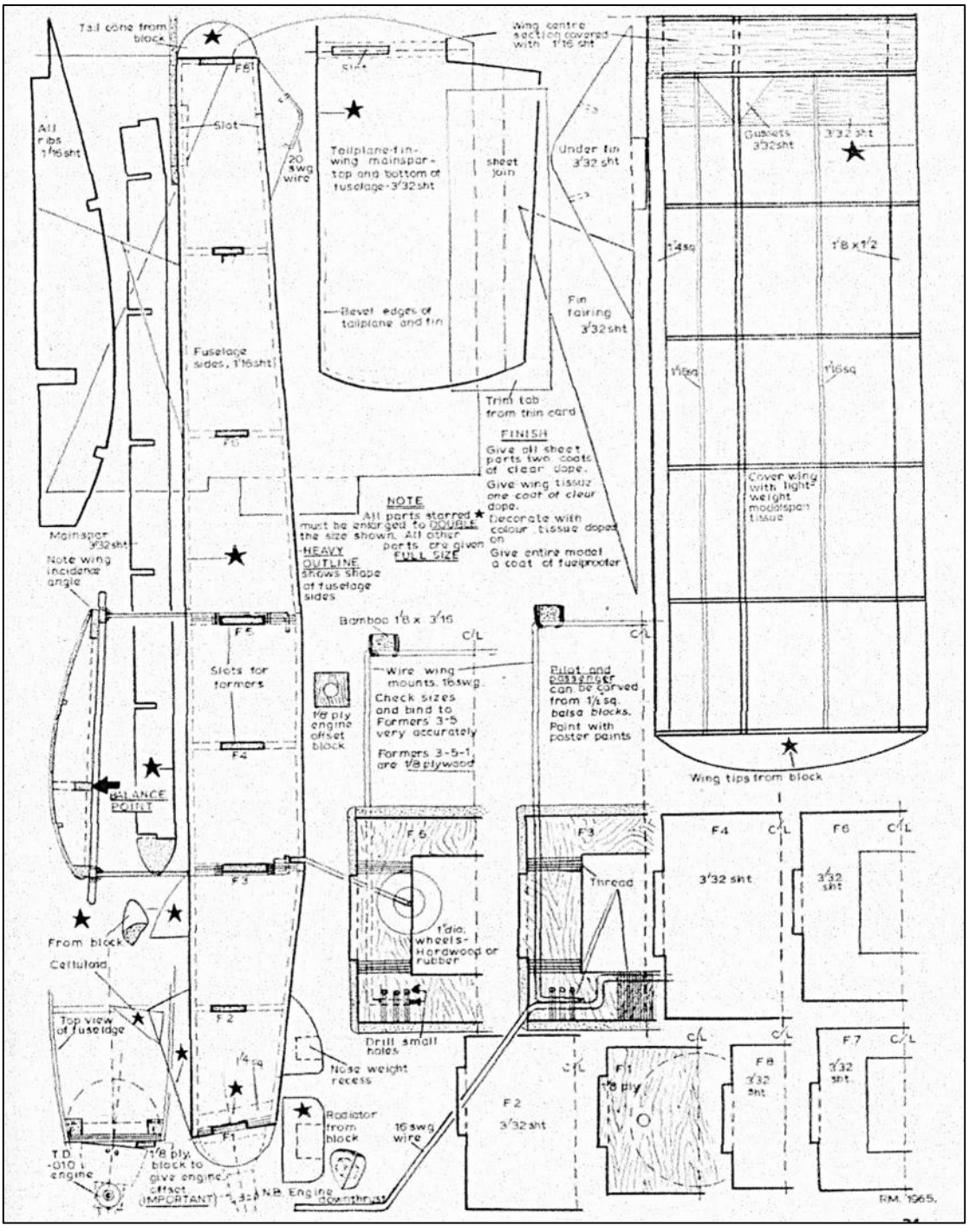
Peter Michel (SAM35) launches his 1949 Copland 8oz Wakefield at Middle Wallop in the 80's.

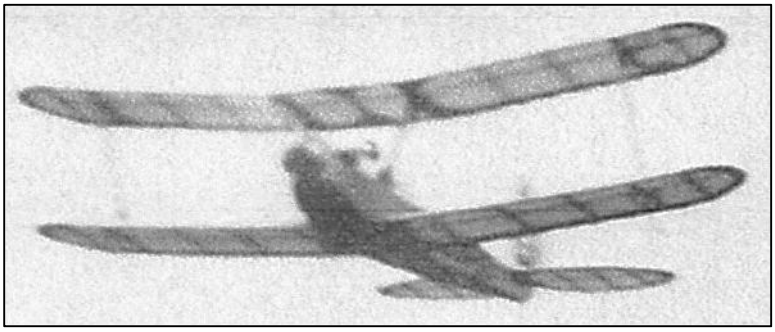
Keith Miller Archive

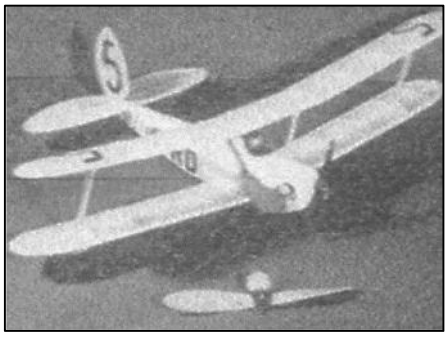
Report No. 98. Aeromodelling in Meccano Magazine, continued.

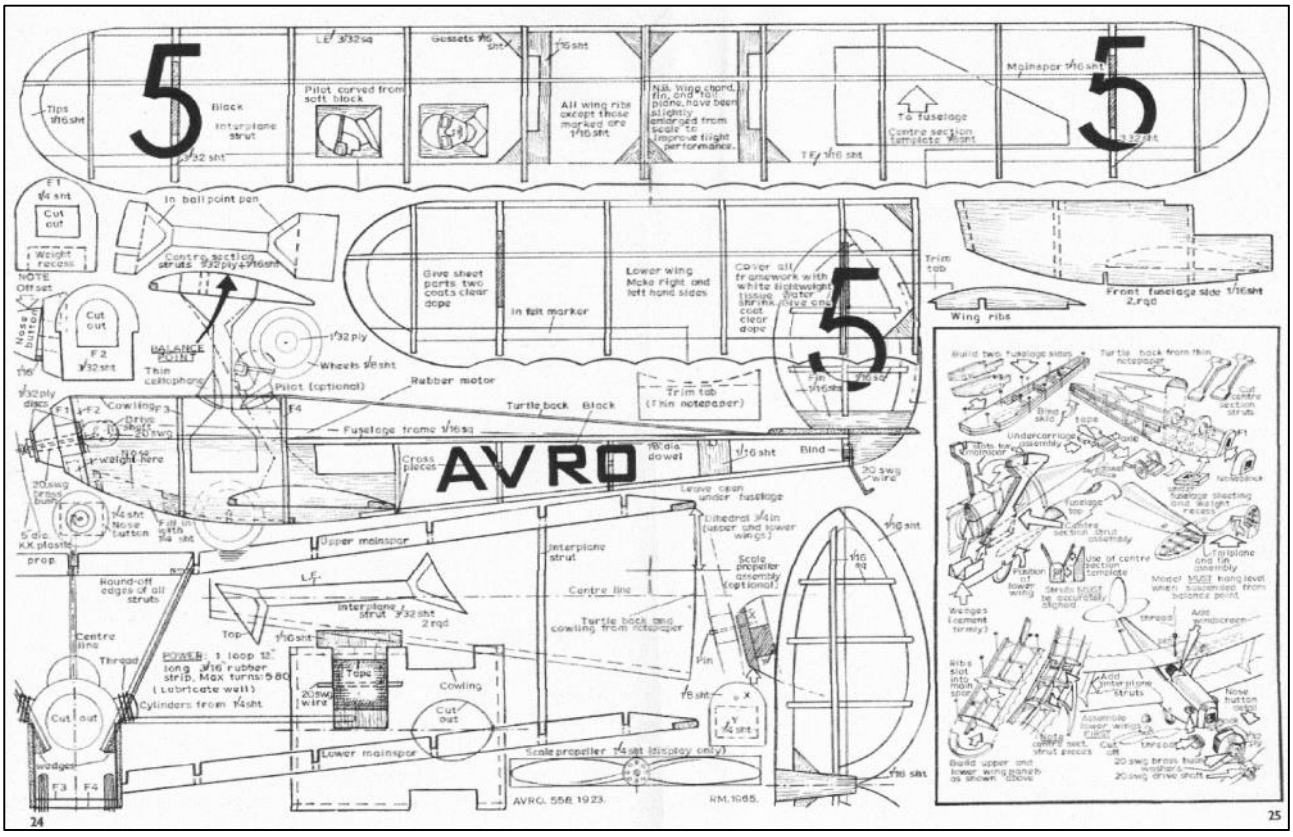
We are now looking at Meccano Magazine from October 1965 and Ray Malmstrom continues to provide aeromodelling contributions. This month it is the Flamenco a 30" wingspan power model "with a big performance". The recommended power is a Cox T.D.010 with the supplied prop fitted on backwards for free flight and fitted on normal way round for sub miniature radio gear (weighing approx 2 ½ ounces).



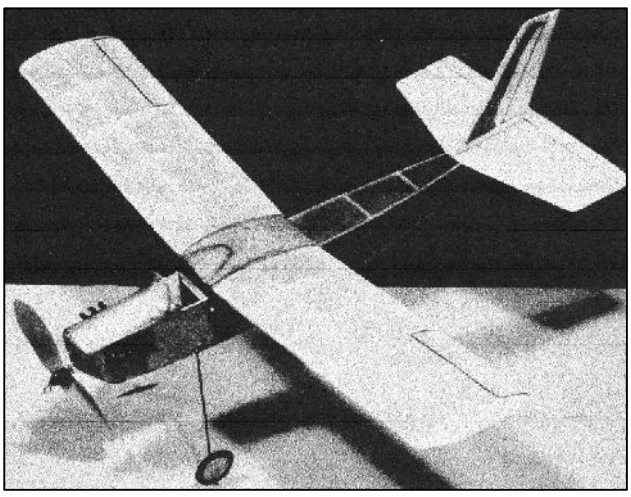








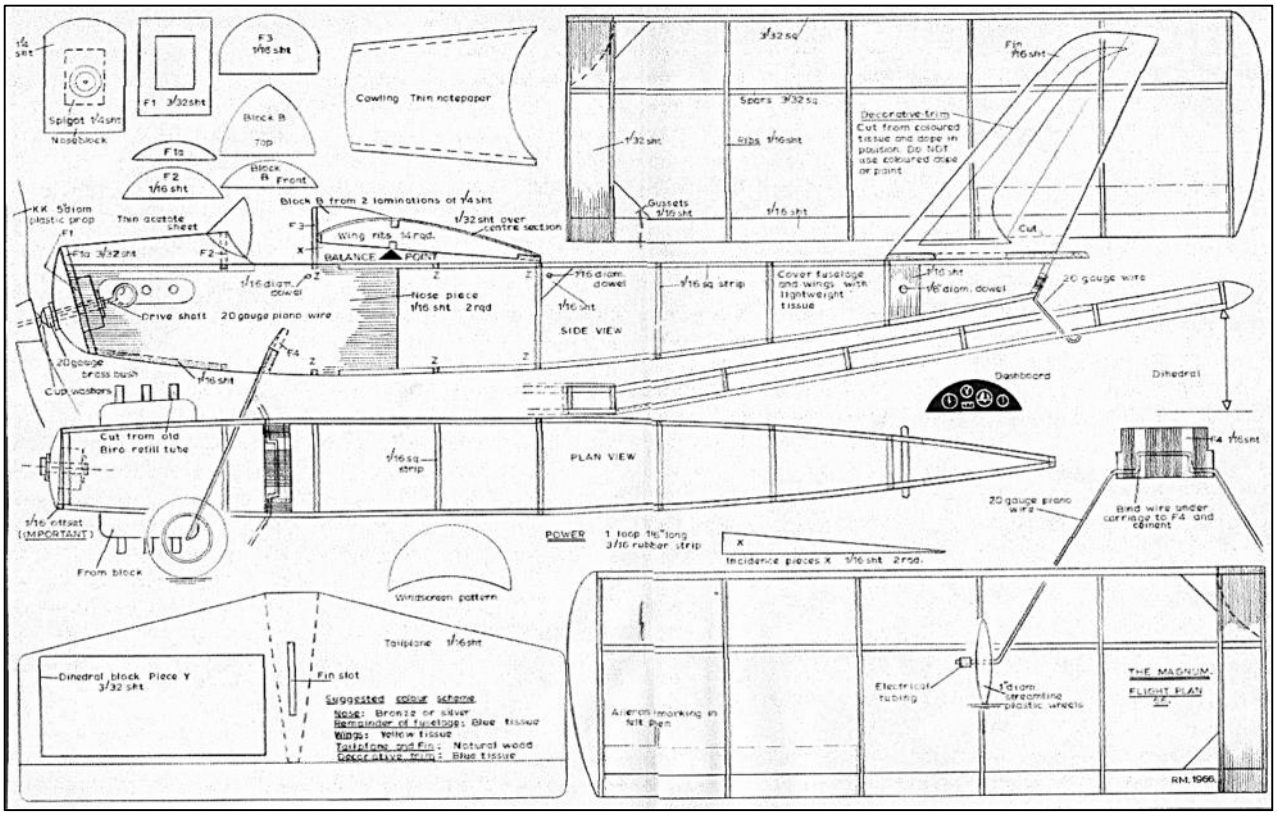
Next in January 1966 came Malmstrom's Avro 558 a 15" wingspan rubber powered scale model, "An unusual biplane of yesteryear". The Avro 558 was built at Hamble Aerodrome for the 1923 light aircraft trials for single seaters at Lympne Aerodrome. Two were built, powered by motorcycle engines, including a 500cc Douglas, presumably the flat twin. The picture of the model in flight seems to suggest that the undercarriage was for display purposes only and discarded for better flying performance. The truth is that the prototype had such a small propeller that the undercarriage wheels could be half buried in the fuselage, as a very careful look at Ray's drawing will reveal. Ray's drawings always need a very careful look!



There were no further plans after the January issue until we reach the June issue which has part one of the Magnum, a 16" wingspan "semi-scale rubber powered shoulder wing monoplane"

The following month came part two "Trimming and Flying your Magmum" which claims "With a fully wound motor your Magnum will climb like a rocket!"

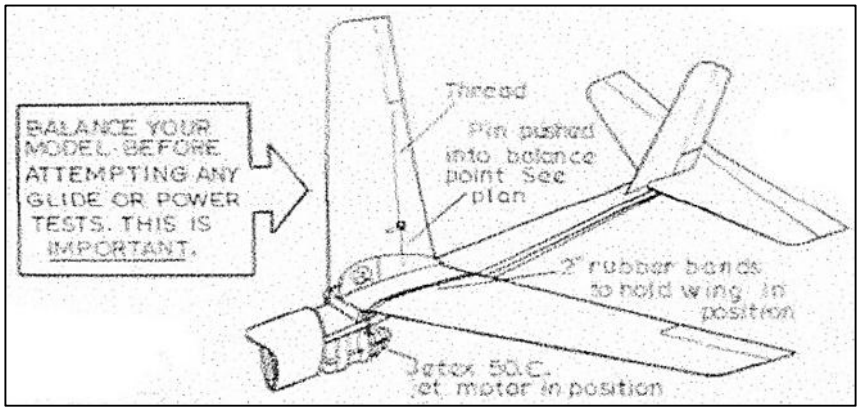
Plan on the next page.



The Jetrida, a 16" wingspan model for Jetex 50 C was the model and plan for the September 1966 issue.

The Jetex motor kit would cost the purchaser 5s 11d plus 9d per box for igniter wick and a further 1s 11d for 20 charges.

Ray advised "For some reason or other even experienced Jetex fans find it difficult to wait for the motor to develop full thrust (about 2 seconds only) before launching---so please be patient, and wait for the thrust!"



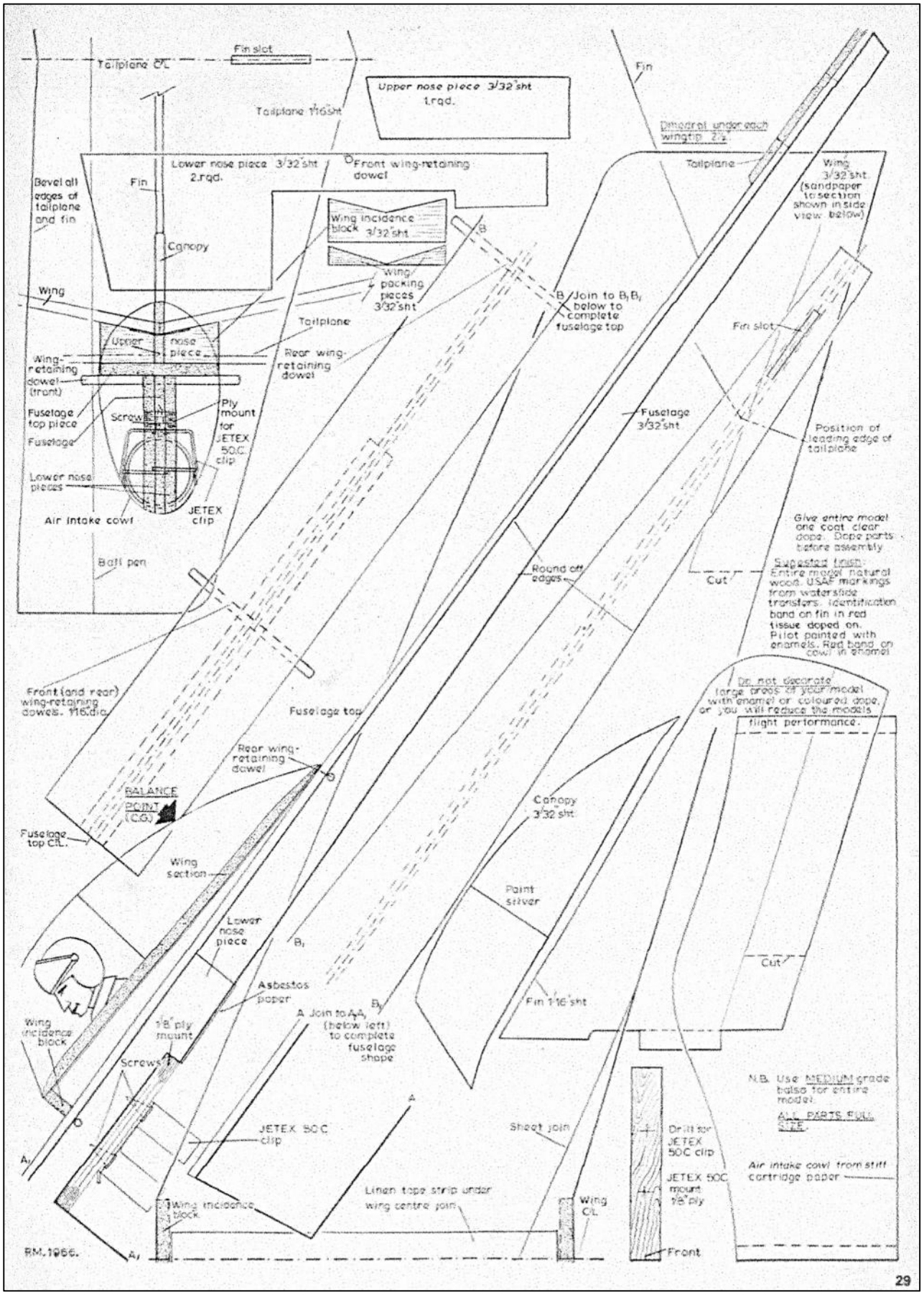
Plan on the next page.

Some of the pictures and plans this month tend to be pale and/or blurred, for which I have no explanation and can only offer my apologies.

If you would like to build any of these models, plans and articles, as they appeared in Meccano, are available by email.

More from Meccano next month.

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


Fin slot
Tailplane C/L
Tailplane 1/16"sht
Upper nose piece 3/32"sht 1 rqd.
Fin
Dihedral under each wingtip 2½"
Lower nose piece 3/32"sht 2 rqd.
Front wing-retaining dowel
Tailplane
Wing 3/32"sht (sandpaper to section shown in side view below)
Bevel all edges of tailplane and fin
Fin
Canopy
Wing incidence block 3/32"sht
Wing packing pieces 3/32"sht
Wing
Tailplane
Upper nose piece
Wing-retaining dowel (front)
Rear wing-retaining dowel
B Join to B1B1 below to complete fuselage top
Fin slot
Fuselage top piece
Screw
Ply mount for JETEX 50C clip
Fuselage
Fuselage 3/32"sht
Position of leading edge of tailplane
Lower nose pieces
Air intake cowl
JETEX clip
Give entire model one coat clear dope. Dope parts before assembly
Ball pen
Round off edges
Cut
Suggested finish: Entire model natural wood. USAF markings from waterslide transfers. Identification band on fin in red tissue doped on. Pilot painted with enamels. Red band on cowl in enamel
Front (and rear) wing-retaining dowels. 1/16 dia.
Fuselage top
Do not decorate large areas of your model with enamel or coloured dope, or you will reduce the model's flight performance.
Rear wing-retaining dowel
BALANCE POINT (C.G.)
Canopy 3/32"sht
Fuselage top C/L
Wing section
Paint silver
Lower nose piece
B1
Cut
Asbestos paper
A Join to A1A1 (below left) to complete fuselage shape
Fin 1/16"sht
Wing incidence block
1/8" ply mount
Screws
N.B. Use MEDIUM grade balsa for entire model.
ALL PARTS FULL SIZE
A
JETEX 50C clip
Sheet join
Drill for JETEX 50C clip
Air intake cowl from stiff cartridge paper
JETEX 50C mount 1/8" ply
Linen tape strip under wing centre join
Wing incidence block
Wing C/L
RM. 1966.
A1
Front
29

Roy Tiller

Clarion Past - John Andrews

I've found an archive disc with copies of the articles I used to write for the original paper back Clarion of the David Baker era. I think they are old enough to count as vintage so I'll repeat them as no doubt you who had the magazine in those days will have forgotten them by now. The first dates back to 2003 so here goes.

John Andrews - Goes Indoors - Part 1

I think I have mentioned before that I get writers block, that's fancy talk for "don't know what to write about". However, after a bit of head scratching, it occurred to me that this time of year I start doing the rounds of the Sports Centre Indoor Meetings so I'll inflict some of my thoughts and experiences of this sphere of aeromodelling onto your goodselves.

I have tried to get to as many different venues as I can, to date I have visited the following Sports Centres: Coventry, Oadby, Nottingham, Bicester, Oxford, Wallingford, Swindon, Oundle, Cradley Heath, Alumwell, Impington and Moulton. They are all excellent facilities, two of the larger ones are Swindon and Alumwell which I think are 10 badminton court size. I fortunately live in Rugby which is close to the M1 and M6 motorways which enables me to get to most of the venues in an hour or so.

Let's get vintage to start with, I think I mentioned in my first attempt at Clarion fodder that the Rugby Model Engineering Society Aeronautical Section (if you want a club name get a good one) had an indoor club night in the local scouts HQ in about 1950. Apart from the suicidal jetex RTP speed model I did not feature with any distinction in the evenings activities. Around that era the club also had a static display at a local hobbies exhibition and during the day we gave RTP demo's using our outdoor rubber jobs with the motors restranded to half cross section. We managed flights of around two minutes or so if memory serves correctly, can you picture an eight ounce Wakefield fizzing round on 10ft of cotton thread with a safety pin through the wing tip.

Indoor flying did not feature in my modelling activities again until around 1970. I was well into radio control flying by this time and had been working for the Dunlop Aviation Division for a couple of years when a group of us started messing about during the lunch hour flying indoor models, free flight that is, in empty factory buildings.

Counting up there were at least seven of us as I recall, I seem to have the knack of interesting folk in various activities that I follow. Previously I had run an interdepartmental cricket team and a smallbore rifle team at the AEI Rugby Engineering Works.

Back to Dunlop, there must have been an article and plan in the Aeromodeller for I built an Easy B with condenser tissue covering and eventually managed a 2min. 40sec. flight. This was achieved by the fluke of launching from floor level, climbing up to the roof truss, banging on it and diving back down, recovery at floor level, then back up to roof truss for the second time to complete the flight with a good let down over a clear floor space.

We built one or two odd ball things, I remember a helicopter built by Mick Blunt (he got me into match fishing but that is another story, I did win my first fishing match though' with the Dunlop Angling Club at goose tree corner over towards Ely. I bagged 14lbs of bream).

Digressed again did I not. Mick's copter was a 12'' built up square tube fuze with built up rotors top and bottom. He had, I think, one loop of 1/4 for the motor which was no use at all so we doubled it and wound it up. Mick held the two rotors then released, the copter wobbled for a second or so then up she went quite sedately to the roof.. Now the roof was a typical factory zigzag and the copter squared itself up on the slope and began to walk along the ceiling. We waited for its arrival at the roof truss at the end of the bay. No problem for the chopper, the rotor stopped, the chopper dropped down, walked under the truss, up the other side and walked on through the next bay. One more bay and she ran out of steam and down to the floor, Mick was more than pleased, he'd only built one other model before.

I built a rather heavy ornithopter and once again the 1/4 motor required doubling . It startled a welder one lunch hour on its one and only successful flight by fluttering by him whilst he was still welding, he was still under his mask and didn't hear it coming. Next flight it just blew apart when we piled on the turns.

We had quite a good run until we ran out of buildings to fly in. In the process I had crossed swords with microfilm, scum round the bath, cellulose smell through the house, and an irate first wife. I did manage to cover a model though' and it was very satisfying to have achieved it using only dope and castor oil. When eventually activities petered out, the remaining models were confined to the loft. The EZB in a cardboard box and the microfilm job in a very old suitcase.

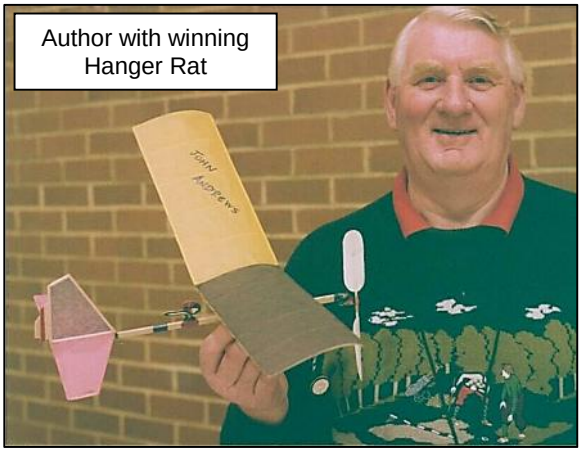
Indoor did not raise its head again until late 1996 or early 1997. I had retired, got fed up with radio, started free-flight again, re-met Peter Martin and was into vintage. Peter was promoting informal vintage meets during the winter months on Warwick Race Course at that time and one afternoon he mentioned that he was going to Coventry Sports Centre on the next Saturday evening to fly indoor. "Great" says I, "I think I have got two up in the loft somewhere."

Up into the loft goes I and emerges with the cardboard box and the old suitcase. This was a miracle in itself, since I had last seen them I had been divorced, remarried and moved house. The EZB emerged intact from the cardboard box complete with a packet of Micro-X rubber. The rubber must have come from Laurie

Barr in the seventies, I seem to recall that he supplied bits and bobs in those days. The microfilm job however was a different story, the rolled tube fuselage and balsa prop were the only recognisable bits, the wing and tail were little piles of sticks with little or no evidence of microfilm covering. I re-assembled the framework and covered with pink and blue tissue. It must have looked very pretty because it was photographed on my first visit to Cardington later that year and appeared in the Aeromodeller. The effect was spoiled though, it was in black and white.

I had a really good time with the Coventry lads and the indoor bug bit me. I built three or four condenser tissue EZB's and a Penny Plane or two. Coventry ran several meetings through the 96/97 winter and I honed my skills to a level of mediocrity such that I contacted Laurie Barr and extracted details of indoor meetings at the hallowed halls of Cardington. I keep an A4 indoor logbook (don't you just hate people who are organised) and it records that on April 13th.1997 I paid my first visit to No.1 hangar. That first visit was a real eye-opener but I'll keep Cardington exploits for next month.

My indoor interest continued to expand and after I procured some Mylar from Mike Woodhouse things began to look better. Eventually I managed a 5 minute flight with a large Mylar covered job using the old rolled tube fuz from the original Dunlop model, incidentally I am still using that fuselage (waste not want not). In the early days the Coventry lads were flying Hanger Rats and having informal competitions so I badgered Brian Roberts for a plan. I built mine and on Brian's advice added a little more down-thrust than the plan. I also put some under camber on the prop as I just could not bring myself to make a flat plate prop.



Author with winning Hanger Rat

I first flew the Rat at Coventry on Dec.5th.98 with conspicuous failure.
My logbook reads as follows
Comment: 'No proper flights, dived in when motor ran down'.

The next outing however was a different story, logbook details as below
Coventry 9th.Jan 99

Motor	*Turns*	*Time*	*Comment*
1/8 x 18"	*1000*	*2-14*	*More down-thrust, Pinned posts*
	1200	*2-18*	*With time out for hang up*
1/8 x 20"	*1600*	*-*	*Hung up*
1/8 x 20"	*1600*	*2-46*	*Banger*

I had increased the down-thrust, I don't remember what the 'pinned posts' means, I assume that, as I had made the wing removable with tissue tubes, they may have been a little slack. John boy had made the winning flight and went home a happy bunny.

I don't fly at Coventry any more as around 1999 indoor radio was beginning to become popular and, as more and more people were flying it, it became unrealistic to mix free flight and radio. My last visit to Coventry resulted in my Polystyrene Hanger Rat being chopped into pieces by a tethered electric helicopter. The radio boys now have sufficient support to run their own meetings so its free flight only meetings for me now.

For anyone who is contemplating indoor free flight for the first time I would strongly recommend starting with the Hanger Rat. Its big enough to make trimming reasonably easy and strong enough to take more than a little abuse. It can be flown on 1/8 rubber strip which makes motors easy to get. John Hook can supply Kits and ready builds and he attends a lot of indoor events so visit one and get going. The best results from a Rat will always come from a scratch built one to plan. The plan was re-published in the Aeromodeller Vol.63 No.757 Nov./Dec. 1998.

Advice I would give on Hanger Rat construction is :-

a. Build in at least 5 degrees of downthrust
b Make wings plug-in using tissue or flattened alloy tubes.
c Fly in R/H circles with about 20 degrees of rudder.
d Have obvious wash-in on R/H wing, say 1/4" down at T/E.
e Don't forget the pilot (I've got John Hook piloting my Poly Rat, I fitted him for John's Birthday Bash at Swindon last year)

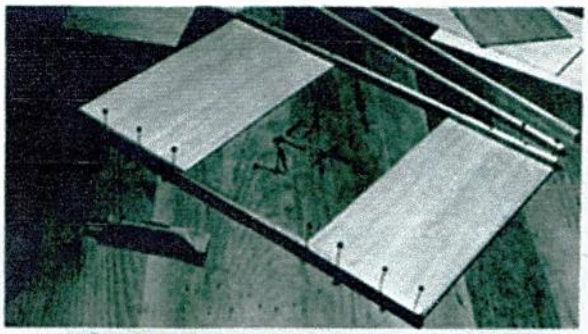
If you want maximum performance then build as light as you dare, leave out the wing braces and use single cabane struts in the centre.

I think four pages is as much as you lads can take in one dose, I'll quit now and next month I'll put you to sleep with my exploits in the Cardington Airship Sheds, the Mecca of indoor flying.

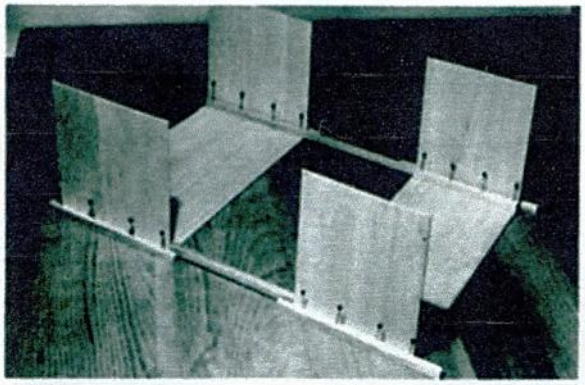
John Andrews

Cumulus Box Kite - Bill Dean

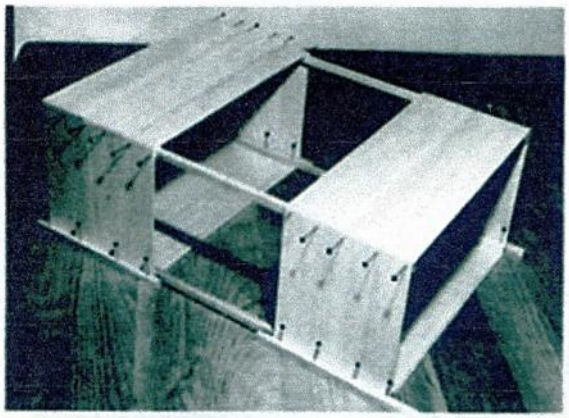
From Bill Dean's Book of Balsa Models



Begin assembly by cementing and pinning two of the ¼" square × 13¾" spars on top of the horizontal sheet panels.



Cement vertical sheet panels to outside of horizontal frame—holding in place with scrap strip until dry.



Check side panels are upright, then cement the second horizontal frame between them—level with top edges.

MATERIAL LIST

Sheet (2)—⅛" × 3" × 36" (M)	Sheet—⅛" × 3" × 19" (M)
Strip (2)—¼" sq. × 36" (M)	Scrap pieces of ⅛" sheet
4 pieces of 1½" × 15" cloth	Scrap pieces of ¼" square

Length of fishing line

TOTAL COST: About $1.10

CUMULUS

ALL-BALSA 1½-OUNCE BOX KITE

BUILDING TIME: 3 HOURS

ALTHOUGH a more advanced type than the one featured in the last couple of pages, the *Cumulus* kite is very easy to build—the 'box' framework being quite rigid without the aid of internal bracing.

1. Start by cutting the ⅛-in. sheet panels from *medium* (*M*) 3-in. wide balsa (join 1½-in. pieces edge-to-edge). Cut *two* pieces to the length indicated for the combined 'A–B' pattern, then separate 'A' from 'B' along the dotted line. Cut *four* 'C' pieces.

2. The 'A1', 'B1' and 'C1' parts are the same width as 'A', 'B' and 'C', but *longer*—as indicated on the plan. Cut *two* 'A1–B1' pieces, then separate 'A1' from 'B1'. Cut *four* 'C1' pieces.

3. Mark which-is-which, then join these 16 pieces of sheet together in pairs, edge-to-edge and flat on the building board—'A' to 'C', 'B' to 'C', 'A1' to 'C1' and 'B1' to 'C1' (refer to plan). Cut four 13¾-in. long spars from ¼-in. square medium (*M*) strip.

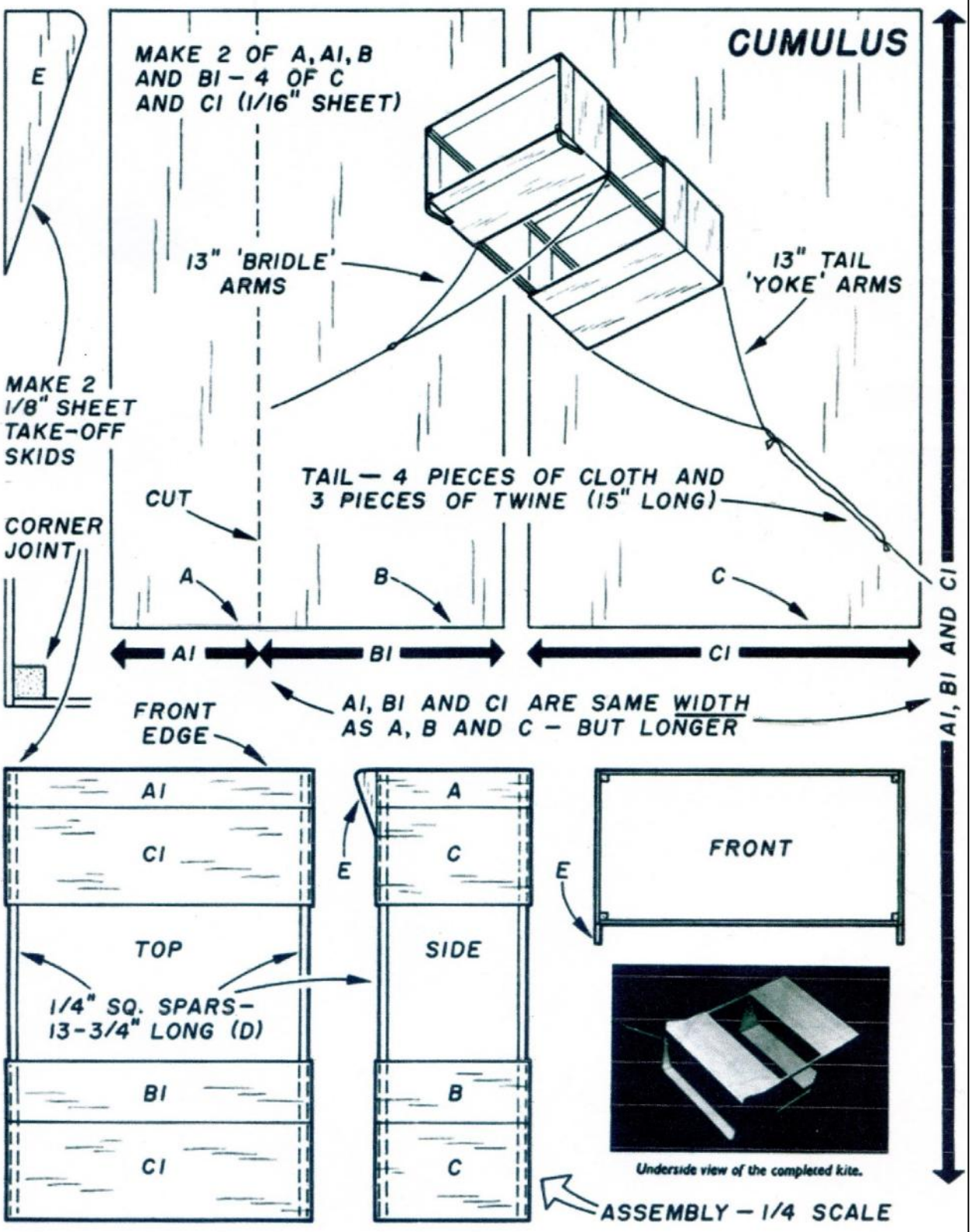
4. Begin the assembly by cementing two of the spars to one of the 'A1–C1' and one of the 'B1–C1' *horizontal* panels (flush with edges). Repeat the process with the other spars and horizontal panels. Next, cement the 'A–C' and 'B–C' *vertical* panels to the sides of the *first* horizontal frame—holding in place with scrap ¼-in. square strip and checking for correct alignment.

5. Complete the 'box' by cementing the *second* horizontal frame between the vertical panels—level with the top edges. Cement the two take-off skids (E) in place.

6. Knot a 1-in. loop in a piece of twine and tie the ends to the lower spars (behind A–C panels), so that each 'bridle' arm is 13 in. long. A tail is not normally needed, but in *very rough* conditions, a shortened version of the type used with the *Cirrus* (previous page) may be fitted for a greater margin of stability. See plan for details.

FLYING

Use 250 ft. of strong fishing line for flying and either hand launch or take off from the ground by means of the 'skids'. A good way of absorbing the sudden stresses caused by heavy gusts of wind, is to add 6 ft. of ⅛ in. flat model aircraft rubber to the 'ground end' of the kite line.


CUMULUS
MAKE 2 OF A, AI, B AND BI – 4 OF C AND CI (1/16" SHEET)
E
13" 'BRIDLE' ARMS
13" TAIL 'YOKE' ARMS
MAKE 2 1/8" SHEET TAKE-OFF SKIDS
TAIL – 4 PIECES OF CLOTH AND 3 PIECES OF TWINE (15" LONG)
CUT
CORNER JOINT
A
B
C
AI
BI
CI
AI, BI AND CI ARE SAME WIDTH AS A, B AND C – BUT LONGER
AI, BI AND CI
FRONT EDGE
AI
CI
TOP
1/4" SQ. SPARS – 13-3/4" LONG (D)
BI
CI
E
A
C
SIDE
B
C
E
FRONT
Underside view of the completed kite.
ASSEMBLY – 1/4 SCALE

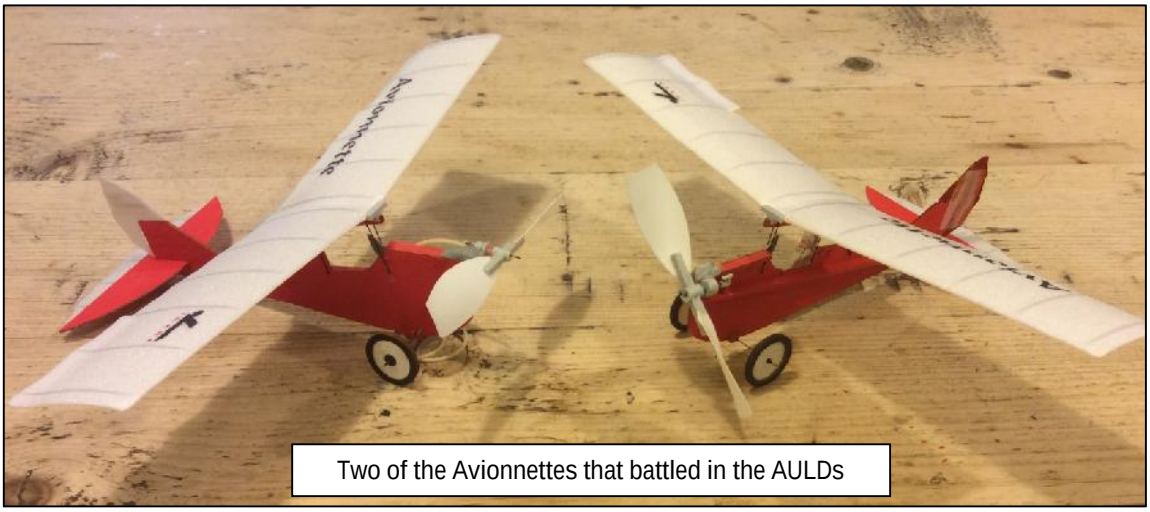
Bill Dean

Indoors at Wickham, Winter 2018-19 - Tony Shepherd

Given that the first two BMFA Area Meetings of 2019 have been either partial (1st) or complete (2nd) washouts for those living down south, the presence of the monthly, Tuesday evening indoor free-flight meetings at the Wickham Community Centre has been even more welcome than usual. The Waltham Chase Model Aircraft Club have run the event for more years than I can remember and the number of attendees often reaches 25 with flyers coming from across Hampshire and the adjoining counties.

A general view of Wickham Community Centre, a good size hall and not too many roof obstructions

Contest flying is almost non-existent with everyone just taking advantage of the facilities for some fun flying or perhaps a bit of trimming for those who take indoor flying really seriously and head off to the Nats or even aspire to National team selection. That said, the March meeting finished with a series of All Up Last Down jobs, fought out with Ikara Avionnettes by Mo Peters, Ken Brown, Clive Atton and myself though there was no clear winner, just a lot of laughs.



Two of the Avionnettes that battled in the AULDs

The photos below show just a few of the regular flyers and their models to give you a flavour of what can be seen at Wickham.

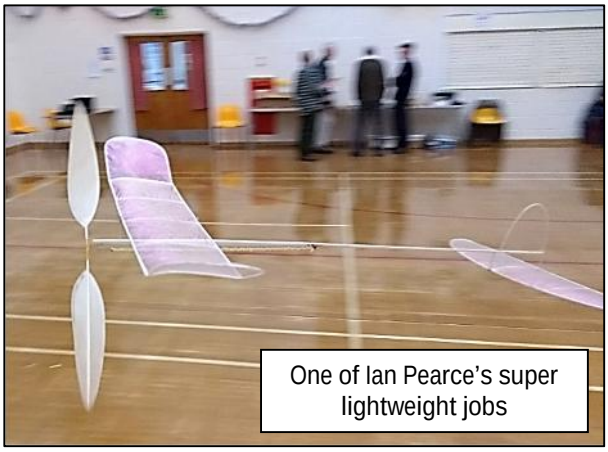
Bob Gibbs returned to indoor flying after a bit of a lay off

Bob seen here loading the rubber into his beautiful Cambridge Courier

Here's Bob's model box after a couple of years in the loft, and everything still warp-free!!!

Ace rough-weather flyer of vintage gliders, Dave Etherton, enjoying the benign conditions launches his Prairie Bird

Mo Peters with her Ikara Butterfly



One of Ian Pearce's super lightweight jobs

Simon Bargery launches one of his excellent HLGs

Regular attendee, Ian Child, brought along his Avionnette and Butterfly, either of which can be obtained from the Flitehook sales table

Support is usually supplied by the Flitehook sales table manned by John Hook with assistance from Ted Rose. They always have with them a good selection of stock for indoor flying and are happy to bring along other items if a visitor gives them a phone call or email a day or two prior to the event.

See the events listing at the back of this edition of the New Clarion for details of future meetings at Wickham. You will be most welcome.

Tony Shepherd

The Boeing 737 Max 8 - Dick Twomey

Extract from the Mauritius 'Weekly' magazine

The Aeronautical Society of Mauritius

This latest version of the high-selling Boeing 737 has been much in the news of late, and for all the wrong reasons. Last year one crashed, soon after take-off, in Indonesia on October 29th, and a second equally awful disaster occurred to the same aircraft type – nearer home this time – in Ethiopia on March 10th this year. The similarities between the two events has led to the grounding of this design by national aviation authorities virtually all over the world. When the manufacturer is an established, respected and safety-conscious industry leader like Boeing, one must ask what on earth has gone wrong? An explanation is emerging, and it has to do with the fact that the latest B737 is a further development of a quite old (but very successful) shorthaul design.

The MAX 8 is the 4th generation development of the Boeing 737, the best-selling commercial airliner ever. The first model, the 737-200, was introduced into airline service as long ago as 1968 by the German national carrier Lufthansa, took quite a while to gain world-wide popularity, but in the end over a thousand were built, and some remain in use to this day. The so-called Classic series came next (737-300, -400 and -500), powered by a bigger and more powerful engine made by CFM, a joint French/American manufacturer, and established an enviable reputation in the 1980s for reliability and safety. The -300 in fact was the first commercial airliner to feature the digital instrument displays known as the “glass cockpit”, and the writer has spent many happy and relaxed flight-hours on this aircraft.

Boeing’s motivation for a third development of the B737, the “New Generation” series, came from the growing sales success of the market-competing Airbus A320 aircraft family. All the time the engines for both these rival types were becoming more and more powerful: Note that thrust has been increased from 28,000 lbs (from two engines) in the original 737-200 to almost twice as much (54,000lbs) in the NG aeroplanes, the 737-600, -700 , -800 and -900. Alongside the improvements being made by the engine manufacturer, the airframe was also being refined, notably by the addition of winglets which were added to reduce wing-tip vortex “drag”, with consequent further savings in fuel consumption.

In 2017 came the 4th development of the 737, the MAX 8 version fitted with two yet-more-powerful motors, the CFM LEAP-1b. (LEAP stands for Leading Edge Aviation Propulsion). These high-by-pass (bigger circumference) motors required the manufacturer to integrate these larger, even more powerful motors into the traditional 737 airframe, and the Boeing designers achieved this by fixing the LEAP engines higher and further forward than had been necessary for previous motors, that is to say much further ahead of the aircraft’s centre of gravity. Not surprisingly the result was a tendency for the MAX 8’s nose to be raised on the application of power. Readers will know that too much upward inclination (“angle of attack”) of the wings may risk a breakdown of the airflow and a loss of lift. This is basic aerodynamics. While every modern airliner design team takes care to avoid this situation by fitting a “stick-shaker” warning to the pilots in the cockpit, if a stall is imminent, and even a “stick-pusher” to initiate stall recovery, Boeing chose to introduce a completely new additional precaution known as the “Manoeuvring Characteristics Augmentation System (MCAS)”, set to operate on the MAX 8 without pilot input unless deliberately switched off, whenever the angle of attack is detected as being too high.

The software was designed to give the aircraft a gentle push nose-down for 10 seconds, and then after a 5 second pause to keep repeating this command if the situation had not been rectified. As the MCAS operates only in manual flight (not when using the autopilot) the traditional pilot remedy for any kind of control problem to "revert to manual flight" is not an available answer. There was another drill, so why wasn't it effectively used?

Following the Lion Air accident the Boeing Company issued to all MAX operators an Emergency Airworthiness Directive requiring changes to be made immediately to the aircraft Flight Manual so that pilots could be given more detailed procedures for dealing with horizontal stabilizer issues. In spite of this, the Ethiopean repeat calamity occurred within months. Have we, although professionals, become much too relaxed, thinking – in the case of converting to yet-another new version of an old-established aircraft – that pilot Type Rating training (for moving from flying one aircraft type to another) is "no big deal"?

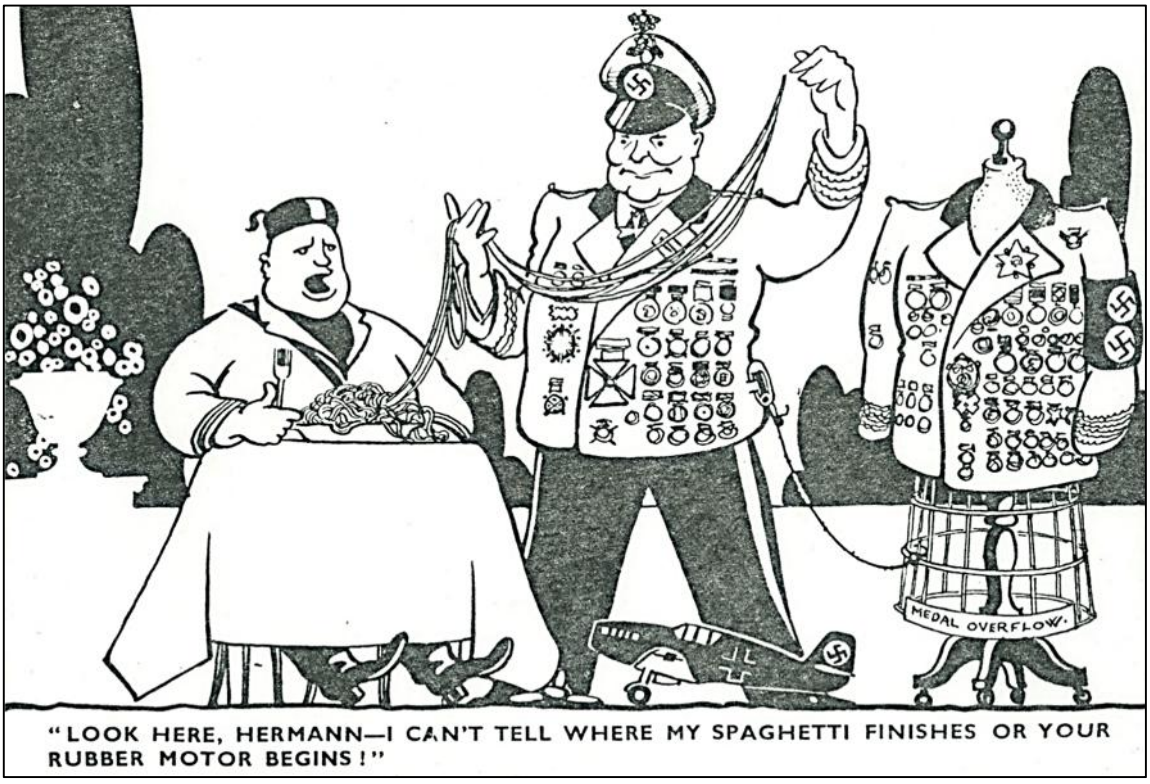
It would be wrong to try to try to forecast the results of investigations that are still ongoing, or to think of apportioning blame . What is certain is that this is a very big issue for the Boeing Company, which is under great external and internal pressure to re-establish the MAX as a safe vehicle. With over 380 MAX aircraft in service worldwide before the order was given to ground them, and with 5000 more MAXs on order, re-establishing confidence is likely to prove the biggest challenge that the company in Seattle has ever, or will ever, face. I suspect that if they are ever persuaded to design a 5th generation of the 737 narrow-bodied shorthaul airliner, the design team will come up with something radically different – perhaps even with the engines over the wings instead of under, thus avoiding the Pitch-up situation entirely.

Two awful tragedies, and all because Boeing decided to install a pitch-correcting mechanism that should not have been necessary in a sound aircraft design. I am sure that as aircraft modellers we would have made some physical changes to the MAX 8 at the design stage, like giving it a bit of downthrust. If this was not feasibe we would have found another solution by repositioning the powerful CFM LEAP motors. Whatever way you look at it, you can't continue with the same basic shape of aeroplane ad infinitum, and I think that is the lesson here.

Boeing may well have published their promised "software update" by the time NC April is out, but I suspect that a lot of customers (and possibly some Aviation Regulators) will not be convinced. Better to re-rig the aircraft and remove the offending MCAS entirely.

What's the SAM 1066 expert opinion?

Dick Twomey



"LOOK HERE, HERMANN—I CAN'T TELL WHERE MY SPAGHETTI FINISHES OR YOUR RUBBER MOTOR BEGINS!"

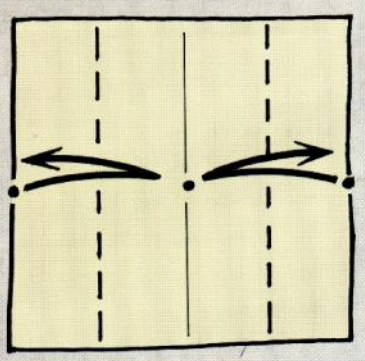
Paper Airplane: Little Nick - Nick Robinson

LITTLE NICK

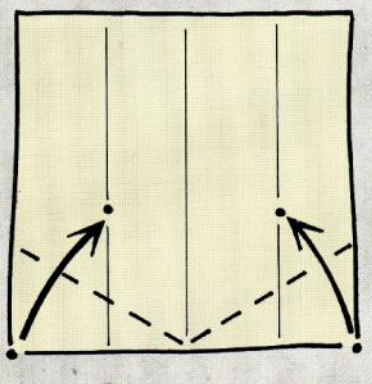
NICK ROBINSON

This design utilizes both 45- and 60-degree geometry to produce a compact and highly effective performer. It employs the canard design to make the front end of the airplane more stable. "Little Nick" was created for my young son to be both visual and easy to launch.

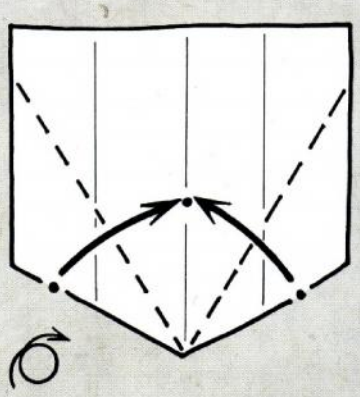
Start with a square, preferably with highly contrasting colours, the main colour upwards. Add the vertical centre crease.



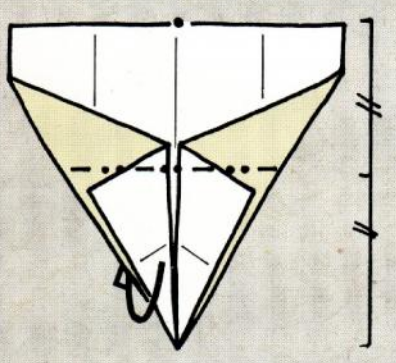
1 Add the quarter creases.



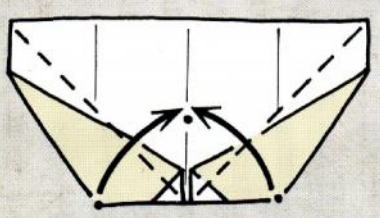
2 Starting at the centre of the lower edge, fold either corner to touch the quarter creases. Be accurate! Turn the paper over.



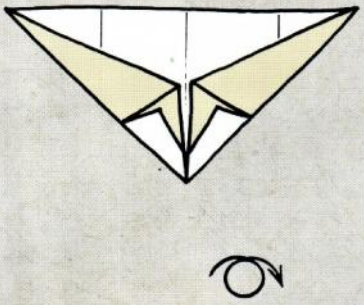
3 Take each folded edge to the centre crease.



4 Mountain fold the lower point in half behind.

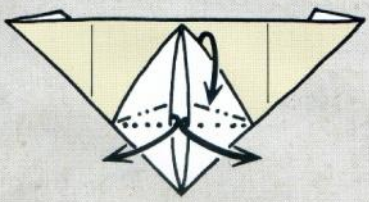


5 Fold each half of the lower folded edge to the vertical centre crease.

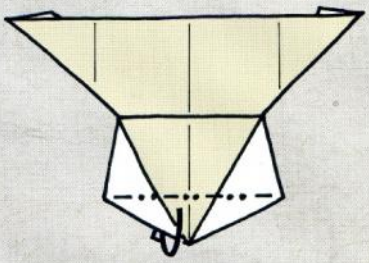


6 This is the result, turn the paper over.

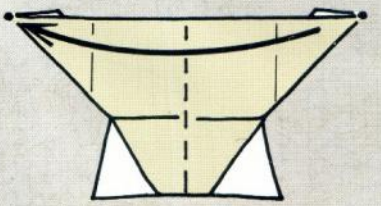
LITTLE NICK



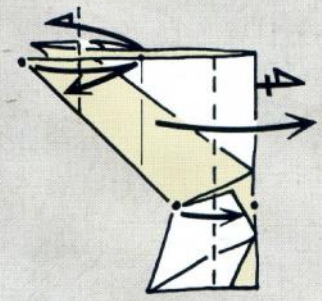
7 Open the central edges, folding down on the (dotted) valley and flattening on the mountain creases . . .



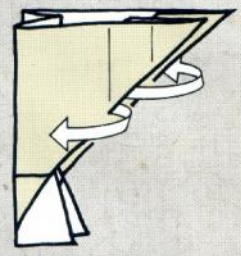
8 . . . into this position. Fold the lower corner behind along a hidden edge. If you wish, you can tuck this flap within the pocket there and then you can add the eyes of the "Fly Dart" should you wish to make it more menacing.



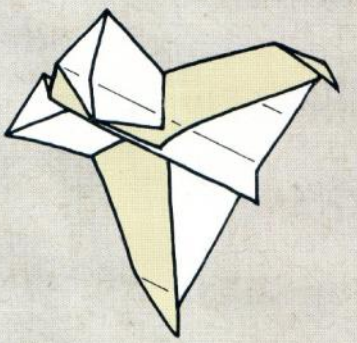
9 Fold in half from right to left.



10 Pre-crease two outer ⅛ creases, then fold both wings over, noting the location points at the angle change.

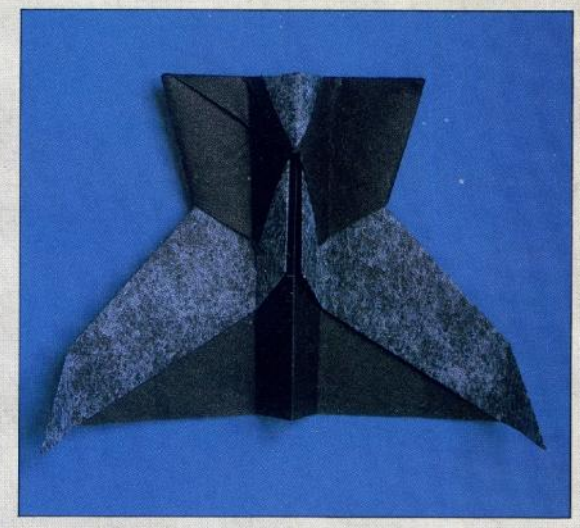


11 Open both wings out and adjust to match the profile shown above right.

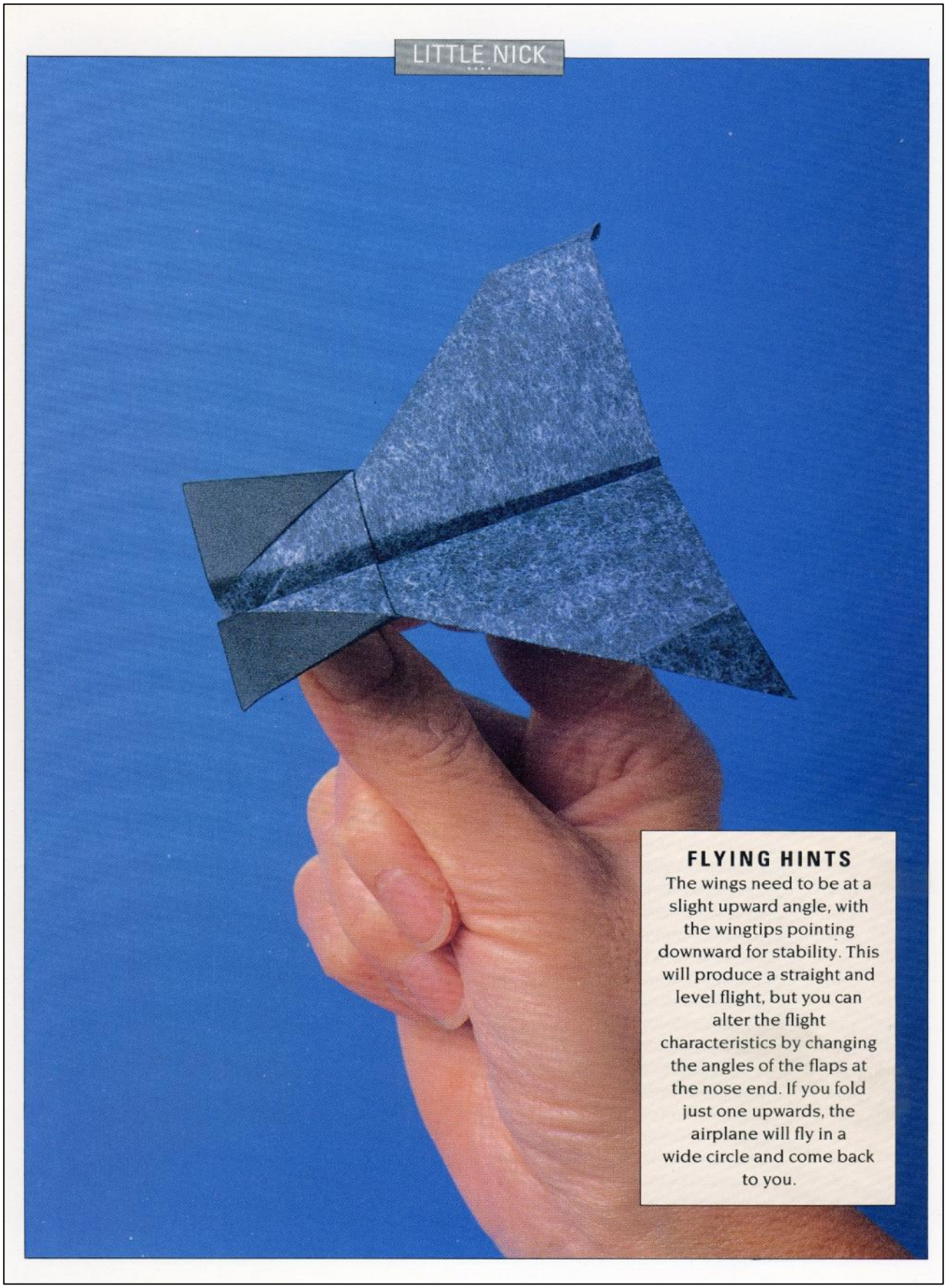


12 Complete.

TOP VIEW



VIEW FROM BELOW



Nick Robinson

Secretary's Notes April 2019 - Roger Newman

At long last some welcome news. We have received the licence from the DIO for our three meetings at Middle Wallop & it has been forwarded for endorsement by the BMFA. Following endorsement, the fee has to be paid & we then have three meetings confirmed on the calendar for 2019.

As previously indicated, the first meeting will be for competitions only – no sports flying, as we want to be seen to be operating safely & sensibly. That is of course not to say that sports fliers do not do so, but by limiting the scope of the first meeting, we stand more chance of being seen as responsible fliers, thereby giving scope for possible future enhancements of what we may be permitted to do. The conditions under which we will run this first meeting are set out in a separate note within this edition of the NC. Please do not regard these as overly onerous or dictatorial – they are intended to hopefully set the scene for our longer term future on this marvellous flying field.

Comp schedule for the Wallop meeting on Saturday 27th April is:

Vintage Coupe; Under 50" Vintage / Classic Open Glider;
Combined Vintage/Classic up to 36" Hi-Start Glider;
Mini-Vintage; Under 25" Vintage Rubber; Vintage Lightweight Rubber.

Entry fee for the day is £10 – the aim is to try & cover a good part of the licence fee costs.

Croydon Wakefield Day

However, prior to the Middle Wallop opener, we have the Croydon Wakefield Day – this year to be held at Beaulieu & run by the Croydon Club as usual – to be held on Sunday 21st April, supported by a couple of SAM1066 comps. Details are as per advert in this NC.

If you wish to attend, don't forget you will need a Beaulieu permit which can be obtained on-line via the Beaulieu Model Flying Club for £10: use the this link (http://www.beaulieumodelflying.org.uk/permits.html). Entrance to the field is via a locked gate from the Brockenhurst Road, Directions are as follows:

If you are not a key holder, phone 07817 704456 on the day to request access & someone will come & let you in.

Southern Area RAF Odiham Gala 5th May

Looking even further ahead to 5th May, we have the Odiham Gala, postponed from last September due to bad weather. The licence has been carried forward from last year, albeit we haven't yet received final confirmation but have been assured that all is in order. Likewise, paid entries from last year have been carried forward. Details are published elsewhere in this NC.

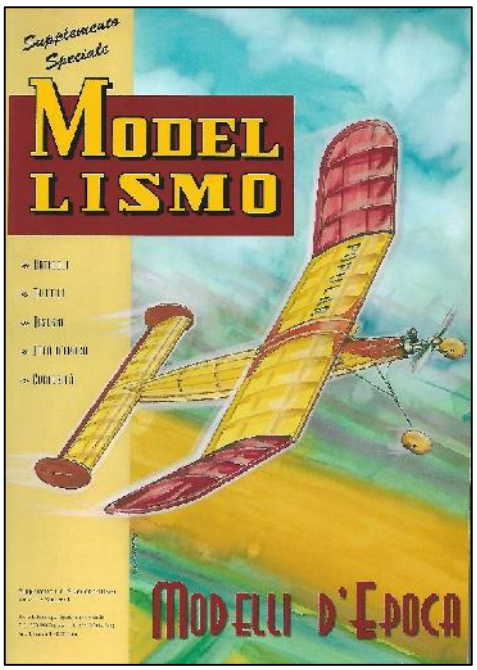
Tim Westcott Plan Link

Recently received an email from Tim giving details of a link to his downloadable plans list. It is http://www.antiquemodelaircraft.co.uk/plans.html & is a pretty extensive list. Have a look to see if anything captures your interest. If it does, Tim can be contacted at timwestcott@tiscali.co.uk . Alternatively have a look at his website on http://www.antiquemodelaircraft.co.uk where there are a series of very interesting photos from days gone by.

Modellismo: Modelli D'Epocha (Models of the era)

Having one of my periodic tidy ups, I came across a long mislaid book kindly given to me in 2010 by Gianni Lofredo. It is a 317 page tome in A4 format, immaculately produced to the highest quality & contains a collection of plans, articles & adverts on models from yesteryear.

Thus I have spent quite a few hours this month revisiting its pages. The text is a mixture of Italian & American English & the plans cover all free flight disciplines & some control line stuff. One day it will be passed to Roy for our library but at present I am hanging on to it as there is still more to absorb. Here are a few images to whet the appetite.



Front Cover


One of those oh so elegant Italian gliders

Look at the price of those props!

Mick Farthing

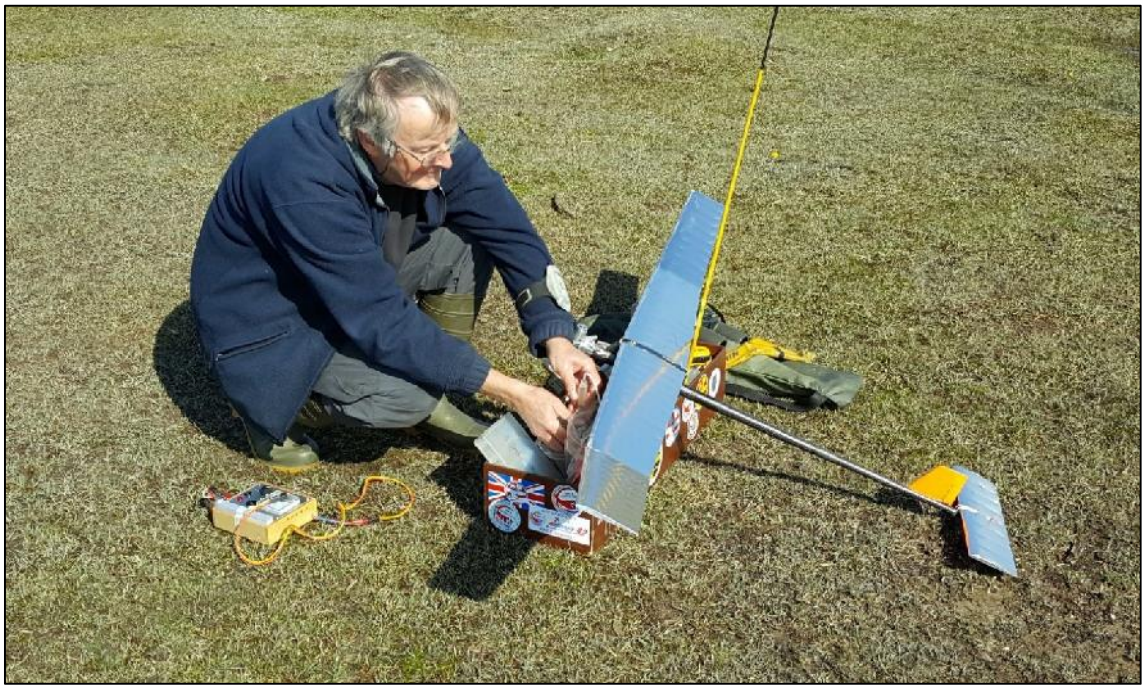
There will be those amongst us that remember the lightweight models designed by the late Mick Farthing that flew so well, but somewhat derisively referred to as "paper bags" by Dr Thurston of the SMAE long ago. The philosophy in those days was build it, fly it, lose it & build another. A recent phone conversation request from Ian Wilson-Dick is asking if anyone has any contact with the family of Mick Farthing, as Ian has some information to pass on from another departed modeller – Ted Buxton. Ian would very much appreciate any information. He can be contacted on 01892 862449.

3rd Area meeting at Beaulieu

At long last the weather took a turn for the better & 16 of us enjoyed a very pleasant day at Beaulieu. Mixed fortunes in terms of flying for some, notably our Membership Sec Mike Parker making a rare but welcome foray to our part of the world. Mike brought his venerable Swiss Miss. The last time I saw him with this model was some few years ago when it was propelled by an AM35 with an enormous amount of vibration but flying well. He had replaced the AM with an OS Max15, sounding very much on song when wound up. He had also replaced the dt timer as – in his words, it wasn't working consistently. No vibrations & again in his words, the warps all looked to be in the right places. He had entered combined power & the first flight resulted in a perfect pattern but with an over-run of about 1 sec. This after a fair bit of fiddling with squish off tubing. To rub salt in the wound, the new dt timer then misbehaved & failed, so he had a fly away of some 8 minutes to roughly the south. Much muttering ensued but with the aid of Tony Shepherds GPS gizmo, Mike set off in search. Some time later he returned rather exhausted but triumphant in having retrieved the model from well past the Lymington Road & way out of the field boundary. Reality then dawned in that free flight with this of performance was now way beyond the capability of his body! So he very kindly & promptly donated the model to David Cox, who solemnly promised that he would fly it! Which we are sure he will.

Mike & Swiss Miss

That apart, some very consistent flying in vintage glider by David Cox & Dave Etherton produced three maxs apiece. Mo Peters ruled in CLG/HLG & Roy Vaughn was having a touch of inconsistency with his F1J power model which when performing was achieving an astounding height for a 1cc motor. Peter Hall & Tony Shepherd were indulging in some post winter trimming – Peter with his F1J modern coupe & Tony with a mini-vintage Le Timide & an electric power model, all of which looked to be fine.



Roy settting up

Peter watching keenly for a passing thermal

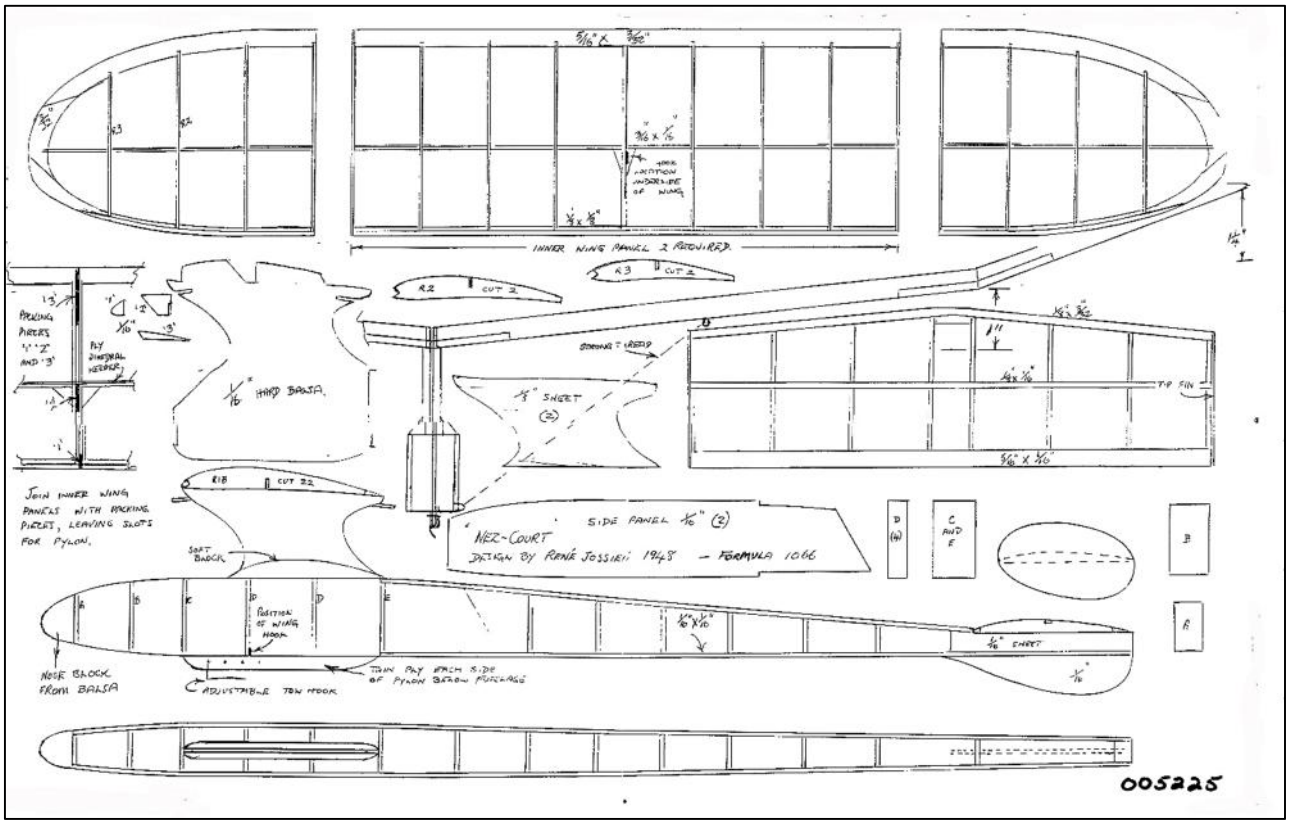
John doing likewise with his
very potent Rossi powered 'Faital'

Roger Newman

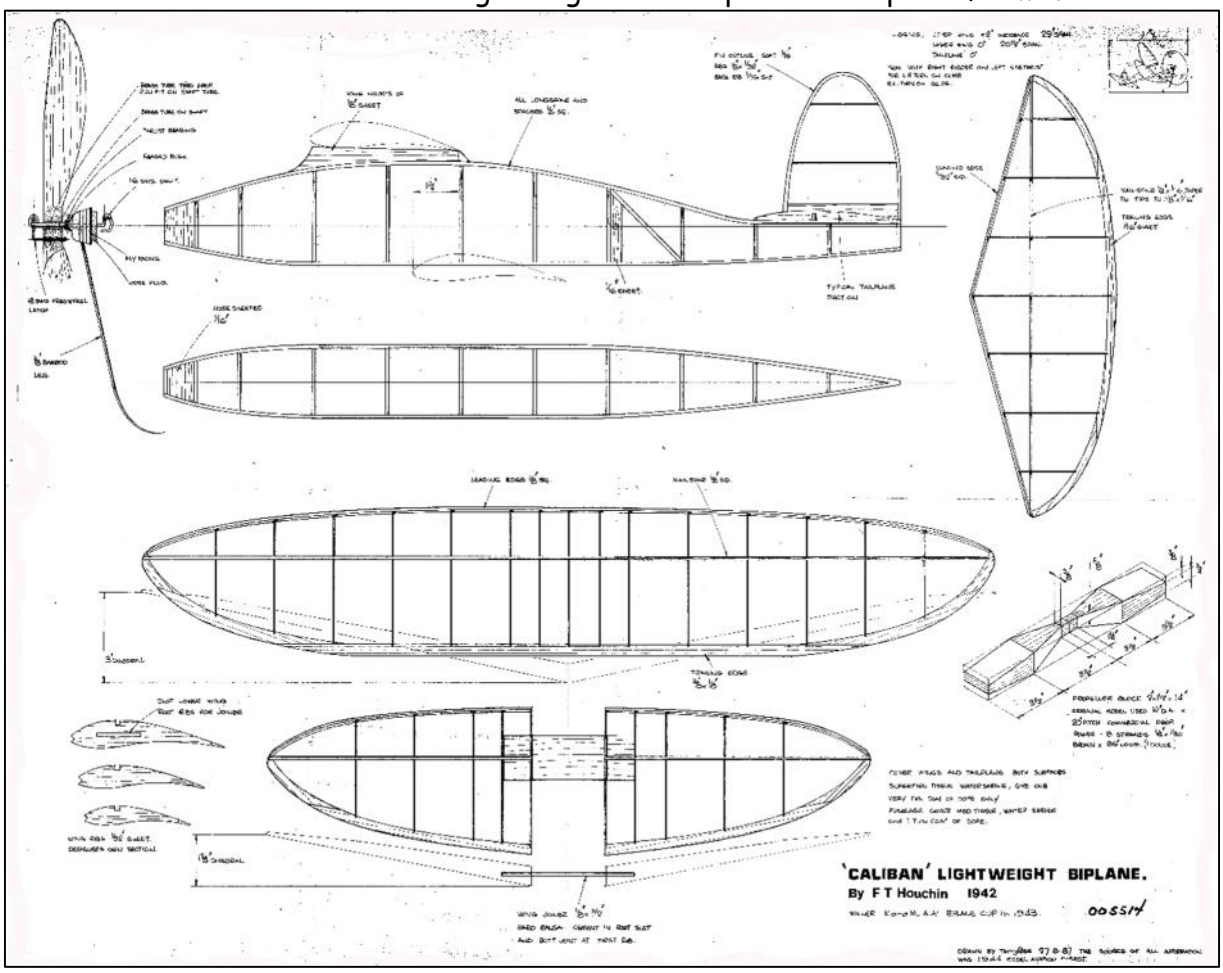
Plans for the month - Roger Newman

Glider: Nez-Court

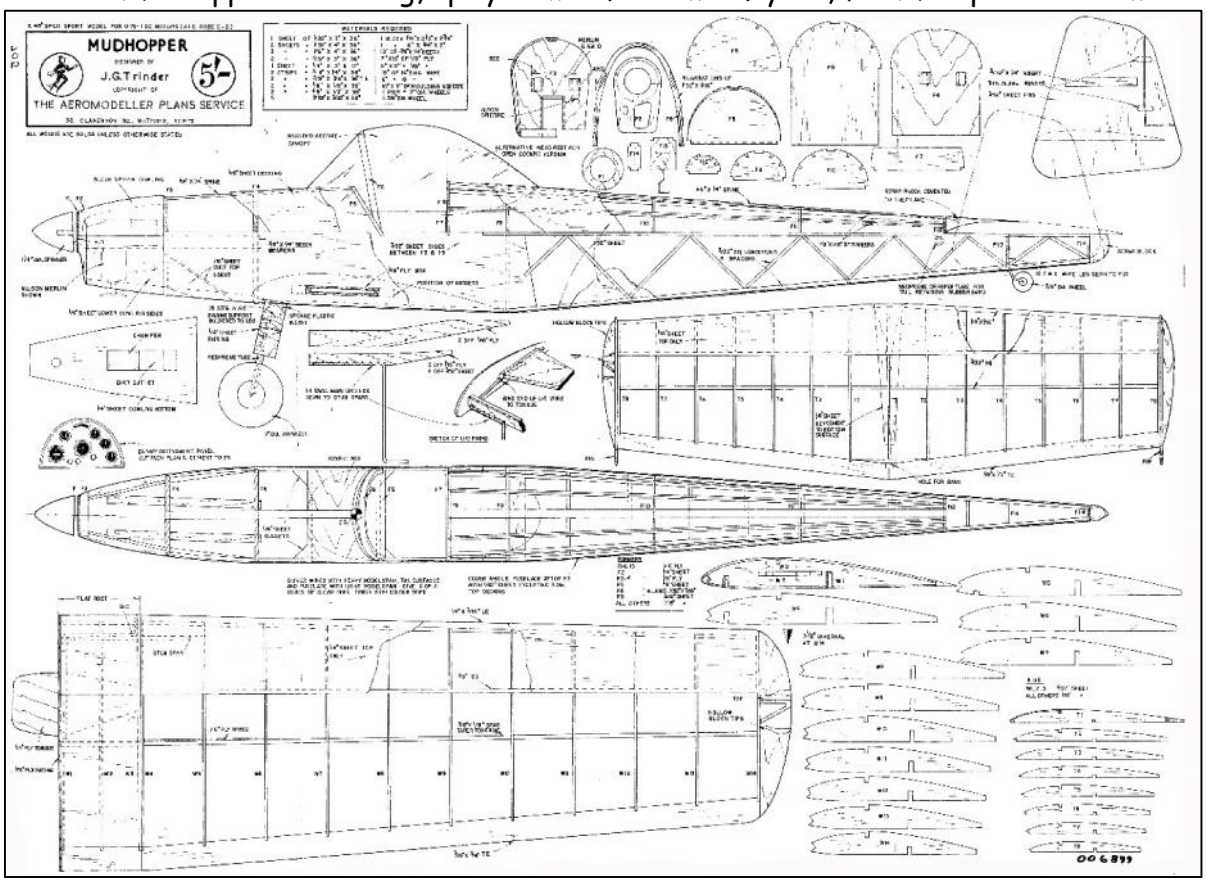
nice little design by Rene Josien from 1948, scaled to the old SAM1066 formula



Caliban – an even earlier lightweight rubber powered bi-plane from 1942



Power: Mudhopper – low wing, aptly named for time of year, for Mills power or similar



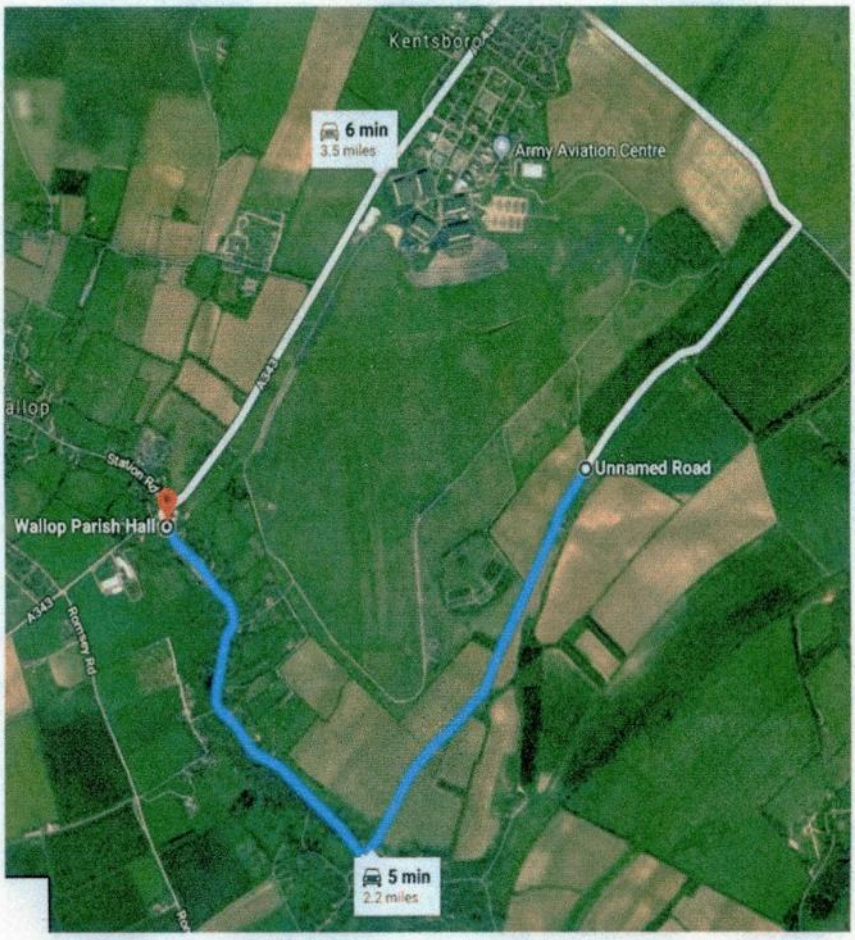
Roger Newman

Middle Wallop Meeting on 27th April

Information for All Fliers attending this meeting.

Note: this meeting is only for competitions. There will be no sport flying.

1. ***Meeting times*:** Gate open at 8.30am: Gate closed at 5.00pm. This means we have to be off the airfield by 5.00pm.
2. ***Competitions*:** Commence at 10.00am. Finish at 3.30pm.
3. ***Fly-offs*:** commence at 3.35pm. DT fly-offs will be used.
4. ***Prize giving*:** commences at 4.00pm.
5. ***Access*:** The only entrance to the field will be as designated on the map below. The route to the access gate is highlighted in blue. Follow this map & look out for SAM1066 marker signs.
6. ***Access Control*:** The entrance gate will be manned between 8.30am & 10.am by a SAM1066 member. He will collect the entrance fee of £10 per flyer or £5 per spectator. All persons entering will be asked to show their BMFA current membership card. *No card, no entrance (Partners excepted).* The gate will be locked at 10.00am & a notice posted with a mobile number to call if access is required after 10.00am. Note: there may be a wait for the gate to be unlocked so be patient.
7. ***Scrutineering*:** For this meeting all models to be flown must be presented to Control prior to any flights being made, where a check will be made for weight (250 grams or less) & an operable DT (mechanical or RDT).
8. ***Flying Location*:** All fliers will be advised of the approx location at the entrance gate. Follow the marker signs.
9. ***Flight Line*:** A flight line will be used for launch control. Be sure to launch downwind of the flight line.
10. ***Flight times for max on the day*:** this will be advised by Control at time of comp entry. Note in any event, the absolute max time is 2 minutes.



Southern Area Gala Odiham

Sunday 5th May 2019 *(Note the change of date)*

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

Licence

The licence application for last years event is being carried forward, having being given an OK on the date by the RAF for the event to be held. So subject to the licence being re-issued & received, the date is set for Sunday 5th May, as we advised that there is much less likelihood of disruption on a Sunday – we just have to hope that bad weather does not appear at the last minute.

Comps

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

Attendance/Attendees

This event requires attendees are pre-registered for security reasons. There is a limit of 65 attendees, so do make an early application to avoid disappointment. *Those who have already paid for the cancelled September event of last year can carry forward their entry – just turn up on the day.*

Anyone who has not already paid for entry & wishing to attend must send following details to Peter Carter by post, enclosing the entry fee made payable to "Southern Area BMFA" & an SAE. Last date for receiving requests to attend is Saturday 27th April 2019.

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

Peter's address is 74 Buckland Avenue, Basingstoke, Hampshire, RG22 6JA. He will send a written confirmation to those who apply to attend.

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

Constraints

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

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

Any queries, contact me on rogerknewman@yahoo.com

Query from SAM USA

Looking for information on Joe H. Maxwell

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

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

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

Drone Zone Flying Restrictions

For those of you who wish to operate within the law as from 13th March, according to the latest Air Navigation Order amendment, there is a very good interactive map that can be accessed via Airfield restrictions - Dronesafe . You can zoom in anywhere in the UK and the restricted zones are clearly marked.
Accompanying text from this website is as follows:

UK FRZ Map

This map enables UA operators to **remain clear** of the new UA FRZs that are created as part of the latest amendment to the ANO.

It is illegal to fly any drone at any time within these restricted zones unless you have permission from air traffic control at the airport or, if air traffic control is not operational, from the airport itself.

Do have a look – if only to re-assure yourself before breaking the law!

Rules for operation at Middle Wallop in 2019:

SAM1066 has been granted three separate days at Middle Wallop,

Sat.Apl.21st, - Sat.Jun.29th, - Sat.Aug.10th.

The first meeting will be for competitions flying only. If no problems arise from the first meeting, then sports flyers can be included in subsequent meetings subject to their agreement to conditions set out below.
For all models, SAM1066 will apply the 250 gram rule which exempts model aircraft from any proposed drone regulations that encompass aeromodelling. Simply put – this means that all models flown on the field must weigh less than 250 grams.

For ALL models, the fitting & use of an operable DETHERMALISER (DT) is mandatory for all flights – clockwork or (preferably) RDT. The use of a fuse DT is not permitted.

For models entered in competitions.

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

For models not entered in competitions.

a. For all flights the DT must be set to operate at, or earlier than the max time set on the day.
b. All models must carry name & address label with full contact details (Name, address, mobile and/or landline number) in a visible position.
c. All models must carry BMFA membership number in a visible position.
d. BMFA membership cards must be shown on entry to the field.
e. Random checks will be carried out during the day. Anyone found to be infringing any of the above rules will be asked to leave the field.
f. Checks will be made throughout the day on wind speed & direction.

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

Salisbury Plain: - Area 8 - 2019.

The booking of Area 8 for FF use in 2019 has been a bit more protracted, and tenuous than in previous years, but has now been completed.
Every Saturday/Sunday, plus the 3 Bank Holiday Mondays have been allocated for our use, conditional on BMFA representation at the monthly Training Area Allocation Conferences, and final approval on the Friday morning preceding each weekend.
Most of you will be aware that the Area is to be used as a film set at some point and would be out of bounds to us for some time. The latest information received is that 22nd April to 17th May dates would be removed due to filming, but that the dates may change slightly. I guess that nobody really knows what will happen, and that details will be released at the monthly conferences.

For those wishing to sport fly/trim an annual season ticket can be obtained through donna@bmfa.org for £18. The terms and conditions remain the same as in previous years.
You are reminded that the annual licence is paid by the BMFA, and that anyone entering a contest, must pay a site access fee of £6. This applies to club Galas, Centralised, and Decentralised BMFA events. The exception to this is for BMFA Contest Season Ticket holders, who will not be required to pay this for BMFA Centralised events, and the World Cup events.

F1G & Vintage Coupe Events 2019

Date	Venue	F1G	Vint	Organiser	Comments
2nd Dec 2018	North Luffenham	✓*+	✓	gavin.manion84@gmail.com	Grande Coupe de Birmingham. F1G for A/M Trophy, Vintage for Vintage Plate
10th Feb 2019	Area Venues	✓*		BMFA areas	1st Area. F1G (Plugge)
27th April	M Wallop		✓	SAM 1066	Vintage Coupe
5th May	RAF Odiham	✓*	✓		Southern Area Gala Combined Vintage and F1G
27th May	Barkston Heath	✓		BMFA	FF Nationals. F1G Mon 27th for 308 trophy
2nd June	Oxford Portmeadow	✓*		laurencemarks64@googlemail.com Andy Crisp 01865 553800	F1G
29th June	M Wallop		✓	SAM 1066	Vintage Coupe
25th July	Area Venues	✓*		BMFA areas	5th Area
10th Aug	M Wallop		✓	Croydon / SAM1066	Cagnarata Day - Vintage Coupe (H'cap)
18th Aug NB Saturday	Salisbury Plain	✓*		BMFA	Southern Gala
1st Sept	Salisbury Plain	✓*	✓	Crookham	Crookham Gala , Combined Vintage and F1G
28/29th Sept	Salisbury Plain	✓*		BMFA	London Gala, Coupe on 29th
6th Oct NB Saturday	TBC	✓		BMFA	Midland Area Gala
12/13/14th Oct Note Flexi Date	BMFA Buckminster		✓?	FF Gala, John Ashmole 01406 370188	Probable Vintage Coupe
19th Oct	Salisbury Plain	✓*+	✓	Croydon Coupe Day /SAM1066	Coupe Europa. Vintage for the AAA trophy, Team F1G for the FliteHook Trophy
1st Dec	TBC	✓	✓	gavin.manion84@gmail.com	6th Coupe De Birmingham

(*) Qualifying event Southern Coupe League. (+) Qualifying event Eurochallenge F1G 2018/19
All Vintage Coupe events for SAM1066 Trophy, 1st – 3points, 2nd – 2pts, 3rd – 1pt; no points for last place!

Croydon&DMAC 2019 Competitions

CROYDON WAKEFIELD DAY Sunday 21st April, Beaulieu Old Airfield

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

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

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

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

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

For further information on events please contact:
Ray Elliott; tel 020 8997 7745, email ray.elliott8@btinternet.com.

DREAMING SPIRES FREE-FLIGHT RALLY-2019

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

VENUE:- PORT MEADOW, WOLVERCOTE, OXFORD

CLASSES:~

FIG (COUPE d'HIVER) } 5 FLIGHTS
FIH (A/1 GLIDER) }

MINI VINTAGE RUBBER (Max Span 34") }
VINTAGE/CLASSIC GLIDER (Comb.) }
HI-START GLIDER } 3 FLIGHTS
E30/P30/CO_2 (Combined) }

HLG/CATAPULT GLIDER (Comb.) ~ 7 FLIGHTS

ALL TOWLINES 50 metres

FREE-FLIGHT SCALE TO 'DREAMING SPIRES' RULES. NO DOCUMENTATION. STATIC JUDGING QUALITY OF FLIGHT etc. i/c motors up to 1·5 c.c. allowed.

ALL FLIERS MUST BE INSURED

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

CONTACTS:~

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

LAURENCE MARKS
laurencemarks64@googlemail.com

Cocklebarrow Farm
Vintage R/C Meetings 2019

7 July - 18 August - 29 September

Signposted from Aldsworth Glos.
on the B4425 between Cirencester/Burford
and off the A40 between Northleach and Burford
[follow SAM 35 signs].
All types of R/C up to 1969, sport flying no competitions.
BMFA insurance essential [A certs. not required]

Contact Tony Tomlin
Tel: 02086413505 email: pjt2.alt2@btinternet.com

Peterborough Flying Aces Nationals *SATURDAY* 31st August 2019
at Ferry Meadows, Nene Park, Peterborough PE2 5UU .
Competitions 10.00 to 16.15

3 NEW EVENTS FOR 2019!

Vintage Model Company "PILOT" Rubber Duration. Senior and Junior Classes Plus Fly Off - Best Senior versus Best Junior.**Note!** Intending competitors may purchase the kit from V.M.C. for only £20 by quoting the code "acesfly".Model must use kit prop. *Note! We would like to see that any junior has had a hand somewhere in the building of the model.*

Open E20 Electric Duration Max length and span, 20 inches. Any motor, battery and timer. Max motor run 8 secs. DT and RDT permitted. Certificate for best "Ferry 500" Restricted Class model. (for rules see www.peterboroughmfc.org).

Open Rubber Scale. At last! a flight profile judged class for scale rubber models that are not necessarily "Kit" models.

SCALE MODELS - NOTE! ALL scale classes, except MASEFIELD Rubber Scale are judged for flight profile and realism by the Flight Judges. They may ask for some verification, so please have the plan or, if scratch built, the 3 view available on the field .

Masefield Rubber Scale- Any scale rubber model, to which **Masefield** type bonuses will be applied. **No flight judging,** just duration plus bonuses. Present model to control for processing.

Open CO2/ Electric/ Rubber Scale Judged for flight profile and realism. Any C02 motor/tank permitted. See note re verification

Kit Scale ANY rubber powered kit model up to 36"span. Judged for flight profile and realism. See note re verification

Jetex/Rapier Authentic Scale Judged for flight profile and realism. See note re verification

EDF Authentic Scale Judged for flight profile and realism. See note re verification

Jetex/ Rapier Profile Scale Judged for flight profile and realism See note re verification

P-20. 20" span and length. Max 8" plastic prop, 6 gram motors (may be external) .

Cloud Tramp 5 flights NO MAX. (best and worst times discarded, and the remaining 3 times totalled. Note! If fewer than 5 flights logged the best and worst are still discarded.

Tailless Rubber Duration: Max span 30" (tip to tip). Max rubber 10gm, Prop 9.5" max dia. commercial plastic. (may be modified.) No in flight movable surfaces, except DT)

Frog"Senior" Rubber Duration (for plan see http://www.houseoffrog.co.uk)

Rubber Ratio: NO MAX. Any rubber powered model with wing span 15"- 25" (tip to tip). (KK" Elf "is eligible). Flight score is total time in secs (for 3 flights) divided by span inches.

Catapult Glider: Catapult, max 2 grams rubber on a 6" max handle. This equates to a 280mm length of 3/16" rubber tied into a single (140mm) loop. Any model permitted.

TableTop Precision Precision flight time Rubber event - models must Rise off Table.

36 inch Hi-Start Glider; Any glider up to 36"span launched by the supplied "Hi start" bungee. Includes a prize for best performance of a **SCALE** glider (proof of scale reqd.)

Best Unorthodox: Must be seen to fly by nominated Scale Flight judge)

Rubber Scramble: 20 minutes, use any rubber powered model that qualifies for one of the above events. Competitor must both wind and launch, from box, but may use a retriever.

Flying Swarm Mass launch for any non electric model that is eligible for one of the day's competitions. Last model down is the winner.

Young Flying Aces: Prize for Best Junior:Scrolls for top 3(Jun.17yrs or under on 31/08/19)

Prizes for 1st place: **Scrolls** for 1st, 2nd and 3rd:

Bumper Raffle: Note: this is a Free Flight event: No Radio Control: Proof of Insurance required for all flyers.

Revel in the special atmosphere created at this unique event: Discounted parking. Toilets, Café, and Park Visitors Centre.

Contact Brian Waterland on 01778 343722 (07717461000 on the day).

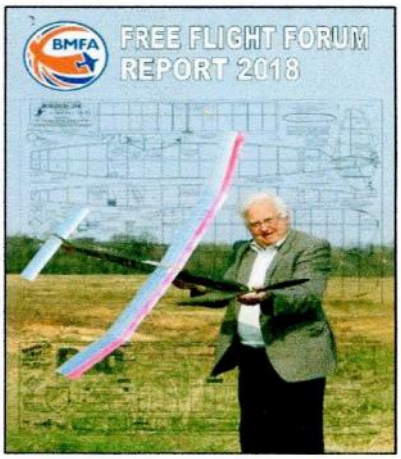
See also Peterborough MFC Website at www.peterboroughmfc.org

The New 2018 Free Flight Forum Report

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

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

UK price is £10 including postage; to Europe it's £14 and everywhere else £16. Sales of the Forum Reports help to defray the heavy expenses of those representing Great Britain at World and European Free-Flight Championships. Cheques should be payable to 'BMFA F/F Team Support Fund' in pounds sterling, drawn on a bank with a UK branch; you may also order by credit card, which is a lot easier (and cheaper).



Be the envy of your friends, get yours now.

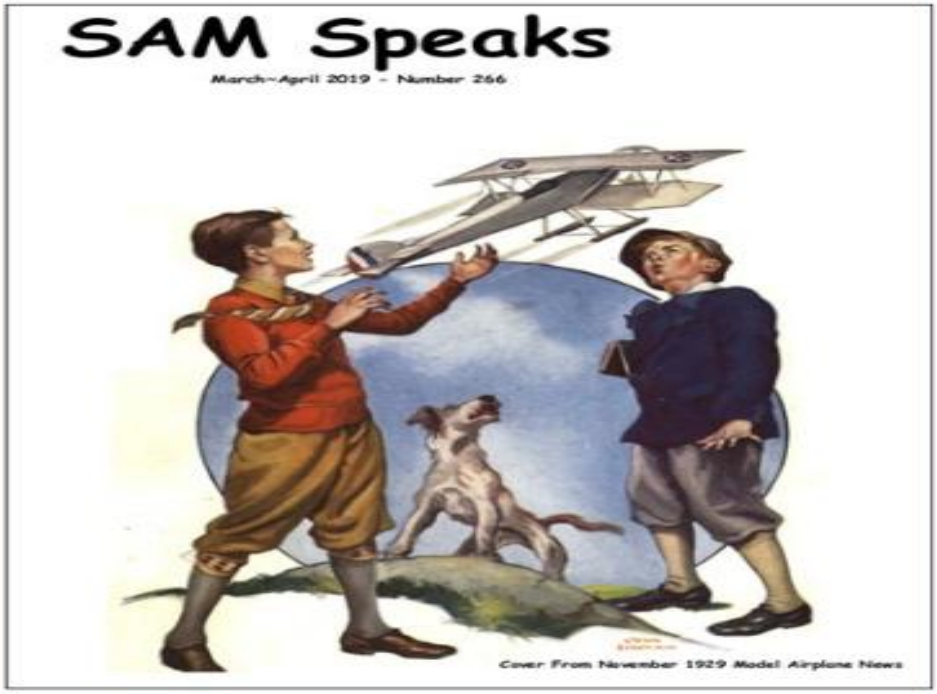
Copies are available from :
Martin Dilly
20, Links Road,
West Wickham,
Kent,
BR4 OQW

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

SAM Speaks USA.

This bi monthly emagazine can be obtained from the Society of Antique Modellers. Web site http://www.antiquemodeler.org/ for the modest cost of $30 pa.

Quite a few UK people already belong, but a few more might help our Parent Body!



L'AQUILONE SAM 2001

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

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

Model

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

Engine/motors

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

Electric Motors:
Any electric motor is admitted with direct drive

The engine cannot be stopped and started again: the motor must run continually without interruptions till the end of the battery charge or competitor's decision. No folding prop is admitted; if a folding prop is used the blades must be held open with a rubber band;
freely assembled admitted batteries:
-450 Man 2 cell LiPo; separated batteries pack for Rx alimentation is allowed.

48" Wingspan;

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

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

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

Flights and results

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

Awards :

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

Results

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

Special Prize Vic Smeed

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

Special Prize David Baker

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

Tonbridge Gassers and Rubber Fanciers

Indoor Meetings

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

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

2019 dates:
Jan 19th. – Feb 16th. – Mar 16th. – Apl 20th.

Contacts
Eric: Phone: 01622 737814
Email: Addresseric.przyjemski@btinternet.com
or
Steve M: Phone: 0208942 5000
Email: Addressmidair@blueyonder.co.uk

Indoor Flying in Wales

Indoor Model Flying Events

Canolfan Hamdden Plas Ffrancon leisure centre
Bethesda LL57 3DT

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

2019 Dates

3rd February - 3rd March - 7th April

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

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

martin.pike.xray@btinternet.com **07831 141418**

Find us on **Indoor Model Flying in Bethesda**

Indoor Flying with the South Birmingham MAC

Mainly Free Flight

Thorns Leisure Centre.

Stockwell Ave.
Off Thorns Road - Quarry Bank - West Midlands - DY5 2NU
Saturdays 1pm until 4pm

2018

May 5th - Sep 22nd - Oct 20th - Nov 17th - Dec 15th

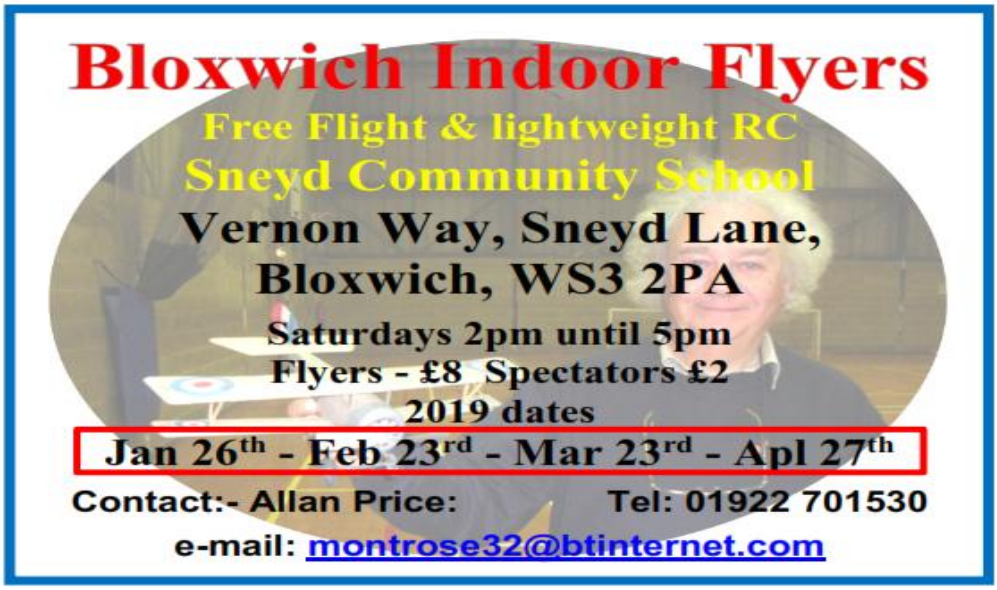
2019

Jan 12th – Feb 9th – Mar 9th – Apl 6th – May 4th

Admission - Flyers £8.00 - Spectators £2.00

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

For further information phone Colin Shepherd 0121 5506132 or e-mail cosh43@hotmail.com



Bloxwich Indoor Flyers

Free Flight & lightweight RC

Sneyd Community School

Vernon Way, Sneyd Lane, Bloxwich, WS3 2PA

Saturdays 2pm until 5pm
Flyers - £8 Spectators £2
2019 dates

Jan 26th - Feb 23rd - Mar 23rd - Apl 27th

Contact:- Allan Price: Tel: 01922 701530

e-mail: montrose32@btinternet.com

FLITEHOOK

Indoor Free Flight Meetings

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

Café on Site

Flyers £8
Juniors & Spectators Free
Flyers must be BMFA Members

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

2018

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

2019

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

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

Waltham Chase Aeromodellers

INDOOR F/F MEETINGS

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

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

These meetings will be held on the following dates:
Meetings will run from 7.00 p.m. to 10.00 p.m. on Tuesdays in the Main Hall

2018

2nd Oct - 6th Nov - 4th Dec

2019

8th Jan - 5th Feb - 5th Mar - 2nd Apl
7th May - 4th Jun - 2nd Jul

The hall is particularly suitable for indoor free flight models of all types, with a ceiling free of obstructions.
Tables and chairs will be available in the hall, the organisers are always grateful for assistance with moving furniture. A hot drinks machine is available on site.

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

Fliers will be required to show proof of insurance.

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

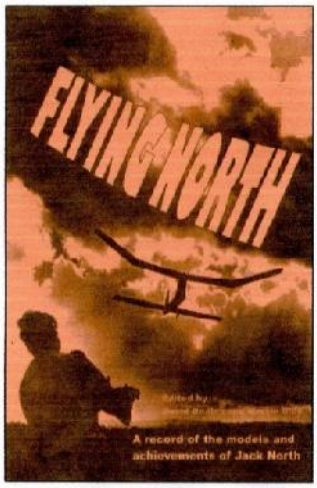
Flitehook, who carry a large stock of indoor models and accessories, will attend many of the meetings.

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

For further details please contact:

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

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

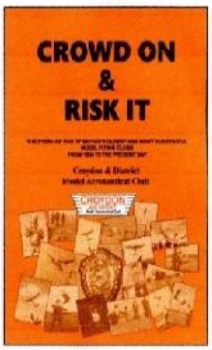


Flying North is a 163 page book covering the model flying career of Jack North, and including 23 previously un-published plans of his aircraft. Access to Jack's drawings and notes dating back to 1938 means that there are a number of designs in the book likely to be tempting to the nostalgia-minded.

Contact: Martin Dilly on 020 8777 5533 or write to: 20, Links road, West Wickham. Kent BR4 0QW or e-mail: martindilly20@gmail.com

The price in the UK is £18; airmail to Europe £20 or to anywhere else £22. Cheques should be payable to BMFA F/F Team Support Fund, in pounds sterling only, and drawn off a bank with a branch in the UK, you may also order by credit card, all proceeds help to fund the expenses of those representing Great Britain at World and European FF Championships

CROWD ON & RISK IT



This is the story of one of Britain's oldest and most successful model flying clubs, Croydon & District MAC, from 1936 onwards. The club contributed much to aviation, both model and full-size, and the late Keith Miller compiled its history till around 1960. Now, this up-dated 73 page version of the club's history, copiously illustrated with many previously unpublished photos, takes the Croydon saga up to the present. Contributions by past and present members vividly capture the atmosphere of the heyday of free-flight, with almost weekly contests at Chobham or 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 2019

With competitions for Vintage and/or Classic models

February 10th	Sunday	BMFA 1st Area Competitions
March 3rd	Sunday	BMFA 2nd Area Competitions
March 24th	Sunday	BMFA 3rd Area Competitions
April 19th	Friday	Northern Gala, Barkston Heath
April 21st	Sunday	Croydon Wake. Day & **SAM1066**, Beaulieu
April 27th	Saturday	**SAM1066,** Middle Wallop
May 5th	Sunday	Southern Area Gala 2018/9 Odiham
May 25th	Saturday	BMFA Free-flight Nats, Barkston Heath
May 26th	Sunday	BMFA Free-flight Nats, Barkston Heath
May 27th	Monday	BMFA Free-flight Nats, Barkston Heath
June 9th	Sunday	BMFA 4th Area Competitions
June 29th	Saturday	**SAM1066,** Middle Wallop
July 21st	Sunday	BMFA 5th Area Competitions
July 27th/28th	Saturday/Sunday	East Anglian Gala, Sculthorpe
August 10th	Saturday	Cagnarata day, Croydon/**1066** Mid. Wallop
August 17th	Saturday	Southern Gala, Salisbury Plain
September 1st	Sunday	Crookham Gala, Salisbury Plain
September 15th	Sunday	BMFA 6th Area Competitions
September 22nd	Sunday	BMFA 7th Area Competitions
September 28th/29th	Sat/Sunday	London Gala, Salisbury Plain
October 6th	Sunday	BMFA 8th Area Competitions
October 12th	Saturday	Buckminster Free-Flight Gala
October 13th	Sunday	Buckminster Free-Flight Gala
October 14th	Monday	Buckminster Free-Flight Gala
October 19th	Saturday	Croydon Coupe Day/**1066**, Salisbury Plain
October 26th	Saturday	Midland Gala, Barkston Heath

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

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

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

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

Useful Websites

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

control/left click to go to sites

Are You Getting Yours? - Membership Secretary

As most of you know, we send out an email each month letting you know about the posting of the latest edition of the *New Clarion* on the website. Invariably, a few emails get bounced back, so if you're suddenly not hearing from us, could it be you've changed your email address and not told us?

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

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

P.S.

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

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

Your editor *John Andrews*