


	<h1 style="text-align: center; color: red;">NEW Clarion</h1> <h2 style="text-align: center; color: red;">SAM 1066 Newsletter</h2>	Issue 052017
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Editorial

I am pleased to report that I have started my onslaught on outdoor competitions, I flew at the 3rd Area meeting at Luffenham, albeit only one flight but it was a start.

Quite a few event reports this issue, SAM1066 in conjunction with the Croydon Wakefield Day ran our first event this year on Salisbury Plain. This event saw the Plain on its best behaviour, light winds to almost calm and completely rain free. The access road being firm and dry presenting no hazards to the careful driver. The normal traffic congestion I have experienced in the past around Stone Henge, when leaving after the meeting for the A303 to Andover, was also avoided by an alternative route advised by, I think, Don Thomson. To cap it all I won an 8oz Wakefield Trophy and a bottle of wine, it's no wonder I think the event was a great success.

Jim Paton is back in circulation after his winter sojourn in New Zealand, to date his reports do not read of successes but he has yet to get into his stride.

Roy Vaughan has written us a piece about his construction of a small diesel engine and an Airflow Mite to fly it in. I had the pleasure of seeing the model at Salisbury. It typifies the essence of Vintage modelling to my eyes and it was a delight to see it in the air. The side mounted carb on the engine must make operation a doddle, should be standard on all sports engines.

Nick Peppiatt continues his series on the construction of his Peanut 'Nesmith Cougar', getting very near to the trimming exercises. We may have to wait a month as Nick has a lot of commitments in May and may not be able to write for us.

I understand from the Aeromodeller that Nick has already flown the 'Cougar' in a scale event and won. He also flew in the Indoor Scale Nationals at Walsall where Rachel and I were spectating from the balcony. The 'Cougar' looked magnificent from above as it circled the hall.

Nick also flew in the Pylon Race where modellers have to record as many laps as possible in 10 minutes around a circle of 4 balloons, all contestants flying together. There was a Le-Mans start with all competitors and helpers standing well back from their models and winders awaiting the start signal, then it was all hell let



loose as models were wound launched, chased and rewound and launched again and again. Contestants must have been absolutely knackered at the final whistle.

Bernard Scott from New Zealand has penned a piece, together with some excellent pictures, on the activities on that side of the globe, it's good to read about kindred spirits elsewhere.

Sad to report that we have lost another iconic aeromodeller in the person of John O'Donnell.

Editor

March 25th, a quick trip up the M6, deposit Rachel at our daughters and after a swift cuppa I zip off about a mile around the corner to the Sneyd Leisure Centre.

I now take a collapsible sack barrow with me to transport my paste table, indoor flight box and model box, good job to, as the main entrance was being refurbished and entry to the centre was around the back.

Reminds me of the joke: an Irish guide was showing a party around Trinity College Dublin and said to the group "this be after the side of the building your looking at, the front's round the back". *Needs an Irish accent.* (apologies to any sensitive Irish folk)

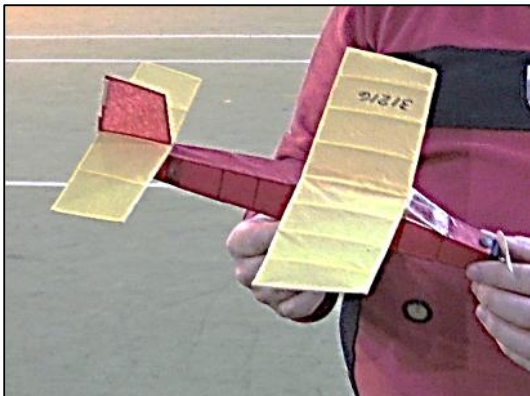
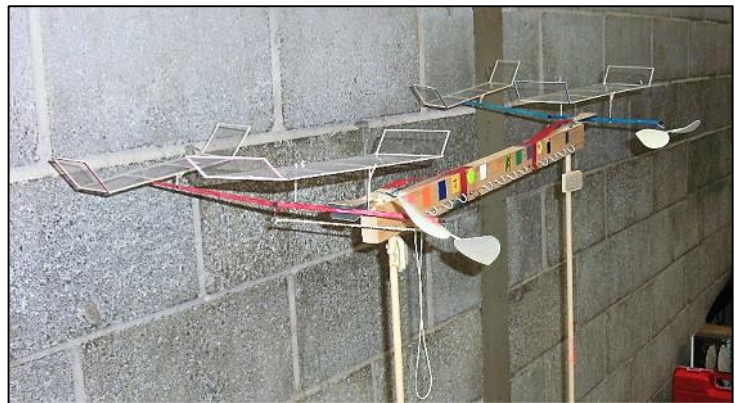


The South Birmingham picnic party was in session as usual



I had taken my somewhat overweight EZB's with me and manage to treat myself to a trouble free afternoons flying. In fact, I recorded a five-minute flight, which is something I don't recall achieving in the Sneyd Hall before.

The lightweight models of Pete Thompson's design in the hands of one or two folk seem to be able to also put up 5min flights on occasion.

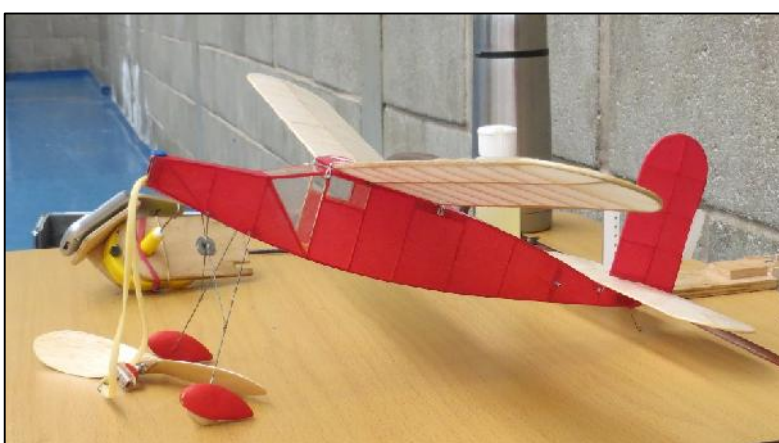
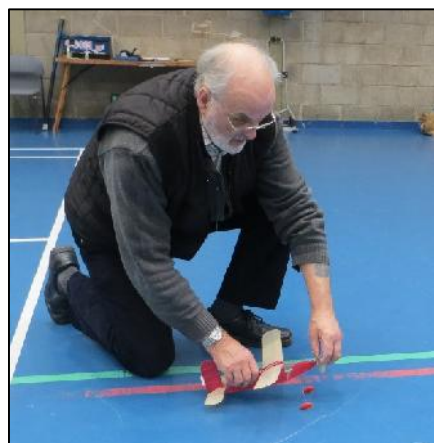


I had also dug out my Legal Eagle that I built for the nationals in the old Boulby potash mine sports centre way back in 2011. Still flies OK but it's not quite as big as it could be due to a printing error when I was printing off a John Barker design to crib from. The printout was not quite full size and I built my modified version to the undersize printout. I did not discover the error until I was drawing up the plan of mine, as built, for competition documentation.

I believe the Thorns Xmas competition for 2017 is to be for Legal Eagles so I will really need to make a new model, up to size this time.



Graham Smith was giving some of his scale models an airing. In one of the radio slots he flew one of his large polystyrene WWI bombers now beautifully camouflaged with an excellent scale like flight performance. He also flew a more conventional scale model with plenty of detail, forgot to enquire as to the name of the full size aircraft.



Colin Shepherd managed to get down to ROG his diminutive Gordon Light wakefield, still flies well. Not sure how he managed to get up again.

John Andrews



Extract from Model Aircraft December 1957

Electrifying

As a so-called model humorist I take off my tattered cap and bells to a witty word spinner of the first Teddy Boy era. Back in the year 1909 a certain Mr. Cannon had the gentle readers of those pioneer days exploding in bewhiskered mirth at his straight-faced skit on the new-fangled model flying.

Taking the rise out of the lack of rise exhibited by the india rubber-powered models our whimsical friend introduced his super scientific electric model, complete with cardboard cut-out wing and a wing loading per cardboard square foot that would stagger a supersonic fighter. Climb was achieved by a new and revolutionary process—a tall pair of steps, while the d/t apparatus was simple in design and faultless in execution: a long piece of string.

An unusual feature of the model was the absence of a rudder. This omission being possibly due to the fact that the builder hadn't the strength to cut this out of corrugated iron after twisting his solid oak propeller into shape.

Perhaps a more practical model would have been the camphor ball special. Instead of the wing being cut out of a plain piece of cardboard, a more scientific principle is used: successive laminations of cornflake cartons. The cartons used should comprise a complete set, so that in the event of the model crashing, the wing can be carefully unglued and sent away in exchange for a spaceman's helmet.

For the fuselage, the planks of stout timbers can be replaced by a length of 3 in. galvanised iron piping. A chamber—non domestic—is located at the tail end to receive the heated camphor balls. The wing should be mounted parasol fashion.

Any good quality umbrella can be used for this purpose, although a walking stick type is recommended so that the handle might be utilised for short passenger trips. No propeller is required as the machine operates entirely upon the moth induction principle; for the sake of appearances a dummy can be fitted. Be sure, however, to remove the ring from same before twisting into shape.

Owing to high all-up weight, some difficulty may be experienced in launching. Therefore, to make your helper heave, add more camphor balls.

Flagging Spirits

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

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

All Catered For

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

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

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

Pylonius

Reflections on the B.M.F.A. Third Area Meeting at Beaulieu, March 26th '17

First, a dip into the past. Sunnanvind, Sigurd Isaacson's 1946 state of the art small glider, my mate built one from a kit sometime in the late forties. The box contained a quantity of obeche, some hard and hairy balsa and white rag tissue. I designed my own gliders and considered both my models and my build quality superior. Our first and last competition was on Sheffield Moor. It was very windy and the Sunnanvind easily outflew my model. I was mortified. The Sunnanvind was heavy, my mate hadn't sanded the hairs off the balsa, the tissue was slack and wrinkled, my model was light, taught, sleek and smooth. But I didn't know about turbulation then. We probably used linen thread for towlines and I don't remember any towing problems.

Fast forward about sixty-eight years, I build my own Sunnanvind, impelled by nostalgia, curiosity and my devotion to Crookham Club's Plugge Points Acquisition Strategy which needed more gliders. Unhampered by any more recent glider-flying experience and undeterred by lack of trimming opportunity, I managed three flights at last year's Third Area meeting at Beaulieu. It was very windy, I have my diary to hand..... flight one, 21 seconds, flight two, twenty-five seconds, flight three, fifty eight seconds. The model towed straight enough but the wind strength made me release the line soon after the launch. This year the forecast for the meeting was for sun and wind so my Sunnanvind was rigged with a more forward tow-hook. Why? Intuition, which is always ready to step forward when my rudimentary aerodynamic knowledge leaves the stage. On the day the model would tow straight for thirty feet or so then dive off left or right into the ground for an attempt, or if I threw the line away soon enough, for a pathetic score - flight one, two attempts. flight two, nineteen seconds, flight three, thirty-six seconds.



Mo Peters' catapult glider was outperforming me and Chris Redrup's 'Lulu' was rocketing up to full line height, signalling that it was in a boomer and wanting to go, and going - four and a half miles. There is more humiliation to report. Knowing no better, I was using transparent nylon line. It was invisible in the heather and gorse and as I blundered about trying to find it I became hopelessly entangled, in danger of becoming a sort of loosely-wrapped heather, gorse and person parcel. Fortunately, Mo Peters and Tony Shepherd suspended their C.L.G. operation and released me.

Apart from the wind, it was a lovely day and we sat outside our cars ranged along the peri-track toying with lunch or anything else that caught our fancy, when two horses strolled by. One stopped in front of me, the lady rider smiled and her horse lifted its tail and deposited a pile of manure and without further demonstration walked on.

Now, it has been bandied about that this was a comment on my competition performance. I have refuted this interpretation of the horse's behaviour. On the contrary, animals often use their droppings as a form of gift. What else do they have to offer?

Roy Vaughn, once a speed control-line flyer, tells me that during a break in the flying, a horse-rider rode into the middle of the circle, stopped and gave the horse a secret signal which prompted the same response. So it is likely that my horse was also under orders and possibly had been carrying its load with commendable self-control all the way from Lyndhurst so that the rider could register her disapproval of our flying activities.

I wouldn't be surprised, horse-riders are carried about with their heads high above the ground, this must induce the haughty and arrogant attitude towards the rest of us, often observed. That the horse stopped in front of my car was purely coincidental, and we must collectively share the insult.



Too windy for John Hook's glider



The inimitable John (Isle of Wite) White



Ray Elliott gets away, timed by Don Thomson

FOR SALE:

'Sunnanvind' vintage glider, 100 meters nylon line & a quantity of horse-manure. Offers?

Peter Hall

Sunday March 26th 2017

The day started windy 15 mph plus and continued all day, but from time to time getting stronger. The sun did shine continuously though. Unfortunately, the wind direction from the East is the most difficult to handle with this site as the best place is from where the RC flyers have their concrete apron, a no go area for us. If one exits the field, the edge of the Forest awaits. We established ourselves on the NE corner, with the flight line being pointed out as being in line with a certain stunted tree some 300 yards down wind.

Peter Hall's 'Sunnvind' did not perform, but the horse of a passing rider, performed a gift right in front of Peter's car indicating what it thought of the performance of the model. Peter was suitably impressed by the Horse's knowledge!

Continuing with Vintage Glider, Chris Redrup had a beautifully performing 'Lulu', with a first flight, complete with DT failure, that finished 4.5 miles downwind, fortunately out in the open. Ah, but then comes the second flight, another unexplained failure. This time the signal could be heard from where he had launched, a sure sign that it was in a tree. After following by car and foot, he came to an impassable stream. So back around the road, plenty of signal, now accompanied by Dave Etherton with a similar lost model in the trees. In the end they approached one of the Stately homes with a drive the odd 3/4 of a mile long and, after driving up, they requested of the occupants could they walk to the far trees. Graciously permission was granted, the occupants obviously seeing no problem with these two ragamuffins searching for toy aeroplanes.

Chris found his model and recovered it with the Crookham (very expensive) 55 foot Roach poles. Dave has the poles and is returning Monday with John Hook to find his.

Meanwhile back at the Ranch, Mo was continuing with her catapult glider, which from afar seemed to be performing well. The problem with Beaulieu is finding them in the gorse.

We must not forget the Croydon contingent. Ray was plugging away but failed with his last flight after having done all the hard work with his previous two flights just short of the forest. Pete wisely after one max decided that spectating and time keeping had more allure.

John White was giving us a display of how to fly higher than his usual 20 feet by getting boomers and DT'ing early, Roger gave him a hand or was it a foot in helping recover his last flight. All said and done Beaulieu terrain is not the best for 85 year olds!

It was a pleasure to see that Andrew Chilton had brought his Ma, Peggy, to assist in flying efforts and support as usual.

I must make mention of John Hook's use of his 50 year old 'Faital' in F1C, designed for rather longer runs than the current 4 seconds. He managed 3 flights before the tank gave up with a leak. Not surprising after all those years.

John Thompson

Peter Hall's explanation of the horse deposit:

John,

Ref. your account of the horse's behaviour, as a student of animal psychology I should point out that the act of defaecation is intended as a compliment and the stools represent a gift. The incident was not critique of my performance at all, it was the recognition of a kindred spirit.

Peter Hall

I finally came out of hibernation and actually cast a model aloft in anger in combined rubber at the 3rd Area meeting at North Luffenham.

The flurry of activity did not however last long, one flight to be exact.

The only model I had that I thought might be trimmed was my 'Pinocchio' so, although quite windy, I made a short test flight which proved OK. I wound for the first flight and, with Rachel on the clock, got the model away clean in the freshening wind. A steady climb in good air and max No.1 was on the card.

A cup of tea and a smug rest and I was winding again for flight No.2.

Now everything fell apart, motor broke at the rear bobbin and the winding tube, not being secure at the rear dowel, spit out of the model taking a few spacers on the way. Surveying the damage, I decided that, although repairable, I was not in the mood for field repairs in the cool wind. I slipped back into spectator mode.

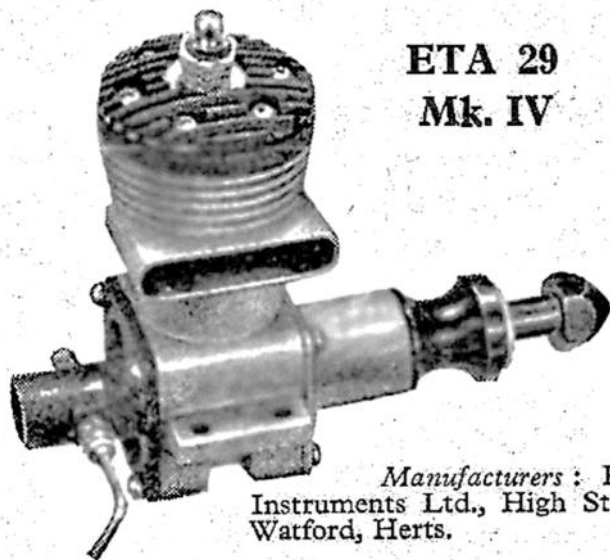
Terry Dobson was taking the opportunity to do a bit of trimming as were others, the power boys don't seem to worry about wind, I suppose the relative structural strength of the big models gives confidence. Having said that, the model in the pic being launched clapped a wing tip and barrel rolled down the flight line finishing close to the cars.



I got a picture of Phil Ball's carbon tube wonder that he used for the fly-off. As seems the norm these days, I arrived a little late for the contest start and when I eventually entered, Phil had already got his three maxes in and was trimming catty gliders. Phil's model had a huge prop but seemed to be suffering from some sort of black spotted measles attack.

His fly-off looked good to me but I see from results that it was only 3mins odd.

John Andrews



**ETA 29
Mk. IV**

Manufacturers : ETA
Instruments Ltd., High Street,
Warford, Herts.

Displacement: 4.884 c.c. (.2979 cu. in.).

Bore: .750 in.

Stroke: .674 in.

Bore/Stroke ratio: 1.11 Retail price:

Bare weight: 6½ ounces. £7/6/4 in. P.T.

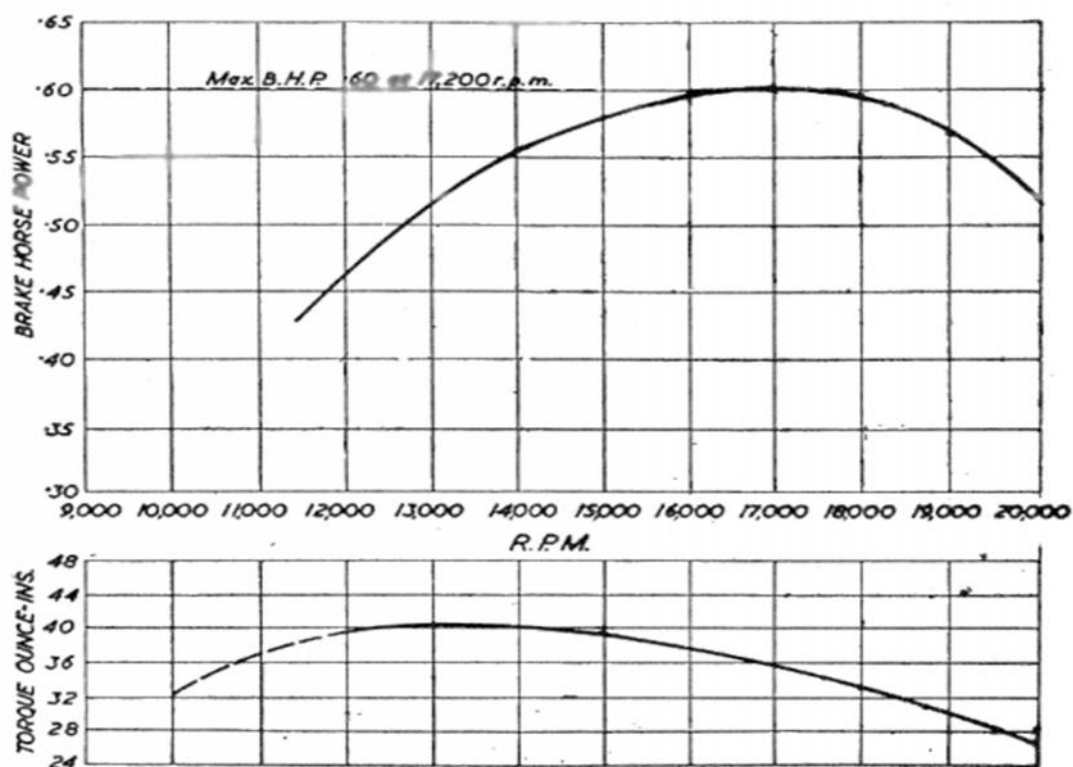
Max. B.H.P.: .605 at 17,200 r.p.m.

Max. torque: 40.5 ounce-inches at 13,500 r.p.m.

Power rating: .123 B.H.P. per c.c.

Power/weight ratio: .0925 B.H.P. per ounce.

PROPELLER	R.P.M.
dia. × pitch	
8 × 4 (Stant)	18,000
8 × 5 (Stant)	16,750
8 × 6 (Stant)	14,800
9 × 4 (Trucut)	14,300
9 × 5 (Stant)	13,000
10 × 4 (Stant)	13,000
8 × 9 (Stant TR)	12,100
8 × 8 (Stant TR)	14,600
7 × 9 (Stant TR)	14,500
7 × 8 (Stant)	18,000
7 × 6 (Stant)	18,800



Vintage flying in New Zealand has blossomed over the last decade with new events being progressively introduced. The advent of reliable and readily available electric components has been a great stimulus, giving many models a second life, and almost doubling the number of events as each IC radio event now has its electric doppelgänger.

We have yet to see electric powered Vintage FF models.

The next Nationals programme lists 15 RC and 9 FF Vintage events - something for every taste. There has always been debate over whether to concentrate entries into a small number of events, or to accept the dilution that a large number of events causes, in order to gain a higher overall participation. The wide spread of events seems to be working, and there is always something new to try. With good preparation, entering all events was once possible: now it is a matter of choosing where one wants to concentrate effort. Events are divided into three categories - Precision, Duration, and Texaco. Precision is popular and is always strongly contested, while the many Texaco variants present the greatest challenges.

The first Texaco to be flown in NZ was, of course, for Cox reed-valve engines. Following overseas trends, the larger 8cc tank was used but was soon Changed to the 5cc - at first disparaged by the Vintage Police, but later accepted when other SAM chapters followed suit. Although 1/2A Texaco continues to lose ground to its 1/2E variant, it remains the area of greatest effort for some, with ongoing R&D pushing engine run times up to 8 minutes, with some inexplicable 9+ minute engine runs occurring at random. The road to these unnaturally long runs requires some very un-Cox-like practices!

Next to be introduced was A-Texaco for engines from 1.5 to 3.5cc, with fuel limited to the volume of a Humbrol paint tin. Here diesels reign, the three 10-minute maxima being formalities before the fly-off, although the OS.20FS is commonly used and sometimes wins through on account of its greater reliability. One of our regulars does nicely with a Brown Junior, and is shown with TD-Coupe in one of the photographs.

Last of the IC Texaco events to be introduced was Open which allots fuel at 1cc per 50 square inches of wing area, with no restrictions on the engine. Each contest has two flights each of 900 second maximum, a target that has never yet been achieved. Small engines in big models are the rule - I use an OS 26.FS in an 800 square inch *Playboy*.

The future of Vintage flying here seems assured, for the near future at least, as we regularly pick up new members from other areas of aeromodelling resulting a slow but steady increase in the number of fliers.

Vintage at Levin, March 2017



Field panorama.



Bob McGrath ready for take-off of his Lanzo Bomber.
Still some non-2.4 operators in NZ.



An overgrown Popsie by Barrie Russell



Ian Munro cranks up the Brown Junior in his TD-Coupe



Stardust Special for 1/2A Texaco.
This design is gaining popularity in both electric
and IC forms for duration and Texaco events.



My 80" Playboy Senior with tiny .26FS engine
does well in Open Texaco

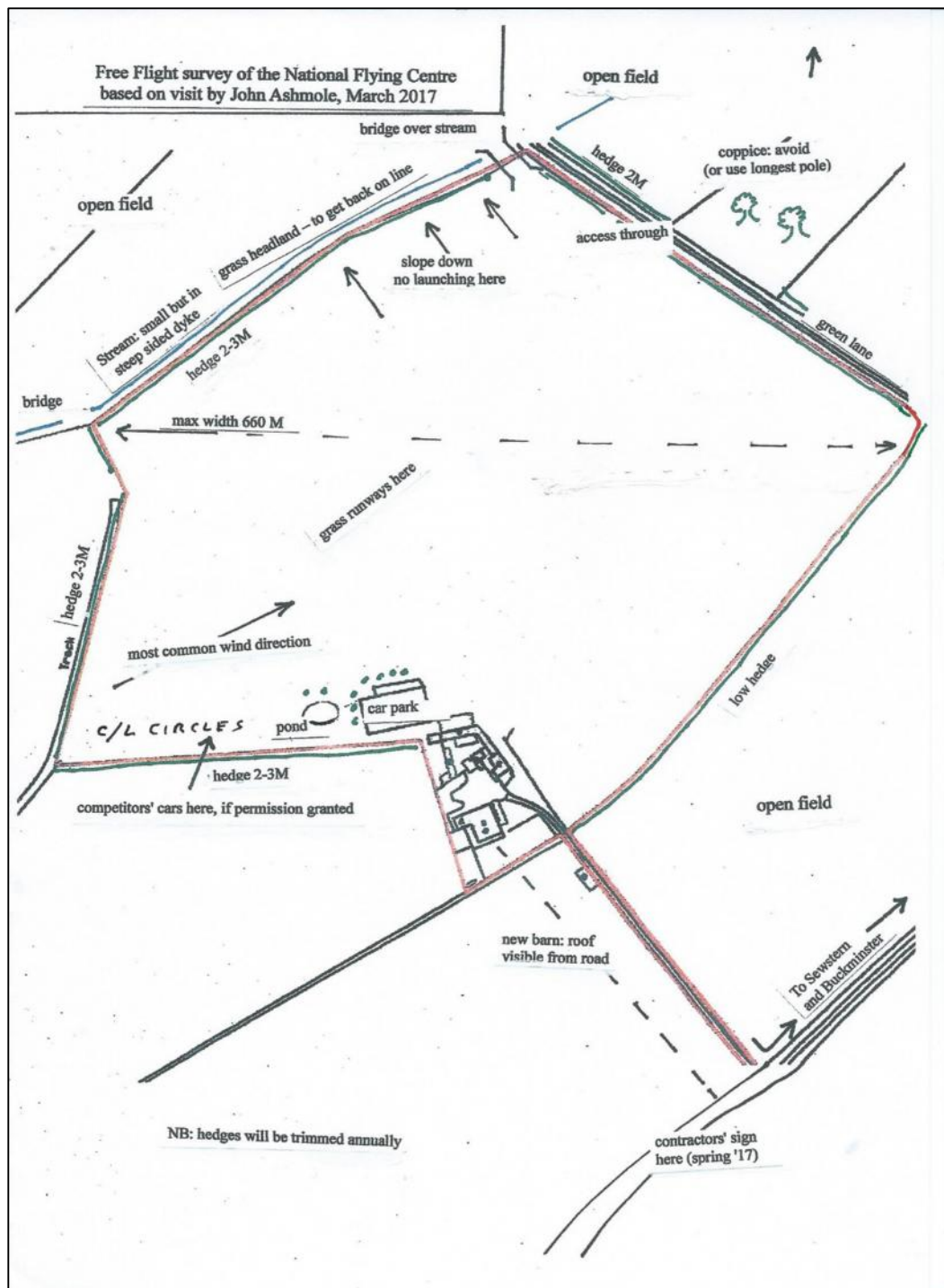


E-Tomboy by Keith Trillo, maestro of electric models.

I attach my sketch-map of the Buckminster field, which may be of interest to members. The red line is from a correct map, the rest are my additions.

It is primarily intended to aid anyone who wishes to organise f/f events there...that'll be me initially, & I shall shortly be planning something for the Gala in August.

Currently the BMFA have published the entry forms for f/f Nats with my SAM35 events on the wrong day, and incomplete. (Despite the Free Flight Technical Committee having been given our requirements on paper by Ian Lever at their last committee meeting.) More on that later.



John Ashmole



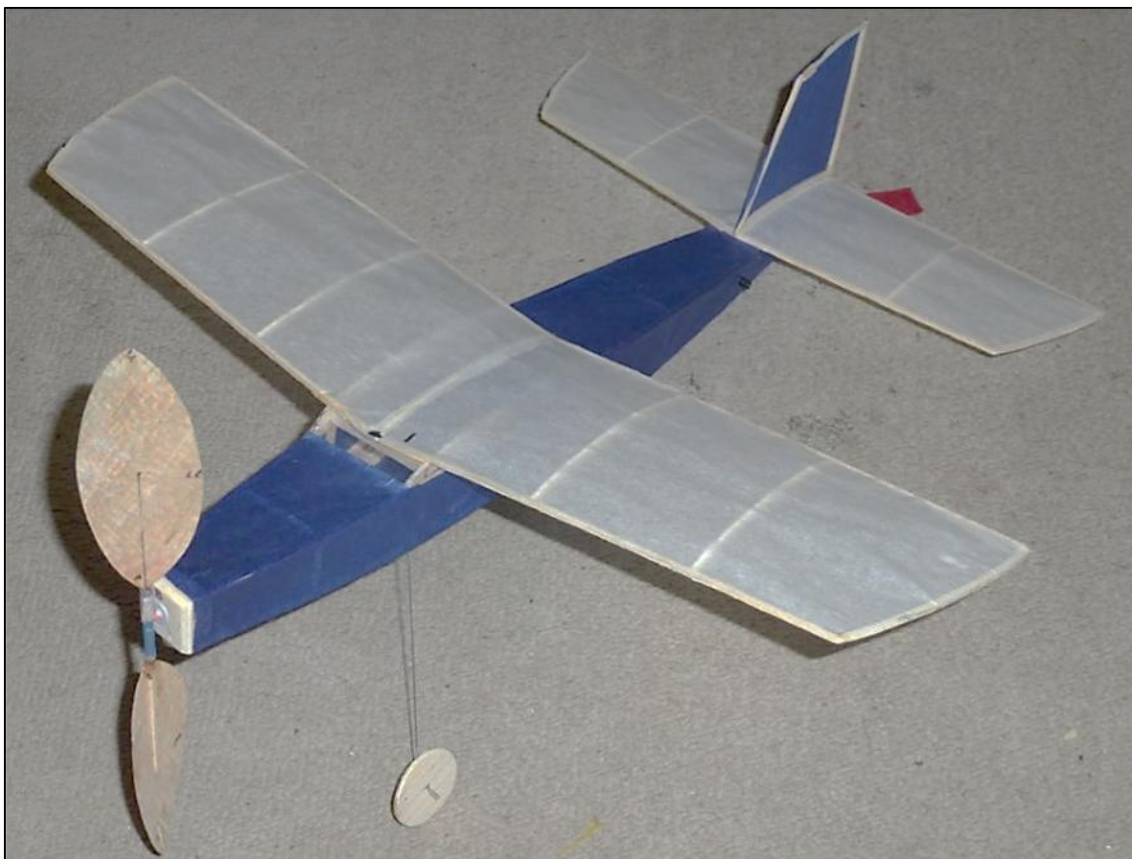
This is a pistachio scale Martin M 01. An inter war observation plane.
Model built by Paul Seeley.



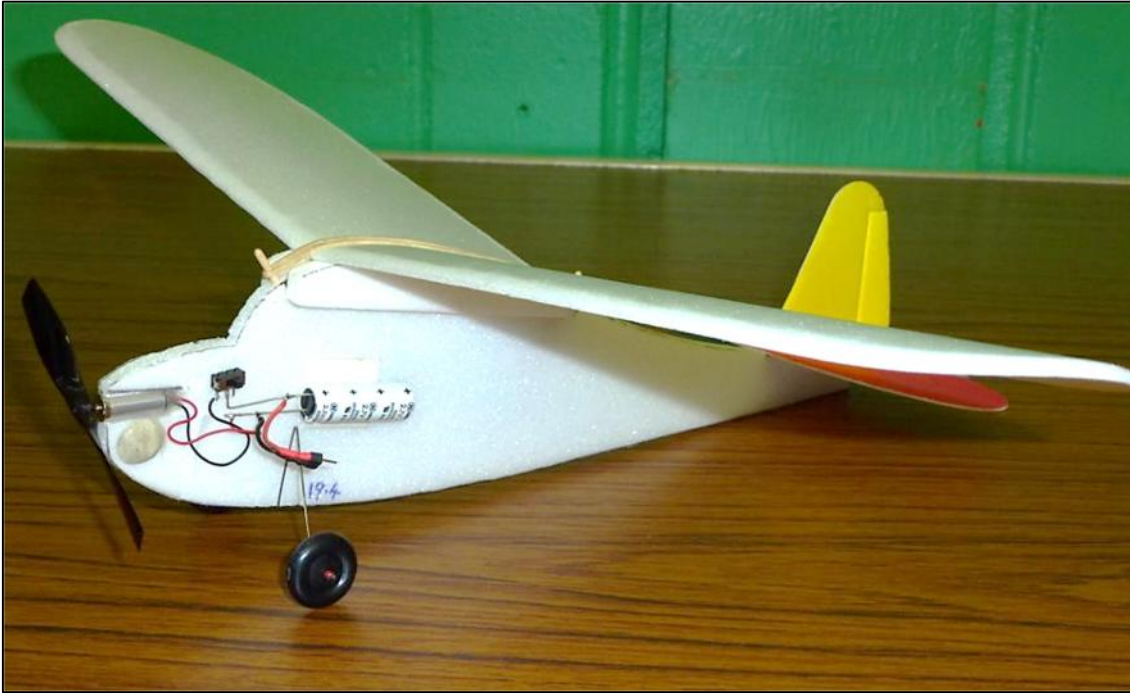
A couple of Legal Eagles: a John Barker Bar Fly and a Paperchase I think.



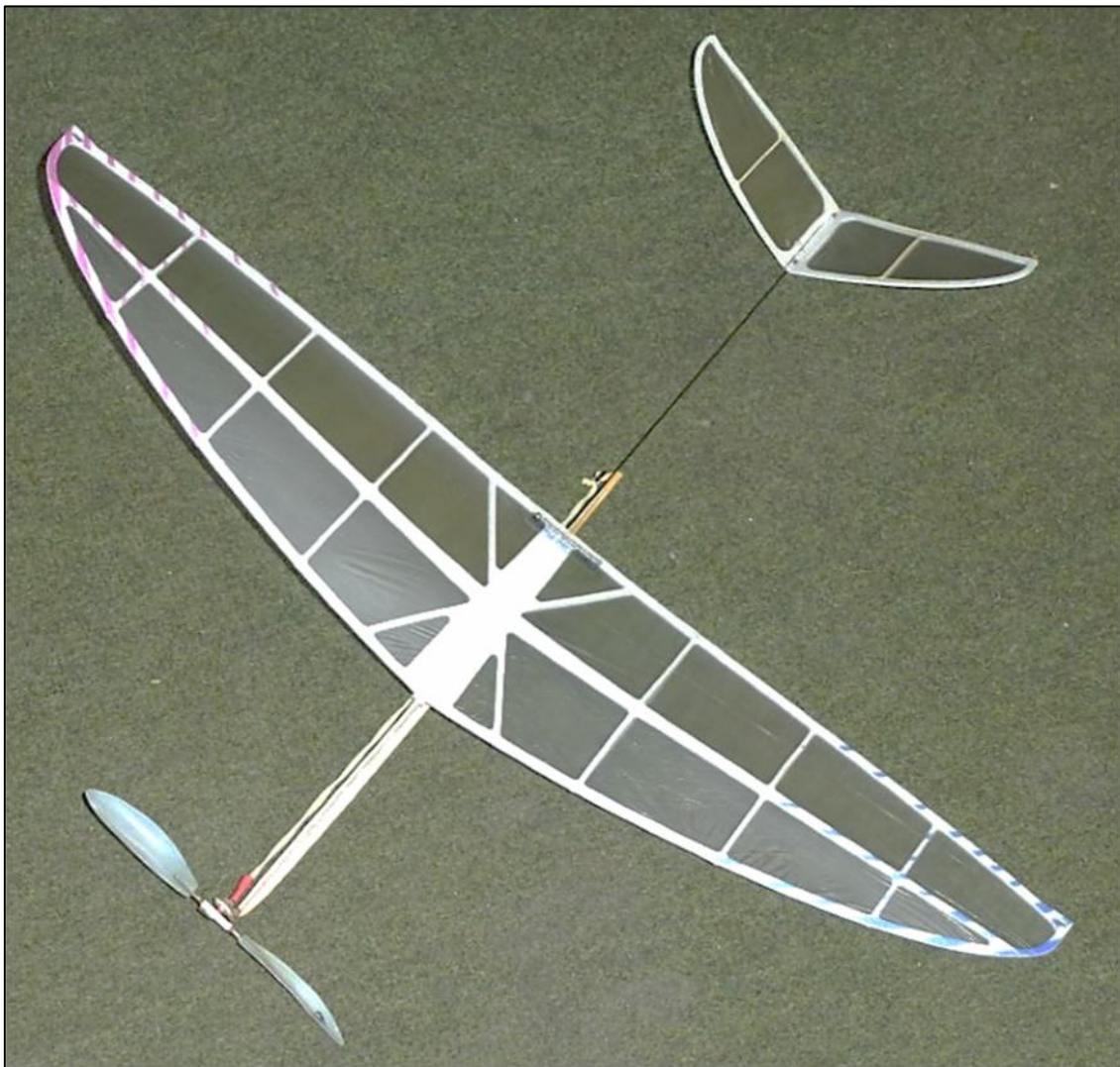
A selection of models made from cut up polystyrene picnic plates
All must use a standard commercial prop. They go best without the curry sauce on them.



A nice Legal Eagle by Ted Rose.



Don't know this Model but it flies well using a capacitor to supply power.



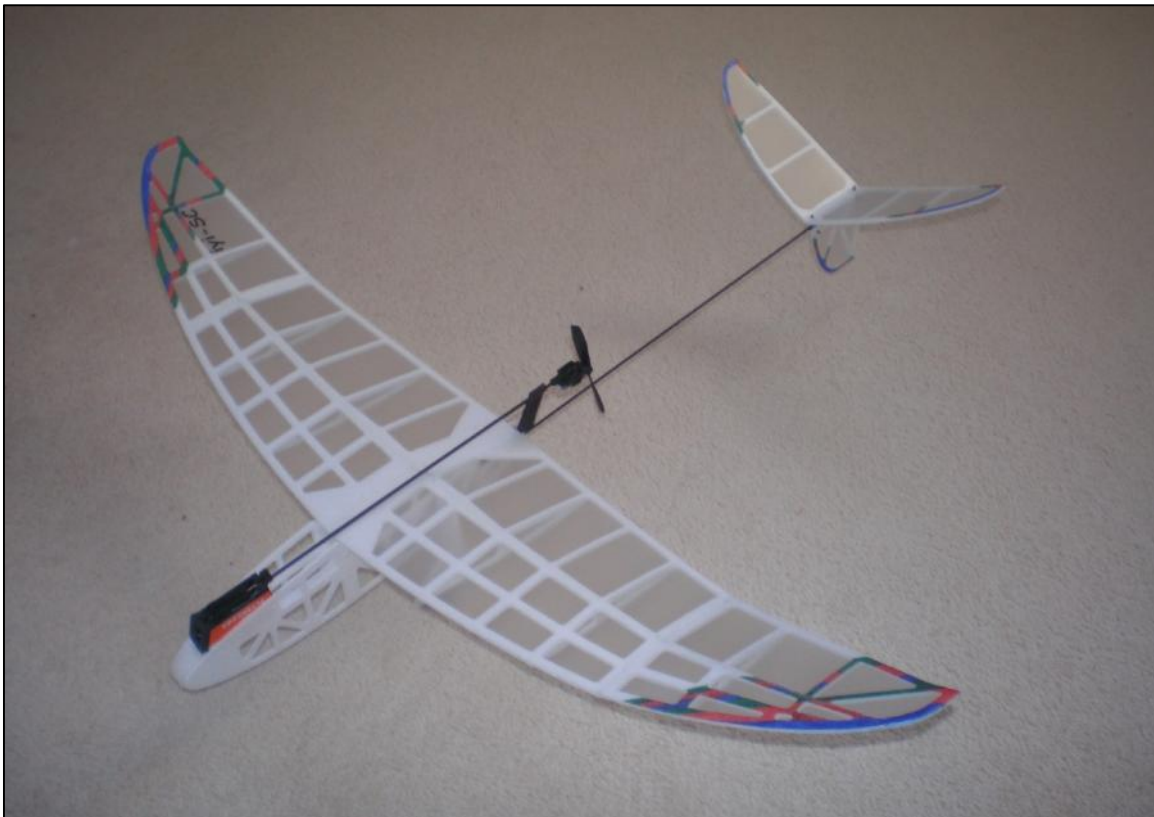
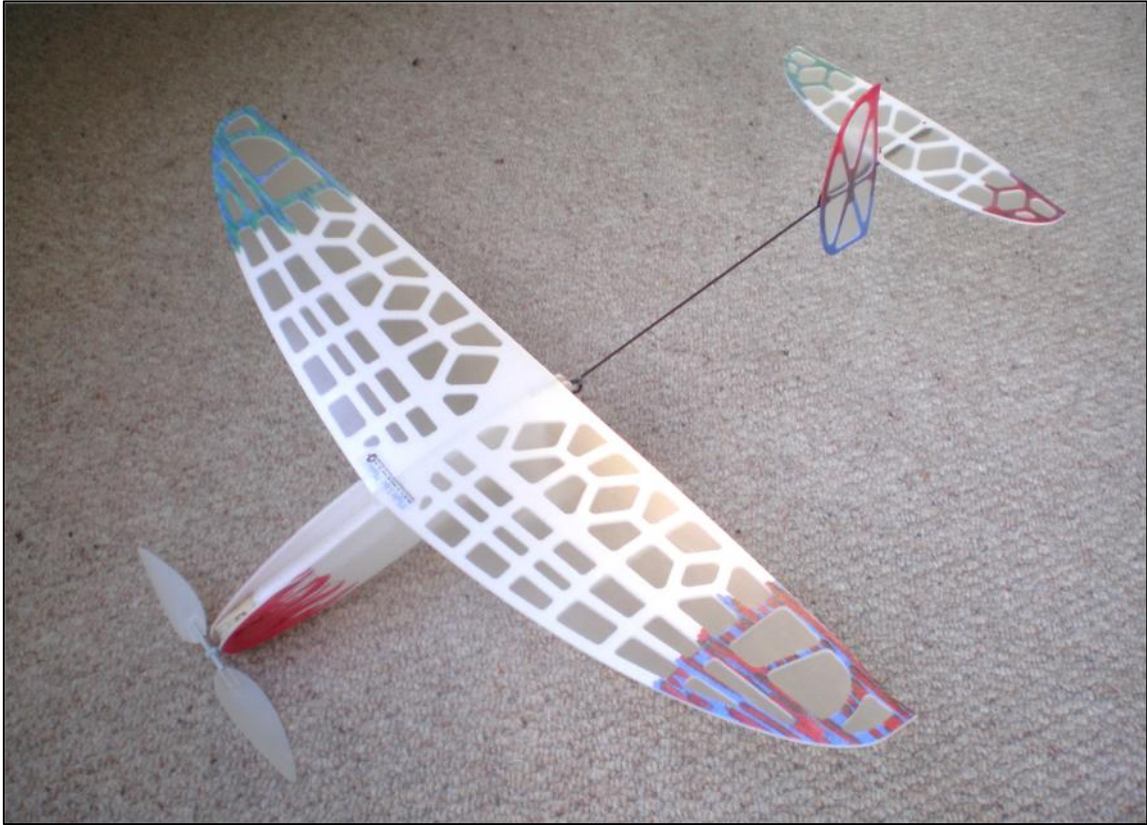
Laser cut from 2mm Depron, carbon fibre boom and covered in sandwich bag material from poundland.

Weight down to 4.6gm. Known as aVa-R.

Ragged flyers@hotmail. co.uk is the E mail address of Gordon Cook.

He produces the aVa-R rubber model and will be pleased to supply more details if required.

Here we have two more versions of the model.



Editor: Model designer Gordon Cook has promised to write an article recording details of the development of the models and the manufacture and construction of the various versions that are available.

John Taylor

I've been a lathe and milling machine user for many years which I used to make parts for control line team racers and free flight models. A couple of recent successes at re-boring old motors gave me confidence that I could build a motor from scratch. The simplest design I could find was the ML Midge, a sideport diesel which was subject of a short series in AMI a few years ago, and it was well spoken of as a beginners' project.

I bought the materials which I didn't have in stock - a lump of aluminium alloy for the crankcase and a high tensile steel bolt for the crankshaft - and made a start on the case. Progress soon came to a halt though, as FF construction and repair projects took priority, until 18 months ago when I summoned the determination to finish it. This took surprisingly little time over a few weeks. I found the machining operations straightforward save, as usual I now realise, making the piston. Four attempts this time to get it to the right dimensions and fit then, lo and behold, it started and ran strongly!



This achieved my main goal, to build an engine that would run, but the project would not be complete without actually flying it. What to build? Another Veron Cardinal would be simplest but I wanted something different. I noticed the Airflow Baby on the Cambrian Models site and fancied the look of it. Starting with a kit would also save time but it became apparent that "out of stock" on the web site actually meant no longer manufactured so I bought a plan from Ben Buckle. Comparing the size of the engine to that of the model and considering its minute transfer and exhaust ports caused me to chicken out and opt for the smaller version, the Airflow Mite. Roger Newman supplied a plan and the model went together quickly.

Now this was all happening against the backdrop of the loss of Middle Wallop and the EASA goings-on so I was particularly aware of safety issues generally and the desirability of RDT in particular. My "day job" is free flight competition flying, mainly Coupe and some power classes, for which I have been developing electronic timers with an RDT capability which I use with Italian Sidus RDT receivers. I thought about using this setup in the Mite but expensive gear like this seemed inappropriate in a sport model, something cheaper was called for.

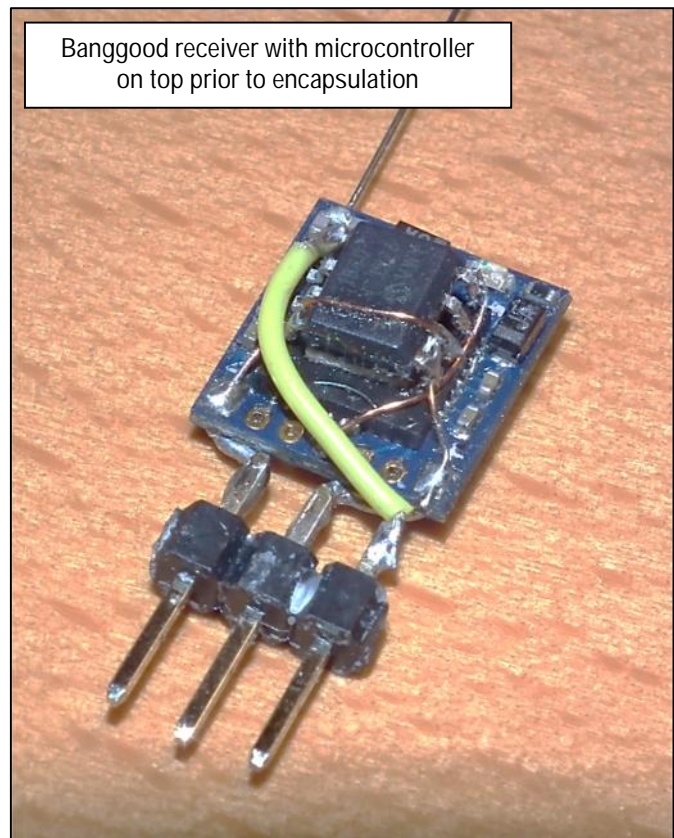
A few of us in the Crookham club have been playing with 2.4GHz gear similar to that described by Roger Newman in the Clarion a few issues ago. He uses an Orange transmitter coupled to a Phil Green module to mimic single channel radio operation using modern radio technology. Whereas Roger used a Lemon receiver, Chris Redrup and I have been using miniature receivers from Banggood. These were brought to our attention by the Internet sleuth, Peter Tolhurst, who noticed that they weigh less than 0.3g and cost only £12.

The usual arrangement with the Phil Green transmitter module is to use the 2.4GHz receiver to drive a servo from one position to another when the button is pressed, the servo arm

releasing the DT line. I considered doing this for the Mite but decided that the ability to stop the motor as well would be desirable, mainly to deal with the all too likely mistake of accidentally releasing the model with an over-full tank. This leads to a requirement for the servo to move in sequence through three positions - motor stop, DT and reset. The capability to do this existed already in part in a small electronic converter developed to allow the Banggood receiver to be used in E36 with the Dan Kennedy timer.

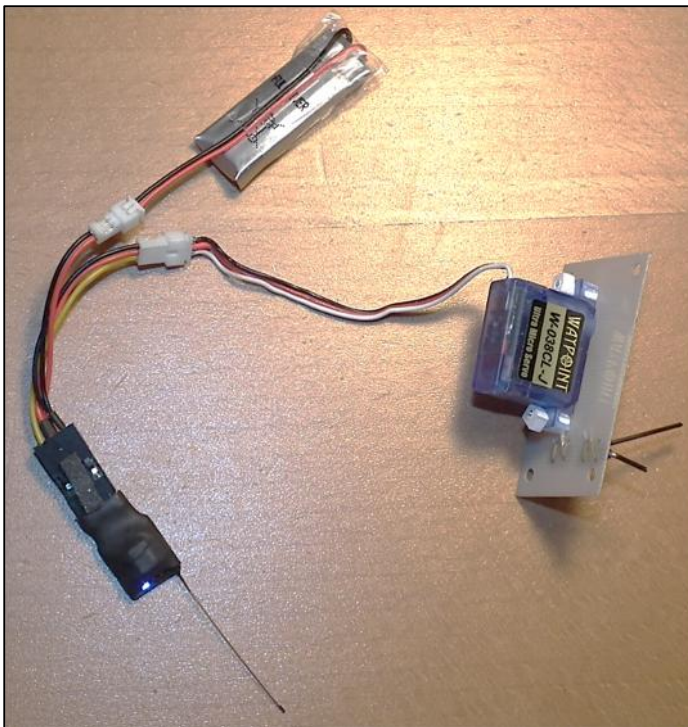
The converter is based on a microcontroller, a single chip computer. The functionality of the chip is dictated entirely by the software which runs on it and is essentially infinitely flexible. The part of the software which previously interfaced to the electronic timer was therefore removed and replaced with code

to command the microcontroller to move the servo through the required sequence of three positions on successive button presses. The complete installation including a 70mAh Lipo battery weighs 10.2gms. The motor stop is a strangler which weighs next to nothing.



Banggood receiver with microcontroller on top prior to encapsulation

The complete RDT installation



How did it work out? Very well as it happens. We took it along to Chobham Common where the grass and heather is particularly accommodating. The first flight revealed, not unexpectedly, a tendency to a tight right turn cum wingover. This was easily cured by a dollop of left trim tab and the model climbed away satisfactorily on the second attempt. The motor shutoff and DT worked OK and it even glided reasonably well. Mission accomplished.

The Banggood receiver seems to be reliable. It is said to be full range and we have tested it out to about half a mile with RX and TX close to the ground so there should be no problem for sport models. In its bare form the receiver

does not implement a failsafe but the microcontroller is programmed to move to the DT position if the signal from the transmitter is lost for more than 10 seconds.

The Mite climbs strongly even with the ML Midge backed well off and it's clear that the motor has enough power to fly an Airflow Baby, so that has to go back on the project list.

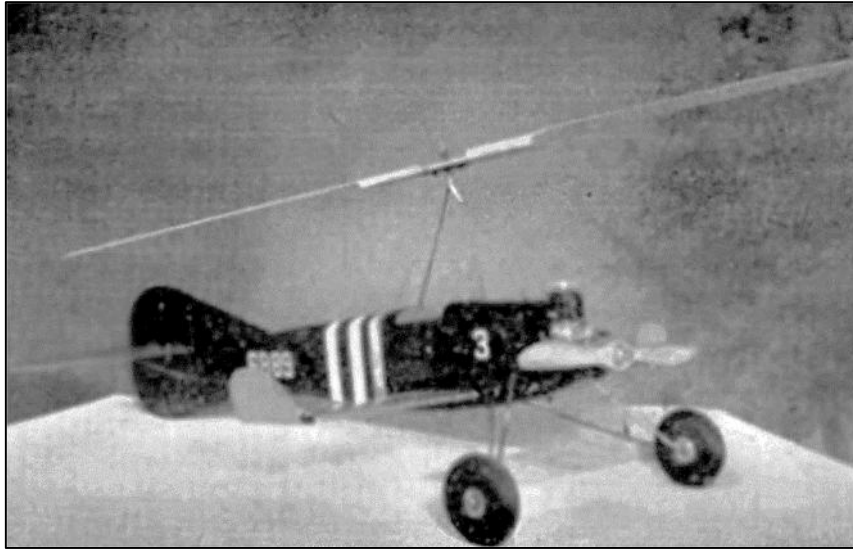
The ability to control the motor and DT separately provides a lot of flexibility which I intend to use again on the Baby when I get round to building it. It's a lot of extra palaver compared to the way we used to fly FF Sport power, but surely a small price to pay if it saves flying sites?



Roy Vaughan



"SINCE THE BATTLE OF BRITAIN HE'S BEEN AN EIGHT GUN FIGHTER."



2.5 c.c. version of this fascinating project.

CONTROL-LINE AUTOGYROS

By C. P. G. WHELDON

The development of the two Autogyros described was undertaken through a desire of the author for a control-line model for display work that would be "different", and could also be transported easily. The latest design—Mark 2c—is most satisfying and enables one to appreciate the differences between rotary winged flight and the conventional.

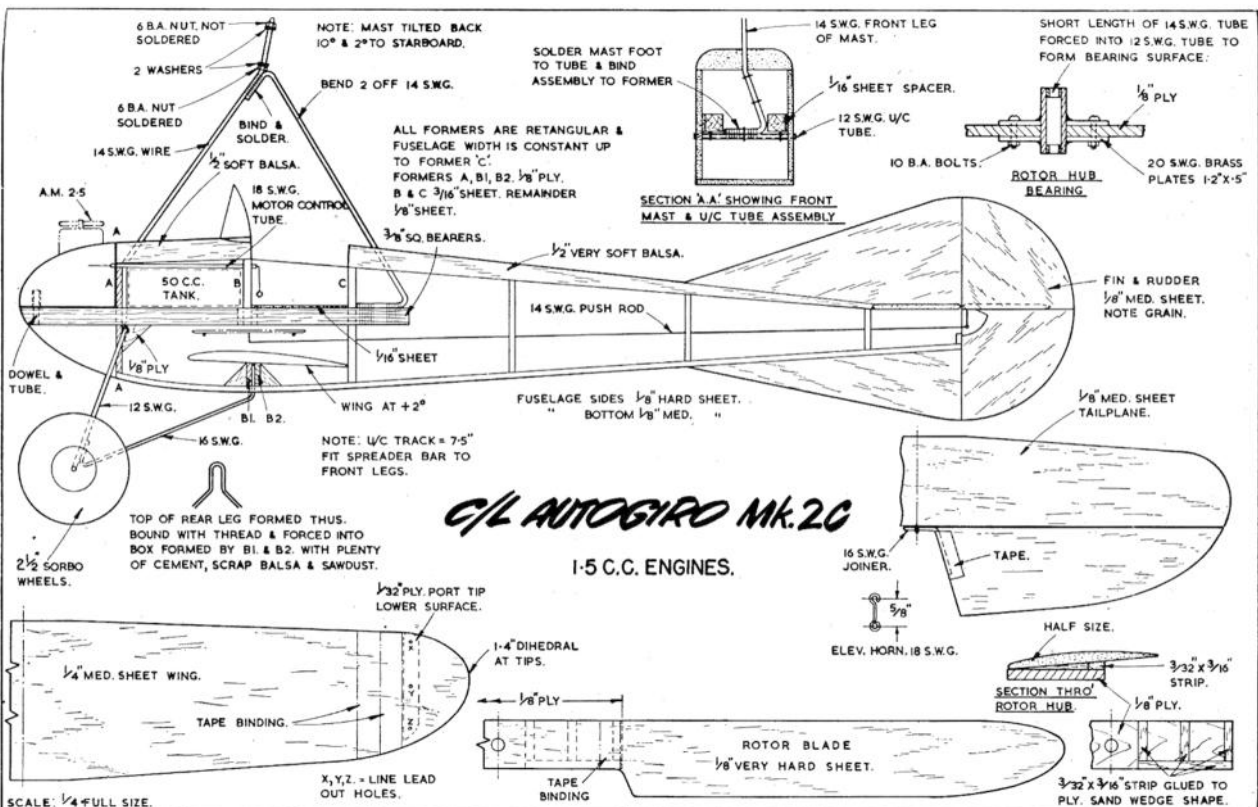
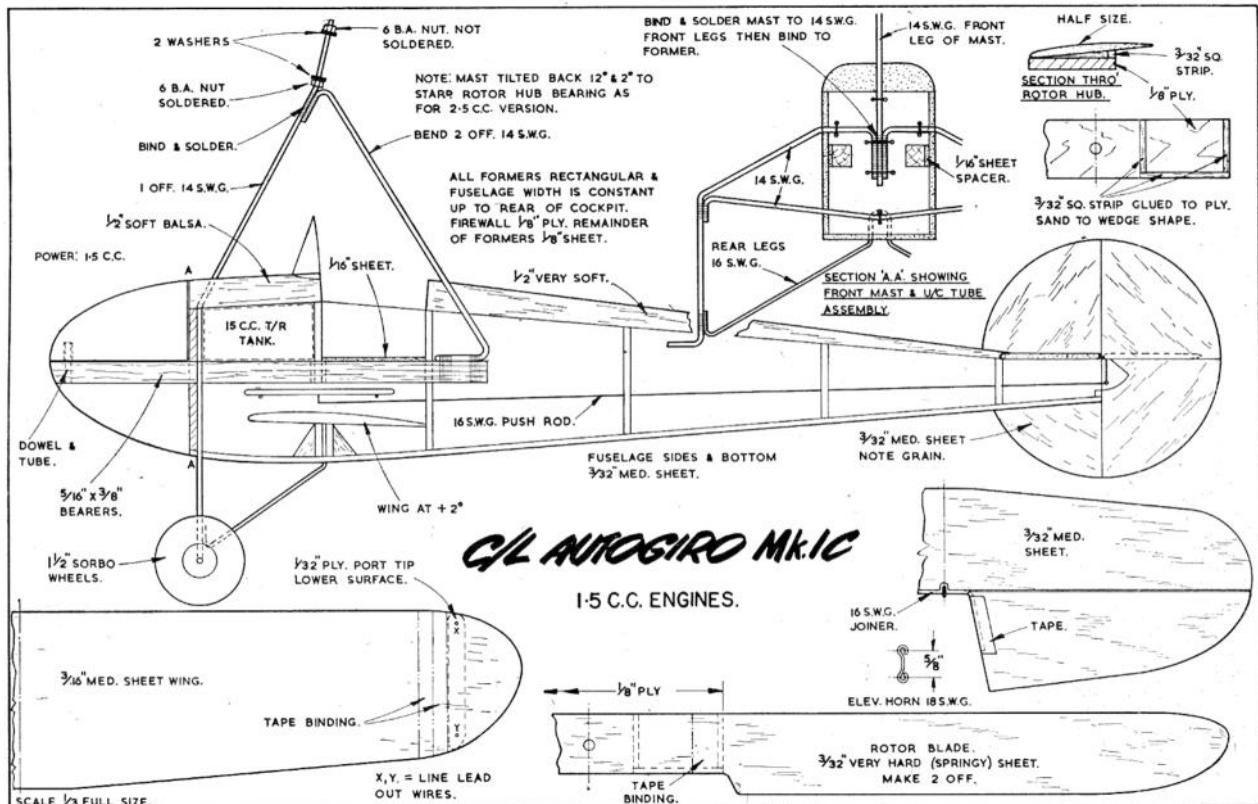
Contrary to popular opinion, the Autogyro layout is quite stable, and is no more difficult to fly control-line than any other type of model. The rotors, revolving anti-clockwise, appear to counteract any tendency for the models to "come in" on the lines. This peculiarity works in our favour as the higher a model flies the less line tension one normally gets, but, with Autogyro, the higher one gets the more rapid become the revolutions of the rotors and so the tighter the tendency to pull out. Both models will almost free-flight round the circle high up.

The ultimate example of the Autogyro's capabilities lies in its ability to hover. Both models will do this. The manoeuvre is carried out in the small version by juggling with the forward speed of the model—by applying up elevator (gently) just as it is coming into wind—and balancing this against the wind speed. The larger model, with motor control, will perform in this manner but can also be made to hover in almost any wind by using the motor control and elevators together. This does require a little practice. When hovering, the models will assume an angle of about 45 degrees to the horizontal, and the whole effect is most unusual.

When flying either of the models described normal control techniques can be used. Take-offs are quite normal except in gusty conditions when, if a gust catches the rotors as she comes into wind for the take-off, the model will leap off the ground nearly vertically and one must be ready to control this. The landing requires a slightly different technique as there is practically no glide. When the motor cuts the model should be at shoulder height and left to "glide" to about 3 feet when full up should be applied. The model will rear up, rotors revving fast, and settle down quite gently—VERTICALLY. The 2.5 c.c. version can perform wingovers and very nearly vertical climbs and dives, only spare the rotors, they have to do a lot of work!

Both models were developed through a series of "marks", the following facts emerging. The rotor blades require to be of the fairly low aspect-ratio (for an Autogyro) of about 7, and should be of fairly fine pitch—about 5 degrees. The rotor mast (shaft) should be tilted back approximately 12 degrees to the thrust line and offset to the outside of the circle about 2 degrees. Centre of gravity must be

just in front of the mast, for if under the rotor bearing the model becomes very tricky; the further forward the more docile. Fine pitch airscrews are essential.



Construction.

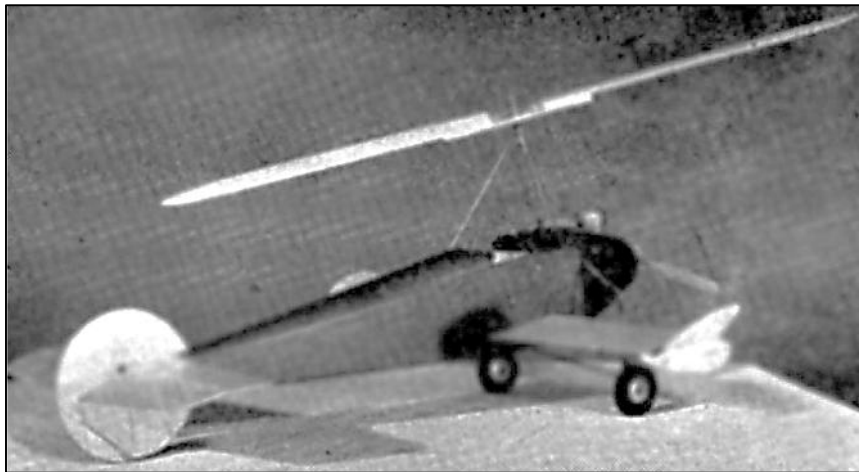
Both models have identical basic constructional features and are really rugged. The "heart" of the model is the engine bearer assembly. The motor to be used is bolted to the bearers—after facing the outer edges of the bearer with 1/16 in. sheet back to position of Former C. The main 1/8 in. ply Former A is cut out and the front leg of the mast and undercarriage assembly bound to it with rigging cord. (See plan for details of mast and undercarriage fixing). This former is then cemented to bearers and the space in between bearers filled in with 3/16 in. sheet to the control plate mounting, which is

a piece of engine bearer. Control plate mounting is then cemented in place, followed by the fitting of control plate bolt, tank, and Former B. Rear legs of mast are then bent to shape—one left hand and one right hand—and bound to bearers with rigging cord, the top ends being bound to front leg of mast with fuse wire and soldered. PUT PLENTY OF CEMENT ON ALL MAST AND UNDERCARRIAGE CORD BINDING. Former C is cemented in place and then cockpit floor. This completes all the hard work—the remainder of the model is conventional.

The fuselage sides are cut out—not forgetting the slots for the wing—and cemented to the bearer assembly. When dry the tail end is pulled together and formers D, E and F cemented in place. The 1in. soft top sheeting is added, carved and sanded to shape.

The tail unit is of conventional construction and requires no description. With control plate fitted and locked in neutral, and 14 SWG push rod in position, tail-plane is cemented in place, followed by fin. Wings are carved to shape and sanded, and, after control-line lead outs have been fitted to control plate, may be cemented in position. Crack wing tips for dihedral and fill in cracks with scrap wood and plenty of cement. Reinforce these joints with tape patches well cemented. Add ply reinforcement to port-tip and fore holes for lead outs, cementing little pieces of celluloid tube in them to form bearings for wires. Sheet in bottom of fuselage and fill in fuselage nose—between basic sides—with laminated sheet (cross grained). Any thickness on hand will do.

Sand model well, give one coat of thick clear dope, sand again when dry, and then cover the whole of model with tissue. Give two coats of clear and one coat of plasticised dope. Colour trim to taste, but keep colour dope away from rear end of model or it will turn out tail heavy.



1.5 c.c. version shows a wing-tip modification (radar scanner!)
used in tests to see if the model could be made to fly on longer lines.
Made of hollow block with 1oz. lead weight inside, no real improvement was apparent.

Rotors.

Cut out the two rotor blades from hard, springy sheet and note that they must be the same (*not* one left hand and one right hand, as one would for wings). Shape to section and sand smooth. Cut piece of 1/8 in. ply. to size required, mark out blade positions, and centre line for bearing. Cement on the 3/32in. strips and when dry sand to wedge shape as shown on plan. Cement blades in position and bind with tape.

Blades should now be finished off chuck-glider fashion. My method is to rub in a coat of thick plasticised dope with a rag; sand when dry; brush on a thick coat of the same dope; and sand again when dry. Polish up with wax polish. Cut out parts for bearing assembly as shown on the plan, bolt unit in place, and solder up. Remember, the rotors are the "wings" of this model and are very easy to make, so make a good job of them. When rotor assembly is finished, balance by pushing lead shot—if required—into lightest blade tip, covering shot with a skin of cement. Balance assembly well as when revving at high speed the rotors will vibrate anyway, and if really off-balance may not revolve fast enough or may shake the model to pieces.

Do not attempt to hand launch model. Let it R.O.G. I have never attempted to H.L. my model and shudder to think of the result if I did!

Finally, a note of warning. When carrying the model, it is very easy to knock off the tailplane, for one is apt to misjudge its span because of the small wing. I have wiped mine off three times.

Continuing the build of the Nesmith Cougar, those who have been following this so far will be pleased to hear that I have now got to the stage of the final details.

Wheels

I decided to use the tough, lightweight, moulded $\frac{3}{4}$ in dia plastic wheels supplied with the Peck Polymer peanut kit. A paper disc was attached to the inside, Fig 1, as suggested on the plan but I did not use the disc printed on the plan. Instead the disc was cut from airmail paper, which had been doped with thin dope on both sides, using an Olfa circle cutter (Fig 2) set to the required diameter. The discs were attached to the wheels using R/C Modellers Glue on the rim. The wheels were then airbrushed matt black, and the outside hub area painted gloss black with a small paint brush. The yellow trim was made from a ring cut from a piece of the doped airmail paper, which had previously been sprayed yellow. A hole was punched out using a piece of sharpened $\frac{1}{4}$ in od brass tube. The punched out disc was repositioned in the hole with low tack masking tape, the centre marked and the outer circle cut with the Olfa cutter. It took me quite a few goes to get two reasonably concentric trim pieces. These were attached to the wheel with a thin smear of R/C Modellers Glue.



Fig 1. Moulded wheels as supplied with kit, one with paper disc attached to the inside.

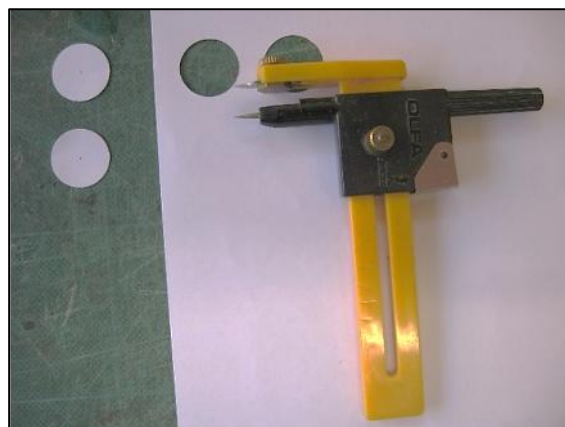


Fig 2. Olfa circle cutter



Fig 3. Finished plastic wheel on Cougar.
See the tracking mark where it has run on the ground.



Fig 4. Laminated and turned balsa wheel
on KK Piper Super Cruiser

The wheels were held on the U/C wire with some black insulation from thin electrical cable - see Fig 3.

If no suitable plastic wheels had been available, I would have made laminated balsa ones, such as those 22mm dia ones fitted on the Keil Kraft Piper Super Cruiser, shown in Fig 4. These were made up of four laminations of 1/16 in balsa with a 1/64 in ply core.

Oversize blanks were cut out and the ones for the four outer rings tack glued together so that the inner circle could be cut using the Vibrosaw. The five blanks were then clamped and glued together. When dry a brass tube bush was fitted and the outside diameter was marked and saw cut. The blanks were then spun using a trident device as used to make the spinner (IIFE 11) and the tyre form sanded onto the wheel. The red hub in this case is made from a disc of thin plasticard.

Other details

The struts were made from 1/16x1/8 balsa, which were sanded to a streamline shape, trimmed to length, sanded sealed, covered with tissue and airbrushed yellow. They were attached to the model with spots of five minute epoxy. Prior to this the bonding areas were pin-pricked. The door outlines were drawn on with a 0.7 mm Rotring pen around a card form. This was raised up with a smaller piece of card inside to keep the edges clear of the ink. With one or two small other small scale details, that's about it - a complete model at long last - see Figs 6 and 7. The finished weight without rubber is 12 g.



Figs 5 and 6. - Finished Nesmith Cougar Peanut

Storage

Nothing is worse than having your pride and joy damaged before you attempt to fly it. During construction I store components not being worked on in old kit boxes that have a separate lid and base (ideal for flying surfaces) or shoe boxes. Unless I can find something else that is suitable for the finished model, I usually make a box out of polystyrene foam, which is glued together with PVA. For example, 25 mm thick insulation board in sheets 600 mm x 2400 mm is available from Wickes.

Initial Trimming

When I set out on this journey about a year ago I stated: -
I am planning a series of articles covering the following: -

-) Materials and construction
-) Covering and finishing
-) Props and fittings
-) Trimming and flying

I believe I have covered the first three fairly thoroughly and now is the time to consider trimming and flying.

Before winding any rubber we need to consider some workshop trimming.

The CG Position

A centre of gravity position is shown on the Peck Polymer Nesmith Cougar plan - it is at the main spar, about 40% of mean chord. It looks quite reasonable, but it is always worthwhile checking. Also, many plans are vague about the cg position.

There are a number of empirical formulae available for calculating this. The two I have used are Bill McCombs from his book 'Making Scale Model Airplanes Fly' and René Jossien's (AeroModeller September 1983). Both are of the form: -

$$C\% = A + B \times T_v$$

where C is the cg position as a percentage of the mean chord, A and B coefficients and T_v the tail volume: -

$$T_v = \frac{t_l}{w} \frac{a}{a} \times \frac{t_l}{w} \frac{m}{a} \frac{a_l}{cho}$$

The t_l m a_l is the distance between the leading edges of the wing and stabiliser.

If the plan shapes of the flying surfaces are particularly complicated, a card copy can be made and weighed. If the weight of, say, a square inch is known, the area can be easily calculated.

The McCombs formula is simple, one size fits all, with

$$A = 16 a \quad B = 36$$

and is the one advocated in a Flying Aces Club News (No 267) article a little while ago by Don DeLoach.

Jossien's coefficients are dependent on the design of the model

$$16 \leq A \leq 40 a \quad 25 \leq B \leq 33$$

For the Cougar I assumed: -

$$A = 22 a \quad B = 25$$

These values are deduced from the look-up tables in the AeroModeller article.

I have set up an Excel spreadsheet to calculate these values and the McCombs value is 44% and the Jossien value 41.5% of mean chord. From this I concluded that the plan position is a good starting point, particularly as a more forward cg position has been found desirable on small models for stability reasons.

Next time I'll look at physically checking the cg position, rubber motors and getting ready for initial flights.

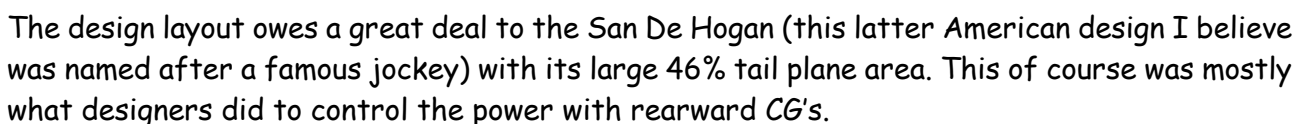
Tonbridge Gassers and Rubber Fanciers meeting dates.

Forthcoming dates at the Kings School Sports Hall, Rochester are: - 20th May, 17th June and 15th July.

For further details, please see the events page on the BMFA website.

Nick Peppiatt

ROG with 20 seconds of motor run was the order of the day, with this little model besting the best of the others. I suspect if it had not done so, no one would have really subsequently heard of the design.



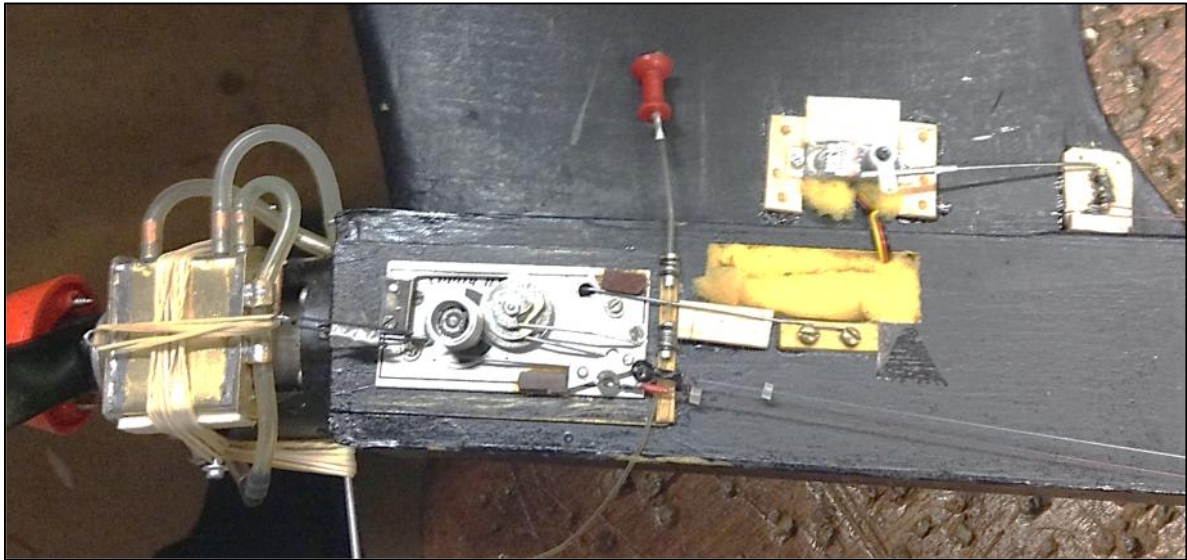
I wonder what might have happened to designs if the FAI had not mandated total surface (Wing plus Tail-plane areas) which favoured putting more area into wings, with overall weight rules?



The construction of the model is simple, basic and effective. Models in those days generally did not last long, crashes, OOS etc., so folk did not want to spend too long building them. The "fat" pylon was required to meet the cross section rule, but has the benefit of making it very rigid. A big fault with many models of the era was flat thin pylons that allowed the wing to wobble, which could actually alter the trim on the climb!

In many ways, using an Elfin 1.49 for power, it could hardly be bettered by any so called improvement in the design.

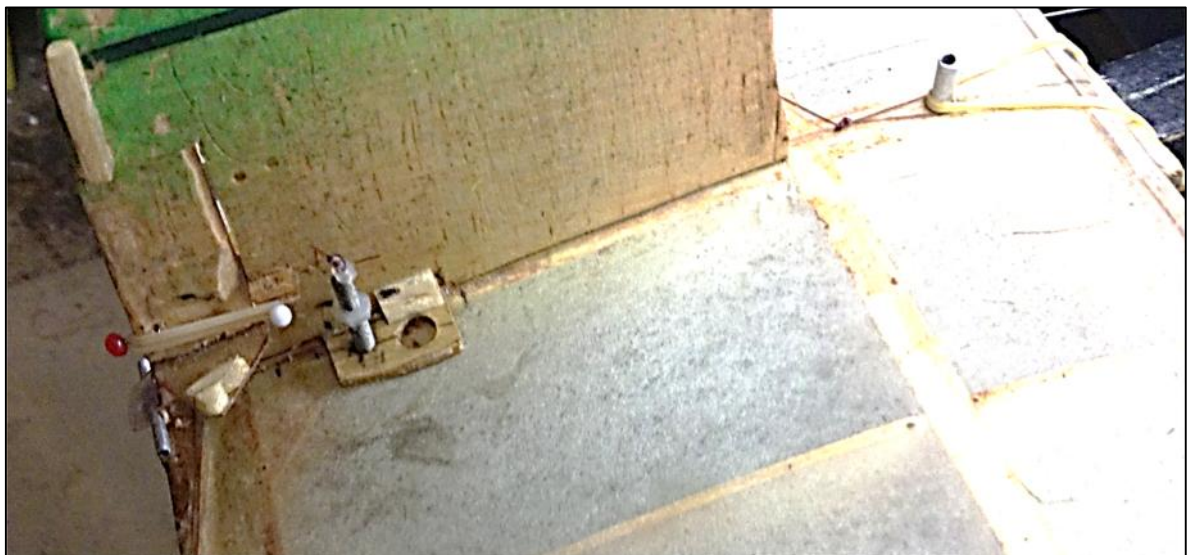
My model built sometime in the 90's was pretty successful at MW comps with 15 seconds runs. I used an Ivor F Chinese made replica, this turns a Master 8x3 at 13K on D3000, very steady engine performance. Once set up, stick it in the starter, wait for it to warm up and away you go. No adjustments necessary.



The model lay in the loft for a few years. Then, before I constructed the Vladimir Hajek early 1950's VIT and AR models, I utilised the Eliminator as a test bed, by installing VIT and AR, for these slower (compared to today) climbing Auto models. It worked out well with the model going up in an 80degree sweep type climb reaching around 450/500 feet in 15 seconds.

With ROG and a 20 seconds run about the same height probably would have been obtained with no functions.

The auto model does VTO nicely, when I have demonstrated to "youngsters", who have never seen this dangerous technique before, they are astounded that it gets away so well.



It does not seem to get much higher with VIT, the effect being negated to some extent by the large tail plane area. Remember VIT/AR control is used for two purpose, firstly to separate the trimming of the climb from the glide and secondly with the FAI total area rules to enable smaller tail planes to be used.

A good starter model, if there is any such thing now as a "Starter"? Possibly now I have written about the model I will put an engine with more poke in to see if it can handle it, whoopee !



Model data

Wing 320 sq. in - Tail 147sq.in (46%);
Fuselage 235g. Wing 69g. Tail/Fin 34g.

Total 338g (11.9 ounces) just under FAI weight.

Washout both tips, no other warps.

Wing 3.5 degs. - Decalage: +1.7degs climb - glide +3.6degs (This seems a lot but it works)

CG about 90%. - Thrust line 3 degs down; 1 deg left. Standalone RDT installed – essential these days.

John Thompson

PS:

These flower dead headers are very sharp and ideal for cutting tissue, even wet tissue, for example when covering a round tip, the overlaps are easily cut right up to the edge of the wing.

Ordinary scissors are generally not good at those kinds of tasks and tear the wet tissue.

It was quite by accident I found a pair my wife uses for indoor flowers and tried them, with success. So I ordered a couple more from Amazon at about £2 each.

Do try them, but do watch out they are very pointy!



An interesting item of well-known modeller in the 50's and 60's, who made the Wakefield team in in 1966, now that is success, not too many have done so .

When I went with Martin Dilly to collect the late Alan Armes modelling stuff, this mould came to light. Alan built many FF scale models and must have envisaged a use for these light weight wheels. Paper Mache is pressed into the mould to obtain one half of a wheel, when dry the excess is cut off, and another half made, with the two then being glued together to form one wheel.

I can just read that 1994 paper was used. I think this was the way wheels were made in olden times before the advent of plastic ones.



John Thompson

Northern Gala: Good Friday at North Luffenham



There was a good turnout but the breeze was a little stronger than forecast and by the end of the day I was a bit cold. I flew first in Open Electric with an E 36. I was a bit confused about motor run times and programmed in 10 seconds. The air was poor and I did less than two minutes. On retrieval it had hit a concrete building and knocked the motor mount off. I could have cyano'd it back on but decided to leave it till back in the workshop. I wanted to move it back a bit to help the loopyness on the climb. I got out my second E36 for the next two rounds, discovered it climbed faster and higher and made two maxes of two and a half minutes.

Bicycle retrievals made life easier.

I flew my Senator in mini vintage, having trimmed it at Salisbury Plain the weekend before, when it flew really well. Despite a few extra turns the first two flights were well below max and the wind had strengthened. I didn't bother with a third flight as I was cold and tired!

It was, however an enjoyable start to my flying season.

I repaired my first E36 the next morning and it awaits trimming at Port Meadow this week.

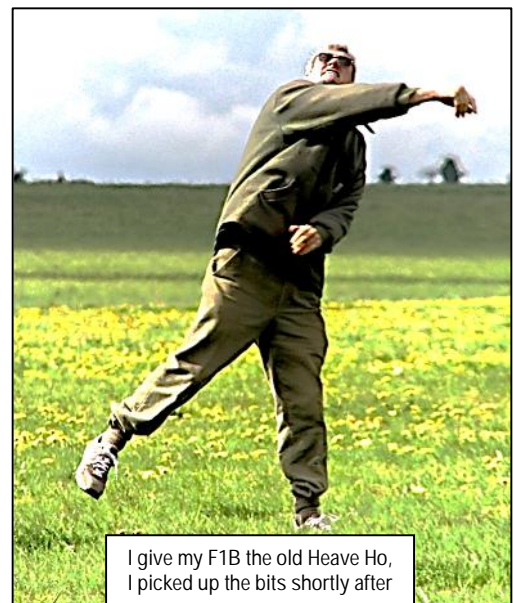


Croydon Wakefield Day & SAM1066 on Salisbury Plain

Easter Monday was forecast good weather for Salisbury Plain. Early morning it was a little breezy, but by late afternoon it was calm. We flew from the meadow across the valley and towards some trees about four minutes away. Two minute maxes kept the retrievals sensible. The F1B fly-off was spectacular, with Ted Tyson recording 8 minutes to land on the far side of the runway. It was between him and Peter Martin. They decided on a 7minute fly-off. As they both achieved this they flew off again with a 2 minute DT. Ted did 2.17 and Peter did 2.16. Both having found good air again.

My flying was beginning of season poor. I arrived without my E36 wings, having had a previously busy day before, and failing to wake up properly before setting off. I managed an excellent first flight in 4 oz

Wakefield with my Lanza Duplex. I managed to knock the fin off preparing for the next flight. Having glued it back it needed three trimming flights to get the rudder trim back. I wound up and launched. It did a coupe swoop to the left under full power and demolished the fuselage and prop. It awaits a new fuselage. It's a priority as it is one of my favourite models.



I give my F1B the old Heave Ho,
I picked up the bits shortly after

Martin Dilly was giving away models of a deceased flyer, so I acquired a Lanzo Cabin. With four strands of 3/16 rubber it flew well. So I had some fun sports flying. John Hook was there so I stocked up on rubber and dope and ordered a Lanzo Duplex kit.

Thanks to Ray, Roger and John Thompson for a great day, well attended.

Today I am dealing with repairs and trying to put order into my workshop. Both of which I am avoiding while writing this.

I managed to fry my Pete Brown RDT by misconnecting the battery. He informs me that as long as the battery positive is connected to the middle pin the unit is safe. I must have connected it to one of the outers. He also mentioned that if his tracker hearing aid battery is connected wrong polarity it shorts the battery, so that if you then try the correct way with the same battery it still might not work. As usual his turnaround time is next day. Amazing service.

Jim Paton

A few pictures from The Plain by Rachel Andrews:



Jim Paton prepares his F1B for its one and only attempt



8oz Wake winner John Andrews readies his '39 Korda



Nick Peppiatt and Peter Jackson with their 'Northern Arrow' 4oz Wakefields

Rachel Andrews

Report No. 76. All Change to digital

Recent reports from the library have reviewed the MOVO catalogues from 1938 to 1962. Not one of these catalogues do we have in the library as printed copies, they are all digital copies which arrived on a memory stick and are now on an external hard drive labelled "DBHL".

How things have changed! When I first became involved in the Bournemouth MAS library (now absorbed into the DBHL) back in 2001 all the content comprised printed material; newsletters, magazines and plans. To find missing copies meant carrying a list of required items and searching through dealers' stock at meetings such as Old Warden.

Newsletters

Our New Clarion is, as you know, produced as a digital file for members to download, as are many other newsletters. Look at the SAM USA website (www.antiquemodeler.org), under newsletters, and you will find numerous newsletters available for free download. These include SAM Speaks USA from 1971 - 2006 (current issue by subscription) many other USA Club newsletters, SAM 1788 Duration Times 2006 - 2017 from Australia, SAM 70 AAAA 1985 - 2006 from France (see cover on left), SAM 600 The Thermalier 1984 - 2017 from Australia, SAM62 Newsletter 2011 - 2017 from Italy, SAM 2001 L'Aquilone 2010 - 2015 from Italy, SAM 270 The Geezer 2010 - 2015 from Australia, etc.

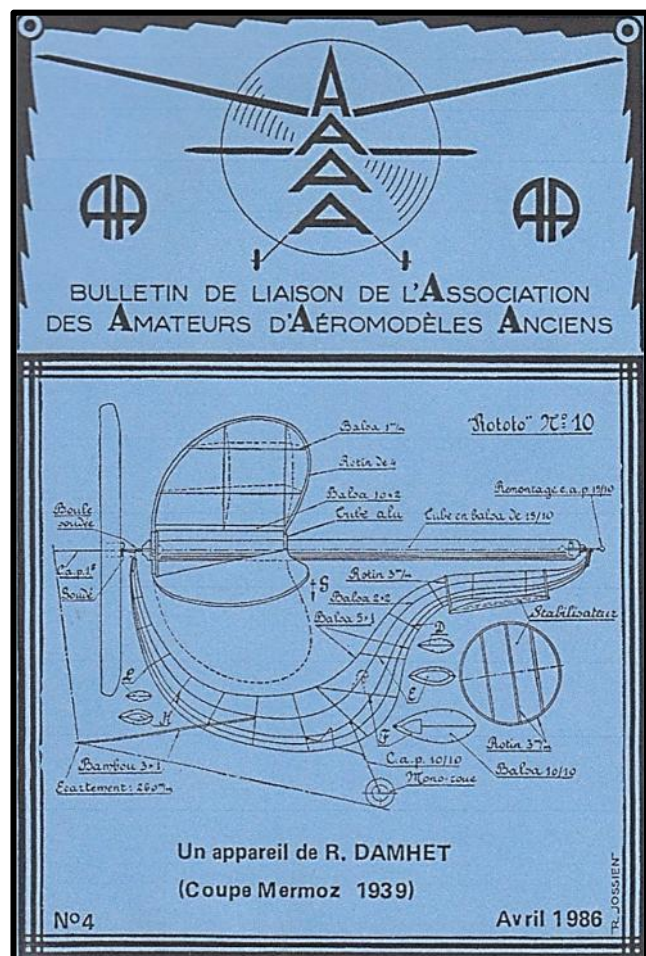
Eraldo Padovano from Italy has several DVDs available covering L'Aquilone 1931 through to 1953.

See picture on DVD on the right. Contact Eraldo at his e-mail address padovanoeraldo@gmail.com

Magazines

Currently the Aeromodeller is available, as it has been since 1935 with just the odd glitch, on the news stand or through your letter box, but look at their website and you will see an opportunity to save a few bob by changing your subscription to the digital version, delivered via PocketMags, iTunes or Google Play for viewing on your phone, tablet or PC. What a choice!

Old issues of magazines also are becoming available in a digital form often offered for purchase on DVD. Roland Friestad, from USA, offers on DVD, Air Trails/American Modeler 1937 through to 1975,



Flying Models 1947 - 1963, Model Airplane News 1929 - 1952 and Model Builder 1971 - 1996.

Contact Roland at his e-mail address cardinal.eng@grics.nethas

No need to seek an odd copy missing from your collection at flying meetings, swap meets or on e-bay, a whole year or even decade of them might be available on one DVD.

Should you know of a source of digital versions of early European, or any foreign, aeromodelling magazines, such as Le Modele Reduit d'Avion (MRA) from France, please send details.

Plans

There are many sources for plans to be downloaded in digital form.

Roger Newman runs the DBHL plans service, the club website has the list. A joint collection of plans, known as Co-op-plans, comprising items from England, New Zealand, Slovak Republic and USA can be seen on the web site www.Co-op-plans.com. Also full of interesting plans are: - outerzone.co.uk, www.theplanpage.com, hip pocket aeronautics.

For some Argentinian plans try aero-formosa.com.ar/sam-1953.com.ar/, you can join the website by clicking on "Translate this page" and look for plans under "Blueprints"

Our revered Chairman has just advised of a Slovak Republic web site with plans, search for SAM122.sk, again use the translate option. An interesting site but I have not tried to confirm their claim to having a total of 10,409 plans.

Try a Google search for Claudel.dopp.free.fr. This should take you to a group of web sites, all aeromodelling related and including glider etc. plans and a whole list of further web sites with model plans.

This last item raises a point. Would it be useful to members to build a list of web sites with plans, or has it already been done, or is there really no call for such a thing? Whether you are an avid web searcher or just an occasional user, like myself, your opinion is sought. Please send an e-mail with your view on this to the e-mail address below or to the editor.

The web sites mentioned are just a sample of what is out there and if I have failed to report on your website, which you believe would be of interest to our readers, please send an e-mail with the details and I will use all that I can in a future report.

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

Roy Tiller

DBHL Plan Service

The rules for obtaining plans.

If you want a copy of any plan from our library, please read the following:

As from 31st July 2011 only digital files of plans from the DBHL will be available. It is up to the recipient of such files to get them printed, as my local Copy Shop has closed & at present there is no alternative source for me to get plans printed at an economic rate.

The process for obtaining a digital file of a plan is:

Email request to rogerknewman@yahoo.com,
quoting Plan Name & I.D. number (1st & 2nd Cols respectively in the list).

If the plan has already been digitised, the requester will receive an email with an attachment of the plan in a digital format that can be printed at a local Copy Shop. The easiest ways to do this is either to download the plan from your PC to a memory stick & take the memory stick to your copy shop (but check with them first that they can handle digital files!), or – if your copy shop accepts emails, send them an email with the attachment, asking them to print the attachment. Scaling is automatic.

If the plan has not yet been digitised, a scan of the paper plan has to be done but this could take up to two weeks, sometimes longer if a clean-up is necessary. Once I have received the digitised file back, the requester will receive an email with an attachment of the plan.

This service is provided at no charge.

You are reminded that many more plans are available through our cooperative venture with partners in the USA, New Zealand & Slovakia. The combined list of these plans can be accessed via www.co-op-plans.com. Any plans requested via the Coop incur a small charge – see the web site for details. Exactly the same principle applies in that only digital files of **plans are available**.



With great regret I have to report the untimely death, as the result of an accident in the home, of an aeromodelling icon, John O'Donnell. I only came to know John relatively recently when I allied myself with the Timperley Model Flyers, the club to which John finally migrated. I had the pleasure of flying with him in the Manchester Velodrome in 2008 as a member of the 3 man Timperley Gymnastic Cricket indoor team. With JO'D and John Barker as team-mates even my humble efforts could not prevent us winning the event. I well remember John entering into a spirited discussion with the organisers when they failed to announce our triumph. John did not suffer fools gladly.

JO'D, as he has always been known, having won the Gamage Cup and the Nationals BMFA Rubber a couple of years back, retired from model flying but continued to write for the Aeromodeller. His insight into model performance through many years of competition success has been invaluable to many lesser competitors I'm sure. He will be missed.

R.I.P.

Editor

Croydon Wakefield Day

-

Ray Elliott

Sunday 17th April 2017 Salisbury Plain



The 2017 Croydon Wakefield Day was blessed with benign weather. The wind was light to moderat, becoming light by fly off time, although being from the North there was a distinct nip in the air. But it didn't rain.

The usual events were flown; 4 oz Wake, 8 oz Wake, F1B and for Marcus Lightweights. All events were flown to a 2 minute max to minimise any problems with downwind trees.

4 oz Wake attracted 5 entries. Two competitors maxed out (Nick Peppiatt & Peter Hall) and in the fly-off, flown to a 2 min DT, Nick found the better air for a flight of 2.59, while Peter was down in 2.02. Third place went to Robin Kimber with a score of 5.42.

For some strange reason 8 oz Wake had only one entry. Maybe it's the cost of the rubber that puts people off flying this class. Anyway John Andrews dutifully put in his 3 flights to take home the Ted Evans trophy.

The Norman Marcus event had five entries. Martin Stagg was the winner with a full house, Ted Challis was



Peter Jackson, out of luck in 4oz Wake

second with 5.47 and Peter Jackson third with 5.41. Interestingly both Martin and Ted were flying Dinahmites whilst the remainder were flying RAFF V's. Is the Dinahmite better than the RAFF V?

Three elected to fly F1B but Jim Paton's model played circus tricks on its first flight; Jim duly retired. This left Peter Martin and Ted Tyson to fight out a very close contest. They maxed out but decided they would like to go for a 7min max in the fly-off in preference to a 2 min DT. As the wind had dropped considerably by this time I acceded to their request. They duly flew off with Peter landing at 7.57 and Ted at 8.10. This meant a further fly-off but maybe because honour had been satisfied the two were now happy to fly to a 2 minute DT. Ted won with a time of 2.17 while Peter did 2.16.



Under the watch-full eye of CD Ray Elliott the three F1B protagonists inspect the Trophy for past winners



Rachel Andrews
returns 8oz winner's
Korda to base



Flight Hook
on hand as
always



Contest CD's;
Ray Elliott for Croydon,
Roger Newman for 1066

Croydon DMAC would like to thank the BMFA London Area for their support for this event.

Results

4oz Wakefield: 1st Nick Peppiatt (Northern Arrow) 6.00 + 2.59; 2nd Peter Hall (Lanzo Duplex) 6.00 + 2.02;
3rd Robin Kimber (Bob Jeffries) 5.42; 4th Peter Jackson (Northern Arrow) 5.31;
5th Jim Paton (Lanzo Duplex) 2.00.

8oz Wakefield: 1st John Andrews (Korda) 4.27

F1B: 1st Ted Tyson 8.00 + 7.00 + 2.17; 2nd Peter Martin 8.00 + 7.00 + 2.16; 3rd Jim Paton 0.35.

Marcus Lightweights: 1st Martin Stagg (Dyna Mite) 6.00; 2nd Ted Challis (Dyna Mite) 5.47;
3rd Peter Jackson (Raff V) 5.41; 4th John Lancaster (Raff V) 5.06;
5th Peter Jellis (Raff V) 4.18.

Ray Elliott

Salisbury Plain Easter meeting & results:

The weather gods smiled on our Easter Monday meeting, with fairly balmy weather & modestly light winds. Some 40 or so attendees, with both competition & sports flyers operating - a pretty good turnout for the start of the year. Ray Elliott has reported elsewhere on the Croydon Club events. SAM 1066 held a couple of comps as a supporting cast. Results as follow:

E36 Electric Power:

1st Chris Redrup (O/D) 6.00 + 2.32; 2nd Trevor Grey (O/D) 6.00 + 2.16

Combined Vintage / Classic Glider over 50"

1st Dave Cox (Chief) 6.00; 2nd Dave Etherton (Seraph) 5.35; 3rd Geoff Smith (Hyperion) 5.17;
4th Tony Shepherd (Caprice) 4.57; 5th John Hook (Windjammer) 4.50.

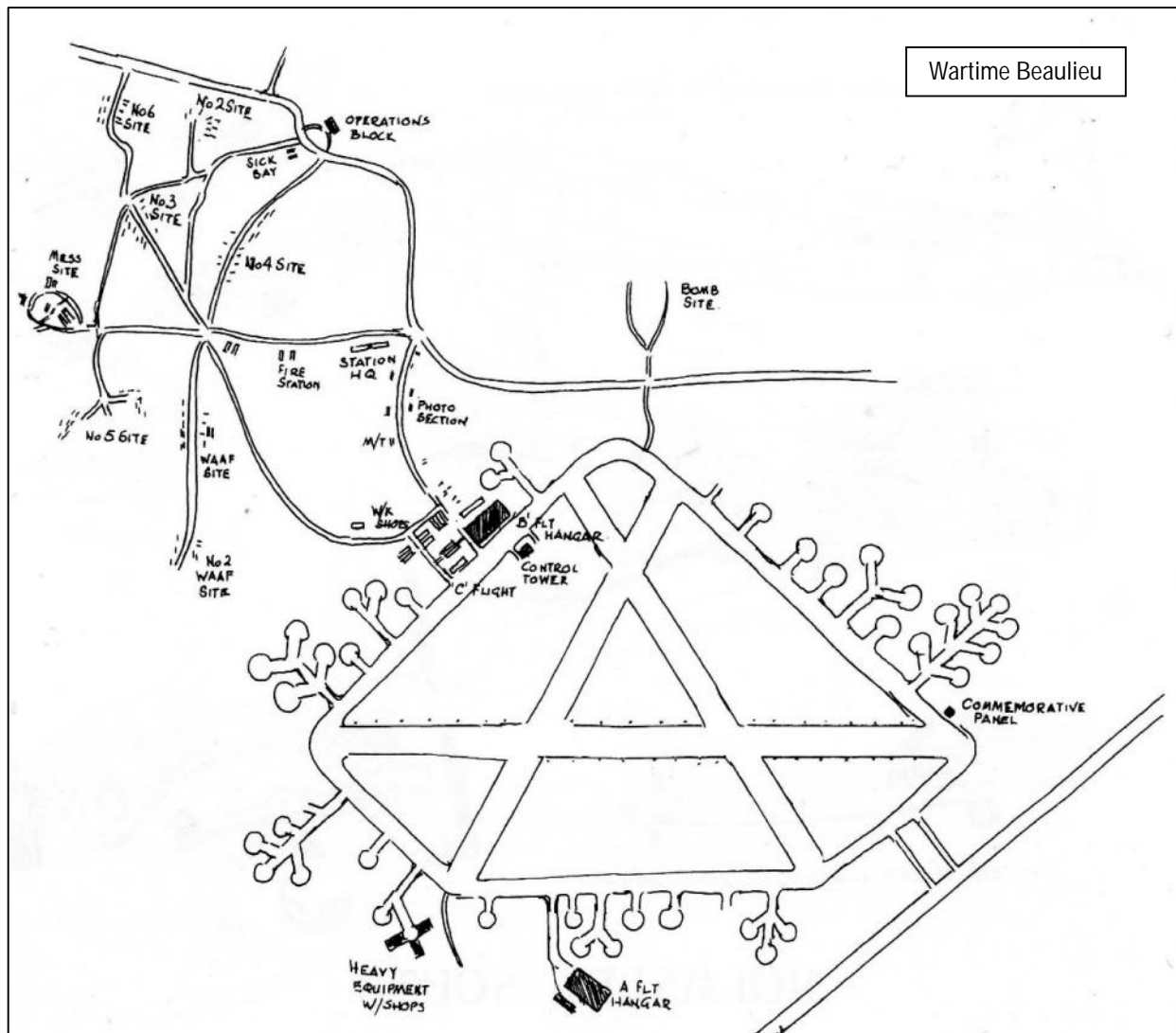
Next event: 18th June (Sunday) Salisbury Plain SAM 1066

E36 Electric Power; Combined Vintage / Classic Glider under 50"; Combined 4oz / 8oz Wakefield;
Small Vintage Rubber (Vintage Lightweight); Combined Vintage / Classic Power; Jimmy Allen

Come & enjoy the day.

Beaulieu

A local flying site mentioned fairly regularly, but for those who do not know it, a little more information with grateful acknowledgments to Alan Brown as a source of information.



The airfield was built in 1941-42 & opened in August 1942 as a Coastal Command base on anti-submarine patrols over the Atlantic, using Liberators & later Halifaxes through to early 1944, at which time Squadrons from the 2nd Tactical Air Force took over, flying Typhoon fighter bombers in attacks on Northern France in preparation for the invasion of Europe. For a short time, Boston light bombers came in to help. Later that same Spring, the 9th US Air Force took over Beaulieu flying Thunderbolts to support the D-Day landings. They moved to France in late June & were superseded by Marauders flying missions in support of the invasion. From Dec 1944 to Sept 1950, the airfield was used by the Airborne Forces Experimental Establishment for test work on parachuting various aircraft gliders, glider tugs & early types of helicopters. Flying ceased in 1950 & Beaulieu became a standby base but was never used & finally reverting to Forestry Commission control in 1959.

Flying of model aircraft has been a regular feature at Beaulieu on the old airfield area for many years, under the auspices of the Beaulieu Model Flying Club, who continue to issue permits & control model flying activities. Looking at the site nowadays, covered with much gorse & heather, it is hard to imagine that this once was an active airfield at the forefront of the D-Day landing & subsequent invasion of France.

EASA Update on drones:

Nothing to say other than EASA hasn't yet released an updated document. It is now - apparently, to be issued at the end of April.

Ramblings:

Not much on this front either. Other activities have very much taken precedence over model construction & flying. The repaired Caprice has been covered but not yet doped & the Penny Rocket has a pair of covered wings & tail-plane but zero progress on the fuselage. With the gardening season now in full flow, I don't think very much will get done until later in the year. Such is life.

A few months back one of our monthly plans was that of The Hatchet. Pete Carter was sufficiently motivated to build one, powered by a smaller engine than its original Mills 1.3 & reports that it flies very well. A satisfied customer!



The Hatchet – pristine & unflown

More on wooden props & the Suitcase from BMAS

Following mention last month of wooden props etc, I received an enlightening email from Roy Tiller, who remains a constant source of information. He says:

"Hi Roger,

It was good to see in the latest Clarion that the wooden props and carving guides have been passed to yourself and that you hope they will end up with the BMFA.

These first came into my possession more than a decade ago as part of the BMAS Secretary's accoutrements. They were at that time in a number of cardboard boxes. There was not much info but gradually over the years' bits and pieces came out from various club members. It then seemed worthwhile to tidy up the collection and fit them into an old suitcase that I had acquired from a long deceased aunt. I hope that the encapsulated A4 sheet giving the known history of the blanks and guides is still in the case. If it is missing I can print off and encapsulate another one. Attached is the file with this info which might be useful in discussions with the BMFA. (You will see that I am more familiar with Xcel spreadsheets than Word!)

Best wishes Roy"

The spread sheet to which Roy refers is most interesting & is reproduced below:

BOURNEMOUTH MODEL AIRCRAFT SOCIETY

Prop Carving Guides: They arrived in cardboard boxes. Written on the outside of the boxes:- "Pop" "Anson". "Prop blanks - gigs and finished props". "from Cpl H.F.Weller RAF Banff, Scotland". "to Mrs. H.F.Weller 19 Chandos Road, Buckingham, Bucks, England".

The postage stamp was George VI 4d.

Guide No.	Dia inch	Any Marking on Guide
1	14	PATTERN P X 14
2	12 1/2	WELLER TYPE 12 1/2 inch
3	12 3/4	
4	11	11inch X 6inch Beuhean Type
4	11 1/4	CEB NO4 11 1/4 1/3 DIA PITCH
5	11	MAJESCO 11inch FINE PITCH 4 1/2 DEG TIPS BM NO. 3
5	11	MAJESCO 11inch HIGH PITCH 7DEG TIP bm No. 2
6	10 1/2	ED PITCH .5D
7	9 1/2	CEB 9 1/2 3DEG TIP 1.5CC
7	9 1/2	WOOD 5/16ths BM No. 5 3DEG TIPS PUSHER
8	9 1/2	9 1/2 inch MILLS DIESEL BLU No. 5
9	9 1/2	NEW MILLS 9 1/2 inch 1.3CC
10	9	BENHAM CL 9 X 9p
11	9	9 inch DIA .75p
12	9	DIESEL BM SPECIAL 9inch
13	9	TOOTHPICK 9 X 7 X CL
14	9	TOOTHPICK CL 9 X 8
14	9	TOOTHPICK CL 9 X 6
15	8 1/2	AMCO 7/7 8 1/2 inch X 5inch PITCH
16	8	8 X 6 TP C/L
16	8	8 X 7 TP C/L
17	8	MILLS .75 - 2 3/4
17	8	MILLS .75 - 3 1/2
18	8	
19	8	ACE FINE

Hopefully the package will find a good home in the BMFA Archive.

John O'Donnell

Many of you will now be aware of the sad passing of John. The BMFA has put a very well written obituary on it's website & there is nothing I can add to it as his aeromodelling achievements' are known to all in the hobby. On a personal note, over the past few years, we had the pleasure of calling in on John & June on several occasions as we travelled north or south. We were always made most welcome, with tea & biscuits to hand & lots of aeromodelling chat. I shall certainly miss his company.

Dave Acton:

Dave continues to keep me in touch with activities on his side of the ocean. His latest photos include a variety from a recent flying session on that huge 800 acre field!



Club Storage Shed!



The inevitable magnetic tree alone in the flying field!



De luxe retrieval aid (one of two!)

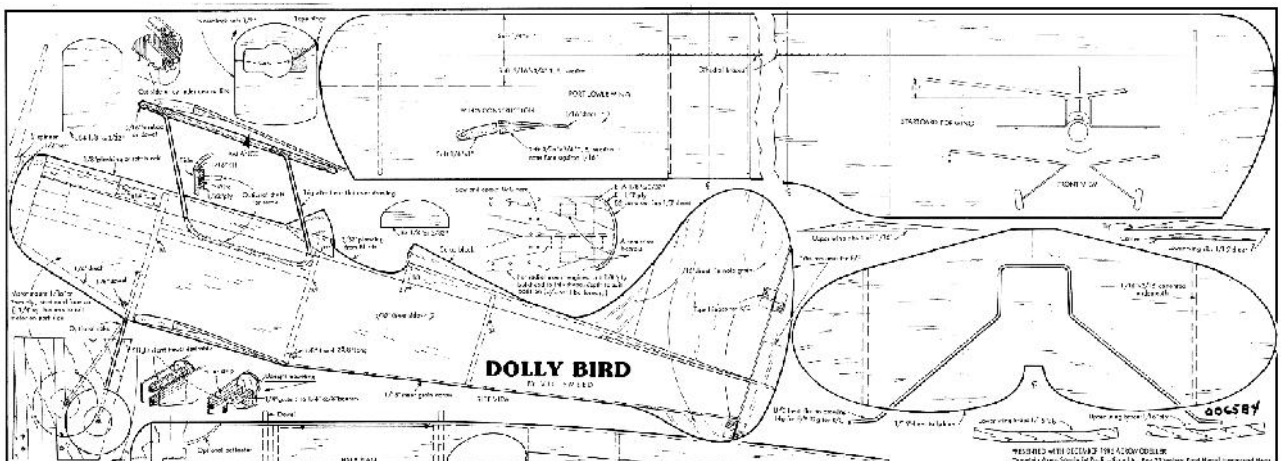


Dave's latest P30 ready for trimming flights

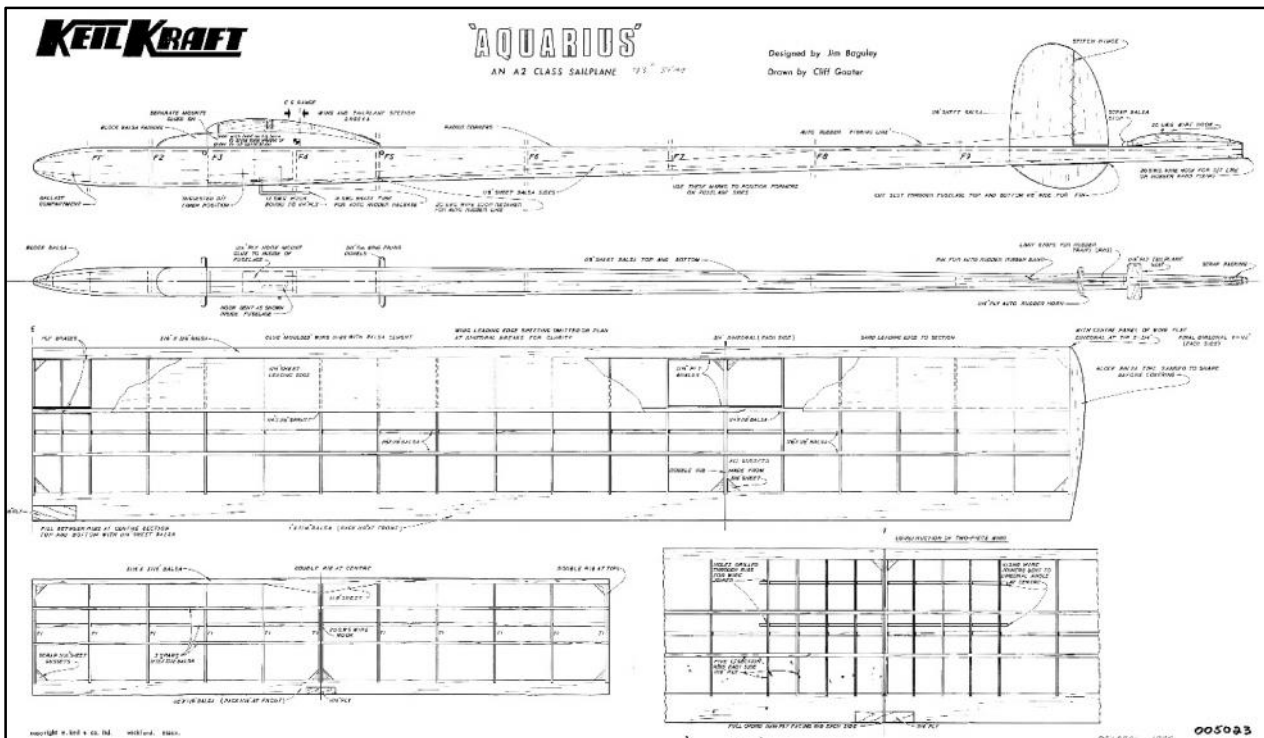
Plans for the month

(pdf files of these plans are available from the DBHLibrary, see add)

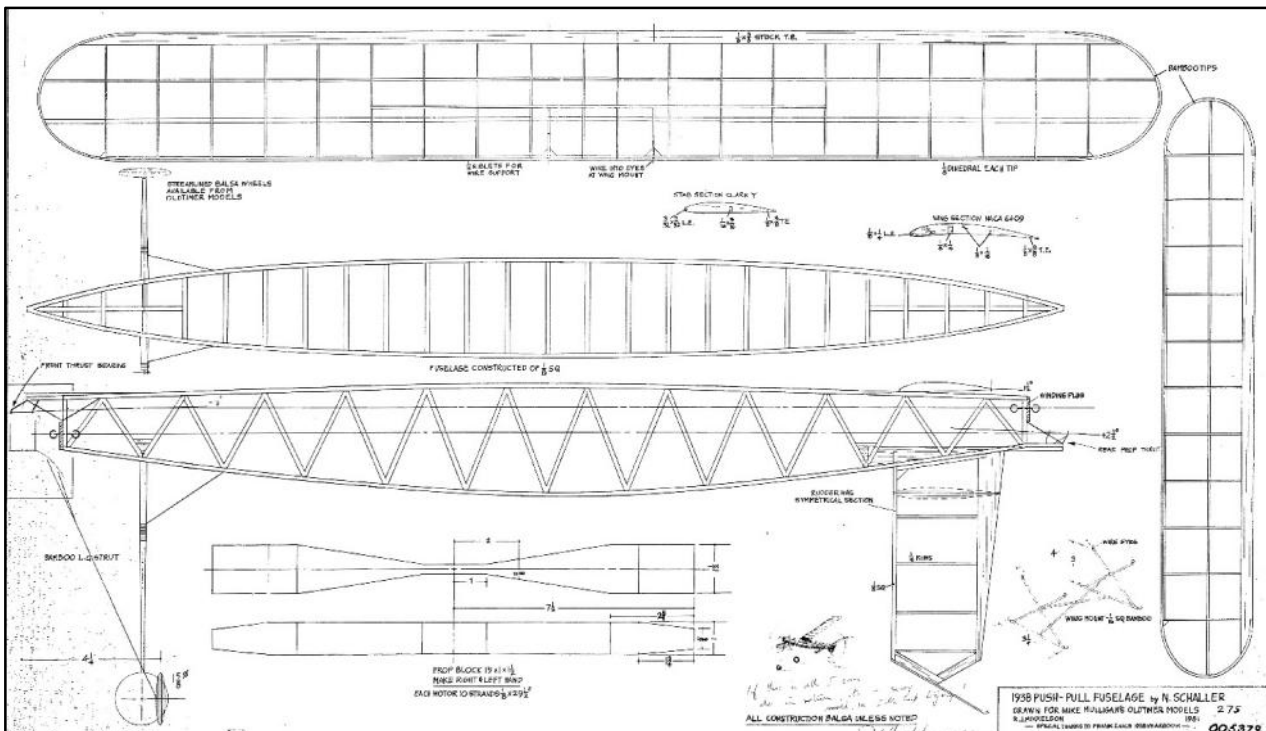
Power: Vic Smeed "free-be" from Dec'86 Aeromodeller - Dolly Bird.



Glider: Not very well known Keil Kraft Aquarius A2.



Rubber: A very unusual configuration & a challenge? Schaller Push-Pull



Roger Newman

Odds & Ends

Query from Jim Paton:

What the devil is it?

A bit like a Buckridge fuselage and
Dina-mite wings.
Any ideas anyone???

Jim Paton
Woodlea, Faringdon Rd
Southmoor
Oxfordshire OX13 5AF

Tel: 07967 325447

Email: jamespatonharpsichords@hotmail.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!



This news flash from Van Wilson --- US and Canadian officials
recently toured he Dakota Pipeline route. A government spokes-
man said that all went well.

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Salisbury Plain Area 8 users

I am pleased to say that Area 8 Salisbury Plain is available for Free Flight in 2017. The military authorities have confirmed all the bookings applied for, which covers every Saturday and Sunday, from February to November, plus Easter Monday. This is of course, subject to any possible future cancellations.

To use this facility for sports flying/trimming, you must have an annual users permit. This is issued by the BMFA office. Apply through donna@bmfa.org or by phone/letter to the office, for the necessary forms. The conditions of use, the code of conduct, the undertaking, and the fee remain the same as in 2016.

The permit is for sport flying/trimming on any of the available dates. Under the terms of the licence granted to the BMFA, we are charged per flyer/day, but the charge per contest flyer/day is higher than that for a sport flyer/trimmer day. This is an odd situation which I hope to re negotiate when the licence is renewed. On scheduled contest days only, non permit holders may fly, on paying a 'field access fee'.

To partially alleviate these anomalies, anyone entering a contest will have to pay a 'field access fee', whether they hold an annual permit or not. Permit holders can sport fly/trim without further charge on these contest days, but must pay the fee if entering a contest.

The exceptions to the above are for competitors only, at the London Gala, Southern Gala, Stonehenge Cup, and Equinox Cup, for which the contest entry fee, or if applicable a BMFA free Flight Season Ticket, also covers the 'field access fee'.

Please do not shoot the messenger.

Peter Watson. BMFA FFTC Area 8 Liaison.

Tailless League 2017

Qualifying events for this year:

**The Nationals; Oxford 1 (Andy Crisp);
Oxford 2 (Charlie Newman); BMFA 6th Area;
Odiham; East Anglian Gala.**

**The usual prizes of a ready to use Tomy Timer
and a bottle of wine to the top three
plus the lovely Halcyon Trophy for the winner
This year also a timer & bottle to the highest placed
Power model or Glider**

Contact: Spencer Willis, email; willis@spencerandclaire.plus.com

Oxford Model Flying Club
Free Flight Rally. 2017
Port Meadow, Wolvercote, Oxford
10th & 11th June, 2017

SATURDAY — STARTING at 6.30 p.m.

Champagne Fly-offs — FIG, FIH, HLG/CATA

SUNDAY — STARTING at 10.00 a.m.

FIG (CAH) } 5 FLIGHTS, IN ROUNDS
FIH (AI) } ~ flown from line

P30/CO₂ (Combined)

E36

VINTAGE RUBBER (34" Max span)

VINTAGE/CLASSIC GLIDER (comb)

TAILLESS R+G (combined)

H.L.G./CATAPULT (combined) ~ Flown from "box"

3 FLIGHTS,
NO ROUNDS
Flown from
line

ALL TOW LINES 50 metres

ALL FLIERS MUST BE INSURED!

No streamers on poles, thermistors, bubbles etc.
No i/c powered models to be flown.

CONTACT: ~

ANDREW CRISP

4 GROVE STREET
OXFORD OX2 7JT

Telephone: ~
01865
553800

We invite you at
15. EUROPEAN SAM RC CHAMPIONSHIP

18.6 – 23.6. 2017

SLOVAKIA – Airport NITRA

<http://www.airportnitra.sk/en/index.html>

Yet see, where is the airfield located:

[https://www.google.com/maps/place/Nitra+Airport+\(ZNI\)/@48.2797989,18.1320275,1698m/data=!3m1!1e3!4m5!3m4!1s0x0:0x1cf9554eca45104!8m2!3d48.2802353!4d18.1331277](https://www.google.com/maps/place/Nitra+Airport+(ZNI)/@48.2797989,18.1320275,1698m/data=!3m1!1e3!4m5!3m4!1s0x0:0x1cf9554eca45104!8m2!3d48.2802353!4d18.1331277)

...bulletin coming soon !!!

We are looking forward to meet You in Nitra.

SAM SLOVAK REPUBLIC, chapter 119

Fero Swietly president

Tel.: 00421 905 339 894

e-mail: fero@swietly.sk



Southern Coupe League Fixtures 2017

Feb 19th.	First Area, at Ashdown Forest, Beaulieu, North Luffenham, Merryfield, Salisbury Plain and Sculthorpe.
Apr 30th.	London Gala at Salisbury Plain.
Jun 11th.	Oxford Rally at Portmeadow Oxford.
Aug 19th	Southern Gala at Salisbury Plain.
Sep ?	Odiham?
Sep 24th.	Crookham Gala at Salisbury Plain.
Sep 30th.	Coupe Europa at Salisbury Plain.

Contact Peter Hall: email; phall789@btinternet.com

John Ashmole SAM35 FF sec Free Flight Calendar for 2017

Postal contests:

29th Apl to 28th May.....Under 25" Vintage Rubber.
 17th Sep to 15th OctLulu Glider (Two classes, towline and Hi Start)

Area Postals:

5th Mar (2nd Area) and 26th Mar (3rd Area)
 "March Wynde" for lightweight Rubber (Two classes)
 25th Jun (5th Area) and 16th Jul (6th Area)
 "Summertime" for under 50" Classic and Vintage Gliders
 17th Sept (7th Area) and 15th Oct (8th Area)
 "Autumn Trophy" for P30

At the Free Flight Nationals:

Sunday 28th May.....Wakefield, 4oz. And 8oz. (Administered by FFTC.)
 Monday 29th May.....36" Hi Start Glider.....Under 25" Vintage Rubber
 Biplane precision (two classes. Rubber and i.c.)

At Old Warden:

Sunday May 14th.....Frog Senior Duration (Two classes)
 and Biplane Precision (Two classes)
 Sunday 23rd Jul.....Masfield Trophy for Rubber Scale
 and Earl Stahl Trophies
 Sunday* 24th Sept.....Rubber Bowden (Two classes)

SAM35 2017 POSTAL EVENT RULES

Open only to SAM 35, SAM 74 and SAM 1066 members worldwide.

One: Under 25" Rubber:

Class A : Vintage...model specification as per rules on website.

Class B : Post Vintage... models may be own design, but must be "cabin" models that satisfy the specification on the "Under 25" Vintage" rules page in all respects except for date.

Contest begins ...29th April. (the day of the London Gala) Contest ends ...28th May (a separate comp for the same Vintage models takes place at the Nats on the following day).

Cards to be returned by...7th June.

Results will be posted very shortly afterwards on the "Results" page of the website.

To enter: Please send £3 (overseas and junior entries free) to me at John Ashmole, 164 High Road, Weston, Spalding, Lincs PE12 6JU England, preferably with an s.a.e., and I shall send a scorecard. You may enter any time between the "Entries Open" date and the final day of the contest. The money will be spent on a trophy or trophies depending upon the number of entries, but I would expect "Best Vintage" and "Best Post-Vintage" plus runner up certificates, subject to number of entries.

To compete: Please ensure that your flying is in a safe location and that you have permission to use the field. Make three flights to a **90 second maximum***, and if you have a full score, an unlimited fly-off. Two attempts will be allowed to make each contest flight nominated in advance to your timekeeper. An attempt of less than 15 seconds may be retaken, but in that case the time of the second attempt must be registered as the time of the flight. Please time to the last complete second (ie, "round down" any fractions of a second.) All three (or four) flights must take place at the same venue and on the same day.

Post (or scan and e-mail) your scorecards to reach me within ten days of the final date.

If e-mailed, I shall acknowledge receipt promptly.

Any photos, stories, description of the models or anything else newsworthy will help me write an account of the event for the readers of "SAM Speaks."
Overseas reports especially welcome.

Two) 50" Lulu Glider:

Class A : Conventional tow, 50 metre line

Class B : Hi-Start

Contest begins...17th September, ends 15th October.

Entries accepted at any time up to the final date.

Both classes three flights to a 90 second max. General rules as above. Unlimited flyoff if you max out. You could enter both classes if you wish, but keep the two entries strictly separate. Hi-Start bungee should be 7 ½ metres of 1/8" rubber and 12 ½ metres of line. That's PMFC rules, and the same that we use for 36" Hi-Start Glider at the Nats. Of all the comps that I am organising for 2017, this is the one I am most uncertain about: will there be enough entries? The future of this class depends upon the amount of support.

Memo: Please remember to visit the "Free Flight Updates" page on the website: go to "Events" and scroll down. I am using it to send out information that will inevitably be more up to date than that which appears in our excellent magazines, and it should be used in conjunction with my "official" pages in "Speaks."

If you have any photos of the event, or any story to tell, please pass it on, so that I can write an account of the event to appear in "SAM Speaks."

TIMPERLEY FREE FLIGHT GALA

Saturday 12th August 2017

at MOD North Luffenham.

10am-5.30pm

Contests for

Comb-Rubber, Comb-Glider, Comb-Power (no electric)

Comb-HLG/CLG, Mini-Vintage, E36.

All to BMFA rules.

Trophies and prizes.

F/F Sport flyers welcome. Airfield charge.

BMFA membership required.

Contact

Gerry Ferer, 0161.928.4955, or gferer@hotmail.com

Peterborough Flying Aces Nationals

Sunday 3rd September 2017

at Ferry Meadows. Nene Park, Peterborough PE2 5UU .

NEW EVENT ! BIG CASH PRIZES ! KK Elf Precision.

Precision flight time contest for the "Elf" model (Super complete kit available from The Vintage Model Company (VMC) or Brian Lever (blever@btinternet.com). Target times posted on the day at control.) Model must use a 6 inch Dia Plastic prop (spares available from VMC)

Note! The Elf is also eligible for the Rubber Ratio Contest (see below). Prizes, kindly donated by The VMC, will be determined by "Elf" Placings in both "Rubber Ratio" and "Elf Precision" (1st £50, 2nd £30, 3rd £20 LPhoto by Aeromodeller of "World Record for Most Elfs"-12.45pm at Scramble location.

Rubber Ratio: NO MAX. Any rubber powered model with wing span 16"-25" (tip to tip). Flight score is total time in sees (from 3 flights) divided by span in inches. Cash Prizes for "Elf models! See above.

SCALE MODELS - NOTE! All scale models, except Masfield entries, are judged for accuracy, workmanship and flight profile. Please bring the plan or, if scratch built, the 3 view.

Open Rubber Scale- Any scale rubber model, to which Masfield-type bonuses will be applied. No flight judging, just duration plus bonuses. Please present model to control for processing.

Open CQ2/Electric Scale "Stand off" scale judged against plan/ three view plus judged flight profile of launch/flight/landing. Any C02 motor/tank permitted.

Kit Scale ANY rubber powered kit model up to 36"span. Model judged against kit plan plus judged flight profile. Cash Prizes, donated by The Vintage Model Company, for highest placed VMC models

Jetex/Rapier Authentic Scale Judged against model plan/three view and judged flight profile.

Jetex/Rapier Profile Scale Judged against model plan/three view and judged flight.

Electric Ducted Fan, true Scale

Electric Ducted Fan, profile

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 inflight movable surfaces except DT

Frog"Senior"Rubber Duration (for plan <http://www.houseoffrog.co.uk> or PMFC see below

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 event for Rubber models which must Rise off Table.

36 inch Hi-Start Glider: Any glider up to 36"span launched by the supplied "Hi start" bungee. Also includes a prize for best performance of a SCALE glider (proof of scale reqd.) Best Unorthodox: Must be seen to fly (by either 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 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: Prizes for 3 best Juniors (Junior -17 years or under on 31/08/17)

World War One Tribute event: Until 2018 we will award a prize for the best scoring model of a WW1 combat aircraft flown in any of the scale competitions.

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

Raffle Including Kits donated by The Vintage Model Company.

Note: this is a Free Flight event: strictly no Radio Control: Proof of Insurance required for all flyers.

Revel in the special atmosphere created at this unique event:

Discounted parking. Toilets, cafe, and Park Visitors Centre.

For more details of events visit the Peterborough MFC Website at:

www.peterboroughmfc.org OR contact Brian Waterland on 01778 343722 (07717 461000 on the day)

New SAM 35 Vintage-themed Events At Middle Wallop

I'm pleased to announce that SAM 35 has arranged a couple of days' flying at Middle Wallop this Summer and Autumn.

These are **June 11th and October 8th**, both Sundays.

Note: unfortunately, freeflight isn't permitted

but there will be Vintage RC of all kinds,
as well as control-line, including the "Bee Bug Bash".

Entry to the airfield is via the Museum of Army Flying car park, located alongside the A343, from 9.30am. The Museum's volunteer will collect £6 per person at the gate, and a further charge of £5 per person will be taken at the SAM 35 site (at the northern end of the peritrack close to Knockwood) to help cover our expenses.

No BMFA Certificates are required but flyers must register their transmitters (**NOTE: 2.4 GHz ONLY**) and show their current BMFA Membership Cards.

Further details appear on the website, <http://www.sam35.org>
We hope to see you there!

It will come as no surprise that the Health and Safety regime within the MOD has become increasingly onerous in the past couple of years. That means there are a few extra "Rules and Regs" we'll need to observe. Nothing difficult, but please read the following carefully.

ONLY 2.4 GHZ RADIO EQUIPMENT IS PERMITTED.

ALTHOUGH WE DO NOT ASK FOR BMFA "A" OR "B" CERTIFICATES, FLYERS MUST REGISTER AND SHOW A CURRENT BMFA MEMBERSHIP CARD.

THE MAXIMUM NUMBER OF MODELS AIRBORNE AT ANY ONE TIME WILL BE RESTRICTED TO FIVE

WE WILL CARRY OUT RANDOM CHECKS FOR CORRECT "FAILSAFE" OPERATION (IF AVAILABLE) - ENSURE YOUR MODEL(S) ARE SET UP CORRECTLY.

OUR LICENCE STIPULATES THAT FREEFLIGHT IS NOT PERMITTED
NOTE ALSO THAT DOGS MAY NOT BE BROUGHT ONTO THE AIRFIELD

Everyone is welcome, non-members of SAM 35 too, so invite your flying friends (make sure they are aware of the above conditions) and let's all enjoy Middle Wallop - Europe's biggest grass airfield!

Any questions, ring David Lovegrove on 01491 200558
or email david.lovegrove11@btinternet.com

BRUMFLY 2017

This year's Brumfly is on

SATURDAY May 20th

on North Luffenham, starting at 9.00 a.m.

The traditional July date is no longer feasible as the grass on the field is now left uncut for haymaking. We felt that a Saturday contest was preferable to sharing the venue with the parascenders.

Brumfly classes will be;

E 36 & Mini Vintage - (3x2.00), F1H (A1) - (5x2.00)
Combined HLG/Cat.-(7X 1.00) plus;
Combined F1J/ BMFA 1/2A - (4x2.00)
(F1J, 5 sec run, 1/2A 10 sec.)

Combined A2- for models conforming to F1A specification with three equal prizes for overall winners, highest placing using non-bunting model(s) and highest placing using design(s) published prior to Jan. 1961. Combined A2 only is flown in FOUR rounds, first flight before 12.30 followed by three 90 minute rounds to appropriate maxes. Except where stated contests will be run to BMFA rules, though the CD reserves the right to make changes with adequate notice if conditions demand.

This will NOT include DT flyoffs.

Again Bill Dennis will be running scale classes, for details contact billdennis747@aol.com

There will also be SAM 35 events run by John Ashmole Rubber and Power Precision and Cloud Tramp duration, contact johnashmole@yahoo.co.uk

Sport flyers (FF only)

and those keen to get in some pre-Nats trimming are welcome (you must be a BMFA member),

£5 airfield fee (excluding Midland FF Club members of course). Refreshments will be served, prizes and trophies for the winners.

Contact Stuart Darmon Tel: 01858882057

stuardarmonf1a@yahoo.com

Or Gavin Manion gavin.manion84@gmail.com

L'AQUILONE SAM 2001
TOMBOY RALLY INTERNATIONAL POSTAL CONTEST
 01/06/2016 to 31/05/2017

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 alongwith 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" scaledup) 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.G. or float version; Lone fliers can self-launch and time

Engine/motors

I.c. engines and electric motors are admitted within the following limits:

36"-44" WINGSPAN

I.C. Engines:

Any engine with 1 cc. maximum displacement; Fuel tank : 3 cc. R/C carburettor is admitted.

Electric Motors:

Any electric motor is admitted with direct drive

The 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 fitted the blades must be held open with a rubber band;

Battery: 450 Mah 2 cell LiPo - separate battery pack for Rx is allowed

48" WINGSPAN

I.C. Engines:

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

Electric Motors:

Any electric motor is admitted with direct drive

The 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 fitted the blades must be held open with a rubber band;

Battery: 500 Mah 3 cell LiPo - separate battery pack for Rx is allowed

Flights and results

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

Awards :

A diploma for all competitors and prizes for the first three in each version rank.

Special prize for best flight in float version.

Results

Results, address, photos and technical specification about model must be forwarded to the Organization within the 15th June 2017 to Curzio Santoni (cusanton@tin.it) or to Gianfranco Lusso (gfl@orange.fr). Many pleasant flights and happy landings to ALL !!!!

SPECIAL PRIZE VIC SMEED

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

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

FLITEHOOK

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

Café on Site

Contact Flitehook

E-mail flitehook@talktalk.net

Tel. No. 02380 861541

Flyers £6, Spectators £2

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

2nd October 2016

6th November 2016

4th December 2016

Tuesday 27th December 2016
10.00a.m. to 3.00p.m.

2017

Sundays

8th January 2017 9.00a.m. to 1.00p.m.

12th February 2017 10.00a.m. to 4.00p.m.

12th March 2017 10.00a.m. to 4.00p.m.

9th April 2017 10.00a.m. to 4.00p.m.

Hedfan awyrennau model dan do

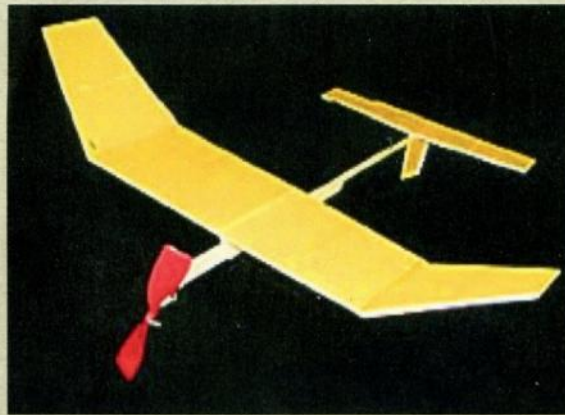
Indoor Model Flying Events

**Canolfan Hamdden Plas Ffrancon leisure centre
Bethesda LL57 3DT**

Sad/Sat 18th Maw/Mar 1230-1530

Sad/Sat 6th Mai/May 1230-1530

£5 oedolion/adult; plant am ddim/children free.



Dewch i roi cynnig ar hedfan awyrennau model: rhai â modur band rwber, gleider neu modelau radio bychan (<100g). Bydd awyrennau ar gael i'w benthg; a cysylltwch â mi os am fanylion archebu modelau kit i chi eu hadeiladu.

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.

Cysylltwch â Martin Pike am fanylion;/Contact Martin Pike for details:

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

Jan 14th - Feb 11th - Mar 11th

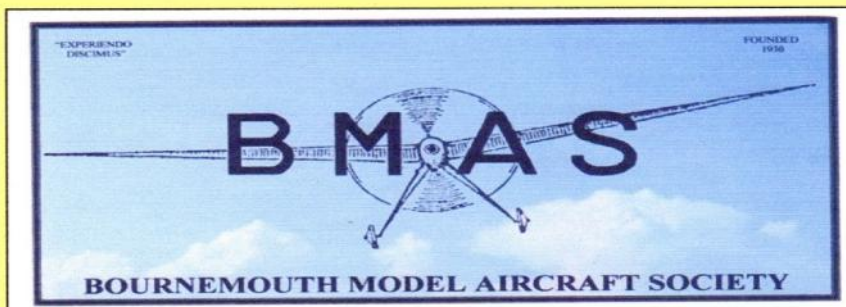
Apl 8th - May 13th

Admission - Flyers £5.50 - 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 colin@colinwilliam.wanadoo.co.uk



INDOOR MODEL FLYING

TUESDAY 25TH APRIL

TUESDAY 23RD MAY

TUESDAY 27TH JUNE

TUESDAY 25TH JULY

TUESDAY 22ND AUGUST

TUESDAY 19TH SEPTEMBER

TUESDAY 24TH OCTOBER

TUESDAY 28TH NOVEMBER

7pm to 10pm

ALLENDALE CENTRE

HANHAM RD. WIMBORNE BH21 1AS

FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDALE RD

FREE FLIGHT ONLY

COMPETITIONS incl. GYMINNIE CRICKET LEAGUE

ALL FLYERS MUST HAVE BMFA INSURANCE

FLITEHOOK NORMALLY IN ATTENDANCE

Adult Flyers £5 Spectators £1.50

CONTACTS: John Taylor Tel.No. 01202 232206

Keith Fredericks, e-mail: keithfred44@btinternet.com

THE NEW 2017 FREE FLIGHT FORUM REPORT

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

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

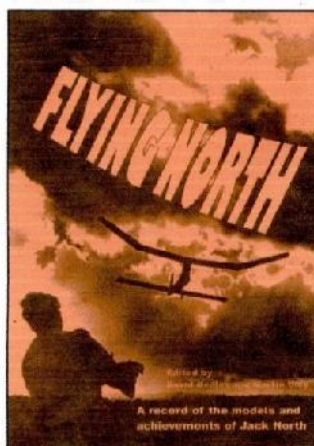


The UK price is £12.00 including postage; to Europe it's £15 and everywhere else £17. Sales of the Forum Reports help to defray the heavy expenses of those representing Great Britain at World and European Free-Flight Championships. Cheques should be payable to 'BMFA F/F Team Support Fund' in pounds sterling, drawn on a bank with a UK branch; you may also order by credit card, which is a lot easier (and cheaper).

Be the envy of your friends and get yours now.

Copies are available from : **Martin Dilly**
20, Links Road,
West Wickham,
Kent,
BR4 0QW

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



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

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

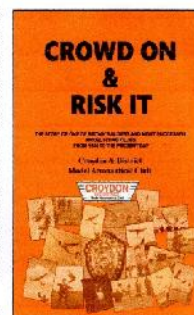
CROWD ON & RISK IT

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 Basingstoun.

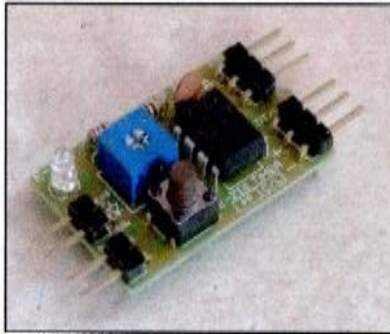
53 designs by Croydon members have been published in the model press and 24 of its members have represented Great Britain in World and European Championship teams. Several have gone on to notable careers in aerospace. Crowd On & Risk It covers all this and more.

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.



E-Zee Timers



E-ZEE FF Combined Electric Motor Power and Servo Operated DT Timer Type EFF 1 **Cost £15.00 + p & p**

This timer controls electric motor power and run-time (via an ESC) and after a further delay drives a D/T servo to terminate the flight. The motor power is set by a single turn potentiometer and the motor run and D/T periods are set by

a simple push button / LED interface

- motor run duration:-adjustable 1 to 30 seconds, set in 1 second increments
- d/t duration:-adjustable 10 seconds to 5 minutes, set in 10 second increments
- motor power:-adjustable at all times from zero to full throttle (by potentiometer)
- push button immediately stops the motor at any point during the flight profile
- duration settings are saved in memory a single button push serves to repeat a flight.

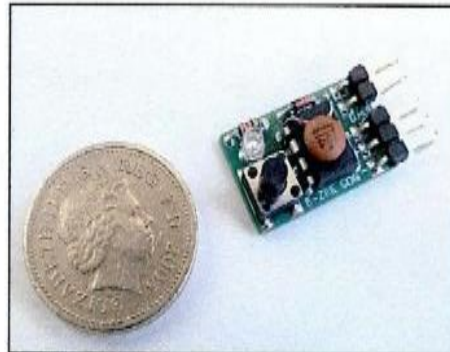
Length 30mm Width 20mm Height 11mm Weight 5gm

For installations where the timer is inaccessible remote pushbuttons and LED's are available

Servo operated DT Timer only Type SDG 1 **Cost £12 + p & p**

This timer was originally developed for use with 36 inch hi start classic gliders, but will be of interest to all sports free flight flyers not requiring electric motor control. The timer drives a D/T servo to terminate the flight, the D/T periods being set by a simple push button / LED interface. Driven by a small 30mAH battery and using a 2 gram servo the avionics can be used as nose ballast so there is no overall weight gain

- d/t duration:-adjustable 10 seconds to 5 minutes, set in 10 second increments
 - push button immediately cancels the flight at any time
 - duration settings are saved in memory a single button push serves to repeat a flight.
- Length 22mm Width 13mm Height 11mm Weight 2gm



Timers are supplied with a comprehensive instruction manual and users guide

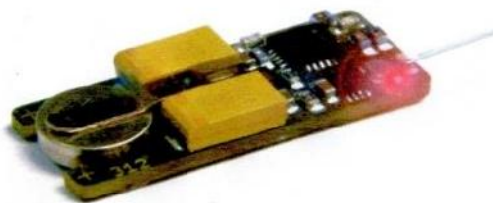
E-Zee Timers have been designed and are manufactured in the UK
Exclusively available from

Dens Model Supplies

On Line shop at www.densmodelsupplies.co.uk
Or phone Den on 01983 294182 for traditional service

BUGS

Free Flight Model Tracker



£50.00 - each including 6 batteries

Ready to use radio tracker

Suitable for most handheld receivers

Powered by one 312 ZincAir hearing aid battery

27mm long, 11mm wide, 5mm thick 3 grams

including battery

Run time around 10 days

Red LED flashes when transmitting

Available in any frequency from 140MHz to 980MHz

Supplied in protective heatshrink

Very quick delivery, often next day

On sale at

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

or contact Peter Brown 07871 459291 for options

Michael Woodhouse

mike@freeflightsupplies.co.uk & <http://www.freeflightsupplies.co.uk>

Plans of models designed by Geoff Lefever

47.	OTTAIR 80gram Wakefield flown in the 1956 Championships	£5.00
48.	FEVAIR 50gram Wakefield flown in the 1958 Championships	£5.00
49.	1963 Wakefield Team place 1965	£5.00
50.	1967 Wakefield first of the "long" models	£5.00
51.	ALTAIR 1955 A/2 team qualifying glider	£5.00
52.	MANTIS A 9 foot span vintage glider	£5.00
53.	OPEN RUBBER MODEL Mid 1960's model, a simplified Wakefield	£5.00

VINTAGE COUPE PLANS.

Ed Bennett regrets that he is no longer able to supply hard copies of Coupe D'Hiver plans. These plans are to be digitized for downloading as data to purchasers' computers.

Further information will be advised in due course.

Provisional Events Calendar 2017

With competitions for Vintage and/or Classic models

February 19 th	Sunday	BMFA 1 st Area Competitions
March 5 th	Sunday	BMFA 2 nd Area Competitions
March 26 th	Sunday	BMFA 3 rd Area Competitions
April 14 th	Friday	Northern Gala, North Luffenham
April 17 th	Monday	SAM1066 Meeting, Salisbury Plain
April 29/30 th	Sat/Sunday	London Gala & Space, Salisbury Plain
May 14 th	Sunday	BMFA 4 th Area Competitions
May 27 th	Saturday	BMFA Free-flight Nats, Barkston
May 28 th	Sunday	BMFA Free-flight Nats, Barkston
May 29 th	Monday	BMFA Free-flight Nats, Barkston
June 18 th	Sunday	SAM1066 Meeting, Salisbury Plain
June 25 th	Sunday	BMFA 5 th Area Competitions
July 16 th	Sunday	BMFA 6 th Area Competitions
July 22nd/23 rd	Saturday/Sunday	East Anglian Gala, Sculthorpe
July 30 th	Sunday	SAM1066 Meeting, Salisbury Plain
August 19 th	Saturday	Southern Gala, Salisbury Plain
September 17 th	Sunday	BMFA 7 th Area Competitions
September 30 th	Saturday	SAM1066 Meeting, Salisbury Plain
October 15 th	Sunday	BMFA 8th Area Competitions
October 28 th	Saturday	Midland Gala, North Luffenham

Please check before travelling to any of these events.

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

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

www.SAM1066.org

For up-to-date details of all BMFA Free Flight events check the websites

www.freeflightuk.org or www.BMFA.org

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

www.SAM35.org

Useful Websites

SAM 1066	-	www.sam1066.org
Flitehook, John & Pauline	-	www.flitehook.net
Mike Woodhouse	-	www.freeflightsupplies.co.uk
GAD	-	www.greenairdesigns.com
BMFA Free Flight Technical Committee	-	www.freeflightUK.org
BMFA	-	www.BMFA.org
BMFA Southern Area	-	www.southerarea.hamshire.org.uk
SAM 35	-	www.sam35.org
MSP Plans	-	www.msp-plans.blogspot.com
X-List Plans	-	www.xlistplans.demon.co.uk
National Free Flight Society (USA)	-	www.freeflight.org
Ray Alban	-	www.vintagemodelairplane.com
David Lloyd-Jones	-	www.magazinesandbooks.co.uk
Belair Kits	-	www.belairkits.com
Wessex Aeromodellers	-	www.wessexaml.co.uk
US SAM website	-	www.antiquemodeler.org
Peterborough MFC	-	www.peterboroughmfc.org
Outerzone -free plans	-	www.outerzone.co.uk
Vintage Radio Control	-	http://www.norcim-rc.club
Model Flying New Zealand	-	http://www.modelflyingnz.org

Are You Getting Yours? - Membership Secretary

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

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

To get back on track, email membership@sam1066.org to let us know your new cyber address
(snailmail address too, if that's changed as well).

P.S.

I always need articles/letters/anecdotes 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**

From Your editor John Andrews