NEW Clarion

SAM 1066 Newsletter

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Contents

Editorial

Bad news, Ray Monks has passed away, an aeromodeller of distinction in all areas of free-flight.

I would like to draw your attention to the world wide Tomboy competitions promoted by SAM 2001, details can be found on page 43. There is a comp for the best free flight time by a 36" Tomboy, Tony Shepherd and myself have won this event in the past, just dust off your Tomboy, fire it up and chuck it. You can make as many attempts as you like, then submit the best time to Sam2001. The 2017/18 event finishes on May31st, then 2018/19 starts. I will be making my flights in the evenings at the Nationals. Give it a whirl.

Our Chairman Tony is the author of our first article this month with a piece on the pretty 'Southern Dragon'. Our secretary has one or two himself.

I've dug out some more of Pylonius's articles from the past issues of Model Aircraft of the 1960's. One has to try to remember events and situations of the period to get the full effect but quite often one can see relevance in todays' aeromodelling situations.

My indoor report is just a collection of pictures to start off this month. I had a dicky knee which I was saving for an imminent outdoor comp and I decided that standing about winding indoors would not do it any good so I did not fly anything. The BMFA 3rd Area outdoor comp was too good to be true, perfect weather, did a lot of chit chatting and precious little flying as it transpired.

I've had another dig into the Keith Miller archive, it still has quite a few more pictures to go yet so we are good for a few more issues.

As usual there are one or two bits purloined from Aeromodeller Annuals which indicate the thoughts of the times. Another alterative form of rubber motor turns table, still measures up to today's rubber I feel.

Nick Peppiatt is back on song with his 21st offering. Nick is an editors' delight, regular as clockwork writing quite a few pages on whatever subject he picks. Currently he is still feeding us information on CO_2 engines.
Due to being under the weather Nick had to give the Indoor Scale Nationals a miss this year, he cannot remember when he might have missed one before.

Had a good day out at the Indoor Scale Nationals myself, spectating. It's well worth a visit with a balcony overlooking the flight area being an ideal all day perch, seats available and café bar.

As is the norm we wind up with our secretary's notes and Roy Tillers archive researches.
Pete Fisher and Performance Kits being Roy's current topic.

Point of note, there is a complete **1946 Flying Minutes kit by Halfax;** from the effects of the late Mike Beach, that is to be offered on e-bay. The proceeds to go to support Buckminster.

Finally the 2018 Free Flight Forum report is out, see Martin Dilly's add page 39

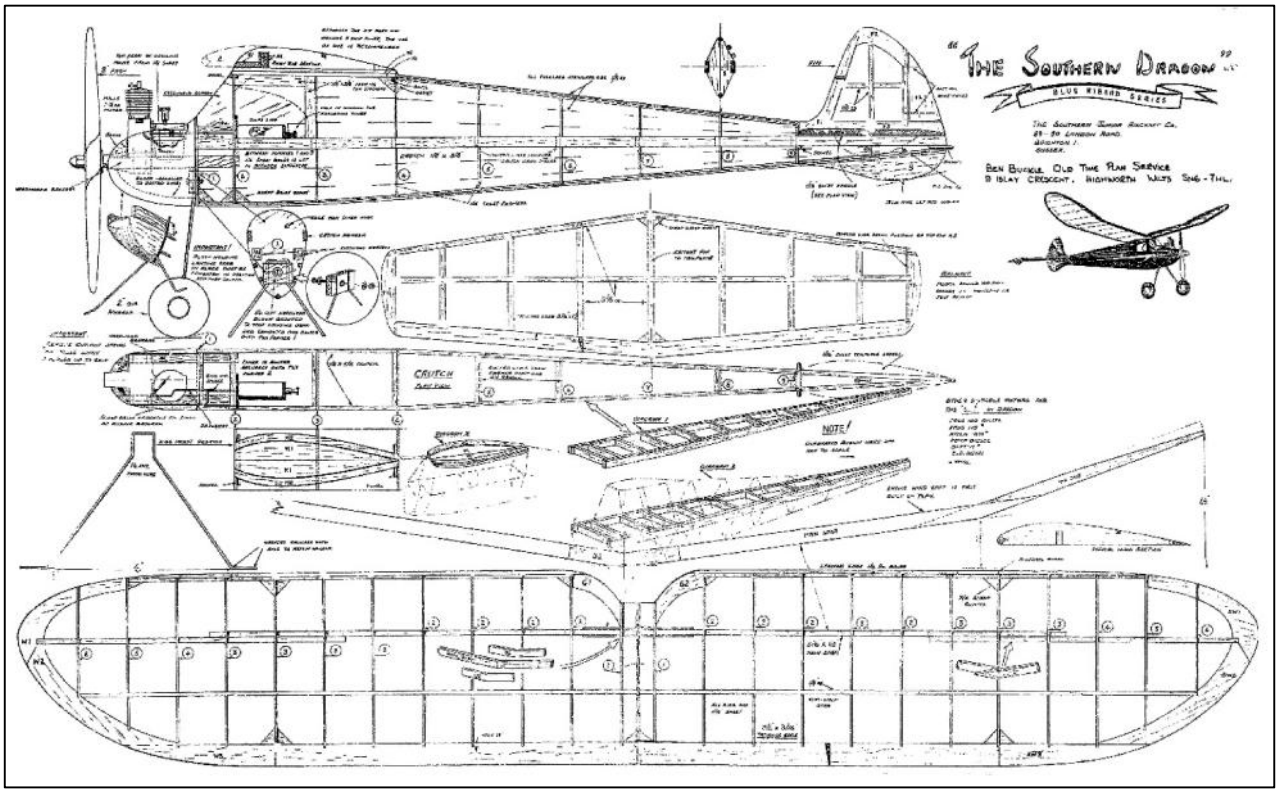
Editor

The Southern Dragon - Tony Shepherd

Indoor flying provides a wonderful opportunity for a chat as the ratio of retrieval time to flight time is so low! The other evening saw Roger Newman, Dennis Underwood and myself chewing the fat over past, current and future build programmes and the Southern Dragon came up as a topic for discussion. The general consensus was that the model is among the prettiest models of its type and it seems to have a bit of an addictive quality though I must admit to having no recollection of actually seeing one let alone building one (but it's on the list!!!).

For the uninitiated, the Southern Dragon is a 42" span, cabin sport model that also seems to have had the ability to be overpowered for contest work. Its construction is a crutch, stringered fuselage, flat plate tailplane, and flat bottom wing with semi-elliptical tips. It's really nicely proportioned which is what undoubtedly gives it charm yet it is not an overly complex build and it's also not overburdened with excessive amounts of balsa so it'll glide well. It was designed by Cyril Shaw in 1947 (so is legal if you really want to try something different in BMFA mini-vintage) and was advertised in the December edition of the Aeromodeller of that year, in the Southern Junior Aircraft Co advert (they kitted it) where it was described as being suitable for engines from 1.5 to 2.5cc (really????).

The plan is not available online as far as I can tell but Colin Buckle will sell you a copy of one for a mere £6 plus a bit of postage. His version is shown below. There are a few gaps in the details of fuselage formers and the outer wing ribs but none of this is difficult to work out.



I first heard of the model many years ago in conversation with a remarkably good model engineer friend who also introduced me to the hands-on side of 2' narrow gauge railway restoration. As a lad he'd built a Southern Dragon and flew it with an ED Bee up front – it must have gone up quite smartly in the skies over Waterlooville! Some years later SAM 35 Yearbook No7 had a lovely article on sport models by John Godden. Although not mentioned in the text, the first photo looks for all the world like a Dragon and was what led me to buy a copy of the plan from Colin Buckle.

The next reference to the model being built and flown was noted whilst spending an idle hour going back through SAM 35 Speaks editions of the 90's. Ian Anderson wrote about the models of Cyril Shaw and one of his Dragons was pictured on the snow covered roof of his car. He clearly had the addiction as he had built no less that 7 of them, some powered to hurtle up and others for more sedate performance. Engines ranged from a Mills 75 to an Elfin 149 and there was even a Cox 049 converted to CO2! Ian stated that, built light, the design produced a real floater and emphasised the need to fit a DT (but who wouldn't!). Such sentiments are echoed by Roger Newman who built two and inherited a third. The first was lost at Beaulieu though Roger and Dennis Underwood had watched it come down. Roger has chosen to power No's 2 & 3 with PAW55'. For those who might want something a bit more vintage a Mills 75 would surely be the ideal partner.

So there you have it. The Southern Dragon, a pretty little sport model of proven performance that's ideal for sport flying and probably good for a bit of competition work with its nice, thin fuselage. Get the balsa out!!!

Tony Shepherd

Extracts from Model Aircraft April & January 1960

A Quiet Nap

Donning our breeches and deerstalker we plunge once more into the vintage past, back to those early pioneer days of the movement, when the stalwart modeller looked hopefully towards the brave new world of the future. What did he envisage? Something pretty incredible, you may be sure, but never in his wildest dreams would he have imagined a plastic kit of Napoleon as the ultimate in the model making art.

Come to think of it, though, we are just as amazed. We all know that every soldier has to carry around a field marshal's baton in his knapsack, but we are not too aware that every modeller should have his own Napoleon on the sideboard.

We could, of course, use it as a presentation for our redoubtable Major Draper, who, having flown under most of London's bridges, finally met his Waterloo at the handle of the Editor's team racer.

Would-be Nap constructors might be interested to know that the building instructions begin thus, "Stick each bone apart." All right, I'll go quietly.

Take Cover

Blokes take up modelling for all sorts of weird reasons; to mess about with engines, mostly; for something to do, sometimes; and for the sheer joy of it, seldom. For the most part we don't analyse ourselves on the subject. Just as long as we can put something into the air, if it's only an aerial, we're content.

Still, some people like to do a spot of soul searching now and again, and get it off their tool chest, as it were. Only recently we had an expert scale type waxing lyrical over his pet obsession, reaching a touching climax as his metal spoked, rubber tyred wheels homed on to the tarmac. And even the ordinary bod has his moments of poetic expression, grunting out an ecstatic "whacko" or "bang on" as his model describes some unusually graceful movement, like flying straight.

All that I can say of my own model flying is that it is indescribable.

Perhaps the only modelling type of whom I am deeply suspicious is the wild eyed character who takes up the hobby for the thrill of it. He doesn't just join the movement, but descends upon it like a bomb. In no time at all he has made the flying field quite uninhabitable with his noisy and dangerous antics.

At one time his favourite trick was to whirl a livid stove pipe around on a piece of wire. Being a timid being I never got near enough to these fearsome weapons to identify their purpose, but was told by more venturesome friends that if you looked closely enough you could perceive a vague likeness to a model plane.

We must be thankful that the stove pipe brigade has now drifted off into motor cycle racing and go-karting, and we can all enjoy a brief respite before the inevitable arrival of the radio speed model.

Short Commons

A red rag to a bull is quite a mild stimulant compared with the sight of a model aircraft to a municipal council. At the first hint of one of these anti-civic missiles polluting the parochial air the ever vigilant committees rush to their rallying points to put up the ban. In less time than it takes to read the Riot Act the Town Clerk is hustled away with pen a-quiver to frame the necessary bye-law, and before the trespassing modeller can refill the tank, the official boot is planted firmly into his empennage.

In a few remote cases, however, the well-meaning councillors are too entrenched in the historic past to know what a model looks like (unlike a certain chairman of a commons committee, who was observant enough to be of the opinion that C/L models were not under control when they landed). Some of these amiable old councillors have a few distant memories of their own boyhood frolics, and think of models in terms of short pants and oiled silk wings. Their answer to an application for permission to fly in the local park might be on these lines:

Dear Sir,

The Council has given careful study to your application for model flying facilities in Chuckem Park, and has instructed me to advise you that permission has been granted to your club for the use of an area in the south-east corner of the park. This area is bounded on the north side by the Sewage Store, and on the south side by the Corporation Rubbish Dump. Access is available through the putting green, but only when the latter is not in use.

Times of flying will be limited to Thursday afternoons between the hours of 2 p.m. and 4 p.m., and permission is subject to the understanding that all models and kites flown in the area are of the type tethered by string or thread.

It will be appreciated that the concession is only operable for a limited period, as the area in question is being developed for use as an adventure playground.

The Council will hold your club responsible for any damage the models might do to the steamroller and army tank on the site, and cannot accept any liability for personal injuries sustained in or about the sewage trench which traverses the area.

Yours faithfully,

I.Groundem,

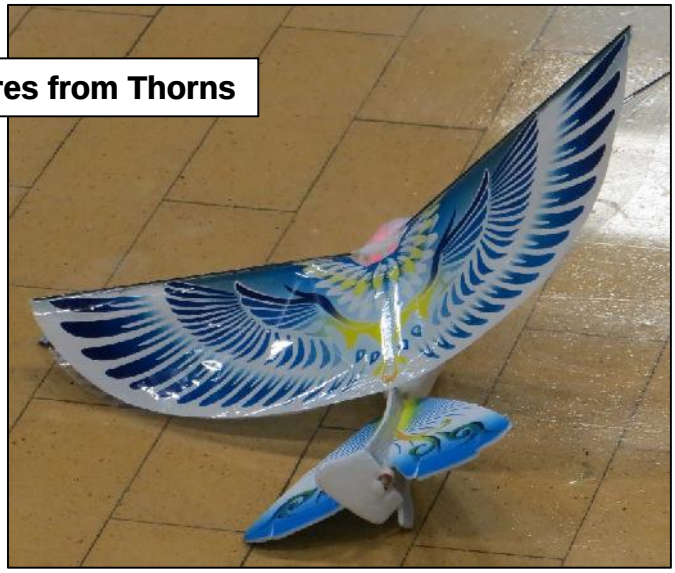
Town Clerk.

Pylonius

Indoor Pictorial - John Andrews

This article is just a set of pictures taken at Thorns and Sneyd, where I was there in the role of a spectator only. I was only just recovering from a painful knee problem and at the Thorns meeting I was reliant on a walking stick. Later at Sneyd I was recovering well but, as I was intending to fly in the 3rd Area comp the following day I thought it best not to fly indoor.

Pictures from Thorns

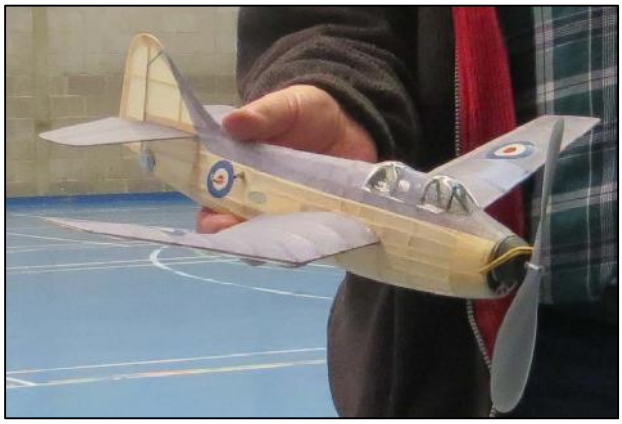


Derrick Lane's R/C dicky bird, flys really well although somewhat directionally difficult

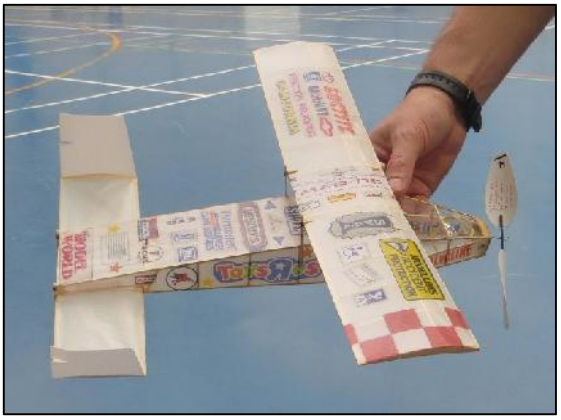
Eric Hawthorn and his Penny Plane

I believe this is an electric 'Lacy'
If so, should have red tips on fin and tail

John Penton and myself taking a rest



Alan Price's 'Gannet'



Pete Thompson's Bostonian

Graham Smith with a couple of his Polystyrene Sheet models

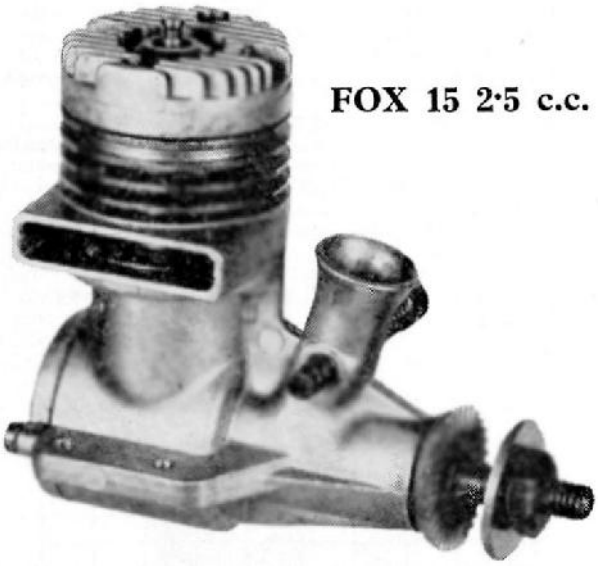
Colin Shepherd winds his ½ scale Gipsy

Mike Brown waits for clear airspace for his.

A couple of restful days out for me, knee is getting back to normal'ish so should OK for the BMFA 3rd Area do at Barkston on Sunday 25th March.

John Andrews

Engine Analysis: Fox 15, 2.5cc - Aeromodeller Annual 1959-60



FOX 15 2·5 c.c.

Specification
Technical Data

Displacement : 2·415 c.c. (·147 cu. in.)
Bore : ·591 in.
Stroke : ·537 in.
Bore/stroke ratio : 1 : ·908
Bare weight : 4 ounces
Max. power : ·218 B.H.P. at 13,500 r.p.m.
Max. torque : 18 ounce-inches at 11,000 r.p.m.
Power rating : ·09 B.H.P. per c.c.
Power/weight ratio : ·055 B.H.P. per ounce

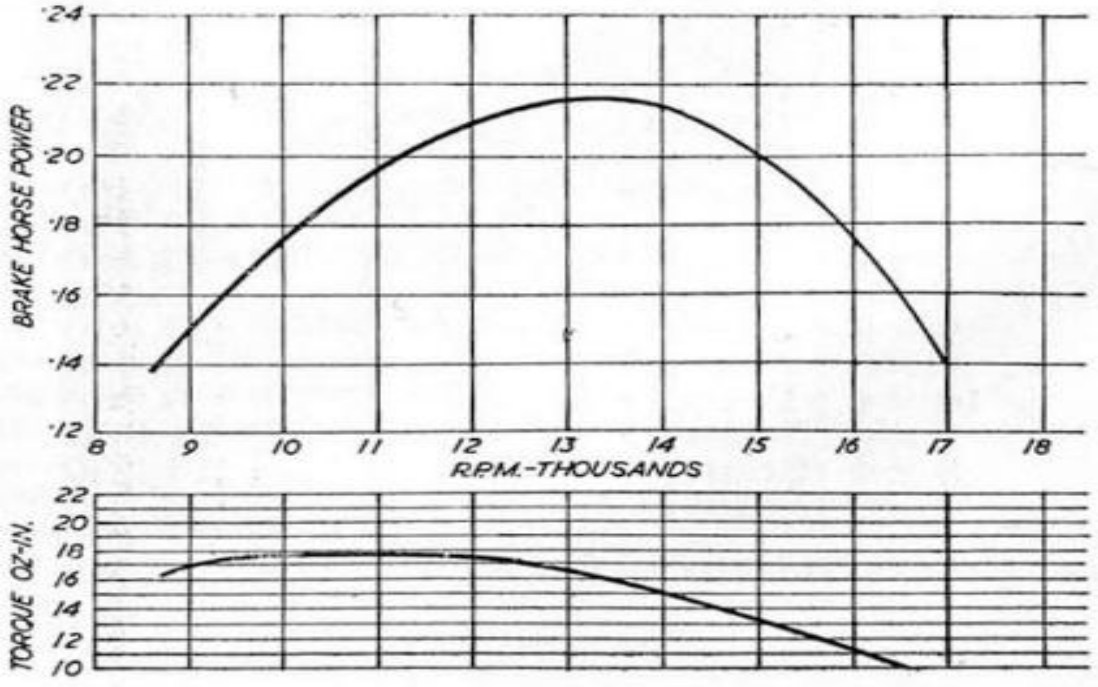
Material Specification

Cylinder : mild steel
Piston : cast iron
Crankcase : light alloy die casting
Connecting rod : light alloy die casting
Cylinder head : Light alloy casting
Main bearing : hardened sleeve
Crankshaft : hardened steel
Propeller driver : light alloy casting

PROPELLER—R.P.M. FIGURES

Propeller dia. × pitch	*r.p.m.*
7×4 (Frog nylon)	14,250
8×4 (Tiger)	13,200
9×4 (Trucut)	10,200
8×4 (Trucut)	12,800
8×3 (Trucut)	13,000
7×4 (Trucut)	14,600
7×3 (Trucut)	15,800
6×3 (Trucut)	16,500

Fuel used : Mercury No. 7



My 3rd Area, Barkston - John Andrews

Sunday March 25th, the weather and wind were great, only negative was losing an hours sleep when the clocks sprang forward. I am not by nature an early riser, especially since retirement, and getting up ready for a comp day is still too early for me. The loss of the hour upset my body clock more than a little, which possibly accounted for my somewhat lack lustre day despite the benign conditions.

In fact, I had four flights:

2 test flights; 1 no flight; 1 competition flight.

The rest of the day was spent relaxing in the chair in the sunshine and chatting to whoever would listen. I'll run through the flying activities. I set up shop on arrival ready for an onslaught on the 'Gamage Cup' but the arrival of Colin Shepherd slowed that down. Colin had come to do a little FF Power trimming and had brought his electric bike for Rachel to try out for retrieval. After unravelling the machine, Rachel had a wobbly initial introduction to the machine and was ready to go, I assembled my ex John Wingate 'Late Night Final'.

I stuck on three hundred turns for a test flight. Model looked OK, still on trim from the 2017 Nationals, at least that's what it looked like. A short D/T meant Rachel retrieved on foot whilst I went to control, entered, and picked up a flight card.

I wound 700 turns on the 3/16 x 16strand x 75gm motor and launched for my first flight. Well it was actually a no flight as the model power stalled, dived down recovering into a tight R/H circle until the ground intervened. The model was not severely damaged, the wing was OK, it had just shot off but took a piece of the mount with it. The fuselage survived with nothing more than a few cracked spacers and tissue damage. The reason being that the prop assembly was part disconnected and the motor bobbin hooks had caught on the front of the nose preventing the motor from destroying the model.

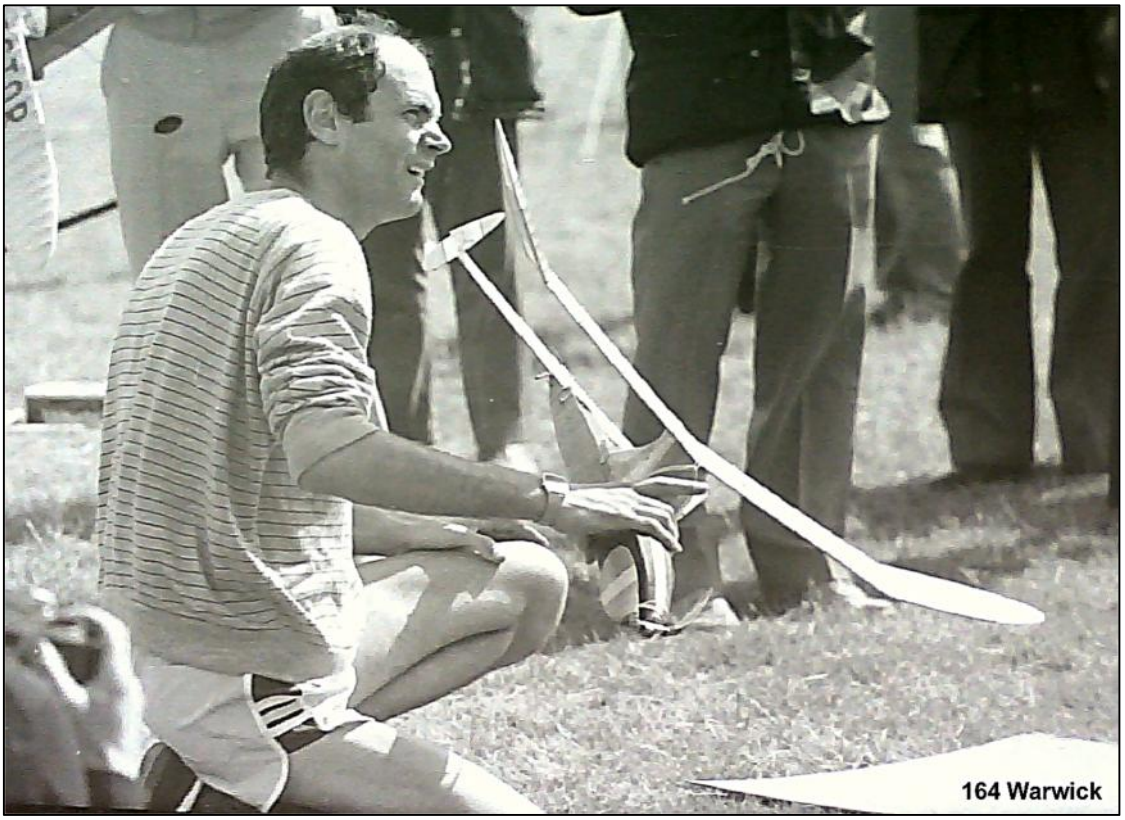
I had a bit of a sulk then assembled my BMFA Rubber model 0-4 and had a test flight with 300 turns on that. Sods law prevailed and I hooked a monster chunk of lift and away went 0-4. The D/T was short but it took time to descend from serious altitude and was a good distance away.

Rachel grabbed the electric bike but Colin was away retrieving a test flight and had the bike key in his pocket. By the time Colin had returned with the key, 0-4 had been brought back by Ken Bates who had recognised my model when picking up his own.

It was about this time when my onslaught on the 'Gamage Cup' began to falter. Had a nice long lunch break, tea, sandwich and chat to Ken.
Eventually I girded up my loins and set about registering a comp flight. 550 turns on the 50gm motor and up and away. Did not climb particularly high and started stalling on the glide but must have been in reasonable air as it was still zooming about when it D/T'd. 3-04 for the card.

Rachel was off on the electric bike for recovery and I settled down with a mug of tea chatting to Pat, Colin's wife, whilst we watched him test flying another of his Power Models. He managed to catch lift and his D/T was somewhat long so, without his electrified transport, he was off for recovery on Shanks's Pony, that's on foot for the ill-informed.
Time passed and just after I commented to Pat that it was about time for the 'I can't find it' phone call, my mobile rings. Next thing is me off in the car round the peri-track to help with the search. I found Rachel by the end of the hanger which was the flight line of the model and she was milling about on the E Bike still looking. I spotted a model way back up the line on the large expanse of hard standing but driving back to it found out it was not mine. There was nowhere for my model to hide so it was back to the hanger end and exit the car. I walked around to the back of the hanger, still no model. Up and down the hedge boundary adjacent to the main road, still no model. Thinks I, follow the line, must be over the road. I was standing by the boundary fence when I noticed a gap with only one low strand of barbed wire so I stepped over, thinking this will be quicker than driving up to the crash gate. Wrong again, stepped into brambles and thorn bushes and my wonky knee was not helping. I eventually got free with a few scratches and reached the road, a quick look up and down that side of the hedge, still no model. Pressed on across road, not in first field, moved along and 'bingo' model just inside next field. Quick phone call to Rachel, passed model over boundary hedge, fought my way back through undergrowth, job done.
Back at base, rested knee for a while, more tea, a few biscuits and it became apparent that two more flights were not on the cards as the wind had turned and we were now the wrong end of the flight line. I capitulated, but it was still a nice day out in the sunshine.

John Andrews



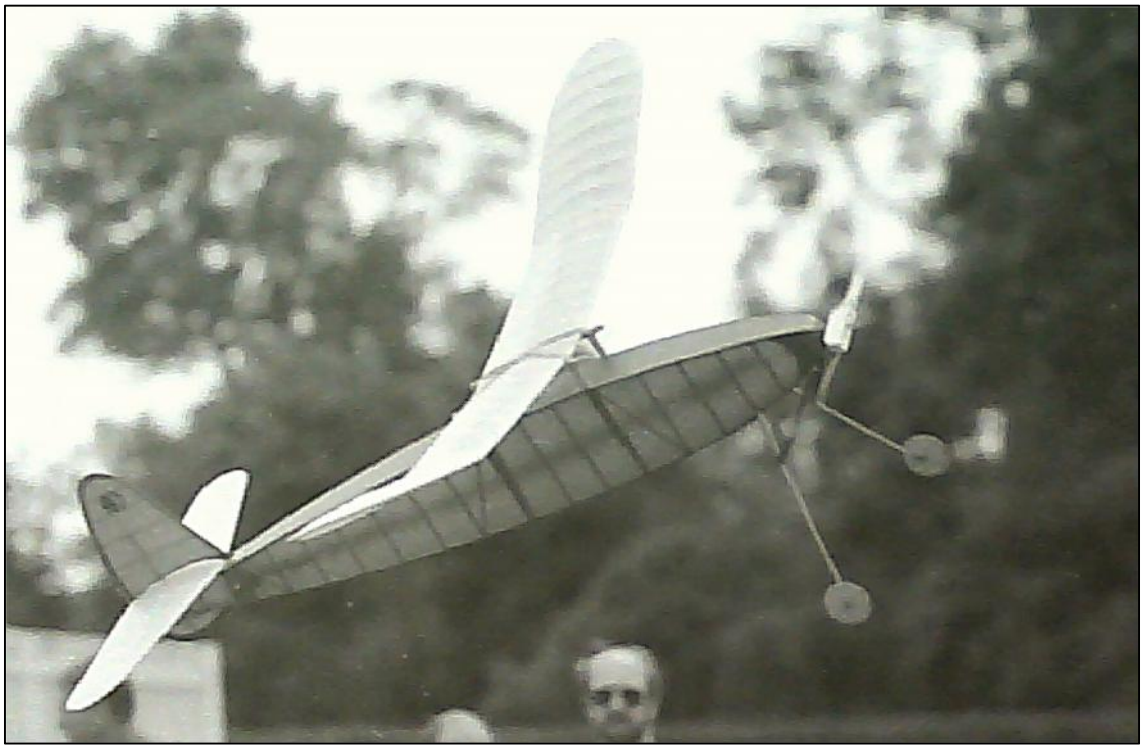
Phil Ball holds his "Hi-Ho" 8oz class winner at Warwick in 1984.

Brian Spooner proxy, ROG's Wallenhorsf's 1935 "Ying" 4oz Wakefield at Warwick in 1984. Other notabilities in background are Walter Getzia taking photo, Colin Watts timing and David Baker spectating. Laurie Barr assists Bryan.

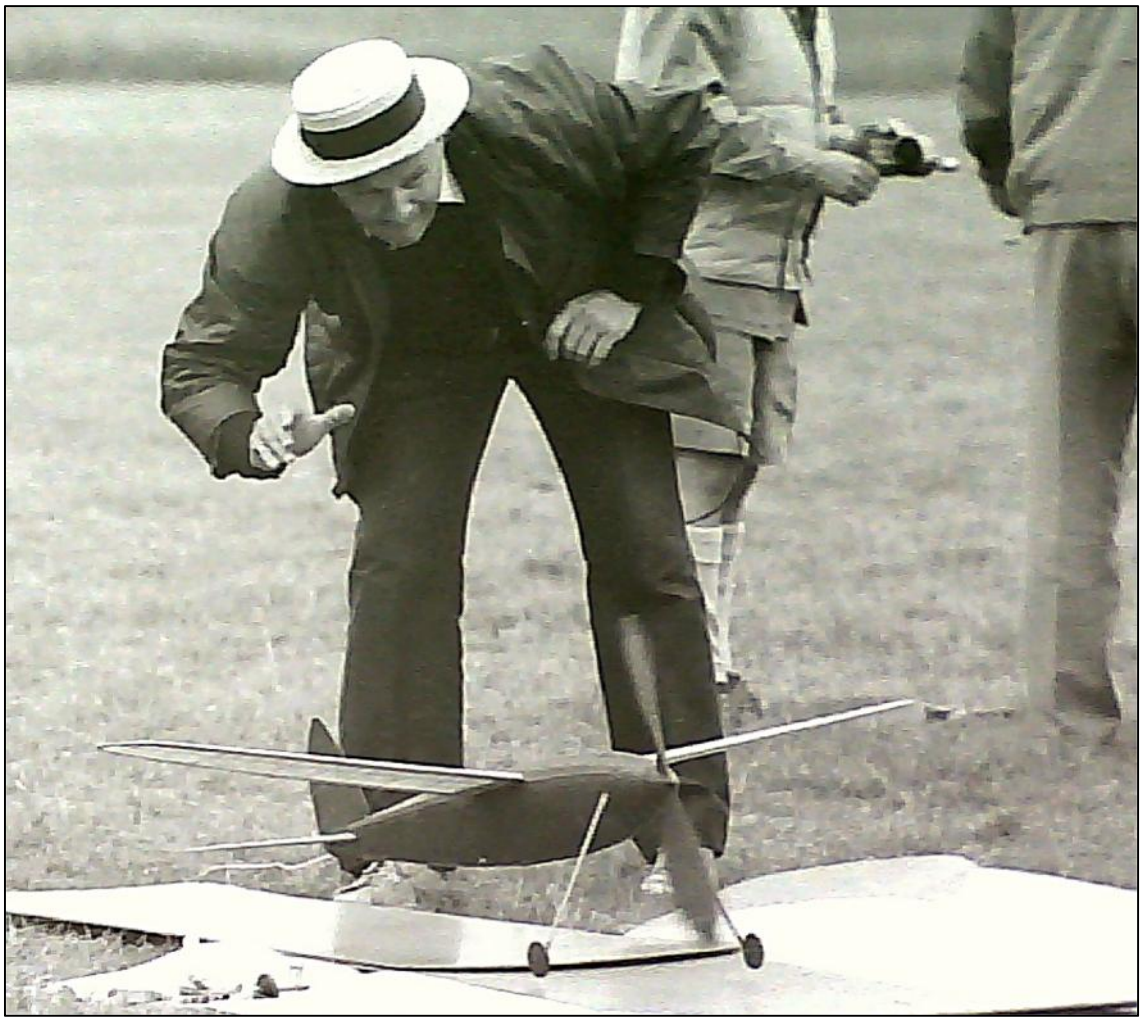
Mike Hetherington (SAM35) ROG's his 4oz Getzia Wakefield at Warwick in 1984.

Rex Oldridge (SAM35) ROG's his Peter Capon designed "Krusader" Wakefield. 3rd place in 8oz class.

Bernard Aslett's "Lanzo" 4oz Wakefield gets airbourne at Warwick in 1984. Joint winner of 4oz class.



Brian Yearley's (SAM35) "Stout Winner" 4oz Wakefield gets away at Warwick in 1984.



Rex Oldridge (SAM35) ROG's his Peter Capon designed "Krusader" Wakefield at Warwick in 1984. 3rd place in 8oz class.

Keith Miller Archive

TRIMMING CHECK CHARTS

POWER MODELS

FAULT	REMEDIES FOR MODEL RIGGED c.g. at 50-70 per cent chord	c.g. at 80-100 per cent chord
GLIDE: STALLING	(a) Increase tail positive incidence (b) Decrease wing incidence	(a) Add weight to nose (b) Increase tailplane positive incidence (c) Decrease wing incidence
DIVING	(a) Increase wing incidence (b) Add weight to tail (c) Decrease tail positive incidence	(a) Add weight to tail (b) Increase wing incidence
POWER: STALLING	(a) Add downthrust	(a) Trim for turn, e.g. with a little sidethrust
TOO SHARP A CIRCLE	(a) Check for warps (b) Check fin or tab offset (c) Reduce any sidethrust	(a) Check for warps (b) Check fin or tab offset (c) Add a little upthrust
POWER FLIGHT TOO STRAIGHT	(a) Trim for turn with a little sidethrust (pylon models adjust for r.h. circle; cabin models preferably l.h. circle)	(a) Try launching slightly cross wind. A straight climb is O.K. if model goes straight up with no tendency to loop
GLIDE TOO STRAIGHT	(a) Adjust rudder tab against power circle (b) Adjust for circle with tail tilt	(a) Adjust for circle with tail tilt (b) Use a floating tab on one wing
POOR CLIMB	(a) Check engine setting (b) Wrong prop—try finer pitch (c) Engine parts loose	(a) Check engine setting (b) Wrong prop—try smaller diameter or thinner blades (c) Engine parts loose
POOR GLIDE ...	(a) Model not trimmed near enough to stall (b) Glide circle too tight	(a) Model not trimmed near enough to stall (b) Glide circle too tight

Note: A change in propeller pitch may affect the direction of turn under power This can also be used to adjust power circle A propeller of coarser pitch will tend to induce a power turn to the left; and a finer pitch a turn to the right.

GLIDERS

FAULT	REMEDY	NOTES
STALLING	(a) Add more nose weight (b) Pack up tailplaine leading edge ($\frac{1}{32}$ in. at a time) (c) Give more turn (if stall is only moderate)	Optimum trim is with the model flying just below the stall. Trim until the model is just beginning to stall when gliding straight, then add a little turn to damp out the stall This will give optimum trim
DIVING	(a) Pack up tailplane trailing edge (b) Pack up wing leading edge (c) Reduce nose weight	
DOES NOT TOW STRAIGHT (pulls off to one side)	(a) Correct with fin adjustment (b) Check for warps on wings or tail (c) Check wings for balance (one tip heavier than the other)	Normally, for straight tow and circling glide an auto-rudder device is advisable

(Continued next page)

GLIDERS—Continued

FAULT	REMEDY	NOTES
DOES NOT TOW STRAIGHT (contd.)	(d) Alter tow hook position (move forward) (e) Try re-trimming with c.g. farther forward	
MODEL WEAVES ON TOWLINE	(b), (c), (d) and (e) as above	May be a fault inherent in the design
MODEL DOES NOT TOW UP TO FULL HEIGHT OF LINE	Tow hook too far forward—move back	

RUBBER MODELS

GLIDE TRIM.—Establish as for gliders, usually best with right-hand circle. Folding propeller models may have left-hand circle on the glide to provide compensating trim change (r.h. power circle, opening up straight, then l.h. glide circle).

Glide trim may be established roughly by hand-launched tests, but fine adjustment can only be carried out from a height and following a suitable power run. Use about 30-40 per cent turns and work to establish optimum glide trim before proceeding further. As a safety measure, $\frac{1}{16}$ in. downthrust can be used temporarily to guard against stalling under power.

FAULT	REMEDY	NOTES
STALLS ON CLIMB ...	(a) Add downthrust (b) If flying straight, add a little right sidethrust	When adding sidethrust, reduce the amount of downthrust which may be present. Trim for right-hand circling climb (all rubber models)
FLIES FAST, DOES NOT GAIN HEIGHT	(a) Too much downthrust — decrease (b) Not enough wing incidence —increase (c) If circling tightly—reduce sidethrust	
FLIES SLOWLY, DOES NOT GAIN HEIGHT	(a) Not enough power—motor may be weak (more strands required), or propeller too large	Model should gain height and run out power in the air on 20 per cent maximum turns with optimum prop-power balance
TURNS VICIOUSLY TO RIGHT ON FULL TURNS	(a) Too much sidethrust—reduce (b) Excessive fin or fin tab offset—reduce	Rudder or tab offset used should be kept to a minimum. Tilting the tail is a safer method of trimming the glide circle
LOSES HEIGHT AT END OF POWER RUN	(a) Motor weak (b) Underpowered (motor needs more strands) (c) Change of trim with folding prop model	Trim for r.h. climb opening up to straight flight at end of power run
"WAGGLES" on glide (with feathering prop)	(a) Blades not feathering evenly	
HIGH SINKING SPEED	(a) Glide trim not adjusted near enough to stall	

Note: Changes in sidethrust adjustment may also affect glide turn trim with freewheeling propellers

Beaulieu Everglades - Tony Shepherd

Further to the Southern Dragon article, here are a few of photos of Roger and Mo's efforts at Beaulieu during the BMFA 3rd area meeting.

First up, here Roger is launching one of his Southern Dragons with Peter Hall and Roy Vaughn watching on in admiration, or maybe just confusion. Note puddles that we have to endure at this time of year.

Second picture shows the Southern Dragon's landing, oh dear, what a wet one.

Third and last picture shows one of Mo's CLG landings, in a completely different small lagoon, just to prove that Roger's Southern Dragon shouldn't feel picked upon!

Tony Shepherd

Editors Note:
These pictures make me feel guilty as, at the same time of these watery flights, I was sitting in sunshine looking out across the runways of RAF Barkston Heath and thinking up reasons not to continue flying in the Gamage Cup.

RUBBER MOTOR TURNS TABLES

The following tables are calculated to give maximum safe turns on made-up, lubricated and run-in rubber motors in standard quality aero-strip. The figures allow a nominal safety margin of 5 per cent and are based on actual breaking turns tests.

To use the tables, select the appropriate rubber strip size and number of strands. Either calculate maximum turns by multiplying turns per inch figure by *actual* motor length (*i.e.*, not distance between hooks); or read directly from the table if the required motor length is given. Longer motor lengths can be accommodated by addition, e.g., for a 46 **in.** motor length, add turns for a 10 in. motor and a 36 in. motor.

$\frac{1}{4}\times 24$ STRIP MAXIMUM TURNS

	NUMBER OF STRANDS							
	2	4	6	8	10	12	14	16
PER INCH	60	46	36	30	26	24	22	20
MOTOR LENGTH INCHES 10	600	460	360	300	260	240	220	200
20	1,200	900	720	600	520	480	440	400
22	1,320	1,000	790	660	570	530	480	440
24	1,440	1,100	860	720	620	580	520	480
26	1,560	1,200	930	780	670	630	560	520
28	1,680	1,300	1,000	840	725	680	600	560
30	1,800	1,400	1,080	900	780	725	650	600
32	1,920	1,500	1,150	960	830	775	690	640
34	2,040	1,600	1,220	1,020	880	825	735	680
36	2,160	1,700	1,300	1,080	930	875	780	720

$\frac{3}{16}\times 24$ STRIP MAXIMUM TURNS

	NUMBER OF STRANDS										
	2	4	8	10	12	14	16	18	20	22	24
PER INCH	66	49	35	31	29	27	26	24	23	21	20
MOTOR LENGTH INCHES 10	650	500	350	310	290	270	255	240	225	210	200
20	1,300	1,000	700	620	580	540	520	480	450	420	400
22	1,430	1,100	770	680	640	600	570	530	500	460	440
24	1,560	1,200	800	740	700	650	620	580	550	500	480
26	1,700	1,300	910	800	760	700	670	610	600	550	520
28	1,820	1,400	980	870	820	750	720	660	640	590	560
30	1,950	1,500	1,050	930	880	800	780	710	680	630	600
32	2,080	1,600	1,120	990	940	850	830	760	720	670	640
34	2,200	1,700	1,190	1,050	1,000	900	880	820	760	710	680
36	2,350	1,800	1,260	1,120	1,050	950	930	860	800	750	720

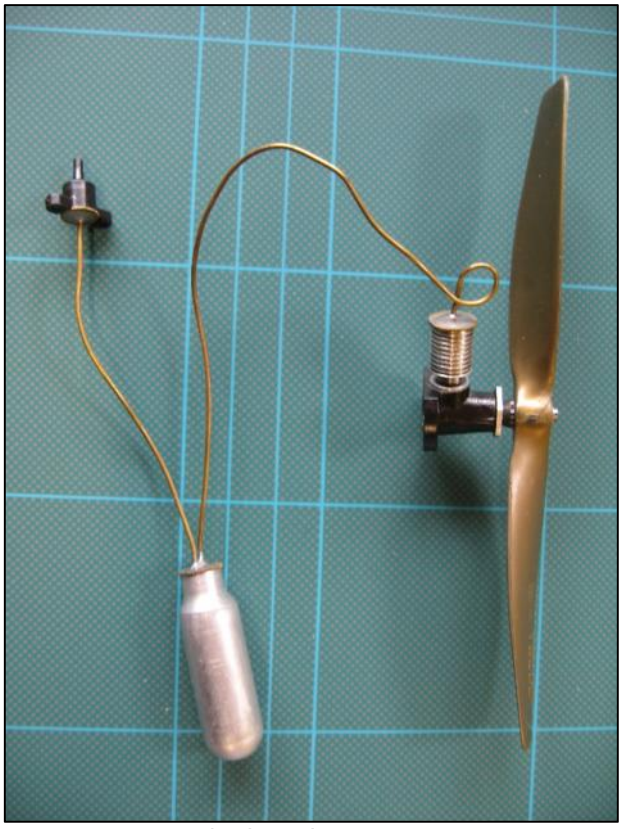
Indoor isn't for Everyone Pt.21 - Nick Peppiatt

Back to CO_2 motors

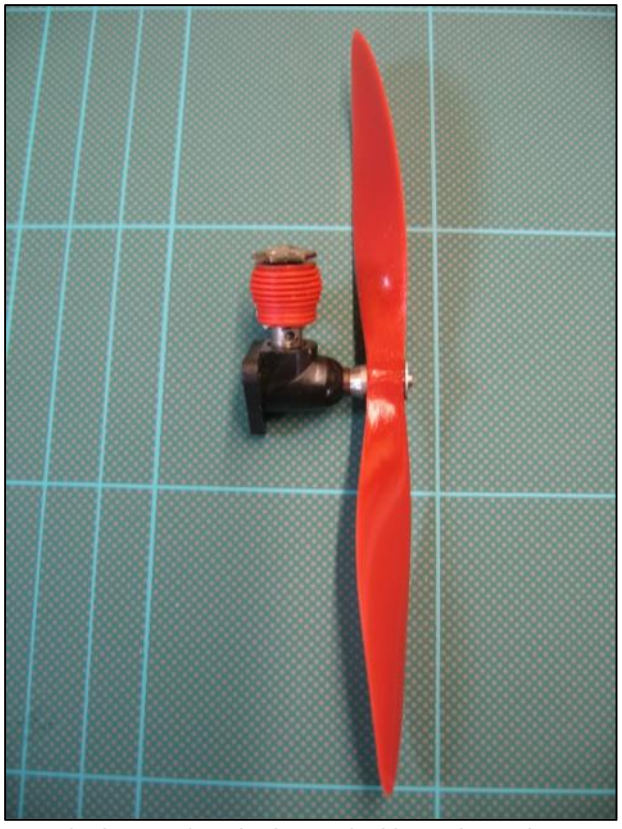
As we have seen, in the 1970s Bill Brown was producing practical CO_2 motors, but they were expensive and difficult to obtain in the UK. However, the interest was such that two British motors were developed for production, which were first marketed around 1976. These were the Telco and the Shark.

Early Telco motor with eccentric bearing speed adjustment and Williams Bros prop, fitted to all sheet 'Moonco'.

Ouragan 0.9 and 3.3cc diesels with eccentric bearing compression adjustment.
I'm not sure whether these are originals or replicas.



Late production Telco Powermax



Shark PMS1 (Humbrol PMS-1) without pipework

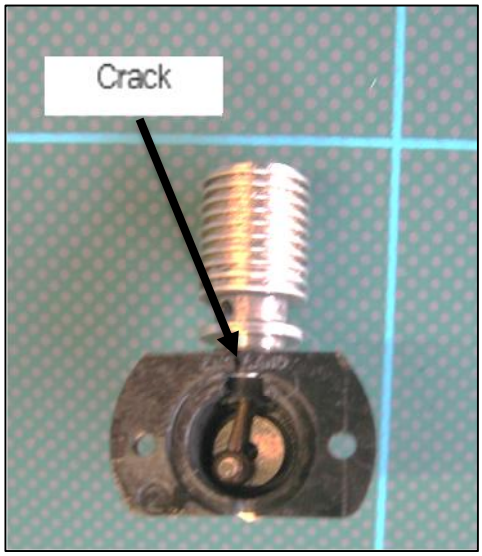
The Telco CO_2 Motor

The Telco motor was developed by a small group of enthusiasts, which included my old friend and mentor Butch Hadland. They worked with Ticket Equipment Ltd of Cirencester to put the motor,

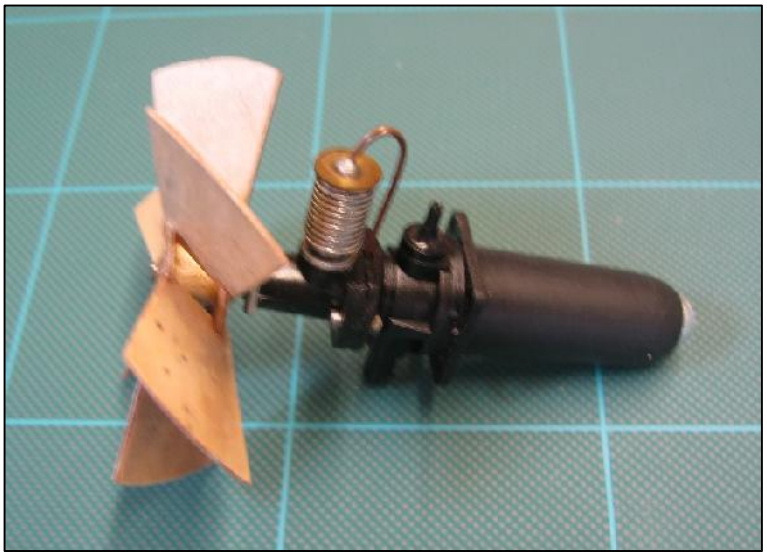
which had a displacement of 60mm^3, into production, hence the Telco name. The main business of this company was the manufacture of ticket vending machines and electronically controlled turnstile equipment.

The problem of twisting the pipework as the cylinder was rotated to adjust the speed was overcome in a novel manner by mounting the crankshaft on an eccentric bearing, in a similar manner to the early French Ouragan diesels. Apparently, this novel speed control adjustment was patented, but I have not been able to track it down. The early Telcos had acetal resin pistons running in steel cylinders and the speed control at the end of the aluminium alloy bearing bush was a disc with a flat. A 10mm aluminium spanner was provided to adjust this, but the use of needle nosed pliers turned out to be more practical. I obtained my first Telco in 1977, and first fitted it in a Curtiss Robin built from Vito Garofalo's Tern Aero kit, which flew very successfully, mostly on the very local football pitches in the evening. Unfortunately, we don't seem to have calm evenings like that now. The Robin met its end when one of the local youngsters decided it was a good idea to cycle into it when it was coming into land. My son, who was coming up to three at the time, wailed 'plane broken it, more flies, more flies'. The motor was then fitted into John Kay's all sheet Moonco (an AeroModeller free plan in May 1978). Although I have not flown this model for many years, the motor still appears to run ok.

Unlike the Brown motors the Telco had a plastic (nylon) crankcase. Recent inspection of a couple of my motors has highlighted a weakness in this component, as a crack has occurred in the thin section between the hole where the back-plate is inserted and the thread for the cylinder. This is also a likely site for a cold weld in the moulding process.



Crack at thin section in Telco crankcase

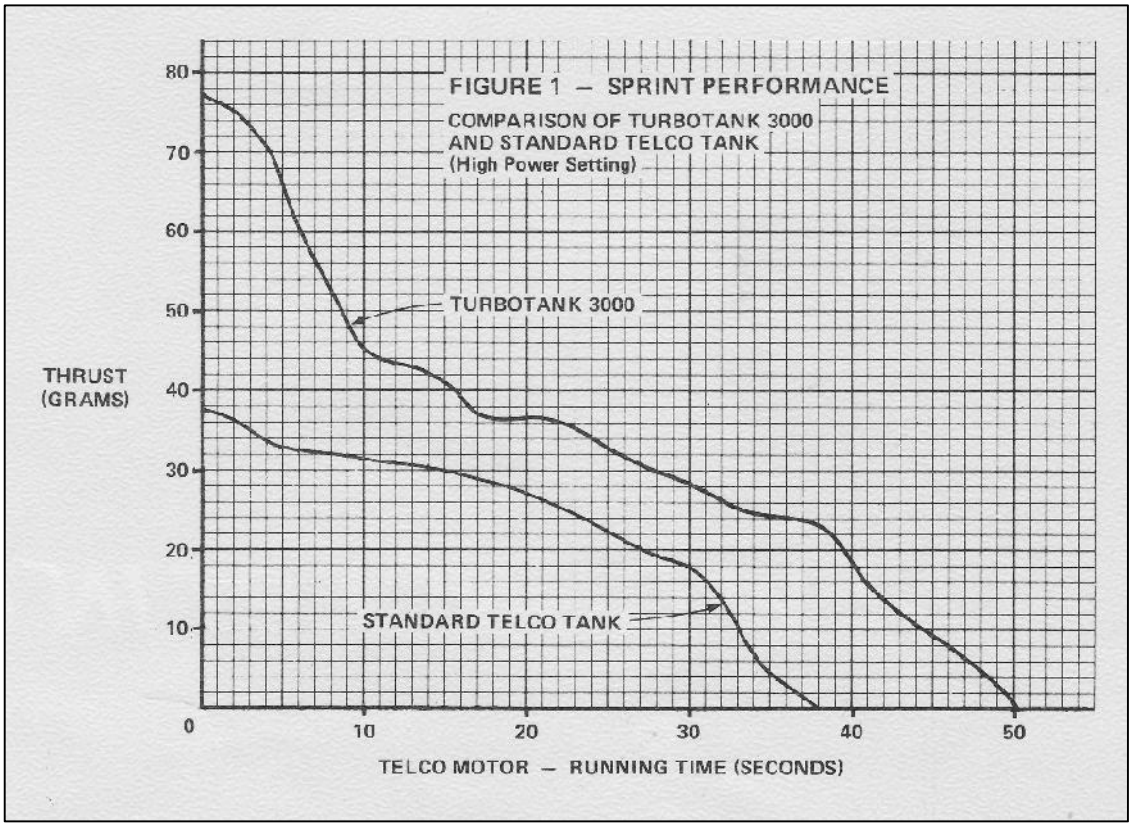


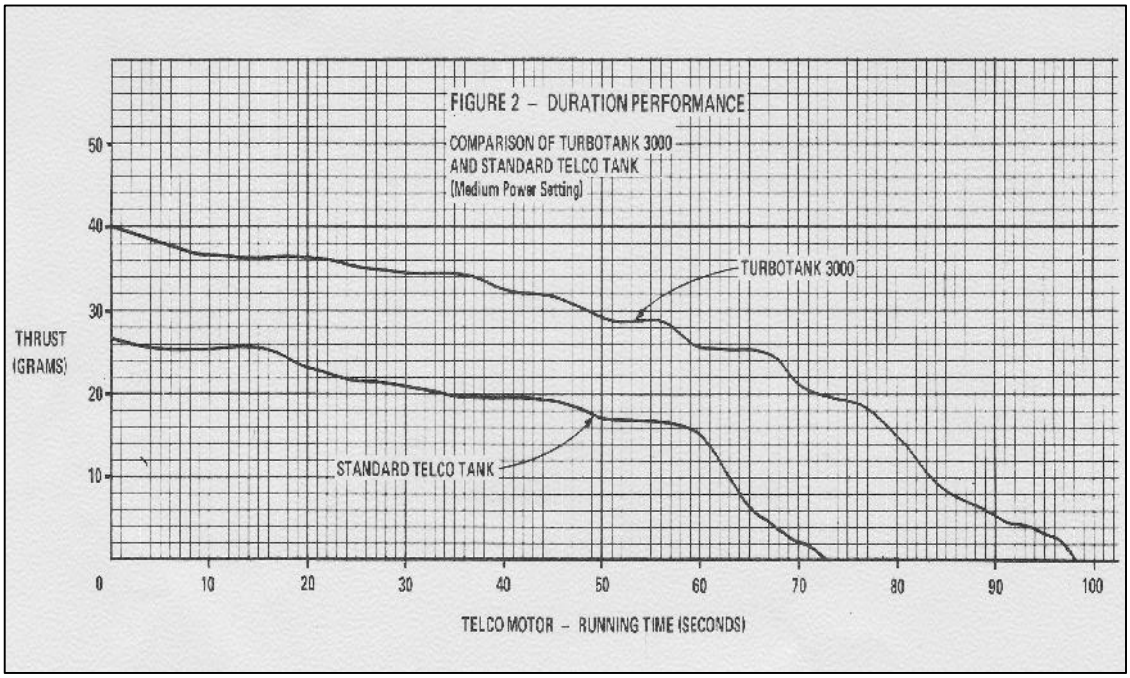
TurboTank 3000 with ducted fan impellor. The early ones had the filler nozzle on the opposite side to the cylinder head.

Production of the Telco continued for several years at Cirencester, then EMI acquired Ticket Equipment Ltd and the manufacture of a specialist aeromodelling item was no longer considered compatible with the company's products. In late 1979 Roy Scott of Micro-Mold set up Telco Systems in order to continue the manufacture of the motor. Notable changes to the design included the introduction of an aluminium cylinder and the use of a hexagon to make the speed adjustment.

Telco Systems carried out a considerable amount of R&D in the early 1980s into means of improving the performance and running consistency of CO_2 motors using the ideas of the inventor John Rilett. One that reached the market was the TurboTank. The idea here was to dry and warm the gas before it reached the motor, thus increasing thrust and duration compared with

that of the standard motor. The manufacturer's graphs, reproduced below, certainly indicated that this was possible over a range of settings.





I fitted one to a ducted fan Mig 15, another AeroModeller free plan. This was designed by Richard Madgin and published in February 1983 I found it difficult to launch correctly and only remember one reasonable flight. Then the weaknesses of the TurboTank became apparent - the O-ring that seals the tank moulding to the mount was forced out of its housing, presumably the result of higher ambient temperatures leading to softening of the plastic and gas pressures increasing. I would be very interested to know whether other readers had a better experience of the Turbotank.


Ducted fan 15" wingspan MiG 15 for Telco Turbotank 3000. The repair to the damage caused by the bursting motor tank can just be seen on the top right of the fuselage. The model was never finished as I could not get it to fly consistently

Roy Scott reported work on further higher power output and longer duration devices using larger capacity motors in an interesting article 'CO_2 Developments' in the August 1981 AeroModeller, but I'm not aware any of these reaching the market place.
The original Telco motor soldiered on with reported improvements throughout the 1980s, but disappeared from the scene around 1990.

Powermax Shark

This CO_2 motor appeared on the market as both the Humbrol PMS-1 and the Harden Associates Powermax Shark PMS1. According to Peter Chinn's Latest Engine News in the April 1977 AeroModeller it was assembled from parts made in Eire and the UK.
The speed of the motor was controlled by screwing the cylinder in or out of the plastic crankcase and no attempt was made to get round the problem of twisting the copper feed pipe in the process. The cylinder was steel and the red plastic fins can only be regarded as cosmetic.
The instructions supplied with the motor were rudimentary compared with those for the Telco and no indication is given of its capacity.
Peter Chinn reports that it had a longer stroke than the Telco, but a similar bore, giving it a displacement of $75mm^3$.
The Shark was also available as a twin and in multi-cylinder versions.
Later, in the 1990s a revamped version of the single cylinder motor appeared as the Overlander Mistral and the crankcase and crankshaft were used in the Aerographics Tornado 69, of which more anon.

References

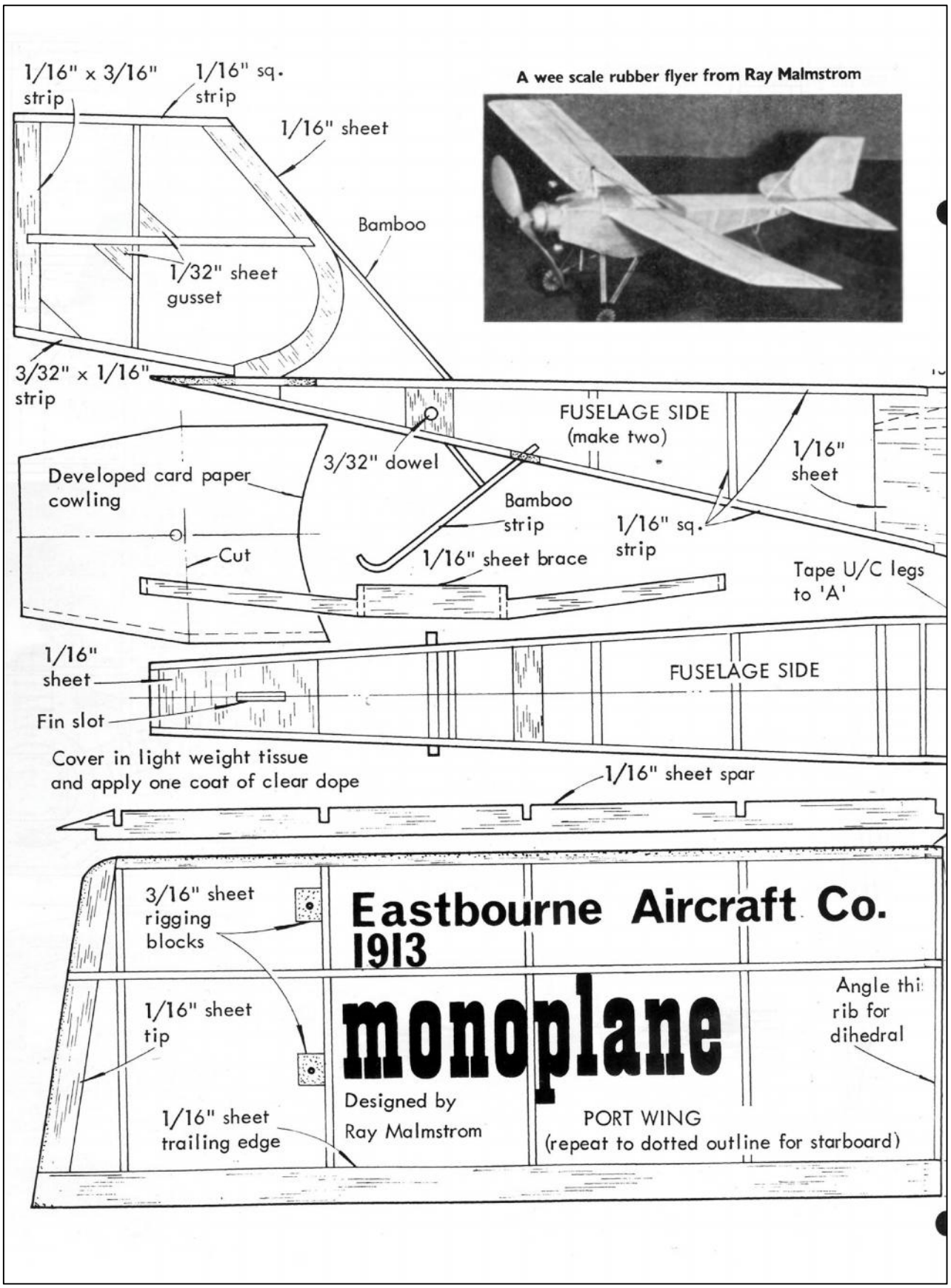
The AeroModeller magazine published many designs and articles during the heyday of CO_2 power. Amongst those I have consulted in the preparation of this article are: -

'Flying Scale Column' by Eric Coates
'Latest Engine News' by Peter Chinn February 1977 (Telco)
'Latest Engine News' by Peter Chinn April 1977 (Shark)
'CO_2 It's a Gas' series by Ian Peacock July 1979 to January 1980
'Engine Test' on the Telco CO_2 by Mike Billinton February 1985
In addition Tony Brookes' 'CO_2 Powered Model Aircraft' is a very useful reference book

Nick Peppiatt

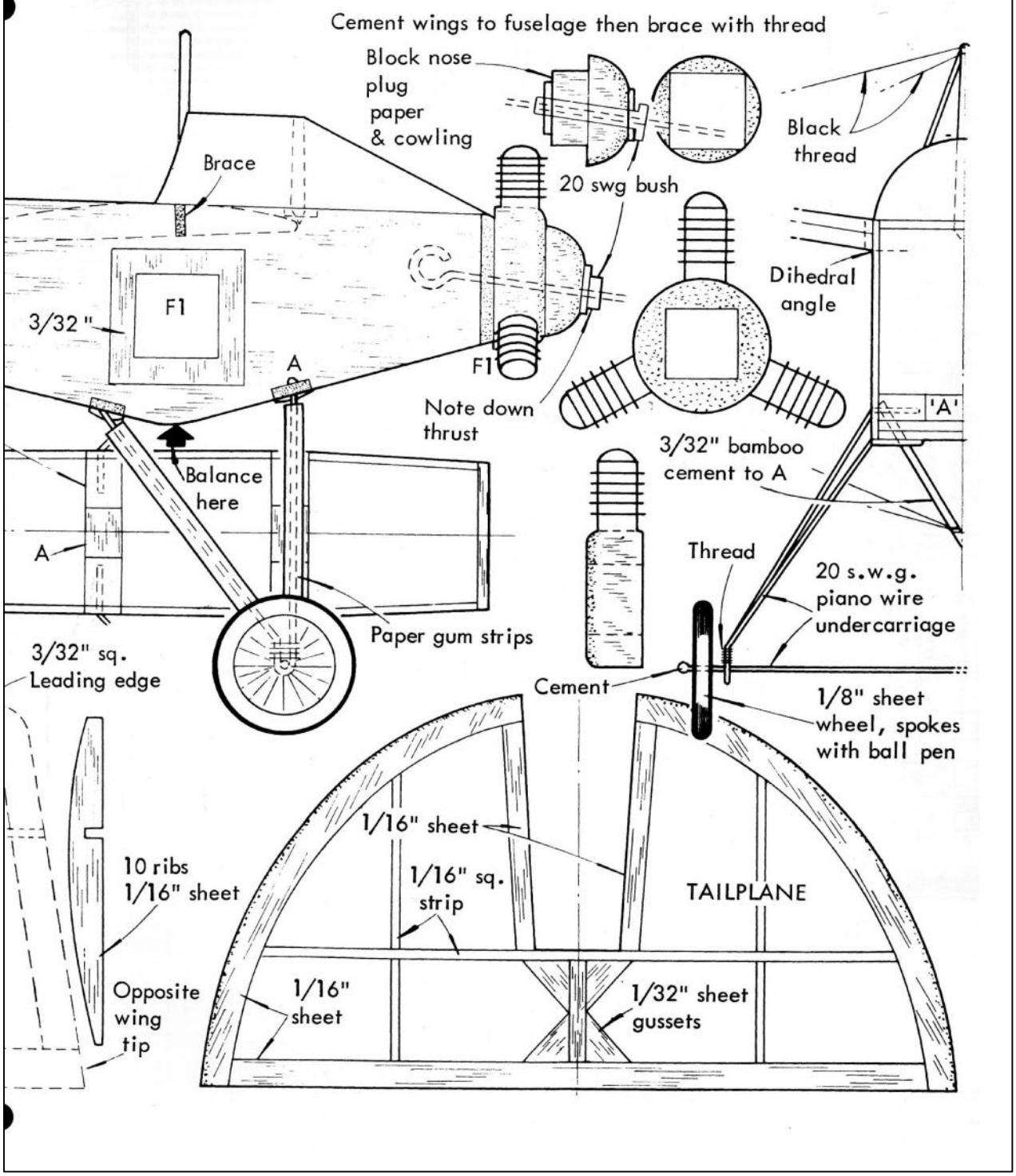
1913 Eastbourne Monoplane - Ray Malmstrom

From the book 'Ray Malmstrom 60 years of IVCMAC' supplied by Chris Strachan



Here's a real vintage aeroplane, and one that despite its obvious suitability as a model flying machine, seems to have escaped the notice of the "scale boys". Way back in 1913 the Eastbourne Aviation Company's Monoplane turned out to be a fine little flyer. It has 29.2ft. span, 21ft. long, and was powered by a 35 h.p. Anzani three-cylinder engine. Our model of the E.A.C. Monoplane is simple and fun to build from these plans. You will get a great thrill from its realistic flight, recalling for you those early "do-or-die" days of aviation. Balance the model carefully, test glide over long grass and then after checking for correct downthrust and adding a wee mite (1/16in. approx.) of offset you'll be ready to go. Maximum turns on lubricated "run-in" rubber are about 650.

"Oh! Mary where's my cap and goggles—I'm aviating this afternoon"



Use 5" dia KK plastic propeller. Motor, 15" loop of 3/16 Rubber well lubricated

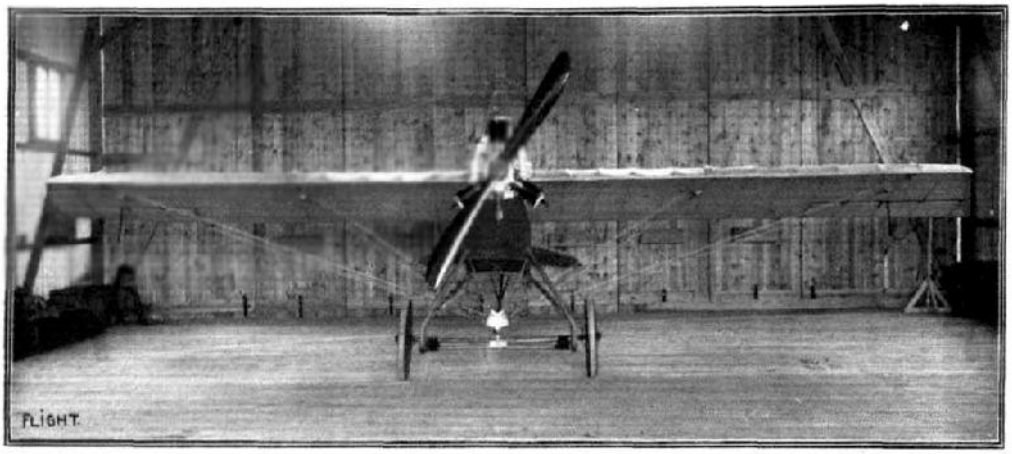
Ray Malmstrom

THE E.A.C. MONOPLANE.

A NEW machine has been added to the list of British built aeroplanes. The monoplane in question has been designed for the Eastbourne Aviation Co., Ltd., by Mr. E. L. Gassler, who has had considerable experience in this direction, besides being a practical engineer and an able pilot, so that, although the machine is an experimental one, it should be fairly certain to give a good account of itself.

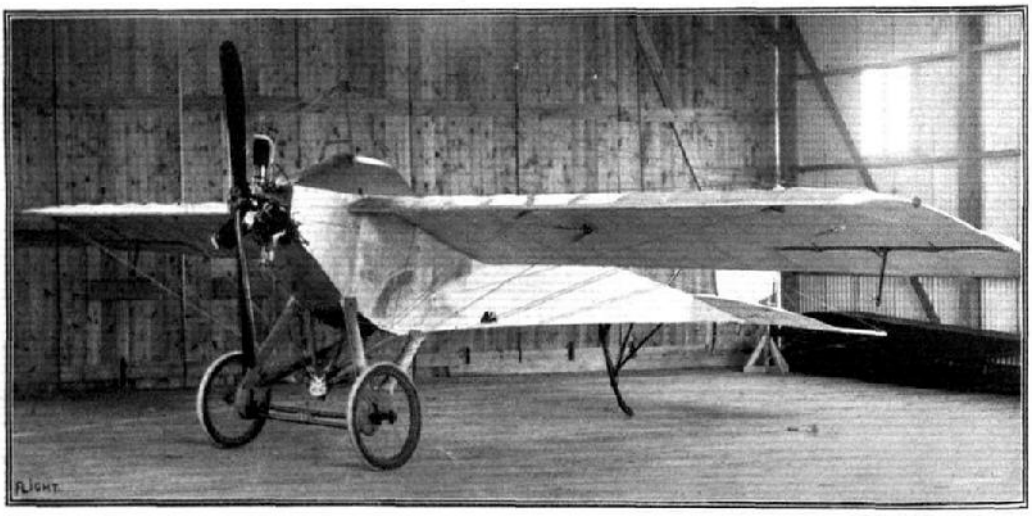
Looking over the machine, one of the features which first attracts attention, is the presence of *ailerons* for the maintenance of lateral stability, instead of the method of wing warping usually adopted for that purpose. At any rate, the system has much to recommend it, as it does away with the twisting strains imposed upon the wings where the wing-warping system is employed.

From the plan view of the machine it will be seen that the two main spars, which are of rectangular section ash, are placed very close together, so that the rear spar is placed about half-way along the chord. This method of construction imparts a certain amount of flexibility to the trailing edge and has, furthermore, the advantage that it allows a compression strut—in this case a very strong steel tube—to be interposed between the upper *longerons* of the fuselage in front of the pilot's seat for the purpose



"Flight" Copyright.

THE E.A.C. MONOPLANE.—Front view.



"Flight" Copyright.

A three-quarter view of the E.A.C. monoplane from the front.

Although this is a departure from what has now come to be almost standard practice as regards monoplane construction, it is a system which works quite well in machines of the biplane type, and there is no apparent reason why it should not be equally successful when applied to monoplanes, especially when, as in this case, the *ailerons* are interconnected, so that when one is depressed the other is elevated a corresponding amount. of resisting any tendency of the wings to bend the *longerons* of the body inwards.

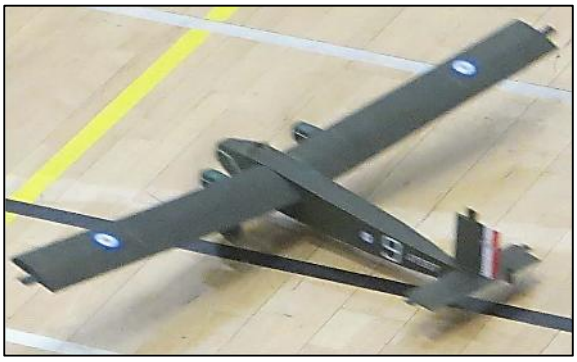
Evenly spaced along the spars—except for the three ribs nearest the root, which are placed closer together than the rest—are the ribs, which have webs of three-ply wood, with top and bottom flanges of spruce and ash, respectively.

Very stout stranded cables, anchored to steel plates,

Indoor Scale Nationals - John Andrews

Rachel and I had a day out spectating at the 2018 Indoor Scale Nationals held at the Wolverhampton University Sports Hall in Walsall. They had an 8-30am start but having been out indoor flying the day before we did not arrive until mid-morning. Having missed the new entrance we made a failed attempt to enter from Magdelane Road as used to be the norm only to have to return to the main road and enter by the new huge cark park gates. The new car parking has made finding a space much easier than it used to be and we managed to park outside the main hall. This made it easy for me as I'm still hobbling about with a walking stick. We entered the hall, paid our £6 spectator fees and proceeded straight up to the viewing balcony, I gave a tour of the pits area a miss due to the knee problem, which means that I have no good pictures of the models as all my pics were taken from the balcony.

Above we see, L to R, Mike Sanderson, Tony Rushby and Ken Bates in the pits area, Tony and Ken were subject to raucous advice from our vocal support group which they sportingly acknowledged each time they took to the floor. The picture on the right shows Mike Sanderson in splendid isolation as he took to the floor for one of his flights, all competition flights are just one man and his model alone, must be a daunting experience for any newcomers.



A competitor stands by the entrance gate awaiting his call from the judges before he moves out onto the flying area.
There will be a red light showing on the judges table and the competitor must wait for the green light before he makes his qualifying flight attempt. An R.O.G. must be made followed by a flight in excess of 10 seconds.
Having achieved this the judges show a green paddle signifying a successful qualifying flight.
The model shown here is, I think, an Auster AOP9 and I am please to report it comfortably achieved its qualifying time, as did most of the entrants.
There were a few failures, the twin engine model on the previous page was one that failed but was unlucky in that it was obviously capable of flight but trim was not quite there and the long wing kept touching down and spoiling the take-off attempts.
There were a few flights that terminated by attempting to exit the hall through the walls, it was a shame to see such works of art spread about at the foot of the wall after a collision but one was never sure if the model was broken or just dissassembled.

A couple more random shots from my perch on the balcony, I've got to give my little Cannon compact camera full marks for effort, these pictures were all taken from something like 50yards distance, the heading picture of the article gives some indication of where I was located.
The final event of the Championships was the 'Air Race' (sorry no pics) where competitors, all flying together, using any rubber powered model, have 10 minutes to do as many circuits as possible around 4 tethered balloons. The event has a Le Mans start then winding and flying and rewinding and flying again and again. It's all hell let loose for ten minutes of frantic flying.
Teams comprise of the flyer and one helper, it's the helpers responsibility to count the completed laps. Any excursion inside the balloon square disqualifies that lap. Towards the end of the race one model burst one of the balloons which was quickly replaced by an official with raised arm.
It was all good fun to watch and I have no idea who may have triumphed as we departed before the result was calculated.
I understand that entries and spectator numbers were down this year, which is a pity as the event deserves support and it is without doubt a good day out for spectators.

John Andrews

Secretary's Notes for May 2018 - Roger Newman

More weather related doom & gloom as the planned meeting on Easter Monday was cancelled due to the appalling weather forecast, which turned out to be the right call. Discussions have yet to be held with Ray Elliott of Croydon to decide if we can find a suitable date to reschedule the event.

However, the weather – if not conditions underfoot, were quite clement for the 3rd Area meeting at Beaulieu. I even managed a bit of sport flying, taking an electric Baby Burd, a Southern Dragon & a Caprice resuscitated after two months in the open last year. The Baby Burd was fine, as it always is & behaving by landing on dry ground; the Southern Dragon had lost its ability to turn under power, having not been flown for many months & headed off in a straight line, fortunately with not too much fuel but did revert to its correct left circle glide pattern when the power cut. Our Chairman had kindly volunteered to retrieve, but had to do so from the wet as it landed in a puddle & the wings had filled with water by the time he reached it! All drained ok & left to dry. The Caprice, which had been dewarped (I thought) veered right on tow but after adjustments showed promise, by which time I had run out of towing puff! Other Crookham members had more success accruing a few Plugge points.

3rd Area flying location – the less flooded part of one of the old runways. The adjacent one had water as far as the eye could see, gently flowing across the old peritrack.

Peter Jellis's combined rubber model afloat

Roy Vaughn on "dry" land awaiting the signal from Peter Hall to launch the Sunnavind

Next up is the 4th Area meet on 20th May & hopefully between now & then, a few days for some sport flying.

Combined Croydon Wakefield Day & SAM 1066 Day

As may be recalled, atrocious weather caused the cancellation of our joint Easter Monday meeting. Having now talked with Ray, we looked at combining the events with existing dates on the calendar, but in the end decided to keep a separate day & reschedule it for Saturday 28th July, as that day doesn't clash with any other event. The program will remain the same as originally set out, so put the date in your diary with the expectation of a hot July day!

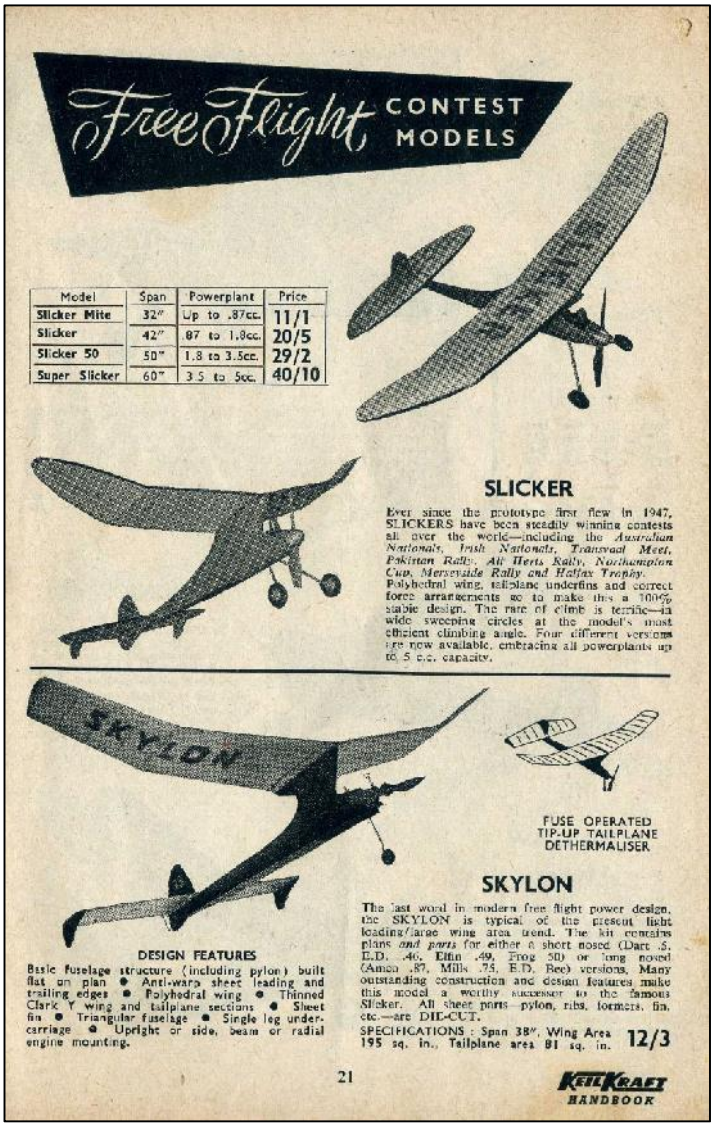
A kit or not a kit?

Your Chairman & I had a recent email debate about the Keil Kraft Super Slicker (the 60" span version) – as to whether it had been kitted or not. Roy (Tiller) produced evidence from a Keil Kraft Catalogue as below:

"Hi Roger,
I looked first at KeilKraft handbooks of which we have only partial set with the following result.
1949 Handbook, Slicker Mite, Slicker, Slicker 50 and Super Slicker all offered as kits.
1955 Handbook All the same.
1961 Handbook Slicker Mite, Slicker and Slicker 50 only.
1971 Handbook No Slickers.
Next I looked at KeilKraft adverts in Aeromodeller. The last Slickers mentioned was in August 1959 which mentioned Slicker Mite, Slicker and Slicker 50 only.
Nowhere did I find any mention in the Handbooks or adverts of the City Slicker.
Cannot prove a negative of course but if it was kitted it did not appear to be advertised.
Best wishes - Roy"

Finally Pete Shelton provided incontrovertible proof in that he had bought a Super Slicker kit way back. It certainly didn't have a long life, having been introduced in 1949 & disappeared by the mid 1950's. Next question in my mind is - did the City Slicker / Southerner Major (84" span versions) ever get kitted by Keil Kraft? We have a Ben Buckle version of the City Slicker plan in the DBHL library. So far nothing has been unearthed that indicates they were kitted by KK so were the plans a redraw by Ben Buckle & therefore not genuine Keil Kraft models? Dennis Underwood has a theory that both may have been kitted but only provided to places like South Africa & Australia. Was this the case? All answers on a postcard to the Editor. I have, tucked under the workbench, a Ben Buckle Slicker Mite kit & an original Keil Kraft Slicker 50 kit, plus hanging in the garage an electric powered Slicker Mite fitted with an Alan Bond timer that flies very sedately on balmy summer days. Doubtful if either of the kits will ever get built!

Interestingly Pete dug out one of his old Keil Kraft catalogues which had a half page ad for Slickers. The other half was for the Skylon, which was my very first power model, built when I was 13 & powered by a second hand Mills 0.75. Memory tells me that it flew well but never on full power & survived until I was 16, at which point I left home for an apprenticeship far away & never saw any of my childhood modelling paraphernalia again – my parents having decided that as I had left home, they could dispose of what was left behind!



More from Italy

Following on from last month, an enquiry was made of Gianni in Rome regarding the M14 flying wing glider. Within days, back came an answer via Pino Carbini (SAM2001 Sec) that the designer was still around – in his late '80s & yes, a copy of the plan could be forthcoming. It duly arrived in digital form & hence appears as the glider plan for the month & is on the build list for next winter. At 1.76 meters span, it should be alright! So many thanks to my friends in Italy.

Note the upturned outer ribs in place of the usual reflexed ones. The plan calls for lots of spruce but it will probably be replaced by balsa of a somewhat larger dimension in various places. The plan will also be added to our library.

Going back in time, we are somewhere in Italy and the year is 1933 - to quote: "*The renowned photographer Robert Doisneau has immortalised this distinguished grandfather who launches his rubber powered model in front of an elegant and disbelieving signora.*" Taken from a Fiat booklet celebrating 50 years of Italian aeromodelling. Seems the world hasn't moved too much in that the aeromodelling fraternity was & is of a "distinguished age"!

Moving on – a control line demonstration in 1953, given to an enthralled crowd in piazza Rosmini, in the heart of the city of Rovereta (southern edge of the Italian Alps). Can you imagine the hoops that would need to be jumped through if this were suggested nowadays?

Ramblings

Motivation for building remains quite low – both the Aquarius & the electric Orion are so near completion, but other things keep cropping up that prevent (or give me an excuse) for actual finishing. For example, Pete Shelton recently acquired a "good as new" Modela CO2 motor from Flitehook & a root through plans indicated (to me) that he could build a half size Wedgy for it – from the April 1987 Aeromodeller free plan. That reminded me of a long forgotten CO2 powered Tomboy, given to me some 12 years ago by David Baker – never flown as I have neither the kit nor the knowledge on CO2 powered objects. Another root round the garage loft eventually unearthed it & the fuselage was handed over to Pete, who identified the motor as a Gasparin G300? – not only that, he managed to coax it into life & reports that it works fine. A few tissue repairs are needed on the flying surfaces & then a calm day at Beaulieu to see it take to the air. Photo (coming with Beaulieu report)

The final indoor meeting of the winter was held at Totton & generated a good attendance, culminating in Dave Etherton persuading everyone to parade for a group photo.

A goodly collection of distinguished elderly folk having fun

Nice Lacey M10 from Dave Etherton

A careful launch by Bryan Stichbury of his Andreason BA -4B

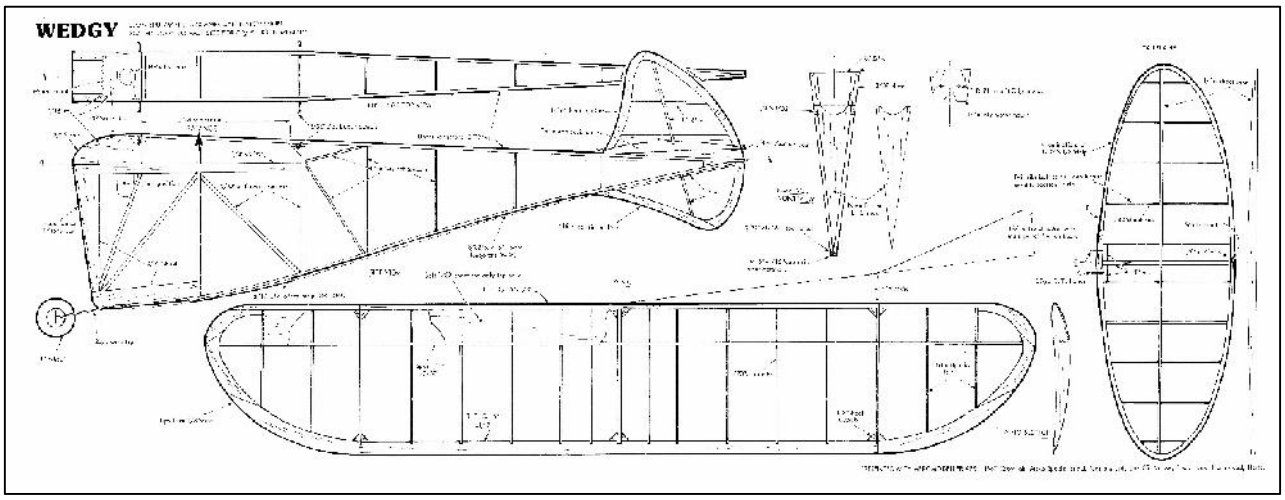
Beaulieu, where Finally, the weather turned to be kind on Friday (20th April) – enough to visit indeed it was hot & sunny. Four of us gathered, Tony Shepherd to a bit of trimming & checking of his E30 fleet, Ted Horsey with his collection of HLG/CLG models & Ken Brown exercising his Cloud Tramps in anticipation of the August annual mass launch plus me with Wedgy, Baby Burd, Linnet & John Taylor's old Mills 75 powered waterplane. A good time was had by all, with only two dog walkers passing by during the time we were there.

Tony performing an E30 tune-up

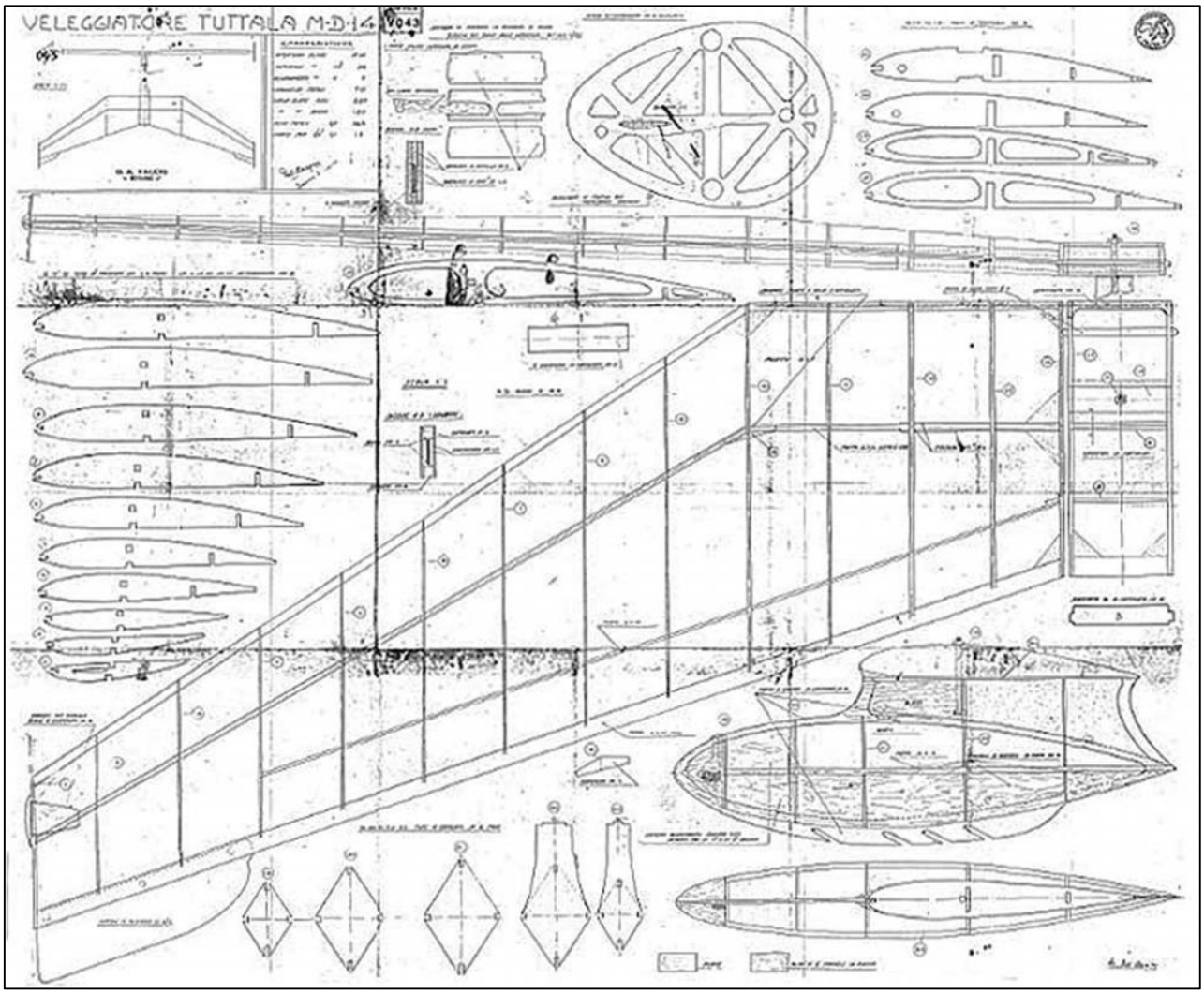
Roger Newman

Plans for the Month - Roger Newman

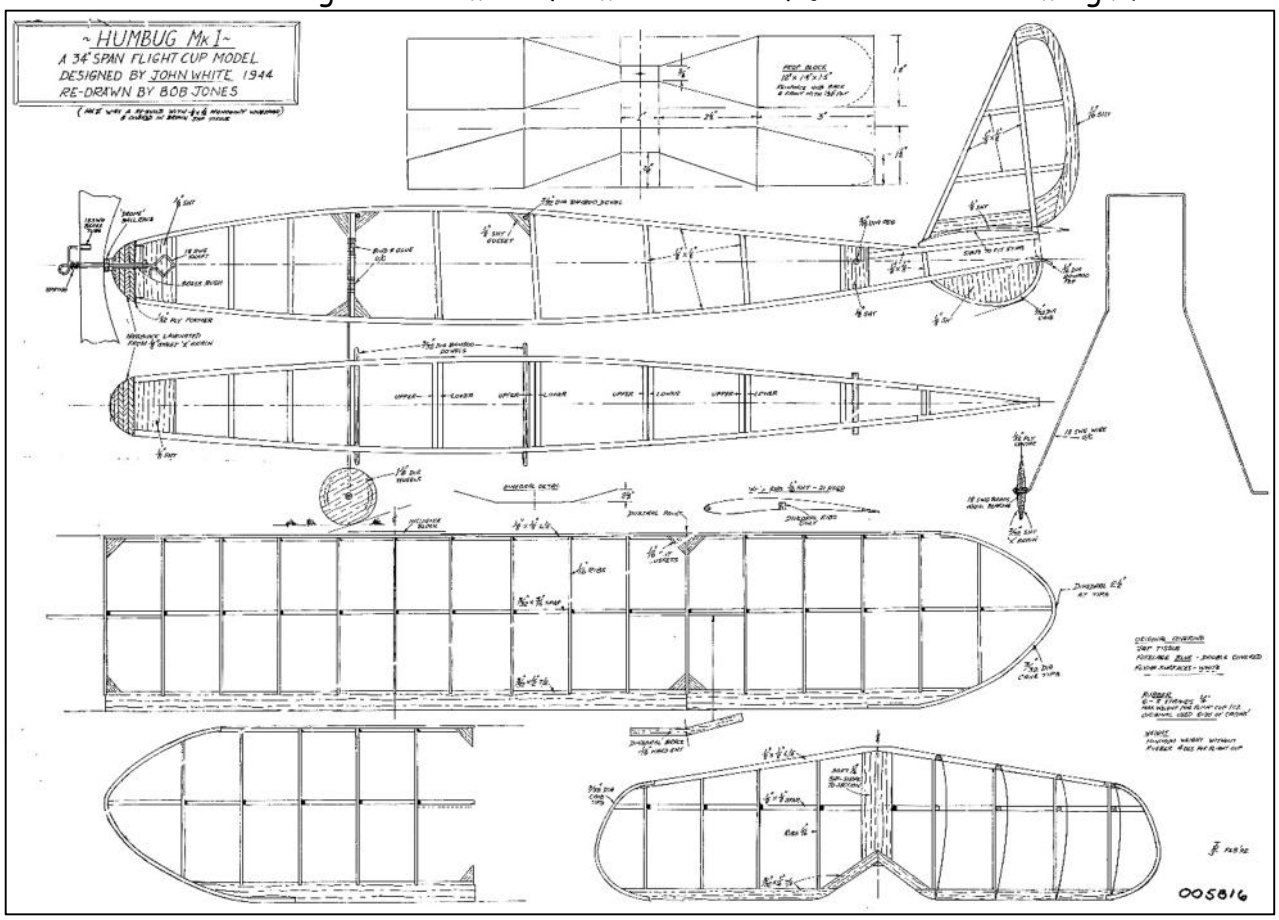
Power: how about the half size CO2 powered Wedgy



Glider: is of course the Italian flying wing M-D-14



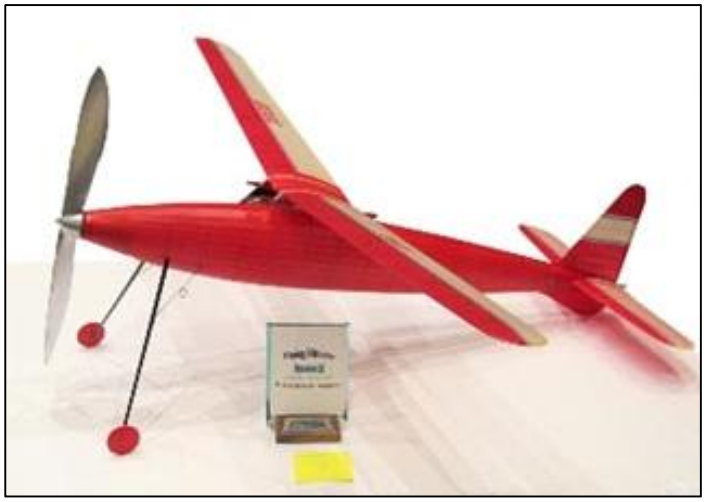
Rubber: a vintage rubber model from the stable of John White – Humbug Mk1



Flying Minutes Kit - Martin Dilly

Gents,

One of the items in the effects of the late Mike Beach was a complete **1946 Flying Minutes kit by Halfax;** the aim is to put it on E-Bay to raise funds for the BMFA Centre at Buckminster but I thought it might be a good idea to let your members have some advance notice. If you could mention this in your August (or, indeed, May…) journals that would be appreciated.



I suspect something like this could be worth fairly serious money.

If any SAM members or others have an idea of a suitable reserve price, that would be helpful too.

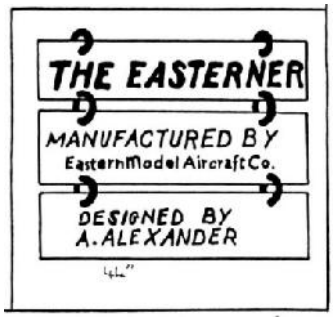
Regards,

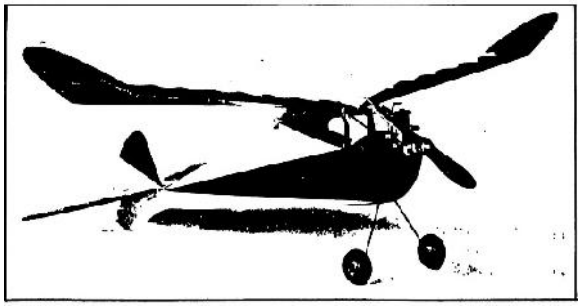
Martin Dilly

Report No. 87. East is East & Performance Kits.

Last month I asked about the "Eastern Model Airplane Co" and "Eastern Model Aircraft Co". Pete Carter telephoned to say that during the 1960/70's he was flying Dan Air to Hong Kong with some spare time in stopovers. He explored the local model shops, in particular the Eastern Model Airplane Co shop in Nathan Road, Kowloon, Hong Kong, where he could buy Japanese model engines at a very good price. Pete did not particularly look at kits so cannot say if the shop had its own brand, but even so I think we can say with a fair degree of certainty that the Eastern Model Airplane Co. kits came from Hong Kong.

The only response concerning the Easterner plan from Eastern Model Aircraft Co. was to advise that my assumption that "Co" suggested that the plan was not from U.S.A. was flawed. At the time we are probably concerned with "Co" was used in U.S.A. so the Easterner could well be from an Eastern State U.S.A. Does that stir any memories?





Now to Performance Kits, the mention of which, last month, resulted in several responses with information and some seeking plans. Thanks to Simon Rogers, John Andrews and Stephen Edwards. Below are extracts from their e-mails, also from an obituary in Model Engineer and Ramon Alban's reflection on the foundation of SAM35.

"I feel pretty sure that at one time Pete was a member of the Coventry MAC. John Bickerstaffe and myself were asked to judge the C/L Aerobatic contest at the Coventry club's championships. (Those were the days, club championships, our club Rugby also ran them.) There were only two entrants, Pete Fisher and Harry Gilks, Harry won as we docked 25 points from Pete for a broken pattern (he had to refuel half way through). His model was a typical design of his, I always said his designs all looked as though they had been hit on the top with a flat iron."

"The first time I went to Old Warden was 50 plus years ago and the event was a Performance Kits rally. My father and I were particularly impressed by Peter Fisher who arrived, if memory serves, in a Maserati. He was immaculately dressed in sports jacket and tie with a pipe permanently in his mouth. It was a brilliant day and contrasts with the restrictions that we have today. Inspired by the day I built a Performance Kits Kingfisher which was a pretty 30" rubber model which flew beautifully."

"Again, I'm sorry to have to begin this column by announcing the passing on April 13, 2005, of another aeromodelling pioneer: Ocean Francis William Fisher, or 'Peter' to those who knew him. O. F. W. Fisher will probably be more familiar to those of us who grew up on a diet of *Aeromodeller* magazine through his company, *Performance Kits*. To me, all his designs had a distinctive flavor that identified their designer. Motor Boy David Owen met and stayed with Peter on one visit to the UK, recalling a most pleasant bloke and a "freezing bloody night" spent sleeping in his clothes at the rather bleak Onchan Castle."

"Now it is Easter, and the "Buzzard" is almost fledged, but with an unresolved problem, about which no amount of recalled memory could decide. Yet help was to hand! On the side of the box

was the name, address and phone number of the purveyor who had his premises only three miles from my own home. A single telephone call resulted in resolution of the immediate problem and a solution to another, as yet un-asked. Where to fly? The voice on the other end of the telephone was the great Peter Fisher, who told me that his local flying field was Biggleswade Common."
I hope that these quotes from e-mails etc., give you a feel for the man.

61 FOUR POUNDS AVENUE, COVENTRY

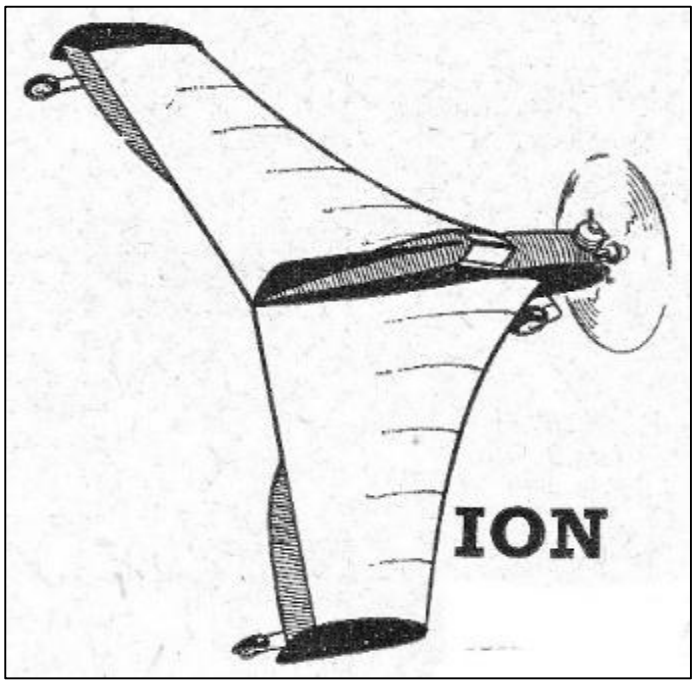
PERFORMANCE KITS *Announce...*

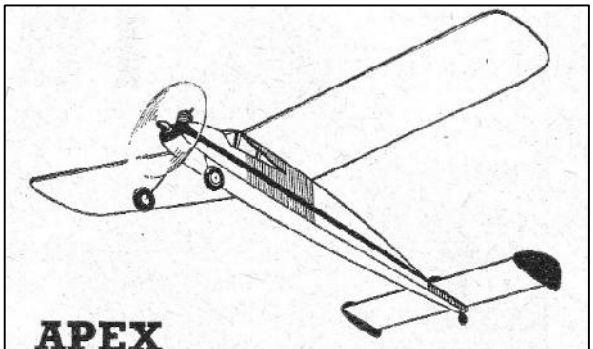
SHORTLY AVAILABLE. Entirely new range of model aircraft and radio-control kits of advanced design. Thoroughly flight tested. Simple construction.

Finest materials only, including "Solarbo," coloured "Modelspan" and feather weight Sorbo and duralumin wheels by "Roadway." Available in the following order:—

"APEX"	42 in. span low aspect ratio, F/F, R/C, PAA or Clipper Cargo Kit designed for 0.75-1.5 c.c. engines. Especially suited to the Frog 1.49 c.c.
"ION"	34 in. span F/F crescent flying wing. Prototypes hold four national records. Designed for 0.46-0.8 c.c. engines. Ideally suited to the new Frog "80."
"ECLIPSE"	A twin-engined fully stuntable C/L kit, developed over nine years. Extremely stable on either engine. Suitable for engines of 1-3.5 c.c. capacity.

Now to his model aircraft designs in date sequence as they appeared in advertisements or articles in the aeromodelling press. When I say "as they appeared" that is just those that I found, if you know of something earlier or different, please advise.
The first advert found was in Model Aircraft June 1957, this gave an address of 61 Four Pounds Avenue, Coventry and offered, as "shortly available", the Apex 42" span power model for F/F, RC, PAA or Clipper Cargo using engines up to 1.5cc, the Ion 34" span F/F flying wing for engines up to 0.8cc and the Eclipse 41" span C/L Stunt model for two engines from 1cc – 3½cc each.
Wow, what an intro. No prices or pictures/sketches were shown but here are sketches and prices from later advertisements.



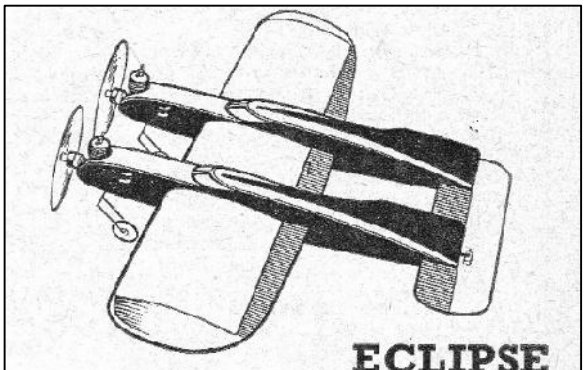


APEX

42-in. Span low aspect ratio model. Specially strengthened for single channel radio control, or free flight with 0.75—1.5 c.c. engines. Kit features two colour tissues, 2-in. sponge wheels, and pre-cut ribs, fins, etc. **Price including P.T. 33/–**

ION

34-in. Span flying wing, whose prototypes hold four National and R.A.F. records, and have won the All Britain Rally three times. Designed for 0.46—0.8 c.c. engines. Kit features coloured tissue, pre-cut endplates and elevons and three 1½-in. sponge wheels. **Price including P.T. 30/–.**



ECLIPSE

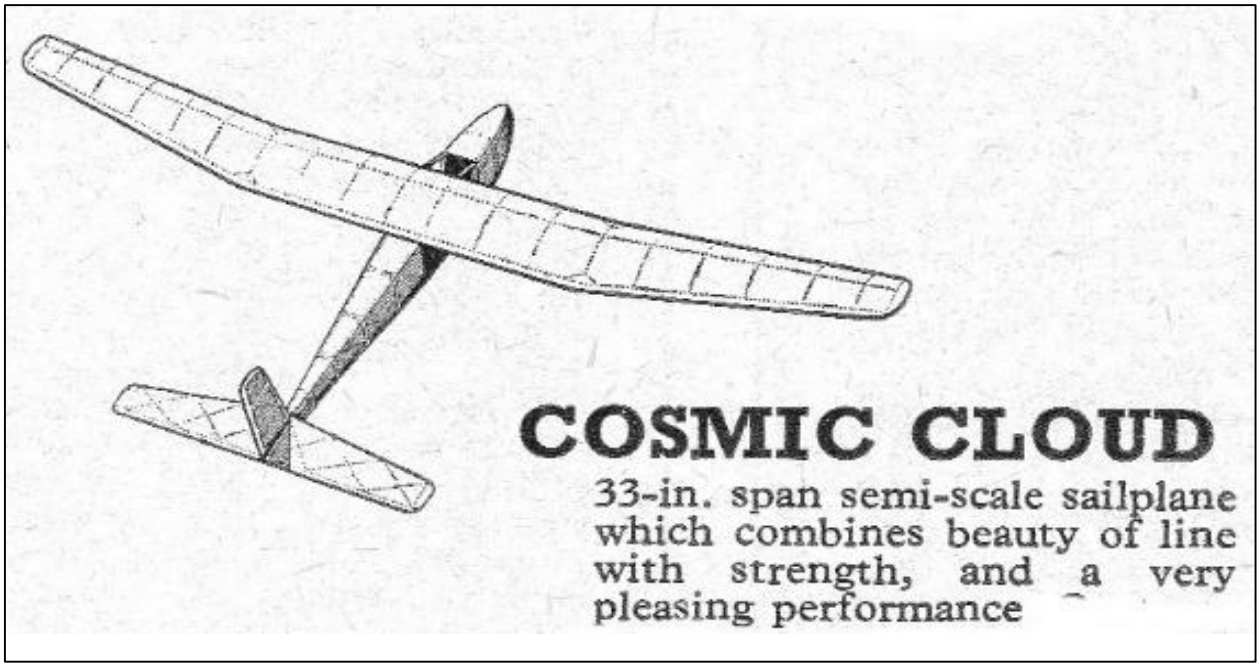
41-in. span twin engined fully stuntable model developed over nine years. Extremely stable on either engine. Suitable for engines of 1–3·5 c.c. Plan and instruction book only. **Price 7/10.**

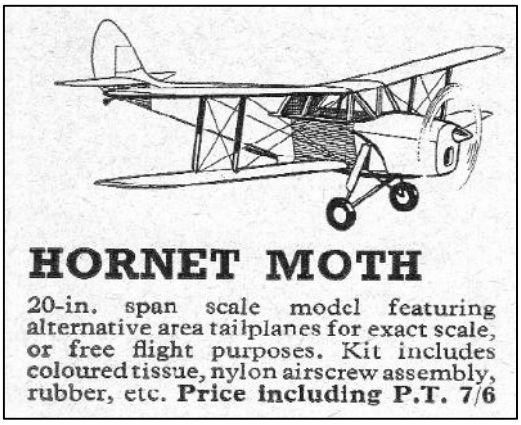
Aeromodeller reviewed these kits in the issue of November 1957 and, whilst praising the quality of the materials, were rather critical of spellings and sketches. Perhaps they were justified or were they just miffed that Performance Kits chose Model Aircraft for the first advert?

The Performance Kits advert in Aeromodeller July 1958 added a rubber powered scale model and a semi scale sailplane to the range.

Plans for all these models are available from Derick Scott with just one exception. No source is known for a plan of the Cosmic Cloud, please get in touch if you have a plan or know where to obtain one.

Quality in contents is obviously the ideal of a new firm, **Performance Kits,** of 61 Four Pounds Avenue, Coventry. Good boxing, top grade wood, clear plans (if a trifle amusing with mis-spellings), completeness extending to provision of Roadway wheels and die-cut parts and multi-purpose designs are the keynotes of their first two, the *Apex* and *Ion*. We cannot agree, however, that the manufacturers have chosen the most flattering views of these designs to illustrate the finished model in advertisements or on the box label.





More of Performance Kits next month.
Your feedback or input would be appreciated.

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

Roy Tiller

Aeromodeller Departed: Ray Monks

We have lost another iconic aeromodeller.

Sadly I am writing to inform you of the passing of Birmingham's Ray Monks, in the early hours of 25th March, after a short illness. I'm sure that many SAM members will have known Ray for many years.

Gavin Manion writes:

There must be many out there in the wider aero-modelling world as well as those in the UK who knew, or at least knew of, the legendary free flight exponent Ray Monks. Ray died recently aged 90 after a short illness, he was independent, savvy, and blessed with an excellent memory right to the end. He flew competitively in the 1940's and in the successive 6 decades until the mid 2000's. An amazing record which uniquely included representing Great Britain at world championship level in F1A, B, C and D. Truly one of the UK's and the world's greatest freeflight competitors.

Editor:

I knew Ray through his association with John Bickerstaffe, my aeromodelling mate, and I met him on the flying fields on many occasions, also at one or two B'ham club gastronominic nights out. He was the only man who ever addressed me as Ginger, or Ginge to be more precise, I doubt he actually knew my name but I count him as a friend.

I think the picture above aptly illustrates the versatility of this aeromodelling giant.

He will be sorely missed.

R. I. P.

Salisbury Plain Area 8. 2018.

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

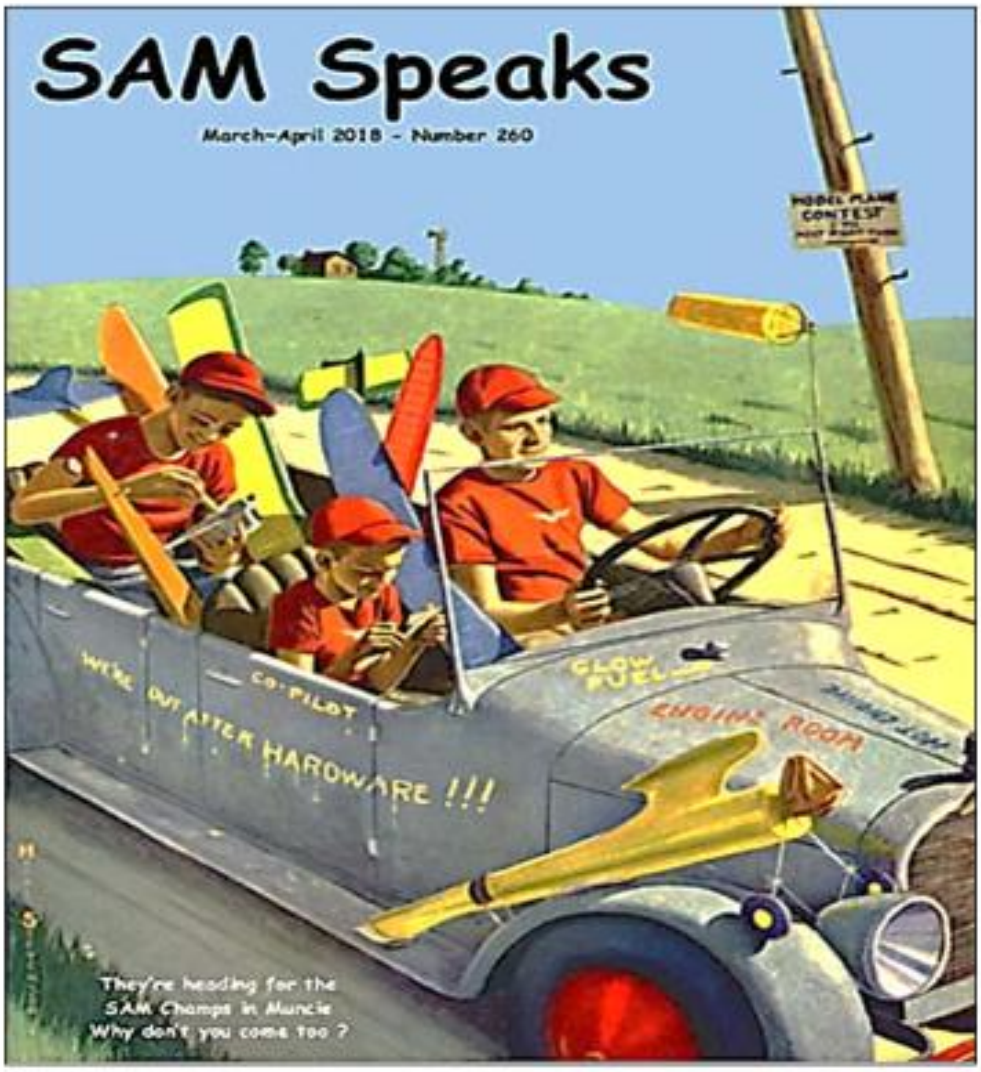
The permit is for sport flying/trimming only. Anyone entering a contest will be required to pay a 'field access fee' of £5/day, whether they have an annual permit or not. The exceptions to this are those BMFA Centralised contests, plus the Stonehenge/Equinox Cups, for which the contest entry fee, or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

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

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

SAM Speaks USA.

This bi monthly emagazine can be obtained from the
Society of Antique Modellers. Web site http://www.antiquemodeler.org/
for the modest cost of $30 pa.
Quite a few UK people already belong, but a few more might help our Parent Body!



CROYDON WAKEFIELD DAY

28th July2018 (Saturday)

Salisbury Plain Area 8.

F1B (in rounds), - 8oz Wake, - 4oz Wake,
Marcus Lightweights
(RAFF V, Bazooka, Dinah-Mite, Supa Dupa).

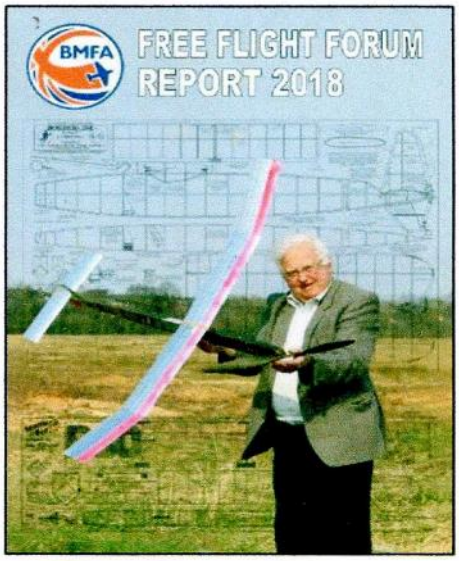
Start 10am. Free entry although site fee still has to be paid.
Contact Ray Elliott
Tel: 020 8997 7745, e-mail: ray.elliott8@btinternet.com

The New 2018 Free Flight Forum Report

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

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

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



Be the envy of your friends, get yours now.

Copies are available from :
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Kent,
BR4 OQW

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

F1G and Vintage Coupe Contests 2017-18

Compiled by Gavin Manion

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

*Qualifying event Southern Coupe League. + Qualifying event Eurochallenge F1G 2017/18
All five Vintage events for SAM1066 Trophy, 1st – 3points, 2nd – 2pts, 3rd – 1pt; no points for last place!

SAM 35
FREE FLIGHT CALENDAR, 2018

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

Postal Contests:

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

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

Area Postals

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

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

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

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

At the Free Flight Nationals:

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

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

At Old Warden:

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

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

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

At Buckminster:

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

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

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

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

between July 1st 2017 and June 30th 2018 inclusive

For full details see:

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

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

Events

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

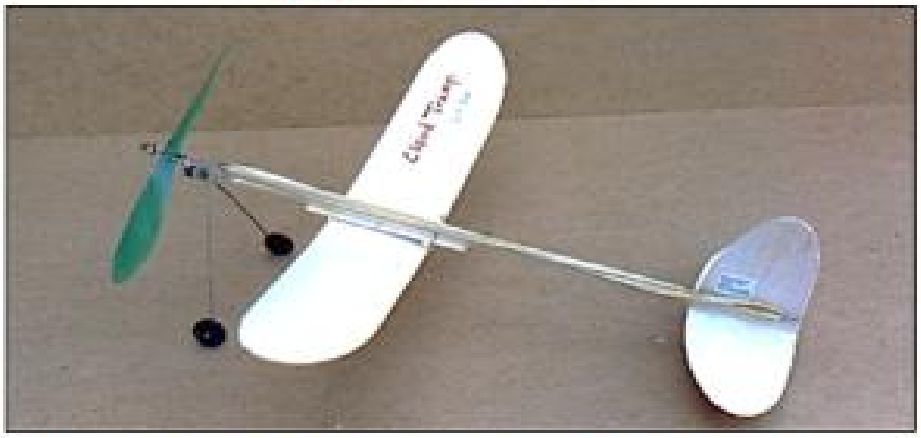
Dimescale – Any type, any period, 16" maximum wingspan, no scale or bonus points. Total highest three of six flights for score.

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

GRANT MIMLOCT 2018

or

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



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

Saturday, August 4, 2018.

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

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

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

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

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

Cocklebarrow Farm Vintage R/C Events

Meeting dates

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

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

Directions

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

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

R/C Events at Wallop

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

We will be sharing the airfield with other disciplines

Radio Frequency will be 2.4 gig only , no exceptions

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

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

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

DIG OUT THAT DIXIELANDER & PUT A SIMPLE RADIO IN IT

L'AQUILONE SAM 2001

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

We wish to present this competition to all the lovers of this nice model with the only aim of having fun in a postal contest which is organized to provide some fun flying together or at the same time as are all postal contests.
The Tomboy Rally wants to prove the performance of this model along with the ability of the builder and pilot, without reaching the peak agonism of usual contests and only wishing to fly the model having fun in a relaxed manner. After having carried out some tests we have decided to admit the use of i.c. engines and electric motors trying to reduce the gap between them.
Model - The 36" or 44" wing span (as per plan Aeromodeller) and 48" (as per Boddington plan or 36 "scaled up) models are admitted;

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

Engine/motors
I.C. engines and electric motors are admitted within the following limits:
36"-44" Wingspan - I.C. Engines:
Any engine with 1 cc. maximum displacement; - Fuel tank : 3 cc. - R/C carburettor is admitted.
Electric Motors: - Any electric motor is admitted with direct drive - The motor cannot be stopped and re-started: the motor must run continually without interruptions till the end of the battery charge or competitor's decision; - no folding prop is admitted; if a folding prop is used the blades must be held open.
freely assembled admitted batteries: - -450 Mah 2 cell LiPo - separate battery pack for Rx is allowed
48" Wingspan - I.C. Engines:
Any engine with 2, 5 cc. maximum displacement; - Fuel tank : 6 cc. - R/C carburettor is admitted.
Electric Motors: - Any electric motor is admitted with direct drive - The motor cannot be stopped and re-started: the motor must run continually without interruptions till the end of the battery charge or competitor's decision; - no folding prop is admitted; if a folding prop is used the blades must be held open;
freely assembled admitted batteries: - -500 Mah 3 cell LiPo - separate battery pack for Rx is allowed.

Flights and results
Each competitor may fly as many flights as wished during the admitted period but only the best flight will be considered for the final result. - Hand launches are admitted. - The flight time start when the model is released or takes off. The flight time ends when the model lands or hits a fixed obstacle. In case the model flies out of sight, the timekeeper will time for 10 seconds after losing sight of the model. Timing will continue if model is seen again or stopped after 10" deducting this time from the total time of the flight.
Awards: - A diploma for all competitors and prizes for the first three in each version rank. Special prize for best flight in float version.
Results: - Results, address, photos and technical specification about model must be forwarded to the Organization by the 15th June 2018 - to Curzio Santoni cusanton@tin.it - or - to Gianfranco Lusso gfl@orange.fr
Many pleasant flights and happy landings to ALL !!!!
Special Prize Vic Smeed - An extra Diploma will be awarded to the best flight by Tomboy floatplane version (36",44" or 48") taking off from water. The Editor will send to the winner a Diploma signed by SAM 2001 President and a bottle of special Italian Wine to drink to Vic Smeed! - Good ROW and flight.
Special Prize David Baker
We have scheduled a special prize for the three best flights obtained with 36" Tomboy Free/Flight. Only diesel engines max 0.75 c.c. shall be used. The other rules are the same for 36" or 44" wingspan type. It is possible to use an R/C Tomboy, however, being this a free-flight contest, the time must be stopped when transmitter is used, since the aircraft model should fly freely from any control from the ground.

Good thermals

DREAMING SPIRES FREE-FLIGHT RALLY 2018

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

VENUE:— PORT MEADOW, Wolvercote, OXFORD

CLASSES:—

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

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

HLG/CATAPULT (comb.) 7 FLIGHTS

All towlines 50 metres

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

ALL FLIERS MUST BE INSURED.

No streamers on poles, thermistors, bubbles etc.

NO i/c powered models to be flown outside of the SCALE CONTEST.

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

FLITEHOOK

Indoor Free Flight Meetings

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

Café on Site

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

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

2018
9th Sep - 14th Oct - 11th Nov - 9th Dec - 30th Dec
2019
13thJan - 10th Feb - 10th Mar - 14th Apr

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

BMAS

BOURNEMOUTH MODEL AIRCRAFT SOCIETY

INDOOR MODEL FLYING

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

7pm to 10pm

ALLENDALE CENTRE

HANHAM RD.WIMBORNE BH21 1AS

FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDALE RD

FREE FLIGHT ONLY

COMPETITIONS incl. GYMINNIE CRICKET LEAGUE

ALL FLYERS MUST HAVE BMFA INSURANCE

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

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

Indoor Flying with the South Birmingham MAC

Mainly Free Flight

Thorns Leisure Centre.

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

2018

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

Admission - Flyers £6 - Spectators £2.00

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

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

Waltham Chase Aeromodellers

INDOOR F/F MEETINGS

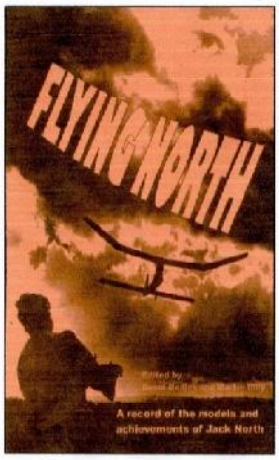
Waltham Chase Aeromodellers
in association with South Hants Indoor Flyers
announce the continuation of the Indoor F/F Meetings
at the Main Hall at Wickham Community Centre,
Mill Lane. Wickham. Hants PO17 5AL.
These meetings will he held on the following dates:

All Tuesday Evenings

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

All meetings will run from 7.00p.m. to 10,00 p.m.
The Main Hall at Wickham Community Centre is suitable for indoor free flight models of all types, with a ceiling free of obstructions. Tables and chairs will be available in the hall and the organisers are always grateful for assistance with moving furniture.
A hot drinks machine is available on site.
Admission to the meetings will be **£5** for fliers and **£1** for spectators, whilst accompanied children will be admitted free.
Junior fliers will be charged as adult spectators.
Fliers will be required to show proof of insurance.
No R/C models may be flown at these events.
Flitehook, who carry a large stock of indoor models and accessories, will attend many of the meetings.
Waltham Chase Aeromodellers welcomes all indoor F/F fliers

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

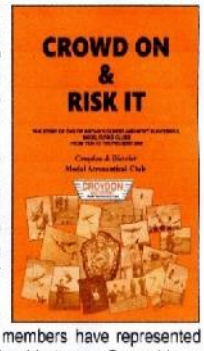


Flying North is a 163 page book covering the model flying career of Jack North, and including 23 previously un-published plans of his aircraft. Access to Jack's drawings and notes dating back to 1938 means that there are a number of designs in the book likely to be tempting to the nostalgia-minded.

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

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

CROWD ON & RISK IT



This is the story of one of Britain's oldest and most successful model flying clubs, Croydon & District MAC, from 1936 onwards. The club contributed much to aviation, both model and full-size, and the late Keith Miller compiled its history till around 1960. Now, this up-dated 73 page version of the club's history, copiously illustrated with many previously unpublished photos, takes the Croydon saga up to the present. Contributions by past and present members vividly capture the atmosphere of the heyday of free-flight, with almost weekly contests at Chobham or Bassingbourn.
53 designs by Croydon members have been published in the model press and 24 of its members have represented Great Britain in World and European Championship teams. Several have gone on to notable careers in aerospace. Crowd On & Risk It covers all this and more.

Just £8 by PayPal or cheque.

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

Provisional Events Calendar 2018

With competitions for Vintage and/or Classic models

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

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

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

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

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

Useful Websites

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

Are You Getting Yours? - Membership Secretary

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

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

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

P.S.

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

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

Your editor *John Andrews*