

	<h1 style="color: red;">NEW Clarion</h1> <h2 style="color: red;">SAM 1066 Newsletter</h2>	Issue nc052022
		May 2022

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## Editorial

Something odd seems to be going on with the weather, to date this outdoor competition season has so far, fingers crossed, been blessed with excellent flying conditions, sunshine and light winds being the order of the day. I reckon we have had more good flying days this year than any other year in living memory. Please let it continue.

Personally I seem to have slipped into spectator mode, my rapidly aging body's inability to cope with even winding up more than a couple of times has taken away my desire to compete. I will be sitting comfortably watching others flinging their models about in the foreseeable future. I do not seem to be able to get enthused for the indoor meetings, getting up out of the chairs is the main obstacle, I think I need a higher seat.

Rachel and I had a day out in Walsall at the Indoor Free-Flight Scale Nationals. Suits me down to the ground, I just sit on the balcony offering vocal support for the modellers of my acquaintance. I'm not too sure they approve but I do get the occasional thumbs-up response, at least I think it's their thumbs.



I am pleased to report that our own Nick Peppiatt won two events, Peanut and the Air Race.

I was a bit short of copy earlier on in the month and my editor's twitch was going full strength, however stuff came flooding in late on and we have yet another 50 pager. Thanks to all you contributors, but please submit as early as you can.

We have finished up with the usual mix of nostalgia and event reports.

It's one up to Peter Hall who has manage to dodge most of the detail reporting of the ever popular Southern Coupe League events by persuading the individual competitors to write him a personal report and the resulting article makes good reading. He also is hoping to provide interview reports on the thoughts of individual League competitors, his first profile is with Alan Brocklehurst.

I continue, mostly in panic mode, to find something to pen a few words on when copy appears to be thin on the ground. I'm sure I must repeat myself more than a few times but hoping you will have forgotten. I do have a large archive of pictures dating way back to around 2004 so I can always drum up a few bits and bobs.

The SAM1066 'Cagnarata' handicap event takes place on Sunday July 24th at the RAF Colerne, this all in one competition is finding favour with competitors as entrants for individual competitions diminish.

There are the usual reports from our regulars, Peter on the coupe league, Roy Tiller on our magazine archive, Nick Peppiatt on various indoor subjects and our Secretary's monthly notes on goings on in general. This month he reports on a flying visit to the Andrews household and subsequent evening meal in his hotel restaurant. A good night out.

*Editor*



The weather forecast for Sunday March 27<sup>th</sup> was great so Rachel and I sallied forth in the Kuga to RAF Barkston Heath to spectate at the BMFA 2<sup>nd</sup> Area meeting, guessing that that would be the Midland Area venue. We arrived about 11o'clock, signed in on the list in the steel bin and drove around the peri track to take a spot next to Gavin Manion. This was our vantage point for most of the day but when the wind swung around a bit sending models towards the compound there was a relocation and we followed the crowd. Still finished up next to Gavin.



My principal vantage point for the day

We did take a short excursion on foot to have a chat to Ken Bates wife Noreen but that was as far as we went from the comfort of the car seats.



Gavin was having a reasonable day, I think he had three maxes in the bag, then later in the afternoon when the breeze had picked up a bit he made a pigs ear of a launch and his model shot round sideways and wrapped itself round a streamer pole. Scratch one wingtip.



I did not see him make any more flights but the BMFA website results tell me Gavin completed his flights, a full house, and won the fly-off comfortably to take first place in the event. Gavin Manion's companion of the day was, I believe, Dusan Jiricny, and he appeared to be doing reasonably well but as I was cowering in the car most of the day I must rely on the BMFA website, Dusan was 9<sup>th</sup> with 8-33.



I took a few other long range pictures out of the car window, not easy as I was having to use Rachel's phone camera having left the proper camera at home.





There were a couple of Le Timide's being used in Mini-vintage, maybe this model is taking over as weapon of choice replacing the Top Banana. Our chairman Tony seems to have switched to the French design.



It was good to get out for a bit of fresh air.

*John Andrews*



# TOPICAL TWISTS

by pylonius

Extract from Model Aircraft April 1953

## Topical Twists

### Stag Gag

One fog-bound visitor to a model club dinner writes of encountering the "murky stuff" en route.

Rather premature, I should say. At the average club dinner the "murky stuff" is usually encountered some time later—when the after-dinner speakers get cracking.

• • •

### Fans Across the Sea

A two-way exchange of ideas on helicopters and autogiro models—by what might be termed "fan mail"—has given birth to a formation known as the "International Helicopter Society."

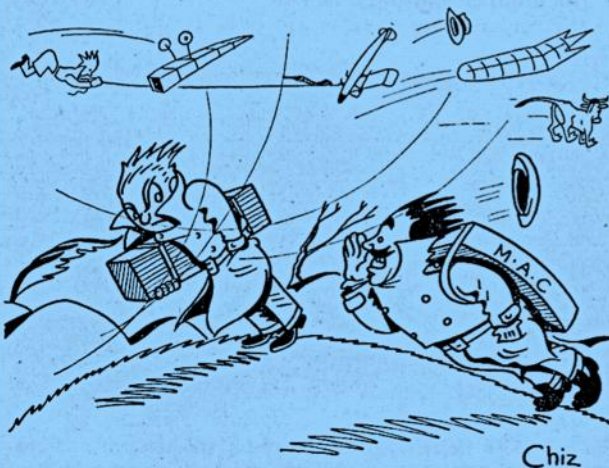
Now, without wishing to appear, like Don Quixote, to be tilting at windmills, I should think that normal horizontal flight is difficult enough without making any "vane" attempts at the vertical. But, seemingly, this youthful group enjoys doing things the hard way. Or, so I would gather from its choice of such a ponderous title as the "International Helicopter Society" when the simpler and more obvious "Rotary Club" so readily suggests itself.

• • •

### Muscling In

Spoilsports. That's what they are, altering the Wakefield rules just when I was about to embark on the biggest money-making racket since the first few sticks of balsa wood were offered for sale in a coloured carton. The idea—and a devilishly ingenious one I might say—was to get in on the "muscles by post" racket on the assumption that rubber motors would become heavier and heavier, and the winding up of same tougher and tougher. But now, with the limitation of rubber weight, the whole thing has been a waste of effort, even to the magnificent advertising campaign. And what an advertising campaign! To give you some idea, imagine a full page illustrated spread on the inside cover of your favourite model mag.

First picture: The 6 stone weakling is struggling to get a mere 200 turns on his motor, while in the background



"I said, 'Isn't it nice to have SPRING with us once more'!"

the strong arm boys are smugly flexing their mighty sinews in the 1,000 plus region.

Second picture: Despondent weakling happens on the "muscles by post" advert in his model mag.

Third picture: Former weakling is now happily preparing a mighty rubber motor, which for sheer knotty bulginess is only surpassed by his own newly acquired biceps.

Final picture: Former weakling now triumphantly cradling the Wakefield pot in one huge arm, while the other supports his  $\frac{1}{2}$  oz. airframe/ $\frac{7}{8}$  oz. motor Wakefield job.

Some idea, eh? One snag, though. It's customary to have an adoring girl featured in the episode. Trouble was, I couldn't find one: they were all far too busy posing with Bill Dean's models.

While the rubber boys are laying aside their chest expanders the glider lads can also relax. Those early morning workouts on the local running track will not be so necessary now that the towline length has been so drastically reduced.

This means that to secure a place in the A2 team in the future will involve less physical effort. Unless, of course, the team selection idea takes root—in which case you'll need even more pull.

• • •

### A "Fin"icky Business

Reading through an article on fin shapes recently, I felt a warm glow of fellow feeling for that perky little chap who props himself on the tail of the model with such an air of individual detachment. Formulae, graphs, slide rules, and the rest of the back room torture apparatus, which cramp and pinion all the other less fortunate model parts into precise mathematical shapes, cannot get so much as a thumbscrew hold on our jaunty little friend: he's much too elusive a character.

And how versatile, too! He's as much at home balancing delicately on top of the tail as he is hanging precariously underneath it, and, when in flippant mood, he can even fragment his saucy little self for general distribution over the whole tailplane region. Moreover, in performing such acrobatics, he can assume any whimsical shape or stance he chooses, from prim erectness to rakish audacity, without so much as a by your leave to the despairing back room boys.

Possibly the only grievance I have against my jaunty little friend is that, at times, he carries his individualism just a bit too far. For example, wrecking a perfectly good Wakefield by a sudden and capricious squiggle of his airy flanks. Or, perhaps, getting up to all those impish pranks on the end of a towline. Why, not even the sternest remonstrances from Ron Warring himself seem to have any effect.

• • •

For this next one I must beg forgiveness from both my readers (myself and the bloke with the blue pencil). But having read that a certain club, in using a local council ground, is subject to a stiff fine for flying after 2 p.m. on Sundays, I just cannot restrain myself from saying that it would make a nice change to have a fine Sunday afternoon's flying.

(Flash: The bloke with the blue pencil has now demanded danger money!)

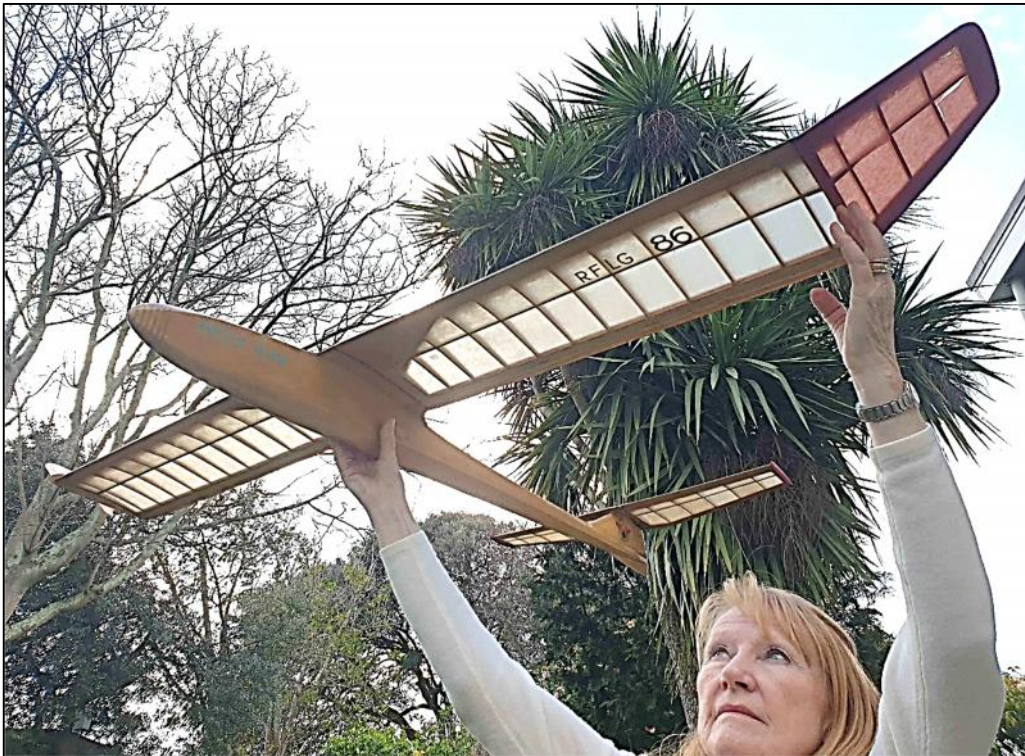
Pylonius



**Another R.F.L. Gosling Gem!**

Tim Westcott (Guernsey)

Despite the former Alwyn Greenhalgh collection having been with me for close on 20 years I only recently discovered one original Gosling plywood box that contained his Beautiful Original No. 86 'Arctic Tern' from 1950..



A little tissue damage on the Tailplane but apart from that - ready to go!



Tim Westcott (Guernsey)



## ELFIN 2.49 B.R.



Manufacturers:  
Aerol Engineering, Henry  
Street, Liverpool 13.

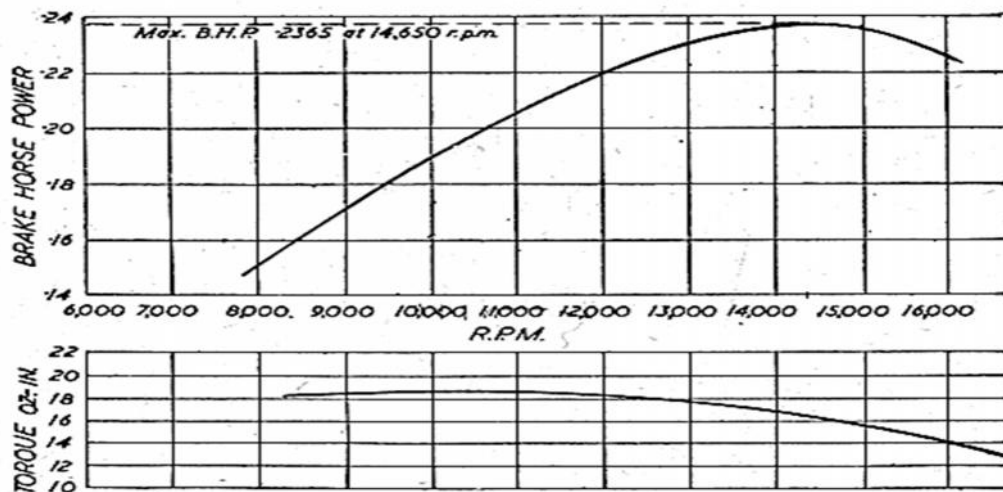
Retail Price: £3/19/8 inc. P.T.

Bore: .5675 in.  
Stroke: .600 in.  
Displacement: 2.486 c.c. (.1518 cu. in.)  
Bore/Stroke ratio: .945.  
Bare weight: 5½ ounces.  
Max. B.H.P.: .202 at 13,200 r.p.m.  
Power rating: .0815 B.H.P. per c.c.  
Power/weight ratio: .9385 B.H.P. per ounce.

### Material Specification

Crankcase: Light alloy pressure die casting (scratch brush finished).  
Cylinder: Hardened steel.  
Crankshaft: Hardened steel, ground between centres.  
Crankshaft bearing: Two Hoffman ball races.  
Connecting rod: Turned dural.  
Piston: Cast iron, honed.  
Contra-piston: Cast iron.  
Cylinder jacket and head: Light alloy, machined.

PROPELLER	R.P.M.	
dia. x pitch		
9 x 4	9,800	
8 x 8	8,900	
8 x 6	10,100	
8 x 5	11,750	all
8 x 4	12,800	Stant
7 x 6	13,000	wooden
7 x 4	14,300	props.
8 x 6 (TR)	8,600	
8 x 8 (TR)	10,100	
7 x 9 (TR)	10,100	
10 x 6	8,300	
9 x 6	9,500	all
8 x 8	7,200	Frog
8 x 6	10,100	Nylon
8 x 5	11,300	props.



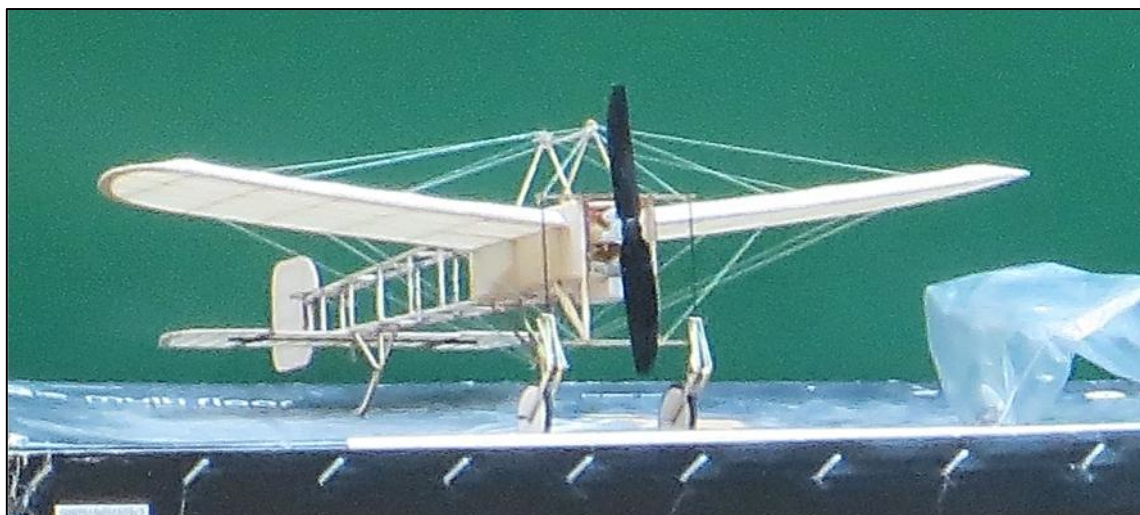


The latest Colin Shepherd's West Midlands Indoor meeting was on Saturday April 2<sup>nd</sup> and we were there. The meeting was delayed by 15 minutes due to a booking mix up and Colin is getting a bit fed up with the regular difficulties being experienced, once the hall being full of gymnastic equipment. A return to the previous venue at Thorns is being considered.



Panoramic view across our half of the hall, Pat Shepherd at the door awaiting more arrivals, to relieve them of £8 in return for an orange sticky spot for their jumpers.

I had my indoor table and flight box in the boot together with a couple of 'Legal Eagles' but once again I could not find the enthusiasm to fly and contented myself perched on one of the nice new chairs taking a few pictures. Some shots were taken on zoom of the opposite side of the hall, our little Cannon camera never ceases to amaze.



A picture of Rob Newton's R/C scale model picked out of a shot across the full width of the venue.

It was good to see Derek Richards out and about trimming a catapult glider by hand throwing.



Derek with glider in hand and



Chatting with Alan Price as he fettles his 'Redwing'



Some time ago, before his stroke, Derek put together a balsa stripping machine for manufacture of indoor balsa sheet in various thicknesses. I've got some of his sheet that you can literally see through and the quality of the balsa is superb. I remember him telling me of trips to the importers to select 4.5 & 5 lb/cu ft blocks and he tells me he still has a bedroom full of wood. Recently he stripped up a block for Tony Hebb who was after some indoor propeller stock at .015 thickness. Apparently Derek can just dial up a thickness, fire up the machine and away she goes. Interestingly he tells me the wood density increases slightly due to cutting. I have collected a small stock of his wood and as yet have not dared to use it, it is expensive and I'm not sure my indoor modelling skills could do it justice at the moment but assuming I build another 'Gymnastic Cricket' for this year's Nationals some of it may get used.

A few pictures



Colin flew his 'Kenny Penny' LPP and eventually made a really good flight of just over 4-30 with only one brush of the roof metalwork. He was having trouble finding a good piece of rubber to make up a motor. Getting the right motor for indoor duration is a bit of an acquired art form.



Peter Thompson was performing, seen here winding his advertisement hoarding model shown alongside.

The model fly's well but is somewhat odd looking, I don't think it's scale.

The ever present Mick Brown was also chucking models about, seen here with, I think, his version of the Frog 'Redwing'.

A pleasant afternoon out, an uneventful trip home and a curry supper at my daughters to follow. Happy days.

*John Andrews*



May 1947



### Cover Story

Following father's footsteps! The youngest competitor in the 1946 Bowden trophy, G. Court, Jun., of the North Kent Club, starting up the 1 c.c. diesel engine of his model. The son of G. Court, famous for his exceedingly reliable and efficient engines, he naturally uses his father's products to drive his models, and it is refreshing to find the son as enthusiastic as the father in the pursuit of our hobby.

Other well-known figures looking on are, reading from left to right, A. R. Parker, G. Court, T. Wickens, —, E. F. H. Cosh, and F. Mayo.

We regret that an error occurred in our Cover Picture story last month, due to the transposition of two captions. The two modellers in the picture were K. Tansley and G. Dunmore, starting up the latter's model, at Stoughton Aerodrome, and although Mr. R. Lawton was present he was not included in the photograph which formed the basis of the cover.

### S.M.A.E. Nationals

The difficulties which have been experienced in obtaining the use of an aerodrome for the National Meeting on Whit Sunday and Monday, the 25th and 26th May, 1947, have now been overcome and it will be held on Gravesend Aerodrome, Kent.

The organisation is in the hands of the Competition Committee and full details of the programme will have been sent to the affiliated clubs and others concerned by the time this notice is in print.

### The F.A.I. Rules

Considerable confusion appears to exist in the minds of many concerning the *proposed* new F.A.I. rules outlined in our issue of December 1946.

It must be made clear that these rules are under review at the moment by the Model Commission of the F.A.I. and are not absolute. They will not be finalised before the F.A.I. general meeting which has been scheduled for September and will be further investigated at the interim meeting which will be held in Sweden at the end of May.

In the meantime the F.A.I. rules as they are outlined in the S.M.A.E. handbook for 1946 stand and they will govern all F.A.I. contests until further notice, with the exception of the rule fixing the length of the tow-line for the launching of gliders, which will be 100 metres (328 ft.) and not 300 metres.

### The L.S.A.R.A.

The Low-speed Aeronautical Research Association held its annual general meeting at the Waldorf Hotel on Saturday, April 12th, in the course of which it was revealed that it is continuing to do excellent work in clarifying the problems which are

restricting the rapid development of model aircraft.

An important decision, which should have far-reaching results, taken at the meeting was the renting of suitable premises at Farnborough to house the wind-tunnels in the possession of the Society and under construction. These premises are of sufficient size to permit the carrying out of free-flight tests indoors to check tunnel results.

Quite apart from the tunnels, however, there are several radio-controlled models under construction from which it is hoped to obtain valuable data under conditions of free flight.

While the financial position of the Association is sound, it is only natural that the amount of work which it can carry out is measured by the financial and practical help which it receives, and an abundance of both are essential to its development since the carrying out of extensive and accurate experiments entails considerable expense and a large amount of work. Assistance in both directions will therefore be welcome.

Of the practical items on which assistance is required the most urgent are draughtsmen to carry out drawings of test apparatus and experimental models; metal-workers to make components and parts of apparatus; and any persons who enjoy constructing gadgets or unusual apparatus. Any of our readers having qualifications in the above fields and who have the time and the inclination to undertake this work, are asked to get into touch with the Director of Research of the Association, Mr. N. K. Walker, 9, Alexander Road, Farnborough, Hants., who can find them useful and interesting work to do in their spare time.

Another important decision taken at the meeting was the inauguration of an associate scheme to enable Clubs to have access to the technical reports of the Association and thus improve the dissemination of the information gathered by the Association to the ultimate benefit of model aircraft design in general. We



## MODEL AIRCRAFT

May 1947

hope to give full details of this scheme in a subsequent issue.

There is no doubt that the Association is doing some very good work behind the scenes, which will probably have far-reaching results on model design in the very near future.

### Radio Control

Interest in the radio control of model aircraft is steadily growing and there are now quite a number of experimental machines undergoing construction in various parts of the country. As a result many aeromodellers are looking forward to demonstrations by them in the near future and we predict that when these demonstrations do take place many more constructors will be wanting to try out this fascinating type of model aircraft flying.

For success, however, it is essential to have more than just a passing knowledge of wireless reception and transmission since the problems involved present special difficulties which are incidental to the results required and apart from the purely wireless side of the problem there is superimposed the difficulties of designing suitable mechanical actuating devices for operating the controls.

This problem is not, of course, confined to the radio control of model aircraft but exists in equal measure in all radio controlled devices and aero-modellers who are interested in this development are urged to get into touch with the recently formed Radio Controlled Models Society, who have recently been formed for the purpose of developing the radio and mechanical side of this interesting hobby.

The address of the Secretary of the Society is J. C. Hoggs, 24, Springfield Road, Sale, Manchester, and we have received from this society the assurance of their keen desire to co-operate with all who are interested in the development of radio control for model aircraft.

### A Swiss International Contest

Information has been received from the Aero-Club of Switzerland, that they are holding an international contest on June 21st and 22nd for gliders and power-driven machines.

The contest is limited to national teams of six, together with a team manager, representing the participating national aero-clubs for which the Aero-Club of Switzerland is making special arrangements.

Arrangements for non-competitors can also be made and the cost of accommodation for these will be approximately 20 Swiss francs per day.

The actual venue of the contest is not yet fixed, but intending visitors will be informed in good time.

Anyone desiring to attend should inform the Secretary of the S.M.A.E. before May 20th, so that the Swiss Aero-Club can make the arrangements necessary.

There will be three actual competitions :—

- (1) Gliders (cable-launch, 328 feet).
- (2) Models with internal-combustion engines (starting from the ground, 20 seconds motor-run handicap).
- (3) A contest for the teams in both categories (1) and (2), based on the best five results in each team.

### "It's in the Air"

The May and June bookings of this film are as follows :—

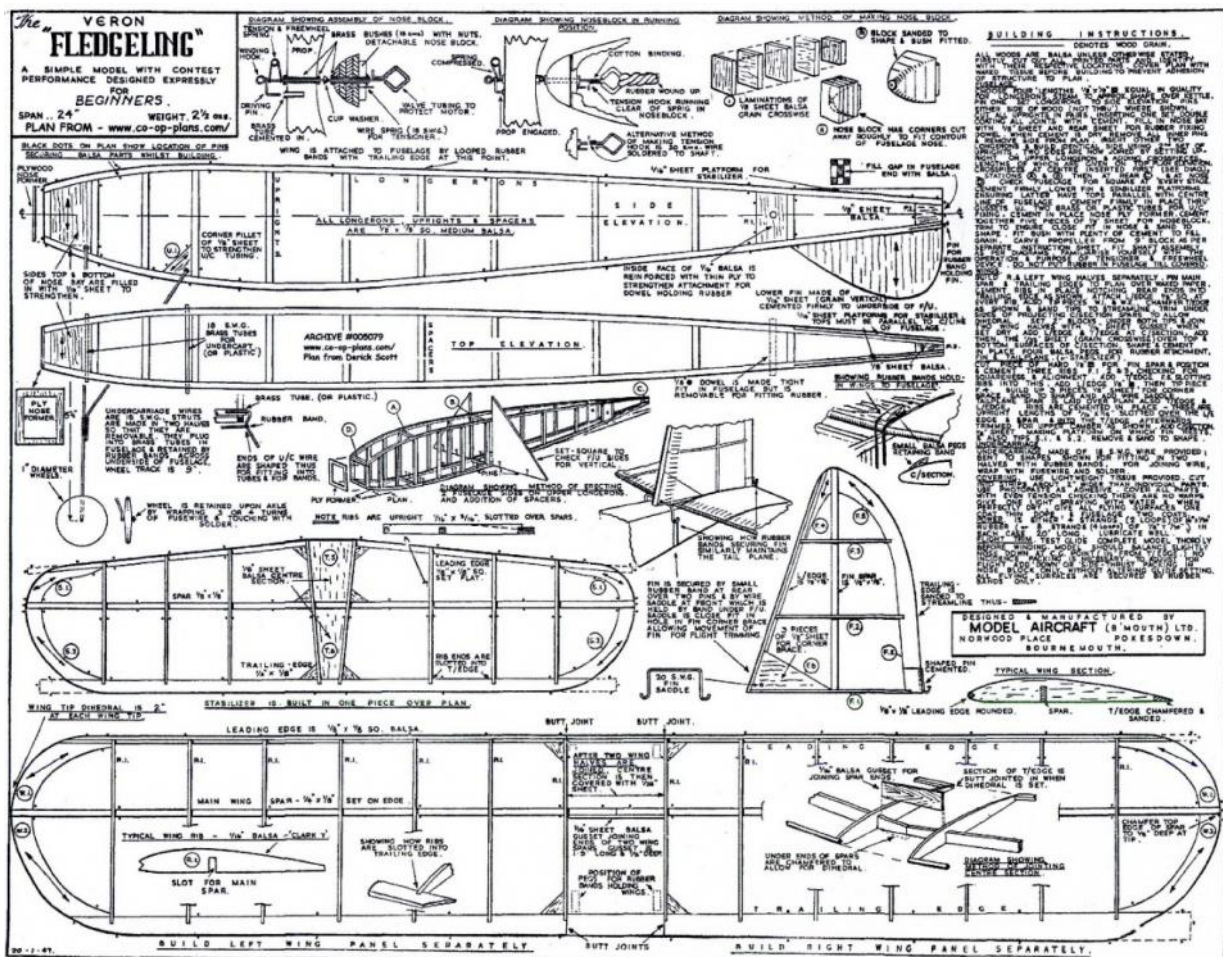
May	12th.	Byron, Hucknall, Notts. ...	3 days
"	12th.	Palace, Urmston ...	6 days
"	12th.	Picture Drome, Mount Pottinger, Belfast ...	6 days
"	12th.	Abbey, Wavertree ...	3 days
"	12th.	Rotunda, Dublin ...	3 days
"	12th.	Empire, Heywood ...	6 days
"	15th.	Mary Street Picture House, Dublin ...	3 days
"	15th.	Regal, Leicester ...	3 days
"	16th.	Gidlow, Wigan ...	2 days
"	19th.	Fairview, Dublin ...	3 days
"	19th.	Belgrave, Leicester... ..	3 days
"	19th.	Majestic, Burnley ...	3 days
"	22nd.	Tudor, Burnley ...	3 days
"	22nd.	Empire, Garston ...	3 days
"	25th.	Regors, Cresswell, Notts. ...	2 days
"	26th.	Ritz, Desborough, Northants. ...	3 days
"	26th.	Palace, Belper, Derby ...	3 days
"	26th.	Empire, Sherebrook, Notts. ...	3 days
"	26th.	Co-op., Meadowfield ...	—
"	26th.	Grand, York ...	3 days
June	2nd.	Roe Cinema, Limavady, Ireland... ..	2 days
"	5th.	Angus Playhouse, Montrose, Scotland ...	3 days
"	5th.	Radlett Cinema, Herts. ...	3 days
"	5th.	Royal, Dawley, Staffs. ...	3 days
"	11th.	Cinema, Magherafelt, Ireland ...	2 days
"	12th.	Picture Theatre, Didsbury ...	3 days
"	12th.	Palladium, Lancaster ...	3 days
"	13th.	Star, Erdington, Birmingham ...	3 days
"	16th.	Cinema, Whitehead, Ireland ...	—
"	16th.	Rex, Grimsby ...	3 days
"	16th.	Town Hall, Wellington, Salop ...	3 days
"	19th.	New Theatre, Ilkeston, Notts. ...	3 days
"	20th.	Premier, Pontefract ...	3 days
"	23rd.	Grosvenor, Oldham ...	6 days
"	23rd.	Dale, Sneinton, Notts. ...	3 days
"	23rd.	Coliseum, Belfast ...	3 days
"	26th.	Oxford or Ritz, Workington ...	—
"	26th.	Duncairn, Belfast ...	3 days
"	27th.	Belle, Astley Bridge ...	2 days



## 'Laying the blame, squaring the fin'

Sometimes one has to lay the blame for something on someone else's doorstep. My old school-friend and expert modeller Nick Peppiatt takes the blame!

Sometime ago, at Middle Wallop, I timed his Fledgeling. Needless to say it performed flawlessly. Thus inspired I decided there and then to have a go at making one for myself. Nick kindly sent me a plan through the post, and in short order I was cutting and gluing balsa.



But, try as I did, getting anything like a decent prop. was proving a challenge. Several attempts, and knee deep in shavings at a time of an acute balsa shortage, I gave up and purchased a moulded plastic version. There are several to choose from.

Otherwise, a straightforward build. But the one tricky bit is fixing the fin into the slot in the tailplane at 90degrees. This is because the tailplane is tapered thickness wise to the tip, such that there is no reference to use. So a reference has to be generated.

So I came up with the following technique, which uses two balsa bridges, a steel set square, and a few random pieces of lead, various wood and a brass slab. At this point pictures explain far better than words.

The pictures actually show the technique being used to assemble the fin to tailplane joint on a Baby Bowden, as described by Andrew Longhurst in Sam Speaks a year or so ago. But it is exactly the same for the Fledgeling.

Thanks Nick!

Comment from Nick:

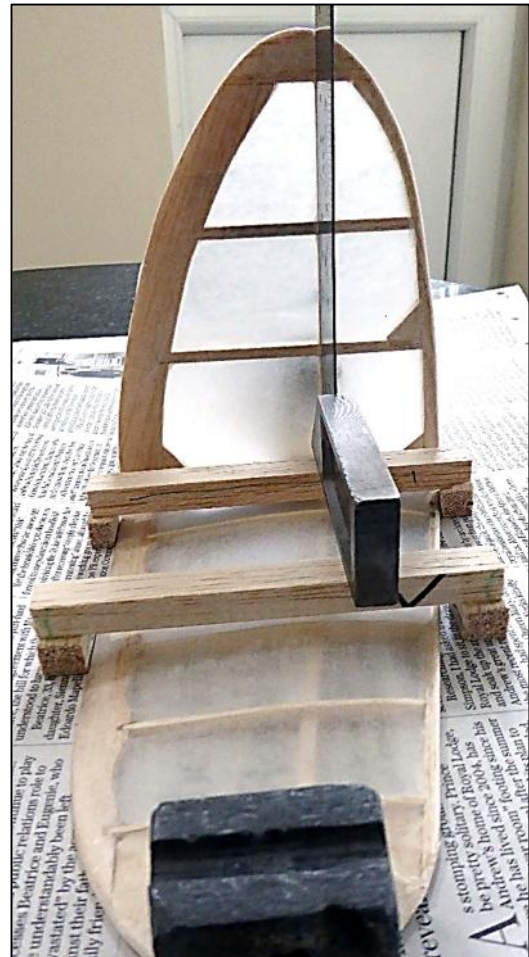
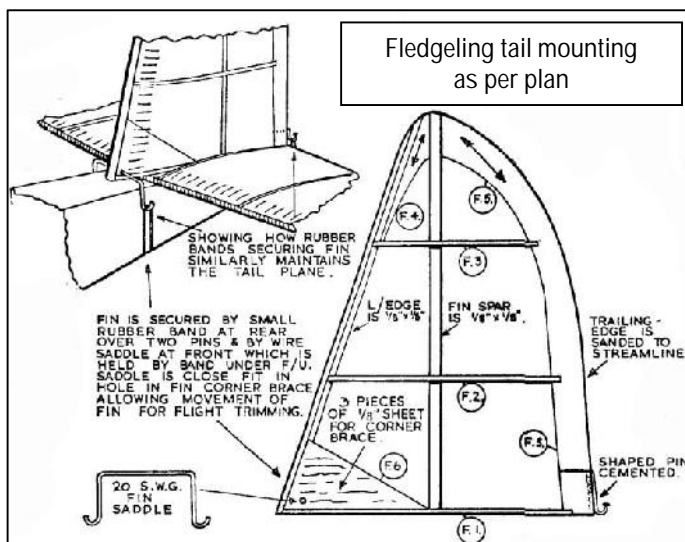
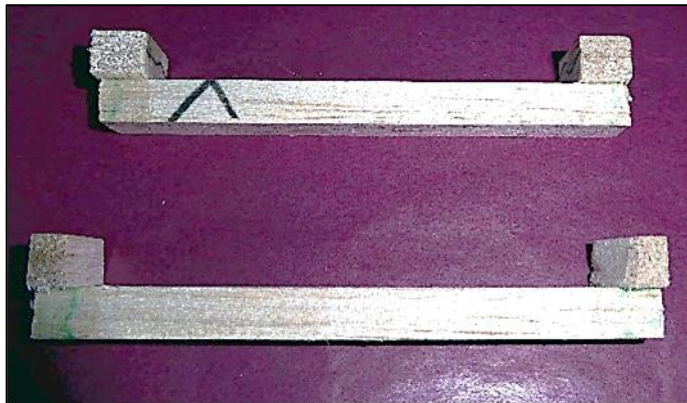
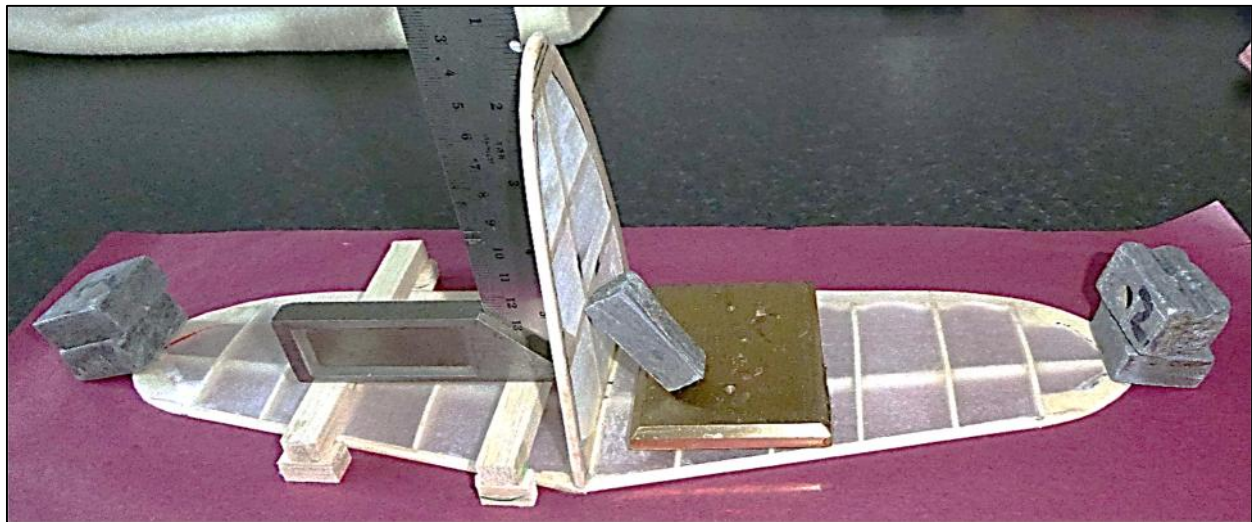
What you describe is a deviation from the plan. The tailplane centre section should be a flat plate, the fin being banded on at the trailing edge and there is a wire saddle at the front so that the fin



angle to the fuselage centre-line can be adjusted. The fin has a wide base which keeps it reasonably vertical. I basically followed this arrangement on mine, but use a wire from the fin trailing edge which engages in a vertical tube at the rear of the fuselage. I will, therefore, be interested to see how you modified yours. Perhaps, I should take some photos of mine for comparison?

All the best,

Nick




As you may gather, I modified the tailplane centre section by adding a pair of ribs, spaced at  $\frac{1}{8}$  inch, in between which the fin could be glued. The fin was basically flat plate, ribs 2 and 3 bulked out and sanded to convex on the port side only. I figured that would generate a tiny amount of right yaw. Interestingly, the German Bf109F used the same idea, as did some other powerful WW2 fighters. All this was done to allow tailplane tilt D.T. to be used. The idea of wing tilt D.T. did not appeal, so I suppose I must take part the blame!

Tim Mountain



**J2F Duck**



Grumman J2F-6 Duck "Candy Clipper" BuNo 33549 / civil reg N1214N

<b>Role</b>	Utility amphibian
<b>National origin</b>	United States
<b>Manufacturer</b>	Grumman Columbia Aircraft Corp
<b>First flight</b>	2 April 1936
<b>Introduction</b>	1936
<b>Primary users</b>	United States Navy United States Army Air Forces United States Coast Guard United States Marine Corps
<b>Number built</b>	584
<b>Developed from</b>	Grumman JF Duck

The **Grumman J2F Duck** (company designation **G-15**) is an American single-engine amphibious biplane. It was used by each major branch of the U.S. armed forces from the mid-1930s until just after World War II, primarily for utility and air-sea rescue duties. It was also used by the Argentine Navy, who took delivery of their first example in 1937. After the war, J2F Ducks saw service with independent civilian operators, as well as the armed forces of Colombia and Mexico.

The J2F was an improved version of the earlier JF Duck, the main differences being a longer float and a more-powerful engine (900 horsepower versus 775).<sup>[1]</sup>

Development

The J2F-1 Duck first flew on 2 April 1936, powered by a 750 hp (559 kW) Wright R-1820 Cyclone, and was delivered to the U.S. Navy on the same day. The J2F-2 had an uprated Wright Cyclone engine of 790 hp (589 kW). Twenty J2F-3 variants were built in 1939 for use by the Navy as executive transports with plush interiors. Due to pressure of work following the United States entry into the war in 1941, production of the J2F Duck was transferred to the Columbia Aircraft Corp of New York. They produced 330 aircraft for the Navy and U.S. Coast Guard.<sup>[2]</sup> If standard Navy nomenclature practice had been followed, these would have been designated JL-1s, but it was not, and all Columbia-produced airframes were delivered as J2F-6s.<sup>[3]</sup>

Several surplus Navy Ducks were converted for use by the United States Air Force in the air-sea rescue role as the **OA-12** in 1948.





From 2010 to 2014 the Indoor Nationals were held in the ex-salt store turned sports complex of the Cleveland Potash mine located just south-east of the village of **Boulby**, on the north-east coast of the North York Moors in Loftus, North Yorkshire

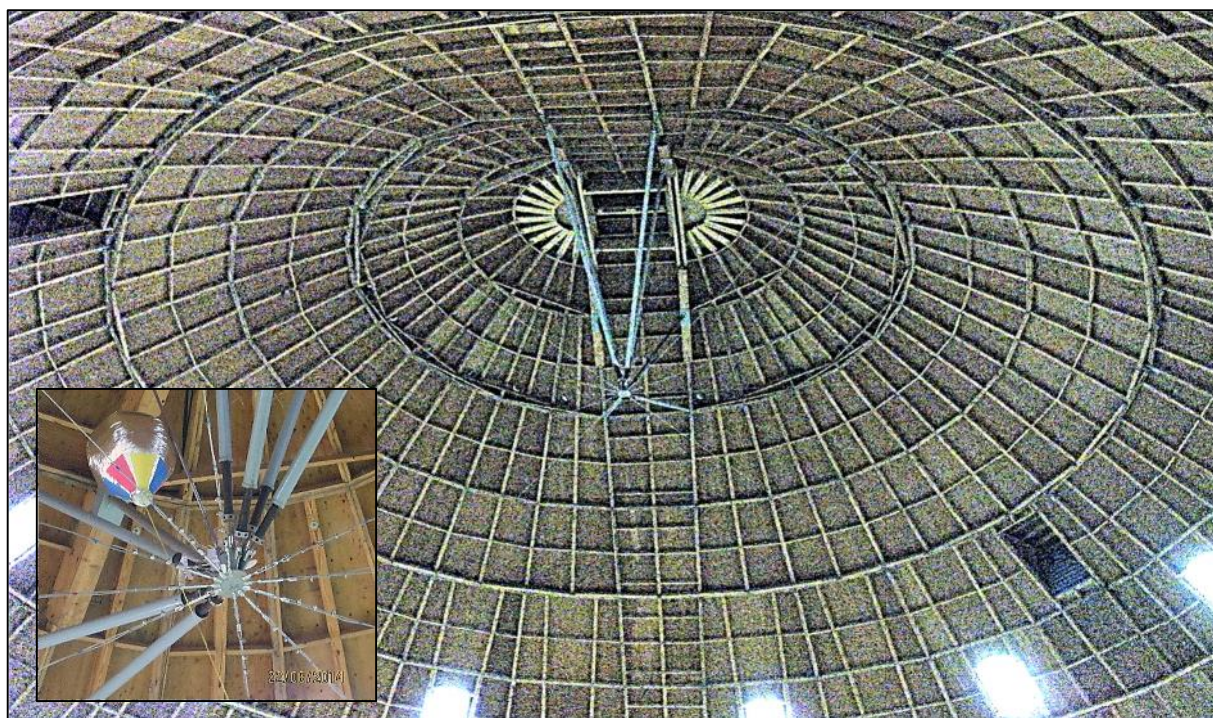


The sports complex is the beehive shaped wooden roofed building left of centre

Once again this article is a random trawl through my computer picture files taken at the events. It's a page filler as articles from members seem a little sparse this month as yet.



View from the car park



The major obstacle in the roof, you can just about see the wires



There was a major obstacle in the roof which proved quite a hazard. The roof was supported by a series of wires spreading out from a central metal framework and if a model got through the wires it would eventually catch on the framework or a wire and slide down to jam in the central wire hub. Retrieval invariably resulted in a handful of bits and pieces.



My Penny Plane got converted to a kit of bits & pieces after rescue from the wire hub

The tiny 'Living Room Stick' models seemed to fare best, they were often seen flitting about above the wires and seemingly ignoring brushes with them.

One or two potentially good times were lost where other models flew above the wires circling for some time only to get caught when descending. Come the lunch break and end of day recovery periods there were always models to be ballooned from the snare.

In 2012 the wires got my 'Legal Eagle' but Derek Richards retrieved the model for me and I did get away without damage.





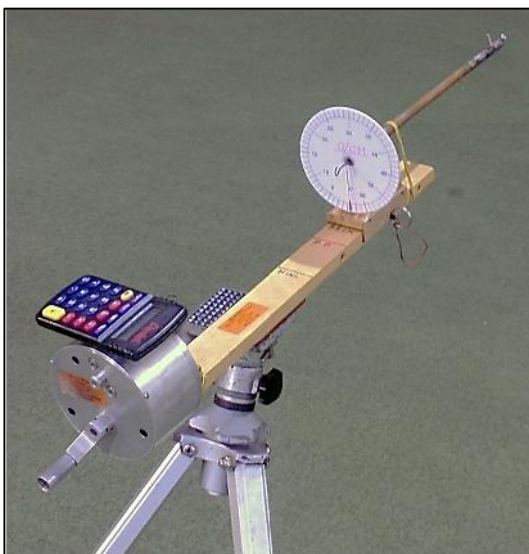
## More pictures



It was not all flying, we did get out for dinner in the evenings.



A couple of F1D's



A typical F1D flier's winding stooge



Mark Benns transfers his wound motor from stooge to model out in the flying area to minimise danger period before launch

These Nationals were three day meetings, Friday, Saturday and Sunday, and most of us attended a Saturday evening dinner party at a local hostelry. This night out has become a part of the event and should not be missed by anyone.





The Saturday evening diners in 2012



There are simpler classes, here we have the Profile Scale, so called 'No-Cal'



'No-Cal' competitors 2013



Score recorders, Mike Colin and his good lady  
Mike has a full results print-out of the three  
days' events minutes after the end of play



Another simple build class 'Legal Eagle'  
Ken Bates winner 2013

*John Andrews*



### Second Area Sunday March 27<sup>th</sup>, Various Area Venues

At Salisbury Plain, a lovely sunny day and a gentle easterly with occasional north and south variations. This combination of a cool breeze, cold ground and a warm sun makes every lull seem promising but rarely fulfilling so not one of the eight who flew at this venue maxed out. Here are a few reports from the this venue, Barkston, and Ashdown Forest.

From **Gavin Manion**, Barkston (1st place.)

*BST started at 02.00 on the 27th March, the day of this year's 2nd Area event so the 06.30 alarm was even less welcome than usual.*

*F1G was a Plugge event and I was under a 3 line whip to fly for Birmingham plus I was well aware that it was my first chance to score in the SCL. In honour of the occasion I'd made up plenty of 1/16th" motors of which more anon.*

*Inevitably I was late to Barkston Heath but low cloud off the North Sea and cool mist meant that flying didn't start until just before 11.00 when it seemed likely that models would stay in sight for the requisite max. After an hour or so models started dropping into the notorious Barkston compound so there was a move of 300m to route models safely south of it. The day gradually got brighter and warmer and, with a wind speed never in double figures, it ended very pleasantly.*

*I flew with clubmate Dusan Jiricny who had a mixed day with his Czech designed R/L coupe which produced two excellent maxes, a few seconds drop and two frustratingly wallowing "minute and a bit" flights.*

*Dusan's day was made worse by the loss of his new and promising coupe on a trimming flight after the contest closed.*

*Close at hand was Bill Dennis flying his lovely Wakefield size Tremeaux and asking anyone who'd listen, for advice on how to get it down out of a thermal!*

*By the end just Bill and I had maxed out, He with the aforementioned Tremeaux and me with an early PGI model which predates my usual Simple Coupe and has more than a touch of the Longhurst "Couper S" about it.*

*I'd flown all day on 22 strands of 1/16th with about a 50 second run which is much longer than I have used in the past. With no more 22 strand motors left and no desire to re-strand one from a 24 in the field I flew off with a "Vintage Coupe" motor, 10 strands of 1/8th... 550 turns and a 60s run resulted in 3.15. Bill unfortunately produced his worst flight of the day for a disappointing minute and a half.*

*Others flew coupe on the day but the late start, the move and need to support other Birmingham Plugge efforts meant I had a busy day and cannot report on their activities. Birmingham also contrived to throw away a number of models as the contest closed so there was no time to review, just pack the car and get after them. All but Dusan's coupe were safely back home by early in the following week.*

From **Bill Dennis**, Barkston, (2nd place)

*We travelled to Barkston for the 2<sup>nd</sup> Area meeting; Salisbury is closer but the terrain does not suit! We were pleasantly surprised to find a good turnout (for these days) and fine weather. The biggest entry was in Mini Vintage while in contrast there was one participant in Combined Rubber. Too many classes, but what can be done?*

*Lift was abundant. I was flying my big Matherat Les Trumeaux in F1G and to my surprise I found myself in the fly-off with Gavin Manion. My plan to fly in different air from a better*



*opponent backfired, but it was a good day. Lesson learned - big Coupes can take forever to come down!*

From **Alan Brocklehurst**, Salisbury Plain (3rd place)

*When I arrived Roger Newman had set up control at the south eastern corner of the trimming field towards the southern end of the line of trees. As it happened, I was next to Ray Elliot and Don Thompson. Then Martin Stagg arrived, followed a while later by Chris and Marion Chapman, so 'Coupe Corner' (as it had been dubbed at the end of last season) was re-established again (...and no, my model didn't collide with any others!).*

*What can I say? I started off flying C-03, my good old reliable Coupe (the red one with a Tomy timer), as I thought the lift might not be that strong. It climbed away well and continued to gain height during the glide to achieve a nice max. After a longish walk across the meadow, and realising that the day was now warming up and the wind wasn't getting any less strong, I decided to change to C-04 (the orange one with the e-timer and RDT facility). On the next 3 flights, the RDT was used to make the retrieve as short as possible and avoid the model getting too high in the lift that now seemed plentiful.*

*However, my luck didn't hold for my final flight in the afternoon. The air by now was getting cold and gusty and I just didn't pick the right time to launch. Fortunately, my score was good enough to win locally and I await the results from other areas with interest.*

From **Don Thomson** Salisbury Plain (= 4th place)

*Another good flying day on Salisbury Plain, has our luck changed? Ray Elliott and I decided to use the F1G event to double up for the HipPocket 1960s coupe postal, which closes on 31st March. Hence I was flying a 1969 design by G. Batiuk - I have heard all the jokes about it being the same as my current models! It does Dutch roll a bit, so can look a little untidy in flight, but no matter.*

*My flights were without much drama, the 2nd was the longest at about 3min 40sec to the ground, but easily retrieved. I dropped the 3rd, I think it was a poor crosswind launch, so the climb was lacking. I had had some surprising torque figures for my rubber, but later I found that the pointer on the meter was loose, so it was not zeroed.*

*I did not notice much of the other activity, but did have a very close-up view of a diving Peter Hall model.*

From **Roy Vaughn**, Salisbury Plain (= 6th place)

*"We arrived full of hope, buoyed by promises of assistance with retrieval if it got too much for me. The first snag was soon discovered, I had forgotten to bring the mast which the sensor head mounts on. No easy way around this so no thermal detector gear but the day looked easy so no panic. The first flight was in good air and optimism returned. The second flight brought another downer, literally, in awful air for a bad drop, not so easy after all. The rest of the day went well, three good maxes and a scrape in at 2:02. No-one else maxed out on the Plain so that sweetened the pill a bit. At least the model was flying well - one of my newer (only 12 years old) medium aspect ratio models - even if I wasn't."*

From **Chris Redrup** Salisbury Plain (10th place)

*I didn't have one of my best days. I flew E36 first but two maxes were spoilt by a second round dropped flight caused by an off trim model in poor air - no excuses. I then elected to fly my ever reliable Etienvre in F1G but again failed to find the lift. Changed tactics and flew my modern coupe but dropped two more flights so back to the Etienvre for another two miserable flights. I struggled to pick the air all day despite multiple thermisters. On the plus side it was nice weather, good company and Wayne Butler reached a fly off in his first competition.*



From **Ray Elliot** Salisbury Plain (13th place)

*My main aim for the day was to use my scores for the Hippocket Aeronautics 1960's Coupe Postal comp.. I flew my 1967 Joe Bilgri Mini. This is a small model with a 33in x 4in wing and a flat bottom section to boot. Its glide is less than optimal but it does have a lively climb. I had three reasonable flights including a nice max but two sub one minute flights scuppered any chance of a good score. I enjoyed the day anyway as it was just great to get out after my recent medical shenanigans.*

From **Peter Hall** Salisbury P. (14th place)

*I flew my Coupe 19 which almost always maxes despite my efforts to prevent it. Flight one was a horizontal burst only climbing after the V.I.T. lifted. Never mind, it maxed. I couldn't see anything wrong,*

*Number two repeated this pattern, but maxed again.*

*Number three was an attempt. It looped violently, just missed another flier, crashed and broke the prop.*

*When you get old, the world starts to ignore the laws of physics. Objects appear and disappear at random, so this behavior was an occasion for resignation, not investigation. But I then noticed that the T.P was miss-seating and doubling the V.I.T. angle. I mended the prop. and maxed flight three. The tailplane disappeared on the walk back. It has apparently re-appeared in the possession of Dave Etherton. Thank you Dave.*

From **Bob and Ken Taylor**, Ashdown Forest , (16th and 17th places)

Only Ken and Bob flew. The air was very unpredictable and both dropped three flights before retiring.

Gavin Manion, Colin Foster and Bill Dennis share first place after two rounds of this year's League. You may notice a change in the scoring system. We will no longer award a point for each max. achieved. It has become increasingly difficult to get the detailed score sheets in time. Apparently the Oxford event was fake news, so that gives us ten events, now including Odiham, six of which will count to your final score.

Be assured that the next event is the London Gala. May 8th on Salisbury Plain.

Because of all the programme uncertainties this year here is the latest state of play -

Southern Coupe League Calendar 2022		
Date	Event	Venue
7 Nov 2021	Coupe de Brum	N Luffenham
27 Mar	Second Area	Area Venues
8 May	London Gala	Salisbury Plain
29 May	Mini Nationals	N Luffenham
10 July	Fifth Area	Area Venues
24 July	SAM1066 Cagnarata	RAF Colerne
6 Aug	Odiham	RAF Odiham
21 Aug	Southern Gala	Salisbury Plain
18 Sept	Crookham Gala	Salisbury Plain
9 Oct	Coupe Europa	Salisbury Plain

*Peter Hall*



# Southern Coupe Lg Rd.2 Results

-

Roy Vaughn

## BMFA 2<sup>nd</sup> Area: Coupe Results Round 2 SCL

Place	Entrant	Club	Score	Time	Flyoff
1	G.Mannion	Birmingham	12	10.00	3.15
2	B.Dennis	Oxford	9	10.00	1.23
3	A.Brocklehurst	B&W	8	9.32	
4	P.Woodhouse	Morley	7	9.25	
4	D.Thomson	Croydon	7	9.20	
6	R.Vaughn	Crookham	5	9.18	
6	C.Chapman	B&W	5	9.04	
8	M.Marshall	Impington	3	8.36	
9	D.Jiricny	Birmingham	2	8.33	
10	C.Redrup	Crookham	1	8.17	
11	C.Foster	Morley	0	7.45	
12	S.Willis	Croydon	0	7.28	
13	R.Elliott	Croydon	0	7.02	
14	P.Hall	Crookham	0	6.00	
15	S.Fielding	Morley	0	6.00	
16	B.Taylor	E.Grinstead	0	4.07	
17	K.Taylor	E.Grinstead	0	3.36	
18	M.Stagg	B&W	0	3.32	
19	K.Best	Birmingham	0	0.54	

Place	Entrant	Club	Coupe De Brum	Second Area	London Area	Nationals	Fifth Area	Cagnarata	Odiham	Southern Gala	Crookham Gala	Coupe Europa	Total
1	C. Foster	Morley	12										12
=	B. Dennis	Oxford	3	9									12
=	G. Mannion	Birmingham		12									12
4	P. Woodhouse	Morley	4	7									11
5	C. Redrup	Crookham	9	1									10
6	D. Norwood		8										8
=	D. Jiricny	Birmingham	6	2									8
=	M. Marshall	Impington	5	3									8
=	A. Brocklehurst	B&W		8									8
10	A. Crisp	Oxford	7										7
=	D. Thomson	Croydon		7									7
12	R. Vaughn	Crookham		5									5
=	C. Chapman	B&W		5									5
14	R. Elliott	Croydon	2										2
15	A. Moorhouse	Vikings	1										1
16	R. Fryer	Oxford											0
=	S. Willis	Croydon											0
=	P. Hall	Crookham											0
=	S. Fielding	Morley											0
=	B. Taylor	E.Grinstead											0
=	K. Taylor	E.Grinstead											0
=	M. Stagg	B&W											0
=	K. Best	Birmingham											0

Roy Vaughn



### BMFA100 Indoor Flying Extravaganza

As part of the centenary celebrations of the Society of Model Aeronautical Engineers, the High Wycombe DMAC, the Hemel Hempstead MFC and the West London MAC, in conjunction with the BMFA South Midlands area, organised an indoor meeting at the High Wycombe Leisure Centre, which took place on the 20<sup>th</sup> March.

I was first made aware of the event by the flyer in the February NC and duly made an online booking.

What a splendid venue it turned out to be. The sports hall is 30m x 60 m with 9m to the ceiling furniture. The walls are painted a light blue, which was good for model visibility. The flying period was divided into slots of half an hour for free-flight and half an hour for RC, with the RC slot split into two for scale and slow flying models and then shockies and fast models. So, I thought the free-flyters amongst us did very well, considering the relative numbers. I also learnt of a new word as there was a 'Tinywhoop' race track. Further discussion of the subject is not suitable for this august publication.

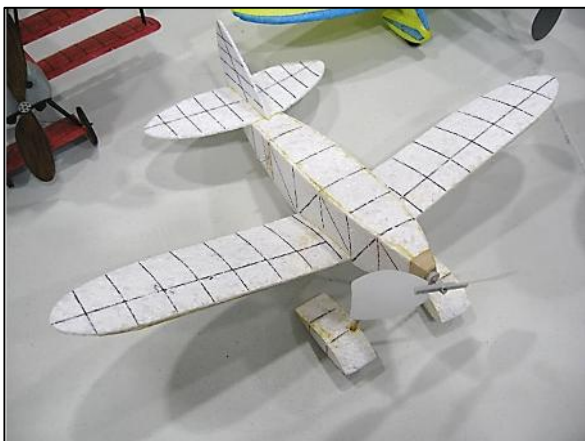
I did not take as many photos as I should have, but I was interested in getting a good amount of flying in and catching up with old friends. Fortunately, some fine video of the free-flight flying has been published on YouTube e.g. [www.youtube.com/watch?v=yMmhh9bjpJ8](http://www.youtube.com/watch?v=yMmhh9bjpJ8)



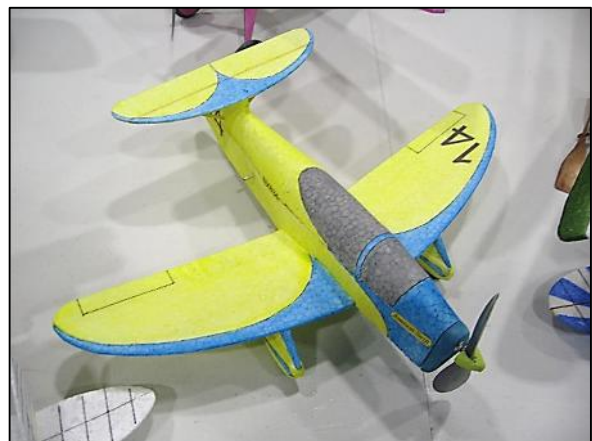
Leigh Richardson's collection of wallpaper foam models. In the front is a DH.77.



Fokker Dr. 1



A model of a vintage sea plane model, but what?



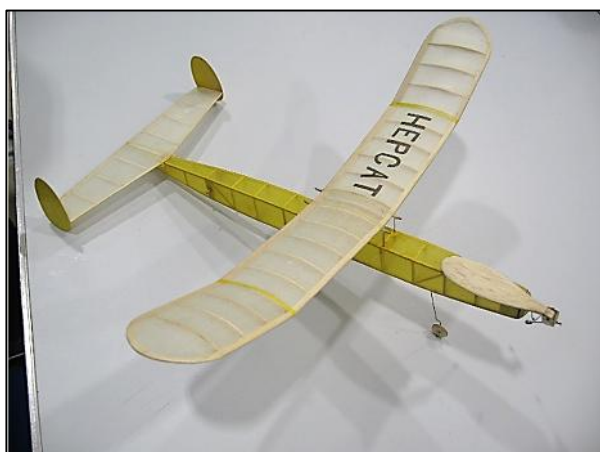
The identity of this race plane has got me baffled, too.

Leigh Richardson had a collection of very neatly finished models from wallpaper foam, which apparently had not been flown for some years because of the lack of a suitable venue. However, Leigh does run a facebook page on Peanut and Pistachio Scale Aircraft.





Jon Markovitz Peanut Halberstadt D.II with nice detailing, from a Lee's Hobbies kit



Ian Melville's reduced size Hepcat



Peanut scale DH Puss Moth by Jon Markovitz

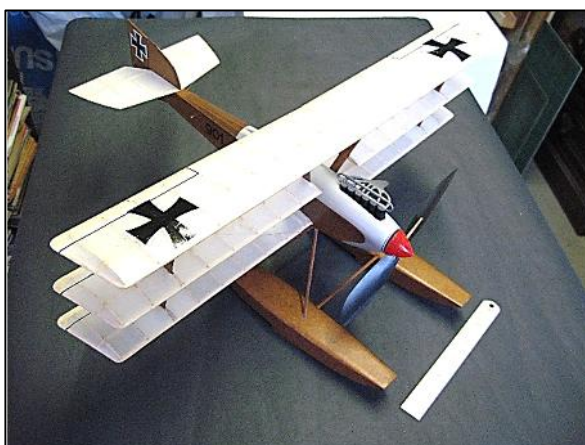
Also amongst the action, Jon Markovitz was flying his Halberstadt D.II and DH Puss Moth Peanuts and Mike Hadland was successfully checking out his Bücker Jungmann Peanuts in preparation for the forthcoming Indoor Scale Nationals

I flew several free-flight models including the Nesmith Cougar Peanut, the build of which featured in the earlier instalments of this IIFE column and the Sablatnig SF-4 Triplane, photos of which also appeared in Russ Lister's 'A Sport and Scale Perspective' in the August 2014 NC. The design is by Loubomir Koutny, published in the December 1992 edition of AeroModeller, and later kitted by Ikara.

With regard to the Cougar, I was also checking out the flight performance with Tan Supersport rubber replacing Tan II. I found I required a reduction in cross section, from 0.103" for the Tan II to 0.090" for the Supersport. It also appears that the Supersport holds its performance for more rubber motor windings.



Nesmith Cougar Peanut



Sablatnig SF-4 triplane



As the slots were available, I also ventured into some three channel RC flying and flew my Bowers Fly Baby Biplane built from a Stevens Aero all balsa kit and a Bob Selman Designs Bug. In view of the hall size this was straightforward flying in left hand circuits, apart from the numbers of models involved. I should have counted the number of guys holding transmitters, but, of course, didn't. I guess there were at least a dozen planes flying around at times, which made



Stevens Aero Fly Baby Biplane  
for three channel RC

quite a spectacle. I managed to concentrate sufficiently to achieve a number of three to five minute flights without mishap. I think there were, in fact, very few mid-air collisions. As Jon Porter of [Microaces - Making History!](#) and his team were in attendance, many of the other models flying were built from their delightful kits.

The 14.5" span Fly Baby Biplane is fitted with the standard ParkZone electronics as specified in the kit, with an 8.5mm coreless motor driving a 130x70mm propeller through a gearbox. I finished mine using yellow Solite, black Solartrim, and home-made transfers to represent the machine built by the Canadian Hank Smulders. I added some engine detail and Hank is represented by one of the late Lindsey Smith's vac-formed pilots. When flying this model in a small hall I find the walls approach very quickly, but it was one of the slower participants in the large High Wycombe hall.

The Bug was built from Bob Selman Designs kit, and is a peanut size version of Bill Winter's Lightning Bug from the July 1961 edition of Model Airplane News. The Rx is a Parkzone Mini-Vapor brick and power is a Parkzone J3 6mm coreless motor, fitted to a BSD gearbox and using a Tri-Turbo prop. The flying weight is 22g with a 100 mAh lipo. Unfortunately, the kit and much of this equipment is now no longer readily available. My Bug is finished with Esaki



Peanut sized Bug for three channel RC

tissue, the open wing structure being covered with 5 $\mu$ m Mylar first. As I most often fly my small radio models outdoors in the calm of an early morning, tissue over Mylar reduces the slack caused by dampness.

All-in-all, it was a most enjoyable afternoon and it is much hoped that more similar meetings will be organised to make use of this fine indoor flying site.

*Nick Peppiatt*



I hope that this may be the first of a series of interviews with coupe competitors.



1. Alan, you won the cup last year and in 2014. You are off to a good start at the Second Area. You fly a wooden locked down coupe. Systems and carbon coupes are supposed to be cutting edge. You are an aerodynamicist, so why ?

*When I decided to start flying Coupe again after I retired, there were several questions in my mind. One of which was 'were systems worth it?'. Coupes only use a small amount of rubber, so perhaps the advantage isn't that great (sometime I will find time to focus on a simulation to determine the benefit, but life is such that this task is still on the to-do list). Having said that, the climbs that you and Roy get with your models are impressive, so I should take heed. Against that, however, I like the simplicity and reliability of the locked-down model and it fits well with the limited amount of time I am able to spend testing and trimming.*

2. It is said that coupe flying is an exercise in air picking, You are obviously good at it yet you don't use any aids. Why ?

*Probably I should invest in a thermister/anemometer/streamer-pole, especially as modern technology now facilitates transmission from an upstream source, or even multiple sources, but I just haven't got around to it yet. I have to admit that sometimes I am influenced by a Mylar streamer, although there seems to be few of them around these days, but after years of practice I seem to largely manage without (on a good day!) and I like the challenge. It also avoids having more stuff to carry about and fiddle with...but, I might add one to my wish-list.*

3. Many fliers fail through lack of preparation. Not you, any comments?

*Preparation is key. I always thoroughly check and, if necessary, carefully repair the model after each outing and check again the D/T and inspect and lubricate the prop the night before an event. I often think I spend far too long making up, measuring, breaking in and checking/repairing rubber motors*

and keeping notes. However, whilst most modern rubber has good energy capacity, one does have to be careful to check it for faults and damage. It also varies in cross-section, so one has to learn what to expect from a new batch. Sometimes I feel the effort is well worth it and sometimes I wonder if it is (especially when I break a motor whilst winding, or one explodes shortly afterwards!). Looking back, my initial batches of rubber seemed more reliable than those I have now!

Another aspect I want to improve is checking multiple batteries prior to a flying event. I think a Raspberry Pi for monitoring/controlling charge/discharge cycles is the solution here, but it all takes time to put in place.

4. You have been developing your Coupe design for some years now. Do you intend to continue this incremental approach or do you go for radical change?

The Coupe I built in 2012 (C-03) was strongly influenced by Chris Chapman's series of successful Coupes and, of course, I couldn't resist stretching the span a bit. As a starting point, the egg-box wing offered a good stiff, warp free structure. Also, the likelihood that the multitude of diagonal ribs help to turbulate the flow, I find quite intriguing (even if almost impossible to evaluate!). C-04 was designed and built to give me another practical model for competitions (with e-timer and RDT), with just a tweak to the aerofoil and a bit more span. However, thinning the trailing edge in search of better performance was a mistake which reduced torsional rigidity. After the model spent a night in a tree on Salisbury Plain, it developed a slight warping tendency if left in the sun between flights, so it now sports some external carbon cap-strips which (as on C-02) made it much more reliable. C-02 used a wing built 20 years earlier and was the first to use external carbon caps to de-warp the wing and stiffen the Bob White type structure. Having now made a lighter balsa tail, fin and fuselage, I am currently about to build a mainly balsa wing for C-05 with a re-optimised aerofoil and union-jack style geodetics in an attempt to get the weight down while pushing up the span as much as I dare. Since Carbon is 9 to 15 times denser than balsa, it seems logical to try to achieve an 80g model with balsa, before I delve deeper into the black stuff. I also like the square cross-section at the nose and the stiff tailboom that a balsa structure provides. C-06 might eventually evolve as the result of various experiments with balsa/carbon/mylar, but for the moment I am just enjoying building with balsa. I take my hat off to those who have developed the carbon structure to enable them to use thin, high aspect ratio wings...which my own calculation suggest are nearer to the optimum than my current models. So, you see that I am making an incremental approach to lead towards a radical design.

Thank you Alan.



Peter Hall



### Report No. 135 Our earliest magazines, continued.

The phrase "What a difference a day makes" can rarely, if ever, be applied to aeromodelling magazines, but if a single word is changed perhaps it will make for an interesting investigation. "What a difference a decade makes." Last month's report was exclusively on **The Aero Modeller** magazine for June 1936, this month, for comparison, **Aeromodeller** for June 1946. Please do note the subtle change of title, other changes include page size reduced from 11" X 8  $\frac{1}{2}$ " to 9  $\frac{3}{4}$ " X 7  $\frac{1}{4}$ ", front cover changed from monochrome plus one colour to full colour and the page count of 44 increased to 50.

The 1936 content included four pages of "Air League of the British Empire" and nine pages of "The Skybird League", a sort of Boy Scouts for the air minded young lad, neither article carried any aeromodelling content, but presumably either boosted the circulation or in other ways contributed to the financial position of the publication.

The 1946 issue was aeromodelling virtually from cover to cover except for the odd advertisement for such as "Good Mornings begin with Gillette." The cover price rose from 6d to 1/- which looks like a big price hike but is not much above the rate of inflation over the decade.

All of that might well be thought of as rather superficial, so now to consider the aeromodelling content as it might be viewed by an 11 year old with an interest in aeromodelling and a modest sum in weekly pocket money.

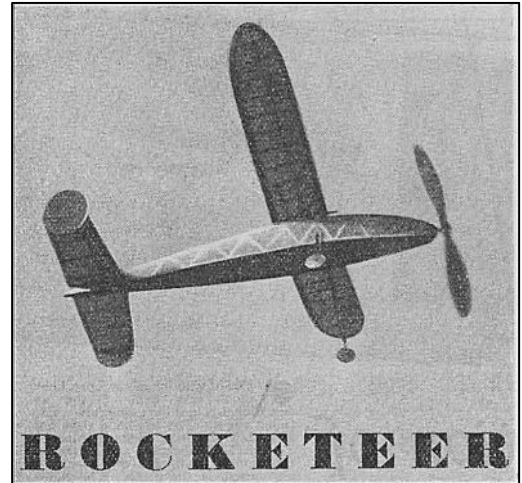
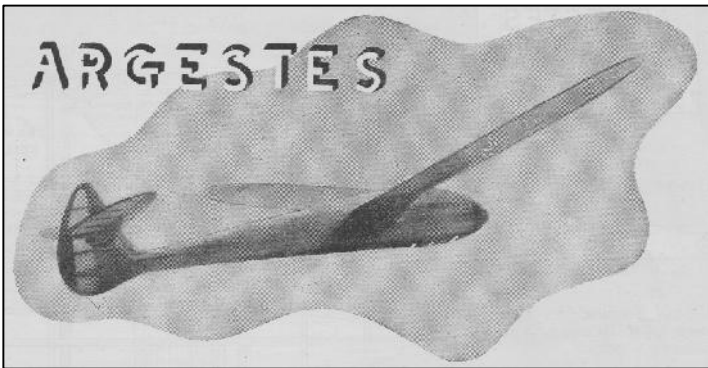
The 1936 lad might well have skipped the first page message from The Viscount Wakefield and moved on to the quite comprehensive and well-illustrated report on the Wakefield Trophy Eliminating Trials where he would have been thrilled to learn that the chosen team to visit America (All expenses paid) and represent Britain in the Wakefield Contest included two Juniors one of which was of his own age of just 11 years. Thus enthused our lad might have hoped to find a suitable plan from which to build a flying model but he would have been disappointed, the only plan in this issue called for co-axial contra rotating propellers and was so critical to trimming adjustments that "a change of 1/64" in any setting is harmful. Hence micrometer screws are used to hold and set the nose-block, wing and tail surfaces." Enough to discourage even an experienced model builder! Next an article on "A Balsa Monocoque Fuselage" which looks much too difficult so he quickly turns the page to find J. B. Allman's helpful series "Hints on the Construction of Rubber Duration Models" The next two articles "Petrol Model Aeroplane Topics" and "Some Considerations in the Construction of Large Model Aircraft" would have required funds well beyond pocket money level. That is about it as far as model building content is concerned so next a look at the advertisements, not just this issue but what was typical throughout the whole year. A considerable number of shops were advertising imported American kits for scale rubber powered models, typically 12" to 18" wingspan and thus not an easy introduction to flying models. Scud Models Ltd., offered a kit for their Cabin Cruiser, a 23" span high wing rubber powered model which looks suitable for a beginner. Premier Aeromodel Supplies offered a kit for the Gull Sailplane designed by E. W. Evans which they claimed rather optimistically to be "A thing of beauty and a joy for ever". MSS of Manchester offered the Bunch Cadet at 20" and 30" wingspan sizes, these American kits being another suitable model for the young aeromodeller. And when the pocket money ran out he could turn to Quaker.





The 11 year old reader of the June 1946 Aeromodeller would have found three plans on offer, not exactly beginners models but probably attractive to a lad with a few models under his belt. The Velivole rubber powered canard model designed by Watteyne, is featured both on the cover and in D. J. Laidlaw-Dickson's article "Talking of Canards" so not just a plan but a bit of advice on the intricacies of the backwards flying model.

A duration style rubber model, the Rocketeer by R. A. Parker, perhaps a touch on the big size at 36" wingspan for a beginner, but tempting to the adventurous.



The Argestes glider, designed by N. Gregory, is shown as a 1/3 actual size drawing, thus hopefully saving our young aeromodeller enough money by drawing up his own full-size plans to

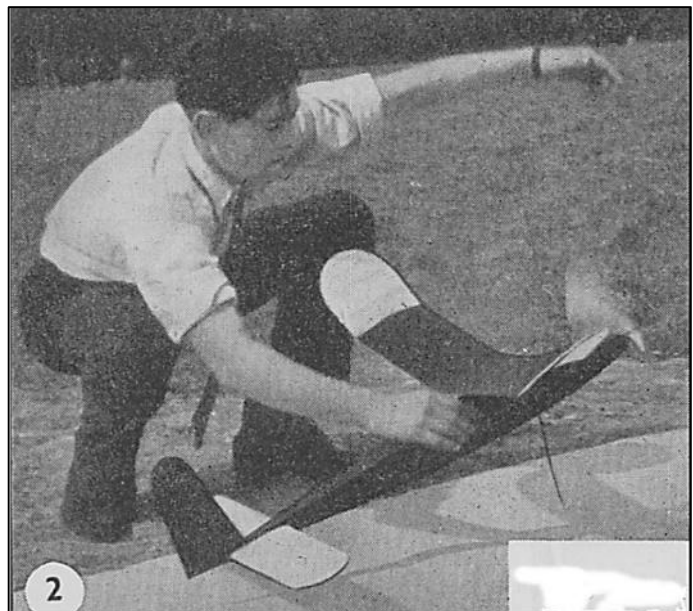


afford the balsa required for this "60" span High Performance Heavy weight Sailplane. Articles in this issue include a report on, and photographs of, a meeting at Eaton Bray with advice of future meetings on three Sundays in July, a three

day meeting in August and two meetings in September.



Model News by Fliar Phil has a dozen pictures including one of Mick Farthing launching his latest model, Phil comments on the undercarriage "This is merely a hinged wire which folds up.....and the model goes straight up in the true Mick Farthing manner"







Club News includes a photograph of The Blackpool and Fyde M. A. C. members at the Gamage Cup Meeting.

International news, as it was viewed in the day, comprises reports from Rhodesia and "out East".



Line-up of competitors and their models



Corpl. Rosser with one of his Indian "retrievers" ready to help.



A/C Jones with his Chasteneuf Glider, built with the assistance of his Chinese carpenter friend.



The content of the 1946 Aeromodeller compared to the 1936 issue really does show quite an advance on the plans offered, both in number and in suitability for the reader to use as a base from which to build model with a reasonable chance of having a satisfactory flying performance. The various reports give the reader a picture of what was happening, aeromodelling wise, both at home and in parts of the Commonwealth. All credit to the Editorial team and the passage of time. There is also a considerable increase in the number of advertisements and the range of model kits etc. offered. Below are some examples.

**VERON**  
KITS contain ample material to build these **COMPETITION MODELS**




★  
"DRAGONFLY"

**The Ato-36**  
A 5-FOOT SPAN MODEL SAILPLANE

So stable on the tow-line that it may be launched single-handed with nothing more than an ordinary spool of thread.  
Put your name and address on this model as soon as you complete it; many have flown away already.

Complete Kit, 6/9  
Postage and Packing 7d. extra.



Send 4d. for the latest "ATO" Catalogue containing details of all the other "Ato" Kits, Waterline Naval Craft Kits and plans for model Gallions, Tanks and "GO" Gauge Railway Buildings, etc.

S.A.E. with all enquiries please.

**Ato Model Crafts** 36, Wellington Place, Belfast

TRADE ENQUIRIES INVITED

**'ELITE'**

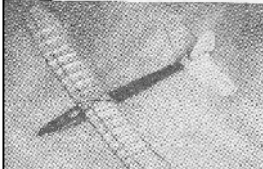
**"PETREL"**  
ENDURANCE MODEL



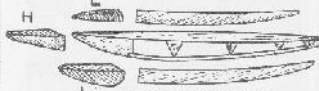
24 inch span. KIT 6/- post free.  
Kit contains:—CUT-OUT RIBS, TISSUE, CEMENT, etc., FULL SIZE PLAN.

**WELBECK MODEL AIRCRAFT PRODUCTS**  
THE SMALL SOARER THAT IS DIFFERENT  
**BOWDEN JUNIOR SOARER**

Designed by C. E. BOWDEN AIRCRAFT LTD.  
(Kits Complete) 10s. 6d. 12s. 6d. Postage 5d. extra.



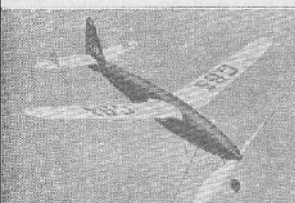
The model is designed to give maximum performance for minimum cost. It is made of light wood and tissue, and has a span of 24 inches. This model is suitable for both indoor and outdoor flying.



Reference: 10s. 6d. Postage 5d. extra.

**PREMIER PROUDLY PRESENTS**  
**THE "G.B.3."**


**WORLD RECORD HOLDER**  
BY ROBERT COPLAND  
WITH  
NATURAL RUBBER MOTOR  
PROPELLER—HAND CARVED  
COMPLETE MATERIALS  
EXCLUDING DOZER



**33/6**  
PLUS POSTAGE 9d.

**HALFAX "ZIPPER"**  
12" SPAN SOLID WOOD GLIDER  
EASILY MADE  
IN 1/2 HOUR **1/3** Postage 3d.  
ENDLESS HOURS OF FUN!

**The Commando**

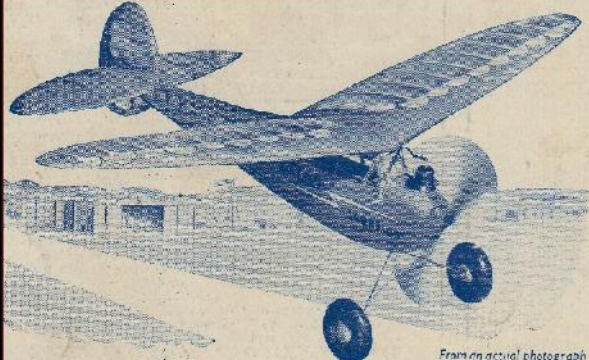


21" SPAN CABIN DURATION. PRICE 5/- POST 5d.

**AN IMPORTANT ANNOUNCEMENT**

International Model Aircraft Ltd. have been engaged on an extensive development programme on compression ignition engines. Many designs have been tested—including some of Continental origin. Our experiments have been outstandingly successful and we will, in the near future, commence production of a tremendously efficient 1 c.c. Compression Ignition engine.

This engine develops considerably more power than any comparable petrol type. It is very easy to start, reliable, and fully controllable throughout its range of 1,000 to 6,000 r.p.m.



From an actual photograph of the SCORPION model.

**H**ERE'S real air power. Pride of the skies is the giant FALCON. 8 feet from wing tip to wing tip. Performance figures though still secret are outstanding.



The advertisement for Astral products is the only one that I noticed to refer to a model of American origin and even in this case it is just the design that is American with the kit being locally produced. What a contrast to the 1936 advertisements where American produced kits proliferated. Why would this be the case? During the decade in question we had endured the trials and tribulations of World War Two and whilst we emerged victorious we were also financially broke.

I remember that when Barbara and I went on our first "European Tour" in 1963, on my Matchless G11CSR motorcycle, that we needed currency for each of the countries to be visited. The currency was obtained from a bank who recorded the purchase in my passport. There was a government imposed limit of £50 per annum that could be spent on purchasing foreign currency. The limit was no problem to



us as we did not anticipate spending such a huge sum on a two week holiday. I wondered, could there have been similar currency restrictions imposed on businesses? A search of the web revealed that the "Emergency Powers (Defence) Act 1939 was still in effect in 1946. It would seem that this Act required that any business that wished to import goods paid for in USA Dollars should earn those dollars by exporting goods paid for in dollars. Perhaps this proved to be a considerable help to our UK based kit manufacturers. This paragraph contains much which relies upon memory of long ago and rather cursory web searches, so please feel free to advise of any corrections that you feel may be required.

#### **New arrivals at the library.**

From the estate of Lindsey Smith we have received many copies which we did not previously hold of the MaxFax, an American club newsletter, which primarily features small scale models and includes plenty of plans. I am not sure when MaxFax was first published but it was possibly about 1976. We have a complete run of these newsletters from 1987 to 1999, then through to 2009 with some gaps and just a few through to 2017.

**Flying Aces Down Under**, a newsletter from Australia that I was totally unaware of, also came to us from Lindsey's estate. This is similar to the American Flying Aces Club Newsletter in that it comprises a dozen or so sheets stapled together and a number of loose plans, so plenty of opportunity for pages and plans to get quite mixed up. Again I am not sure of the date of the first issue but it could have been about 1997. We have copies from 2000 to 2009 with some gaps.

We would obviously welcome any further copies of these two newsletters and any help in identifying which plans go with which issues of Flying Aces Down Under.



Roy Tiller, tel 01202 511309, Email [roy.tiller@ntlworld.com](mailto:roy.tiller@ntlworld.com)

Roy Tiller

**Sunday 3rd April 2022. MOD North Luffenham**

This contest was held in an otherwise dead period in the UK contest calendar and was intended to be a low stress enjoyable day out for competitors together with the opportunity for the organisers to experiment and flex the usual BMFA rules a little. Also, there was the novelty of competitors being able to fly 2 different models as separate entries, "French Style" but with only the highest score counting.

Classic Glider which is normally flown on a 75m towline was instead flown off 50m and to a 120s max (as were all events). Colin Foster made good use of the two-model entry and was able to discard his first sub max flight with his Sans Egal and complete a full house with his Pelican. Maybe it was the change in line length and max which resulted in this class being particularly hard fought with but 47 seconds separating the first six competitors. There were some new names to me on the score sheet, let's hope they enjoyed themselves enough to become regulars. The other "variant" class was combined 1/2A and E36 which were both flown to an 8s motor run. This didn't seem to be a problem for Peter Watson who effortlessly made his 3 maxes. It has to be said that the other electric flyers found maxes more elusive, perhaps because after 8 seconds the model was not in the optimal position for recovery. The only 1/2A flyer Steve Barnes had his locked down 1/2A sized Lucky Lindy stall badly off the top to ruin his score. No one turned up with a "proper" VIT/AR equipped 1/2A to really set about the electric models which they surely would have done.

Classic A1 was well supported and Stu Darmon took the opportunity to present the winning prize to Colin Foster (Bodnar RDT and other desirable goodies) for the postal contest he had run last year. The event attracted a motley assortment of F1C and F1A flyers of great renown but Pete Woodhouse saw them all off comfortably at the end.

Mini Vintage provided another win for Colin Foster our Victor Ludorum who I think flew his Le Timide. Dave Ryalls was flying in, I believe, his first contest and was unlucky to misplace his model downwind so was unable to complete his flights. By the end he was reunited with the model and we hope to see him in the results soon.



Colin Foster receives the trophy for the 2021 Classic A1 Postal.  
Colin is holding the Santanita classic A1 he used in the event

The disappointment of the day was the pre-1970 Coupe d'Hiver event, that shouldn't detract from Don Thomson's nice series of flights with his Batuik model but it was a long drive up from Ealing with neighbour Ray Elliot to be the only two entrants. The organisers will need to explain this event better as it's not clear that potential competitors realised that it was open to Vintage Coupes as well.

Maxes were not easy on a cool day in Rutland though it was apparent that as the day progressed and the weather got cooler and duller maxes seemed to become more common. A quick assessment of the results suggests that maybe 50% of the scores were maxes and that seems about right for a contest.



In the spirit of having a relaxing day the contest times were designed to allow entrants an easy start to the day and a journey home in daylight and this seemed to be appreciated by those who attended. The reduction in towline and motor run took the steam out the two classes which have most excess performance and this combined with light winds meant that almost all flights remained in the field.

At prize giving competitors were kind in their comments on the day so it's certainly the intention to repeat this next year. If you did fly, or had intended to come but didn't make it, please let me or Stu have any comments or suggestions for next year.

## Results

Start 10:00 - Finish 1630 Weather - WNW 5 - 10mph, dry, 5 C.

All Flights 120s max, ONLY BEST SCORE SHOWN.

### Classic A1

Pete WOODHOUSE	120	89	120	329
Simon DIXON	52	120	117	289
Pete WATSON	120	73	82	275
Kris BEST	39	73	120	232
John WILLIAMS	32	31	76	139
Stephen FIELDING	55	24	49	128
Ken FAUX	73	0	0	73
Stu DARMON	56	0	0	56
Colin FOSTER	DNF			
Pete WILLIAMS	DNF			

### E36 + 1/2A Combined (both 8s run)

Peter WATSON	120	120	120	360
Steve BARNES (Flew 1/2A)	114	120	78	312
Gerry WILLIAMSON	73	105	120	298
Pete GIBBONS	120	106	71	297
Dave GINNS	90	85	120	295
Gordon Warburton	120	0	0	120

### Classic Glider (50m towline)

Colin FOSTER	120	120	120	360
Mike CHAPMAN	101	120	120	341
Pete ARKLEY	100	120	120	340
Stu DARMON	120	120	91	331
Pete WOODHOUSE	20	79	120	319
Simon DIXON	111	82	120	313
Mike EDWARDS	75	120	85	280
Kris BEST	89	0	0	89
Pete WILLIAMS	DNF			

### Mini Vintage

Colin FOSTER	120	120	120	360
Dave TAYLOR	120	91	120	331
Dave NORWOOD	86	120	74	280
Dave RYALLS	120	120	0	240
Stephen FIELDING	DNF			

### Pre 1970 Coupe D'hiver

Don THOMSON	120	96	120	336
Ray ELLIOTT	76	50	63	189
Dave TAYLOR	DNF			
Gordon Warburton	DNF			

I'll kick off with an apology! The Easter Monday Croydon Wakefield Day/SAM1066 Day had excellent weather but a poor attendance, with only 10 competing fliers, albeit there were a few sport fliers & several spectators. On reflection, I guess I failed dismally to get the message across. However, those who did attend enjoyed some decent weather & equally decent flying with the wind in a favourable direction, allowing use of the plateau area. Results as follows:

**F1B:**

1<sup>st</sup> Mike Woodhouse 10.00; 2<sup>nd</sup> Chris Redrup 1.15

Mike hadn't travelled all the way from Norfolk - instead he took advantage of his daughter living in Frome resulting in a much shorter journey. Nevertheless, good to see him flying his F1B model so well.

**Vintage Wakefield:**

1<sup>st</sup> Richard Fryer (Gordon Light) 7.04; 2<sup>nd</sup> Jim Paton (Lanzo Duplex) 6.59;  
3<sup>rd</sup> Peter Hall (Yankee IV) 1.22.

Richard also flew a Yankee IV but suffered (if I recall correctly) the motor coming off the rear peg & taking out several fuselage bits. Peter just had one of those up & down days with the down coming out on top!

**Marcus Lightweight:**

1<sup>st</sup> Martin Stagg (DinahMite) 2.43; 2<sup>nd</sup> Don Thomson (Dinahmite) 2.02

**P30:**

1<sup>st</sup> Chris Redrup: 6.00; 2<sup>nd</sup> Martin Stagg 1.22

**Combined Vintage/Classic Glider:**

=1<sup>st</sup> David Cox (Hyperion) 7.30 =1<sup>st</sup> John Hook (Windjammer) 7.30;  
3<sup>rd</sup> Dave Etherton (Satu) 6.51.

David & John agreed to not fly-off as John had three quite long treks to retrieve his model & was pretty shattered - very sporting of David.

**E36:**

1<sup>st</sup> Chris Redrup 6.00 - again Chris was the only entrant

Pictures are all by courtesy of Alan Brocklehurst, who took an afternoon off flying & assumed the role of spectator, general assistant to Martin Stagg & photographer in chief!



Richard at full stretch



Up

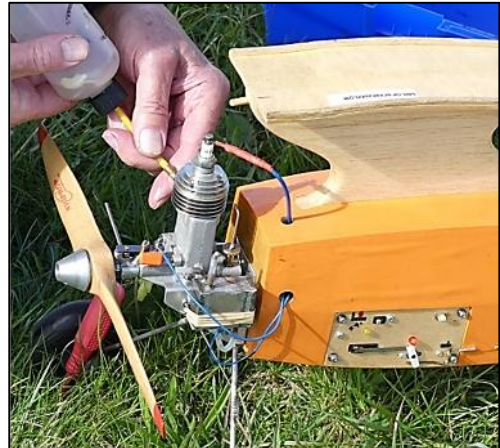




Down



Roy having fun



The sharp end

Continuing from last month with the disposal of items, goods etc. from the estate of Lindsey Smith, the aviation books have been sold and will be delivered before the end of the month for a yield of some £350. In total we will have realised £600 for club funds to date with the sale of quite a few kits & other items yet to come. In this context, your Committee is extremely grateful & indebted to Henry & Alison for their kindness & generosity. It is equally fair to say that they are delighted that Lindsey's modelling legacy is benefitting both SAM 1066 & modellers.

Ken Brown sent me this clip about Middle Wallop - from October 1951 *Aeromodeller*. How times have changed & not for the better!

*"R.A.F. FIGHTER COMMAND Championships were held at R.A.F. Station, Middle Wallop, on the 16th and 17th June, when 175 entries were received from 16 Stations. Two Landrovers were laid on for model recovery, and the degree of co-operation received from the Station Commander and Staff was magnificent. All classes of model flying were catered for, and the weather played ball and remained good throughout the two days of flying. One outstanding event was the spectacular crash by L.A.C. Dyer's Class IV speed model at well over 100 m.p.h. The model was actually timed for two laps at 180 km./hr., but unfortunately Dyer lost control when temporarily blinded by the sun. Another spectacle was the flying and team work by the West Mailing Team Race crew when winning the Class A Team Race. Unfortunately no times are given with the results, so it is difficult to compare with other events, but it appears honours went well round the various Stations in what must have been a very enjoyable week-end away from duty."*



Continuing with the nostalgia theme, I happened to be thumbing through a bound volume of the 1941 *Aeromodeller* (as one does) & came across this ad in the section that listed model shops in the January edition - which even in those dark days had 64 pages - how did D A Russell do it?

*"Wolverton: - A good range of scale and duration kits. Cloud, Studiette, Atlanta, Aeromodels, KeilKraft, Frog, Penguin, etc.. Joy-plane cement and dopes, high-grade balsa and all accessories at Lake Bros., 28 Stratford Road."*

Relevant because it was my local model shop when I first started building around 1950 - it never occurred to me that Lake Brothers existed for years before I started modelling! Look at those names of kit manufacturers - the first four long since vanished - maybe our distinguished & knowledgeable Librarian can throw some light on them? The last time I visited Wolverton, admittedly a few years ago, the shop still existed as a fully-fledged radio control only model shop operating under the name of Al's Hobbies - all power to their elbow!

On my travels - this month entailed a visit to The Model Shop in Northampton to deliver the Jaguar Wakefield model built by Robin Kimber, which they were very pleased to receive. Then on to Rugby to call in on your esteemed Editor & Rachel to deposit the Monks Wakefield for onward transmission to Gavin Mannion for the Birmingham Club, another model from Robin Kimber & for a welcome cup of tea, a chat & an extremely nice evening curry at the local hostelry in their good Company.



Taking tea – courtesy of Rachel



Anticipation!

A very nice time was had by all. The next day return journey was via the British Motor Museum at Gaydon - primarily to view the Jaguar Heritage Collection. The latter was very good - admittedly I'm a Jaguar fan, whilst the displays at the Museum main hall were impressive but totally lacking in atmosphere as everything was pristine & sterile - worth a visit but I wouldn't make a repeat trip. There are two separate buildings, with the main collection in one & the reserve collection plus the Jaguar collection in a separate one. The reserve collection had quite a few very interesting vehicles.

The last meeting of the indoor Winter season at Totton turned out to be successful yet again both financially and in attendance - really good to see as dates have been booked for Sept '22 thro' to April '23. An updated ad will appear in the NC later in the year - still for the 3<sup>rd</sup> Weds of the month but reflecting the times in which we live, the price - unfortunately, has to rise to £10 for 4 hours flying. All are welcome.

Due to other goings on, pretty well zero activity on the modelling front, other than a few excursions to the local park with grandchildren & great grandchildren to pursue the gentle arts of catapult launch gliders - the notable benefit being that I don't have to do any retrieval!

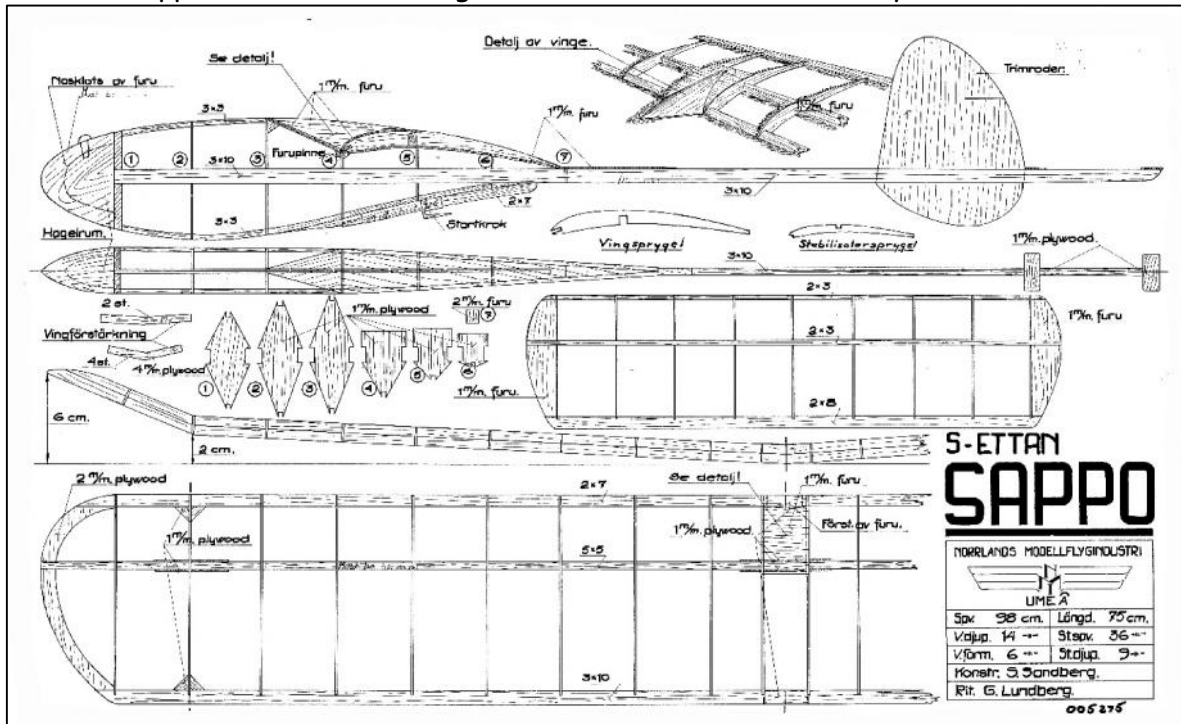
Finally, a plug for our Cagnarata meeting at RAF Colerne on 24th July. Reserve the day - add elsewhere in NC.

*Roger Newman*

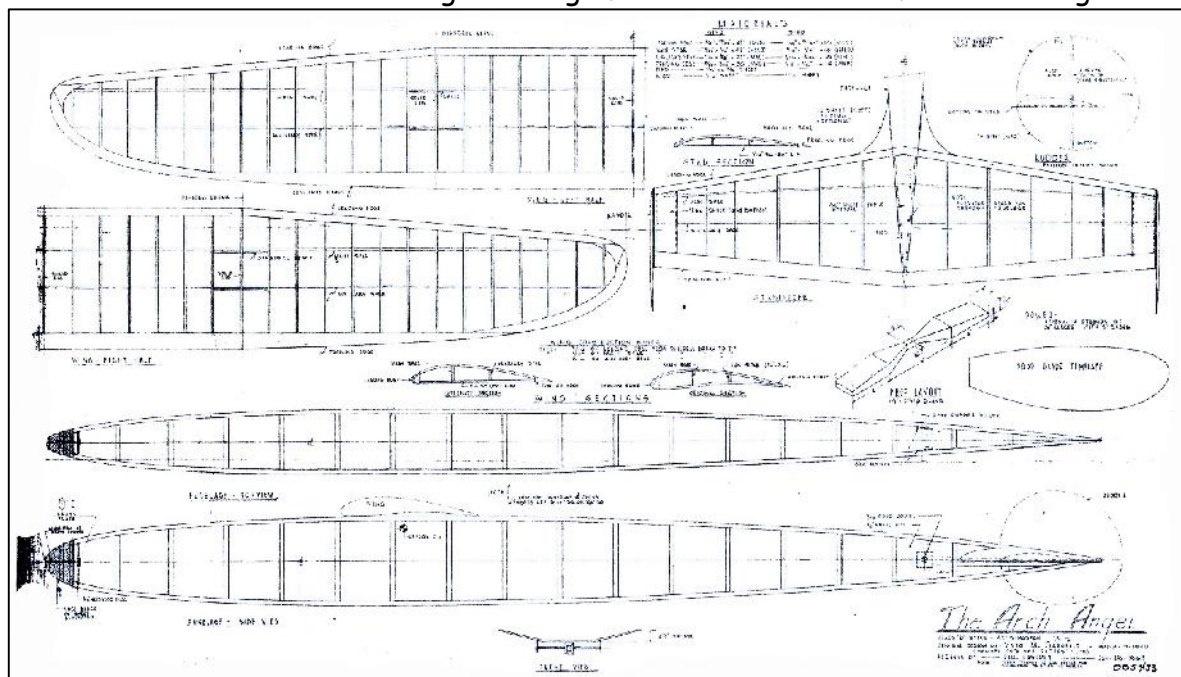


## Models of the Month

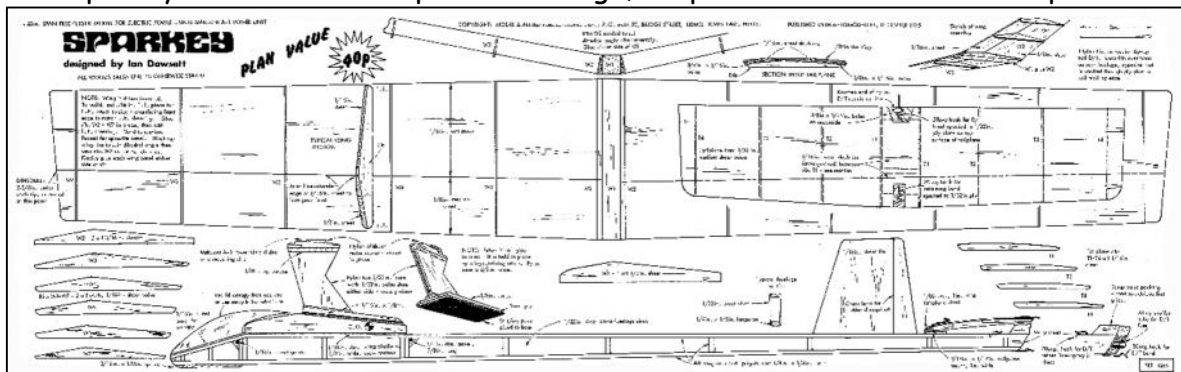
**Glider:** Sappo - small model design from Scandinavia with a really short moment arm!



**Rubber:** A 1940 rather elegant design from the USA - Garaflow Arch Angel



**Power:** Sparkey -a small electric powered design, adaptable for a more modern power source



## SAM1066 'CAGNARATA' CONTEST 24<sup>th</sup> July 2022 at RAF Colerne

This contest format is popular in Italy and is basically an all-in event where models of different classes are flown against each other.

Differences in performance of the various classes are taken into account using a handicap system (K factors) with different maxes depending on the K factors. The classes to be flown with associated K factors and maxes are set out below. Each flight time is calculated by taking the actual flight time & multiplying it by the K factor.

Classes	K Factor	Max (secs)
E36 (Motor run 7 secs)	1	120
M/V Power	1	120
FIG / Vintage Coupe	1	120
F1H /A1	1	120
M/V Rubber	1	120
Open Vintage / Classic Glider	1	120
Tailless	1	120
P30	4/3	90
E30	4/3	90
CO2	4/3	90
Under 25in Vintage Rubber	3/2	80
Hi Start Glider	3/2	80
at /HLG	2	60

*Note 1: 3 flights for comp, no rounds*

*Note 3: Competitors may enter more than 1 class for single entry fee*

*Note 4: D1 fly-offs may be used as appropriate, fly-off time as per max in class*

**Entry fee: £5 – covers comp entry and/or sports flying.**

**Free entry for partners.**

**Gates open 10.00am. Flying commences 11.00am,  
finishes at 5.00pm**

## Free Flight Nationals 2022

### Introduction

Following the non-availability of Barkston Heath the FFTC have agreed an alternative plan for the Free Flight Nationals, in doing this the FFTC have sought to minimise the confusion and disruption, to the overall contest calendar for 2022.

### Venues

Alternative venues were considered and investigated. However, due to the shortness of time, it was agreed that we should not consider a new and untried venue but settle for tried and tested sites

- Area 8 Salisbury.
- North Luffenham.
- Buckminster

### The plan

The replacement contests be a cut down Free Flight Nationals and will not be the same as the "real" Nationals. We will apply a "light touch" organisation in a similar vein to that was operated in 2021. The contests will be flown for their respective Free Flight Nationals trophies. The contests will be run to the standard free flight gala format. SAM35 will run their free flight and control line events at the SAM35 Retrofest event on 25-27 June at Buckminster. The only event not included is the 4/8oz Wakefield this will be added to the East Anglian Gala.

### Entry and Fees

There will be no pre-entry requirement. Entry on the day. The entry fee is covered by the contest licence or payable at £10.00 per day allowing the entrant to fly in as many events/classes as they desire.

### Facilities

There will be no camping or other facilities except for the provision of toilets. The entrance gate at Sculthorpe and Luffenham will be manned. We will arrange to collect the entry fees at the gate.

### Awards

- Certificates and medals for events will be awarded.
- Hand launch glider and catapult glider will be flown at both North Luffenham and Salisbury Area 8. The best time at either event will decide the place and the awarding of trophies.

### Details

- There will be no pre-entry requirement. Entry on the day. The fee would be a simple £10.00 per day charge. This fee would allow the entrant to fly in as many events/classes as they desire
- Management on the day at North Luffenham will be Ken Faux. Salisbury Area 8 Mike Woodhouse, who also has overall responsibility being the Free Flight Nationals coordinator.
- Number of flights and maxes to be decided on the day. There will be no rounds for FAI
- Start 09:00 finish 17:00

### Free flight – Salisbury Area 8

Saturday 4 <sup>th</sup> June – Start 0900 - 1700	Sunday 5 <sup>th</sup> June – Start 0900 - 1700
BMFA Glider	F1A Glider
BMFA Rubber	F1B Rubber
BMFA Power	F1C Power
BMFA Electric	F1Q Electric
Classic Rubber/Power	Hand Launched Glider
Women's Cup	Vintage Rubber/Power
Catapult Glider	Slow Open Power
Frog Junior (J)	Classic Glider
Tailless	
Vintage glider	



## Space - Salisbury Area 8

Saturday 4th June - Start 0900 - 1700	Sunday 5th June - Start 0900 - 1700
S3A Parachute	S6A Streamer
S4A boost Glider	S1B Altitude
S9A Helicopter	S2-P Payload
S5C Scale Altitude	S8E/P Rocket glider

## Mini - North Luffenham

Sunday 29 <sup>th</sup> May - Start 0900 - 1700
F1H (A1 Glider)
F1G (Coupe d'Hiver)
F1J Power
BMFA 1/8A Power
E36 Electric
P30 Rubber
E30 Electric
Mini Vintage
CO <sub>2</sub> Duration
Catapult glider
Hand Launch glider

## Free Flight Scale - Sculthorpe

The STC have been advised that they can run the flight scale events at the East Anglian Gala.  
The STC will decide and advise accordingly.

## Bowden Trophy - Buckminster

To be run on Monday 6<sup>th</sup> June at Buckminster.

## SAM35 - Sculthorpe

The 4.0 and 8.0-ounce Wakefield to be run at the East Anglian Gala

OXFORD MODEL FLYING CLUB

Tel:- 01865 553800

4, Grove Street  
Oxford OX2 7JT  
6 April 2022

Dear Mike,

You may have heard rumours of the Dreaming Spires Rally to take place on Port Meadow, Oxford on Thurs. 26 May, 2022. This is now NOT ON. We have had difficulties in obtaining permission from the City Council, giving a very short time to publicise such an event. Also, the BMFA "Cut Down" F/F Nationals is only 3 days away on May 29<sup>th</sup>!

There may be a F/F scale event on 26<sup>th</sup> May. Contact Charlie Newman on 01865 426129 or charlienewman 737@yahoo.co.uk.

You are welcome to trim and practice on Port Meadow on 26<sup>th</sup> of May as guests of Oxford Model Flying Club.

Yours sincerely  
Andrew Crisp

## Salisbury Plain Permits

Salisbury Plain Area 8 will be available for General Sport Flying and Trimming every weekend (Saturday and Sunday) plus Bank Holiday Mondays, in 2022, from January to December.

During this period flying on area 8 is subject to clearance being granted by Army Air Operations on the preceding Friday. When the clearance is given, a clearance number and the times available will be notified to users via their email addresses.

Users must be in possession of a current permit. To apply for a permit you must complete the application form to be found on the 'Free Flight Technical Committee' website. The cost is £20. Retain the conditions of issue and code of conduct for future reference.

It is important that you read and understand the conditions of issue and code of conduct before submitting your licence application.

Please note that the use of Salisbury Plain Area 8 for Model Flying is delegated by the MOD DIO (SPTA) to the BMFA via the management of the FFTC.

**No other use is permitted.**

## Free Magazines

There are:-

Aeromodellers: 7 x 1955, 6 x 1956 and Jan 2013 to Nov 2021 complete.

Sam Speaks 2007

AMI Aug '02 to Apr '04

The 2013 to 2021 Aeromodellers are all in perfect condition except for the removal of some free plans.

The 1955 & 1956 are without covers and consequently a little tatty.

The Sam Speaks are in perfect condition as are the AMI's

I want nothing for them just a good home!

They would need to be collected either from my home or an Area meeting, as three boxes have a total weight of just over 20 Kg.

If interested contact [john-richardson@btconnect.com](mailto:john-richardson@btconnect.com) or 01233 668767

Address is still 21 Beaver Road, Ashford

## MODELS FOR THE CENTENARY EXHIBITION

As you probably know, there will be an exhibition at Buckminster next summer to celebrate a century (or a bit more) of British model flying. The aim is to look at our progress decade by decade, covering FF, RC and CL flying and models; obviously prior to the late 1940s there was only free flight to consider, but you, as a vintage enthusiast will know all about our first fifty years or so.

Jim Wright and Martin Dilly are organising this and we need offers of representative models, preferably original but possibly replicas, and significant bits of equipment to include in the exhibition. If you've been to the superb German museum of gliding and model flying at Wasserkuppe or the AMA museum at Muncie you'll know what's possible.

A few specifics. Does anybody have one of the L.G. Temple heavyweight gliders from the 1940s? A Rudderbug? A Chris Olsen Uproar? A Mick Farthing Lightweight glider (the one with the diamond fuselage and a pylon)? A 1920s-type compressed air model? A Banshee? A combat model from the days when they had fuselages? A Bill Morley Thunderbolt F2B model?

Any suggestions of what needs to be included, whether models, equipment or developments will be most welcome as soon as you like.

Jim is at [jim.wright@dsl.pipex.com](mailto:jim.wright@dsl.pipex.com), phone 01525-221543 and

Martin is at [martindilly20@gmail.com](mailto:martindilly20@gmail.com), phone 0208-7775533.



# Cocklebarrow Vintage R/C

Sundays

17<sup>th</sup> Jul: 21<sup>st</sup> Aug: 25<sup>th</sup> Sep

Signposted from Aldsworth Glos.  
on the B4425 between Cirencester/Burford  
and off the A40 between Northleach & Burford  
(follow SAM35 signs)

All types of R/C up to 1975  
Sport flying, no competitions

**BMFA Insurance Essential**

Contact: Tony Tomlin  
Tel: 02086413505 & 07767394578

## Peterborough Flying Aces Nationals

Saturday 3<sup>rd</sup> September 2022

at

Ferry Meadows, Nene Park, Peterborough PE2 5UU.  
Competitions 10.00 to 16.15

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

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

**Open Rubber /CO2 / Electric Incorporating KIT Scale:** Judged for flight profile and realism. Any CO2 motor/tank permitted. See note re verification. Up to 36" Span. Judged for flight profile and realism. See note re verification.

**TSP L-1 Rocketplane Duration (New for 2022!)** Models can be of any type of construction, propelled by a single reaction motor of the TSP L-1 type. These motors will be supplied on the day. No others will be allowed and motors may not be modified in any way. All motors shall be mounted in a tube or clip securely attached to the model. Note the motors have a diameter of about 10.2mm. Best Three from five flights to count to a Max set on the day (see [www.peterboroughmfc.org](http://www.peterboroughmfc.org) for full rules and details)

**Jetex / 1 Shot Rocket Motor/ EDF Authentic Scale:** Judged for flight profile and realism. See note with regard to scale model verification

**Jetex/1 Shot Rocket Motor /EDF Profile Scale:** Judged for flight profile and realism. See note with regard to scale model verification

**P-20:** 20" span and length. Max 8" plastic prop, 6 gram motors (may be external), 3 flights to a Max.

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

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

**VMC "PILOT" & KK "ROBIN" Rubber Duration:** Senior and Junior Classes.

Models must use plastic prop and kit prop size. Note! We would like to see that any junior has had a hand somewhere in the building of the model.

**Rubber Ratio:** NO MAX. Any rubber powered model with wingspan 15" - 25" (tip to tip).

(KK "Elf" is eligible). Flight score is total time in secs (for 3 flights) divided by span inches.

**Catapult Glider:** Catapult, max 2 grams rubber on a 6" max handle. Any model permitted. 9 flights to a Max set on day, all flight times recorded, best 6 to count.

**Tabletop Precision:** Precision flight time Rubber event - models must Rise off Table.

**36 inch Hi-Start Glider:** Any glider up to 36", tip to tip, not flat span, launched by the supplied "Hi-Start" bungee.

**Best Unorthodox:** Unusual models. Flight must be seen by the nominated Scale Judge

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

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

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

**Young Flying Aces:** Prize for Best Junior: Scrolls for top 3 (Jun. 17yrs or under on 3/09/22)

**Prize for 1<sup>st</sup> place:** Scrolls for 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup>.

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

**PLEASE NOTE! NO GROUND PENETRATING STOOGES PERMITTED**

Revel in the special atmosphere created at this unique event.

Toilets, Café, and Park Visitors Centre.

Contact: Luke Goymour on 07752 236645 or [revgoymour@googlegmail.com](mailto:revgoymour@googlegmail.com)

See also Peterborough MFC Website at [www.peterboroughmfc.org](http://www.peterboroughmfc.org)

Where applicable, Maxes for each class will be set on the day

Govt. and BMFA Covid restrictions applying at the time will be enforced



## Southern Area BMFA Free Flight Gala

# R.A.F. Odiham

**Saturday August 6<sup>th</sup> 2022.**

**0900–1800hrs,**

The licence application is now being prepared,  
having been given the OK by the RAF.  
Date set for Sat August 6<sup>th</sup> with reserve date of Aug 13<sup>th</sup>.  
General Sport flying and competitions

### Competitions

E36, Mini Vintage, coupe d'Hiver, Vintage classic glider combi,  
Vintage wake 4/8oz, Vintage classic HLG/CLG.

Models to be CAA registered (if applicable).  
C.D. Chris Redrup.

For security reasons, all attendees are required to pre-register,  
therefore those wishing to attend must send the following details to  
Peter Carter by post including entrance fee with cheques payable  
to Southern Area BMFA.

Name

Address

Contact details(phone/e-mail)

BMFA no

Vehicle. Reg no, Make, model and colour.

Entry fee payment of **£12** for flyers.

Arrive RAF Odiham main gate from 0800hrs onward  
and by 0945hrs latest and have a photo i/d

Peter Carter:-

74 Buckland Avenue ,

Basingstoke, Hants, RG226JA

Tel 01256 352922. E-Mail. [P.carter34@btinternet.com](mailto:P.carter34@btinternet.com)

## THE CROOKHAM GALA 2022

**will be held on Sunday 18th September**  
**on Salisbury Plain Area 8**

### EVENTS

#### Modern And Vintage Coupe combined

(3 flights only. Prize for best vintage score)

#### Combined Glider: Mini Vintage: E36

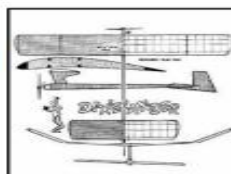
(Prize for best Classic A1)



### COMBINED POWER

(Including George Fuller Trophy  
for best placed Dixielander)

1st, 2nd & 3rd cash prizes  
for best Dixielanders  
plus prize for best placed  
other George Fuller design.



### CASH AND WINE PRIZES FOR ALL CLASSES

**Comps Start: 10.00am Finish 5.00pm**

Contact: Chris Redrup: Tel; 01483 487273

Mob; 07544533509, email [chrisredrup@yahoo.com](mailto:chrisredrup@yahoo.com)

Supported by Southern Area BMFA

## Southern Coupe League Calendar 2022

Date	Event	Venue
7 <sup>th</sup> Nov 2021	Coupe de Brum	N Luffenham
27 <sup>th</sup> Mar	Second Area	Area Venues
8 <sup>th</sup> May	London Gala	Salisbury Plain
26 <sup>th</sup> May	Dreaming Spires	Port Meadow
29 <sup>th</sup> May	Nationals	N Luffenham
10 <sup>th</sup> July	Fifth Area	Area Venues
24 <sup>th</sup> July	SAM1066 Cagnarata	RAF Colerne
6 <sup>th</sup> Aug	Southern Area Meeting	RAF Odiham
21 <sup>st</sup> Aug	Southern Gala	Salisbury Plain
18 <sup>th</sup> Sept	Crookham Gala	Salisbury Plain
9 <sup>th</sup> Oct	Coupe Europa	Salisbury Plain



Colin Shepherd's  
**West Midlands Indoor Meetings**  
**Mainly Free Flight**  
**Leasowes High School**  
**Kent Road, Halesowen, B62 8PJ**

2021  
 Oct 16<sup>th</sup> – Nov 13<sup>th</sup> – Dec 11<sup>th</sup>  
 2022  
 Jan 8<sup>th</sup> – Feb 5<sup>th</sup> – Mar 5<sup>th</sup> – Apl 2<sup>nd</sup> – May 7<sup>th</sup>  
 Flying 2-30 til 5-30  
**Admission - Flyers £8.00 - Spectators £2.00**

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

For further information phone Colin Shepherd  
 07749817767 or 0121 5506132 or e-mail [cosh43@hotmail.com](mailto:cosh43@hotmail.com)

Waltham Chase Aeromodellers  
**Indoor Free Flight Meetings**  
 At  
**Wickham Community Centre**  
**Mill Lane, Wickham**  
**Hants, PO17 5AL**

**Thursday Evenings 7-0pm til 9-30pm, £5**

**2022 Dates:**  
 Jan 20<sup>th</sup> - Feb 3<sup>rd</sup> - Feb 17<sup>th</sup> - Mar 3<sup>rd</sup>  
 Mar 17<sup>th</sup> - Mar 31<sup>st</sup> - Apl 14<sup>th</sup> - Apl 28<sup>th</sup>  
 May 19<sup>th</sup> - Jun 9<sup>th</sup> - Jun 23<sup>rd</sup> - Jul 7<sup>th</sup>  
 Sep 22<sup>nd</sup> - Oct 6<sup>th</sup> - Oct 20<sup>th</sup> - Nov 3<sup>rd</sup>  
 Nov 17<sup>th</sup> - Dec 1<sup>st</sup> - Dec 15<sup>th</sup>

Due to current restrictions, for the immediate future the organisers will need attendees to pre-book their slot at each meeting with the maximum number of attendees being set at 14. If the number of pre-bookings is significantly less than 14 then the organisers may have to reduce the meeting duration to avoid running at a significant financial loss. Hopefully, in the not too distant future, the coronavirus situation will calm down and we will enjoy greater numbers of attendees such that pre-booking and event duration adjustment will not be necessary. For the time being it is also a requirement that you wear a face mask.

**To book a slot** at a meeting (and for any further information) contact the meeting organiser, Alan Wallington, via email at [alan@aiwallington.co.uk](mailto:alan@aiwallington.co.uk) or by phone on 01489 895157. This should be with Alan by the morning of the Wednesday before the meeting you wish to attend. You will receive confirmation of your slot on the Wednesday evening.

And finally all flyers must be current members of the BMFA. Please bring your 2022 certificate with you to your first meeting or alternatively email it to Alan with your first pre-booking request.

## **Bodnar RDT**

As many will be aware since my departure from LBE service of RDT systems has been 'tricky'

Over time I have received enquires as to if I could help, this was not possible.

However.

It is my intention to obtain the remaining parts of the RDT systems. To that end I may be able to help.

I DO NOT intend to supply any new starter kits merely service systems of previous owners.

Once the remaining parts are sold they will NOT be remanufactured so supply is limited.

Contact me at [fifiuk@hotmail.com](mailto:fifiuk@hotmail.com) or phone me on 07871 459291

Peter Brown



## E30/RDT Batteries

I have had another delivery of 75mAh 1s lipo's which other users tell me are the best E30 batteries they have ever had. They are of course also suitable for RDT. If you send me £10 I will put 4 in a Jiffy bag and send them to you.

Ron marking, Pros Kairon, Pennance Road, Lanner  
Redruth TR16 5TF

## CARBON BOOMS For Hand Launched Gliders

If you need tapered carbon tubes for HLG booms I may have what you want. As supplied they are 99cm long, taper from 5.2mm to 2mm and weigh 6.4gm. As a rough test a 58cm length, suitable for a Yashinskiy type of model, weighs 3gm after a little application of wet-and-dry paper (used wet, of course) and it looks as if there's quite a bit more that can come off. The thin end that's left is good for a catapult glider.

Price is £7.00. In normal times I'd sell direct at contests, but postage and packing would be extra, depending on how many you need.

Contact Martin Dilly to order  
Tel: 0208 7775533 or e-mail [martindilly20@gmail.com](mailto:martindilly20@gmail.com).

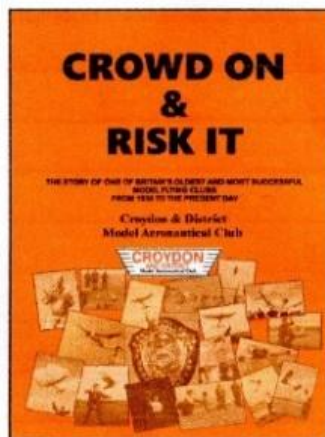
## CROWD ON & RISK IT

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 Basingbourn.

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





## FREE FLIGHT SUPPLIES

MICHAEL J. WOODHOUSE  
12 MARSTON LANE, EATON, NORWICH  
NORFOLK, NR4 6LZ, U.K.

Tel/Fax: (01603) 457754 International Tel +44-1603-457754

e-mail: [mike@freeflightsupplies.co.uk](mailto:mike@freeflightsupplies.co.uk).

Web site: <http://www.freeflightsupplies.co.uk>.

Face book <https://www.facebook.com/groups/266212470107073/>

I supply items, which are needed by the free flight modeller, or any other modeller, items that cannot be readily obtained through the normal model shop outlets. I also believe in the builder of the model principal so what you will find, on my list, are components, plans and kits etc. Although I am not a shop, if you are passing through Norwich, you are welcome to call in, a quick telephone call first to check that I'm at home will save a wasted diversion.

### ORDERS and PAYMENT

Place your order by telephone, by e-mail, CASH, DIRECT TO FREE FLIGHT SUPPLIES BANK ACCOUNT, CREDIT/DEBIT CARD, MORE!

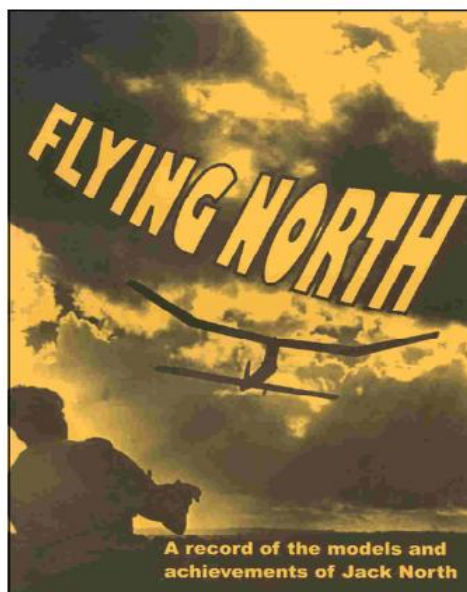
WESTERN UNION, PAYPAL

### AVAILABLE

LIGHTWEIGHT COVERING MATERIALS - HI-TECH MATERIALS - FIXINGS - RUBBER - RUBBER MODEL PROPELLERS - TIMERS - KP AERO MODELS - TOOLS - PLANS - KITS - "HOW TO DO IT" PUBLICATIONS - BOOKS.

Full details of the above items are on the Free Flight Supplies Web site.

## THIRD RE-PRINT JUST ARRIVED



### FLYING NORTH

A goldmine for vintage and nostalgia model flyers -

FLYING NORTH traces the model flying career of Jack North, one of only three people to represent the UK on all three outdoor free flight teams, - Wakefield, Power and Glider. It covers his flying and models from 1938 onwards and includes no less than 24 of his previously-unpublished designs.

FLYING NORTH was compiled and edited by two of Jack's Croydon clubmates, David Beales and Martin Dilly, who had access to Jack's extensive notebooks, photographs, drawings and his original models.

FLYING NORTH is a fascinating 163 page book and includes 130 photographs, reminiscences by colleagues, re-prints of all Jack's published plans and articles, including his later extensive work on thermal detection, and an outline of the professional career that also made him such a respected name in high-speed aerodynamics.

FLYING NORTH proceeds go towards the costs of the national teams representing the UK at World and European Free-Flight Championships.

### READERS' FEEDBACK

"... no other modeller's life and times can ever have been so comprehensively covered"

"I hope it becomes a classic."

"I am glad I bought Flying North. .... such a huge chunk of nostalgia"

"... am immensely impressed. A splendid effort"

"A fitting memorial to an unforgettable personality. I am sure the book will become an instant classic, treasured by aeromodellers all over the world"

"A very balanced record of Jack's modelling and professional activities"

"The best aeromodelling book since the Zaic Yearbooks"

Price £20.00 in the UK, £24 airmail to Europe and £30 elsewhere.

Contact Martin Dilly on +44 (0)208-7775533 or e-mail [martindilly20@gmail.com](mailto:martindilly20@gmail.com)



## DILLY JAP IS BACK

After a bit of a gap since the final 5 yards came off my last bulk roll of Japanese tissue several people have asked if it will be available again, so I've just received my seventh roll. Doing the sums, that means that there's now just over a mile of Dilly Jap covering models all over the world.

To re-cap on the details, it's 12 gm/M2 and has a strong unidirectional grain. It's white and low absorbency, so remains very light when doped. For those of you old enough to remember, it's identical to the Harry York tissue sold at his South London model shop in the 1950s.

Anyhow, since the last roll came in 2015, the price is slightly higher (maybe as a result of you-know-what ...xit and its effect on sterling), but it's still only £13 for a five yard roll a yard wide, or £15 by mail to the UK. I normally sell it in rolls at contests, but lately many people have had it sent lightly folded, so I can do that if you prefer.

I'm on 0208-7775533 or e-mail: [martindilly20@gmail.com](mailto:martindilly20@gmail.com)

### INDEPENDENT REVIEW OF DILLY JAPANESE TISSUE

The following appeared on the Hip Pocket Aeronautics Builders' Forum. Nine different tissues were tested, doped and un-doped.

"I am really impressed with how well this tissue performed. Dilly Jap tissue with 2 coats of thinned nitrate dope is around 8% stronger than the old 00 Silkspan with 2 coats of dope, yet Dilly Jap is 0.09 grams per square foot lighter. Here are the test results:

Test#	Tissue Type	gm/sqft	Avg Ten Str lb	Spec Str lb/gm
9a	Dilly tissue (UD)	1.20	14.74	12.28
9b	Dilly Jap Tissue (D)	2.04	19.70	9.66

So far, the Dilly Jap tissue has the highest specific strength of all the tissues and Silkspans tested. Doped Dilly Jap has nearly double the strength of doped Japanese Esaki tissue and yet doped Dilly Jap weighs 0.1 grams per square foot less than doped Esaki. Dilly Jap can't be beat for weight critical contest models requiring the torsional rigidity afforded by tissue papers!"

## FREE FLIGHT FORUM REPORT 2021

Indoor Duration - A Challenge to Conventional Design - Tony Hebb  
Coupe in a Box - Gavin Manion  
Building Other People's Mistakes - Stuart Darmon  
The Models of Ray Monks - Simon Dixon  
Simulated 3D Flight Dynamics - An Approach to Gain Insight for Trimming and Aircraft Development - Peter Martin  
Building During Lock-down - Phil Ball  
Tame Your F1B and Related Thoughts - Mike Woodhouse  
What Next for a Lady Flyer - Sue Johnson  
F3 RES - RC for the Aging Free Flighter - Andy Sephton  
From Wichita to Robin III - Mike Fantham  
Further Thoughts on Carbon-Skinned Wings for F1A - Stuart Darmon  
Geo Fencing and Electronic Stability - John Emmett



The UK price is £13 including postage; to the rest of Europe it's £16 and everywhere else it's £20. Forum Report sales help to defray the heavy expenses of those who represent Great Britain at World and European Free Flight Championships. Cheques should be payable to 'BMFA FF Team Support Fund' in pounds sterling and drawn on a bank with a UK branch. You can also pay by credit card, which is far easier (and cheaper).

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

Or by phone: +44(0)2087775533  
Or e-mail: [martindilly20@gmail.com](mailto:martindilly20@gmail.com)

### FREE FLIGHT FORUM REPORTS OVERSTOCK SALE

There's an excess stock over the years of the following Free Flight Forum Reports – 1997, 1998 and 2016. There's an enormous amount of information there on a wide range of free flight topics as the following contents list shows.

1997 - Slow Open Power - One Man's View by Dave Clarkson; Vintage Lightweights by Andrew Longhurst; Testing Balsa Quality by Bernard Hunt/ John Taylor; Return of an Old Tosser by Chris Edge/ Mike Fantham; Some Rambling Thoughts on Free-Flight Aeromodelling Design Trends by Andrew Crisp; Electronic Timers - An Overview by Chris Edge/Martin Gregorie; Selecting Slippery Stuff by John Barker.

1998 - Computer-Aided F1A Fuselage Layout by Mike Fantham; Fast Track to F1C Flying by John Cuthbert; Micro-Meteorology and Thermals by Mark Gibbs; The Latest Thinking in F1B Trimming by Peter King; F1A Tailplane Structures by Mike Fantham; Is the Weather Better on a Sunday or a Monday? by Phil Ball; A Practical Introduction to Electric Free-Flight by John Godden; Avionics and the Future of Free-Flight by Mike Fantham; GPS - A Global Position Paper by Julian McCormick; Builder of the Model - Where Next? by Mike Fantham  
2016 - Indoor Scale Free Flight Gliders by Andy Sephton; Juniors in Free Flight by Mark Gibbs; Carbon Fibre for Aeromodellers by Mick Lester; The Making and Testing of F1B Rubber Motors by Peter Brown; Computations at Low Reynolds Number and a New Aerofoil for F1G (Coupe d'Hiver) Models by Alan Brocklehurst; Carbon Fibre Covered Prop Blades from Simple Tooling by Phil Ball; Weather Forecasts - How Good Are They and How to Interpret Them by Mark Gibbs; Capitalising on Low Drag Aerofoils and All That by Alan Brocklehurst; Basic Propeller Theory by Andy Sephton; Methanol to Lithium by Peter Watson; Some Interesting & Successful Models from 2015 by Phil Ball; Dave Greaves 1942-2016 - An Appreciation

To clear the excess we're offering all three Reports together at a special discount price of £15.00, a saving of £21 on the single copy prices. To Europe the cost is £18 and anywhere else it's £21. 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). Copies are available from:

Martin Dilly, 20, Links Road, West Wickham, Kent BR4 0QW  
or by phone: (44) + (0)20-8777-5533, or by e-mail to [martindilly20@gmail.com](mailto:martindilly20@gmail.com)



# SAM Speaks USA.

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

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



## Provisional Events Calendar 2022

With competitions for Vintage and/or Classic models

All competitions are provisional and Covid restrictions may apply, **Check websites before attending**

February 27 <sup>th</sup>	Sunday	BMFA 1st Area Competitions
March 27 <sup>th</sup>	Sunday	BMFA 2nd Area Competitions
April 3 <sup>rd</sup>	Sunday	Le Petit Classique de Brum, N Luffenham
April 15 <sup>th</sup>	Good Friday	Northern Gala, Barkston
April 18 <sup>th</sup>	Easter Monday	Croydon Wakefield Day & <b>SAM1066</b> , Salisbury Plain
May 1 <sup>st</sup>	Sunday	BMFA 3 <sup>rd</sup> Area Competition
May 7 <sup>th</sup>	Saturday	London Gala, Salisbury Plain
May 8 <sup>th</sup>	Sunday	London Gala, Salisbury Plain
May 29 <sup>th</sup>	Sunday	<b>FF Nationals, Mini</b> , N Luffenham
June 4 <sup>th</sup>	Saturday	<b>FF Nationals</b> , Salisbury Plain
June 5 <sup>th</sup>	Sunday	<b>FF Nationals</b> , Salisbury Plain
June 19 <sup>th</sup>	Sunday	BMFA 4 <sup>th</sup> Area Competitions
July 10 <sup>th</sup>	Sunday	BMFA 5 <sup>th</sup> Area Competitions
July 24 <sup>th</sup>	Sunday	SAM1066 Club (BMFA) Centenary event. RAF Colerne
July 30 <sup>th</sup>	Saturday	East Anglian Gala, Sculthorpe
July 31 <sup>st</sup>	Sunday	East Anglian Gala, Sculthorpe
August 6 <sup>th</sup>	Saturday	Southern Area BMFA Gala, RAF Odiham
August 21 <sup>st</sup>	Sunday	Southern Gala, Salisbury Plain
September 3 <sup>rd</sup>	Saturday	Peterborough Flying Aces, Ferry Meadows
September 3 <sup>rd</sup>	Saturday	Stonehenge Cup, Salisbury Plain
September 4 <sup>th</sup>	Sunday	Equinox Cup, Salisbury Plain
September 11 <sup>th</sup>	Sunday	BMFA 6 <sup>th</sup> Area Competitions
September 16 <sup>th</sup>	Friday	Indoor FF Nationals, Daventry Leisure Ctr.
September 17 <sup>th</sup>	Saturday	Indoor FF Nationals, Daventry Leisure Ctr.
September 18 <sup>th</sup>	Sunday	Indoor FF Nationals, Daventry Leisure Ctr.
September 18 <sup>th</sup>	Sunday	Crookham Gala, Salisbury Plain
October 2 <sup>nd</sup>	Sunday	BMFA 7 <sup>th</sup> Area Competitions
October 16 <sup>th</sup>	Sunday	BMFA 8 <sup>th</sup> Area Competitions
October 29 <sup>th</sup>	Saturday	Midland Gala, Venue T.B.C.
November 6 <sup>th</sup> or November 13 <sup>th</sup>	Sunday	Buckminster Gala

**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](http://www.SAM1066.org)

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

[www.freeflightuk.org](http://www.freeflightuk.org) or [www.BMFA.org](http://www.BMFA.org)

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

[www.SAM35.org](http://www.SAM35.org)



## Useful Websites

SAM 1066	-	<a href="http://www.sam1066.org">www.sam1066.org</a>
Flitehook, John Hook	-	<a href="http://www.flitehook.net">www.flitehook.net</a>
Mike Woodhouse	-	<a href="http://www.freeflightsupplies.co.uk">www.freeflightsupplies.co.uk</a>
BMFA	-	<a href="http://www.bmfa.org">www.bmfa.org</a>
BMFA Southern Area	-	<a href="http://www.southern.bmfa.uk">www.southern.bmfa.uk</a>
SAM 35	-	<a href="http://www.sam35.org">www.sam35.org</a>
National Free Flight Society (USA)	-	<a href="http://www.freeflight.org">www.freeflight.org</a>
Ray Alban	-	<a href="http://www.vintagemodelairplane.com">www.vintagemodelairplane.com</a>
Belair Kits	-	<a href="http://www.belairkits.com">www.belairkits.com</a>
Wessex Aeromodellers	-	<a href="http://www.wessexaml.co.uk">www.wessexaml.co.uk</a>
US SAM website	-	<a href="http://www.antiquemodeler.org">www.antiquemodeler.org</a>
Peterborough MFC	-	<a href="http://www.peterboroughmfc.org">www.peterboroughmfc.org</a>
Outerzone -free plans	-	<a href="http://www.outerzone.co.uk">www.outerzone.co.uk</a>
Vintage Radio Control	-	<a href="http://www.norcim-rc.club">www.norcim-rc.club</a>
Model Flying New Zealand	-	<a href="http://www.modelflyingnz.org">www.modelflyingnz.org</a>
Raynes Park MAC	-	<a href="http://www.raynesparkmac.c1.biz">www.raynesparkmac.c1.biz</a>
Sweden, Patrik Gertsson	-	<a href="http://www.modellvänner.se">www.modellvänner.se</a>
Magazine downloads	-	<a href="http://www.rclibrary.co.uk">www.rclibrary.co.uk</a>
Aerofred Plans	-	<a href="http://www.aerofred.com">www.aerofred.com</a>
South Bristol MAC	-	<a href="http://www.southbristolmac.co.uk">www.southbristolmac.co.uk</a>

control/left click to go to sites

### Are You Getting Yours?      -      Membership Secretary

As most of you know, we send out an email each month letting you know about the posting of the latest edition of the *New Clarion* on the website. Invariably, a few emails get bounced back, so if you're suddenly not hearing from us, could it be you've changed your email address and not told us? To get back on track, email [membership@sam1066.org](mailto:membership@sam1066.org) to let us know your new cyber address (snailmail address too, if that's changed as well).

P.S.

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

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

Your editor  
*John Andrews*