


	<h1 style="color: red; text-align: center;">NEW Clarion</h1> <h2 style="color: red; text-align: center;">SAM 1066 Newsletter</h2>	<b>Issue</b> 072017
		<b>July</b> <b>2017</b>

**Affiliated to**  
SAM 1066 Website:



**Club No. 2548**  
[www.sam1066.org](http://www.sam1066.org)

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## Editorial

I will start this issue with the eulogy's that were presented at our Chairman John Thompson's funeral service, I find them quite moving as I am sure you will also.

Next up, back to business, I recall my usual failures at RAF Barkston Heath in the National Championships. I'm never too serious with my attempts at competition flying but I really enjoy the companionship of like minded souls and the evening meals at the end of the day are the highlight for me.

In my piece are a few words about a Guinness Book of Records attempt on the Sunday by Martin Pike for 'The longest flight by a rubber band driven model airplane built from a kit'. One was established but needs to be ratified, assuming all the bumf required is acceptable.

If there are any Enid Blyton fans, then the article by Australia's Malcolm Campbell concerning an incident at their club field will amuse as it is written in the style of the famous author.

I have just received a modern version of an Enid Blyton novel for fathers day, should be equally amusing.

Andy Crisp's Port Meadow event at Oxford, always a popular event, is reported by Jim Paton and supported by Peter Hall for the Southern Coupe League. I was committed elsewhere and missed the fun, apparently there was quite a large attendance at the prize giving as the cows decided to participate.

Nick Peppiatt continues his indoor articles, this is his 14<sup>th</sup> epistle, thanks Nick. There is a lot of indoor knowhow hidden in his writings and we should all be able to pick up a few wrinkles. He promises some information on rubber and motors next time.

I've dug into the Keith Miller photographic archive again and display half a dozen more pics.

Our archivist Roy Tiller, having concluded his in depth reports on the MOVO catalogues, is now looking way back into the magazines of the past and unearthing interesting articles and facts from three quarters of a century ago. I'm sure there will be a few eye openers as modellers of that era were on the ball and using many ideas that we think of as recent discoveries.

Our society's second meeting on the great plains of Salisbury on 18<sup>th</sup> June is reported by Jim Paton and myself, models and I suspect minds were warped by the heat of the day but for those who could handle the heat, it was a superb flying day with light winds. Area 8 being unavailable the alternative high flightline overlooking the valley was ideal for timekeeping and recovery spotting, if a little dusty from passing vehicles. An excellent flying day if somewhat hot for non sun worshippers like myself, I consumed all the water we had with us and all the boxed drinks.

Our secretary Roger Newman brings up the rear as usual with his monthly report containing amongst other things the results of the June meeting.

Roger includes a few more pictures from Dave Etherton's camera, Dave seemed to be popping up everywhere with his device at the ready, maybe it's a new acquisition.

Plans for the Month rounds off this issue.

*Editor*

My Lovely Dad:

by Liz Thompson

I think my dad was a one off.

Three things characterised John Thompson – Christianity, socialism and patience.

As you probably know, he claimed he didn't have time for any of them.

However, in his actions he displayed a profound commitment to many of their guiding principles.

He loved his family and was good to his friends and neighbours.

He treated people equally and fairly – taking them as he found them (in later years, usually buttonholing them when he emerged from his shed, like 'Badger sniffing the air', as Jim M. said) and respecting integrity above all else.

And although he didn't suffer fools (categorised by a very long list) he gave his time freely, was a great teacher and generous to a fault.

When I told my friends he'd died, one described him as 'a magnificent curmudgeon with a kind heart'. And my husband, Alan, said 'he was a bugger, but brilliant'. How very true.

John Desmond Thompson was born in Amersham in 1933. He grew up with his brother Graham in Hounslow during the war. When they were bombed out of Lampton Avenue, they returned to Amersham, where my wonderful Irish grandfather, Desmond, was chief electrical engineer at the Hawker Hurricane factory in Langley, Slough. After the war, worn out by the stress of long hours on the production line, they moved to Dublin, and Dad went to the local grammar school.

Along with so many boys of that generation, he was fascinated by aeroplanes, recognising their shape and sound in an instant. He never lost that sense of excitement and poured his energy and intellect into model aeroplanes – in particular, working out how to make them to fly better, higher, further.

From boyhood model-making, he spent the 1950s entering European and World Championships, representing Ireland and enjoying the parties and the craic.

With a gap for a career and a family – more of that in a minute - he took up planes again when he was older, spending happy days on Chobham Common and at Beaulieu and hours on the computer running an international network of enthusiastic flyers.

He embraced new technology – deliveries of everything from Balsa wood to bulk supplies of Campari arrived at his house, and surprises often appeared at our doors – most recently Nick Hytner's latest book on running the National Theatre, a gadget for filling hot water bottles safely, and a bag of easy-open plastic icebags, because our ice trays were, apparently, 'bloody useless'.

When Dad died, I went into his shed for a good cry and thought about this amazing space he had created – full of detail, intelligence, careful organisation, and good humour, as well as odd notes, cards and artefacts we had all sent him over the years.

One note above his work bench was a quote from Leonard Cohen (my Dad loved Leonard Cohen): 'I've studied the world's great religions ... but cheerfulness kept breaking through.'

Amusement and curiosity propelled my dad. He had a searching intelligence, which always tried to up-end convention and see if there was another way of looking at things. You could never quite guarantee what his view would be on any specific topic – he could surprise you. When he retired, he told me he would start voting Labour, as it would now clearly be in his interest. I don't think he ever did, but he truly believed in equality of opportunity.

He didn't care for privilege, authoritarianism and general jobsworthiness. He disliked the idea of grammar schools, had no time for the surveillance state and pettifogging rules drove him mad.

He thought we should take people as we find them – and I remember how moved he was during the Ethiopian famine of the 1980s, saying of those tiny starving children: there goes a lost generation of doctors and engineers, denied the opportunities that others have had by good fortune of birth.

And he loved to surprise people – most recently Albert and Rachel's children next door, with a special menu posted in our old Wendy house, announcing frogs' legs and tadpole soup and a 'trespassers will be prosecuted' sign at the very top of the tree they always climb.

The one person he probably never surprised was my lovely mum. She has always had the measure of him, and, despite the scar he wore from the stale bread roll she threw at him early on in their marriage, their love, independence and argumentativeness made our family a very happy one.

Mum told me recently that when they got engaged, he'd rushed into their house, picked up my Grandma, swung her round and told her it was the happiest day of his life. I'm sure they drove each other mad sometimes, but his love for my mum was obvious, especially in the care he gave her in the last few months. Silly old sod. Should have gone to the doctor's himself.

His was a life fully lived. He never wasted a minute. He couldn't wait to leave Ireland and took his chance as an articled clerk in an accountancy firm to go abroad. I've a picture of him at the top of the aeroplane steps in Berlin, handsome in a narrow-lapelled suit and optimistic for a new post war Europe as he emerged into the bright sunlight. What can have been more exciting for a young man in the 1950s, than living in Europe, in Lisbon surrounded by the brothels of that great port city or in Rome, home to the film stars of Cinecittà, the great Italian film studio?

Dad loved Italy and all things Italian (unlike the French, for whom he had no time at all) and when he married mum, they went straight to Milan from their honeymoon and lived there for the next seven years. The Campari years, we'll call them. Four-hour lunch breaks. Cocktail parties. And auditing the two sets of books kept by every Italian company. One for the tax man and one for real. John C. can tell you more over sandwiches later.

My darling late sister, Kate, and I both lived there when we were small, but we came back to England when my brother Grattan was born. Dad worked long hours at Honeywell and had a very successful career, but spent as much time with us as he could. He had patience for French cricket, badminton over the washing line, running the local football team with Bob M., climbing every iron age hill fort in Hampshire, and cycling round the lanes after work with us – my cheeky brother in the red wellies he never took off.

We argued the hind leg off a donkey over every subject imaginable, learning about life over the dinner table and on Saturday mornings at the library. As many of you will know, Dad was an uncompromising opponent in an argument. He'd pick a position, guaranteed to wind you up or provoke. And I'd certainly fall into that trap every single time. Just ask my brother about our argument on the day of the Brexit referendum.

Dad's integrity meant that for him the world was often very black and white. There was a right way to do things and a wrong one. Usually yours. And yet, he was a pragmatist. He recognised the need to take the world as it was and make the best of it. He wasn't prone to voluble outpourings of emotion, but instead showed kindness through the actions he took – in every plug he mended, every time he babysat, and every leg that he pulled.

He once told me that he'd only been able to tell my sister he loved her after she'd died. But I know he loved us all – especially his grandchildren, Bill, Edie, Poppy, and Leah, who brought him such great pleasure. He was so proud of you.

What is a man? Who really knows the answer to that? But my dad was a good one. And he could wiggle his ears. There won't be many here today who can say that. I'm so grateful to have known him.

Edie asked our neighbours for happy or funny stories for a memory box. We have had a lot of lovely replies. And Paul Robinson's made me laugh, because it summed up Dad perfectly. I read it here:

'John loved to have a good rant. Victims included the local council, politicians, the French, the PC brigade, the local council – again – and the health and safety mob. He told me about the BT engineer who refused to go on the low flat roof without a colleague to 'foot' his ladder. 'Bloody ridiculous,' he said, 'Health & Safety'.

A few months later, John climbed a long ladder to paint some wood on the side of the house. No need for anyone to 'foot' the ladder. At some point, the bottom of the ladder decided to slide away from the house. Consequently, the top of the ladder slid slowly down the side of the house. John slid down with it, serenely and safely. But, steadying himself with paint brush in hand, he left a lovely white paint streak down the length of the wall. 'Bloody ladder', he said.'

Liz Thompson – May 2017

By Bernard Aslett:

I have been asked to speak of John's contribution to the world of Aeromodelling.

An occupation from literally his childhood, - he came to prominence in the great era of the '50's .

Competing with his own designs, he took part in the World Championships of '56, '58 and '60, as a member of the Irish team, placing high enough to gain International recognition. He was working in Italy in the late '50's, and residentially and competitively qualified for the Italian team, but was already written in for the Irish team.

Returning to the UK, at the start of the '70's, he took up Radio Control Aerobatics, but Free Flight drew him back, and in the '90's, and in a vastly different Contest scene, requalified for International competition in the British team in Hungary in 1995.

In his latter years, he took a nostalgic journey into his heydays, building a great number of 1950's models BUT, employing vastly more powerful engines, taking satisfaction and delight in controlling this power and sending these models to prodigious heights. The original designers would have been quite open mouthed at such achievements. A report on each model would appear in the modelling press almost monthly.

To the non-aeromodelling members of this congregation, who may find it hard to understand these technical achievements ..... it might be likened to building Louis Hamilton's Formula One racing car, and also wanting it to perform as a farm tractor, such is the disparity in the speeds in any competition flight ... and possibly, its fascination.

- and this brings us to the man himself.

John was hugely industrious, as much for others as for himself. Widely recognised as a "Go-To" man, he organised, ran, and reported, competitions at Odiham, Beaulieu and Middle Wallop. He also chaired the vintage organisation SAM 1066.

From his great knowledge and experience, he would freely share, and an enquiry would often lead to explanatory Emails, accompanied with a variety of downloaded photos.

In these latter years he also pioneered and promoted our modern electronic devices, and again shared it all.

He will be remembered, and missed, for his energy, his vigour, his generosity and not lastly for his sense of humour.

I find it hard to believe he has gone, .....which is a measure of the man!

It seems to be a good day for flying, light winds and warm, will it be Chobham or Beaulieu? So, don't let us delay you John, be on your way, and we'll follow on later.

Thank you for your attention.

Bernard Aslett



British National FF Championships, RAF Barkston Heath, May 27<sup>th</sup> - May 29<sup>th</sup>, I was there, and that's about the best I can say as far as my performances were concerned.

Rachel and I travelled up to Lincolnshire to our digs at Byards Leap, close to the airfield, on the Friday prior to the event. That evening we went to our favourite pub, the Plough in Wilsford, to get sustenance for the inner man only to find the place fully booked, no room at the inn. This was an omen for the weekend as a whole. Eventually we ate in the Italian restaurant in Sleaford, not without incident. They had no Australian red wine and the bottle of the house Merlot provided was the most innocuous wine I have ever tasted, only 10% Alc, no bite whatsoever. Rachel informed the manager, in no uncertain terms, of her opinion of his wine and duly received a glass of a more acceptable vintage. I declined the managers offer to remove the offending bottle Merlot as it was very easy to drink and the low alcohol content meant I could drink more, which I did.

**Saturday 27<sup>th</sup>:** more than a little windy, we set up shop on the airfield alongside Martin Pike and family and I got my refurbished and almost trimmed BMFA Rubber model 'O-4' ready for the fray. I had done some basic re-trimming on Warwick Racecourse a week before and, as it was quite windy, I decided to dispense with any check flights and just wind it and chuck it and see what happened. I launched for my first comp flight and 'O-4' climbed away steadily on its 50gm x 16 x 3/16 motor, in reasonably neutral air. The prop folded and the flight looked set for a possible max, gliding smoothly in a comfortable circle and all seemed well. Not so, suddenly the model looked as tho' it had DT'd early but then cavorted about all over the sky and was down short of requirements. Rachel recovered the model with the noseblock assembly nearby and inspection revealed the motor had detached from the prop assembly and retreated halfway down the fuselage. I really find it difficult to believe this could have



Trimming O-4  
at Warwick



Alan Price chats whilst I  
effect Korda repairs

happened on the glide and the prop assembly staying with the model till it hit the ground. Mystery.

There was spacer damage to the fuselage but I could not be bothered to repair it so I helped Martin Pike practice for his Guinness Book of Records attempt, more on that later.

That evening we all ate in The Plough in Wilsford'.

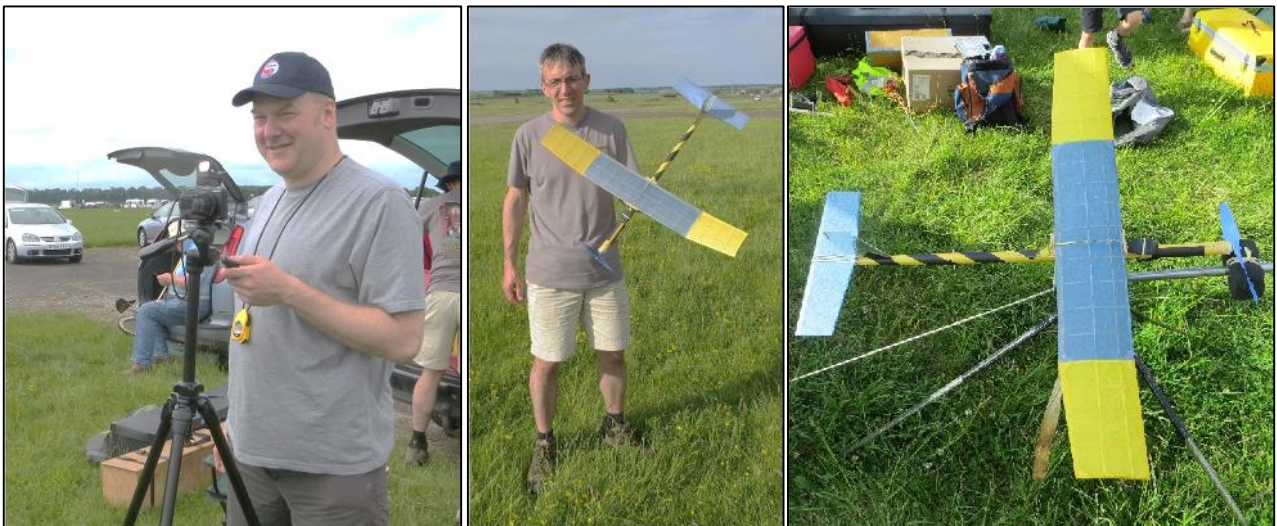
**Sunday 28<sup>th</sup>,** it was vintage day for me and, although not quite as windy as Saturday, I still decided not to risk my 'Jaguar' and stuck with my old 'Korda'. I fitted an 80gm x 16 x 1/4 motor and started to wind for my first comp flight. Rachel was on model

steadying duty but not paying attention as the wind and winding torque blew the model over in the jig.

"Oh bother" says I and retired to the tailgate of the car to survey the damage. My nice new D/T and fin location fixture at the tail-plane leading edge was in tatters as was a large amount of tissue, the 'Korda' is that old that the tissue splits if you look at it too hard. I repaired the tail/fin locators and had a couple of check flights to get the turn right then tried again. I put the model up in quite good air and once again things were looking promising but towards the end of the power run I could see that the 'Korda' was flying in and out of the lift. The prop folded and out of the lift goes the 'Korda' and down like a brick in the sink. John boy had done it again. Having dropped a flight, I decided to experiment with an 80gm x 18 x  $\frac{1}{4}$  motor, not a good idea. After launch for my second comp flight the model gave a spirited aerobatic display of monumental stalls and rolls and to add insult to injury recorded a flight of 21 seconds. "Oh bother" says I again.

I spent the rest of the afternoon helping Martin Pike with his record attempt. The record was for 'The longest flight with a rubber powered model airplane built from a kit'. The existing record is only 30secs, probably just a bench mark by the specification writers. The preparation work for the attempt had been a monumental paperwork exercise, forms for timekeepers, pictures of kit and building, witness certificates, video recording operator (the flight had to be videoed although Martin had explained in correspondence that most of it would be a wavering dot) however it was a requirement. All in all it is easy to see why no one had bothered to pursue the record.

Martin had a check flight to coordinate all parties and sods law prevailed as Martin put the model into excellent lift and had to operate the DT after 3 minutes to ensure it would be down in the field. The model was a P30 carrying, radio DT, video camera, tracker bug and strobe light. Of course he used double the rubber amount to get the model up there.



Here we have Stewart Mason operating a ground based video recorder fitted with optical gunsight, Martin himself and the model

By the time everyone was clued up and in place it was well into the afternoon and, although several attempts were made, sods law prevailed and lift could not be contacted and the best of the bunch was a flight of 2.07, not the sort of time Martin was hoping for. The officials then set about completing their paperwork and Martin has now to submit it all for ratification.



Now the extent of the task is recognised, Martin has decided to make a further attempt in the future and is seeking out a kit for a much larger model hoping to make the record a much more substantial time. He extends his sincere thanks to all his helpers on the day.

After the dust settled on the record attempts we all sat around in the early evening calm having a chit chat when it occurred to me that conditions were ideal for a few 'Tomboy' flights to enter in the SAM2001 Italian FF postal event. I had the model assembled ready and after firing up the old Mills, nicking my forefinger in the process, I cast the 17year old model skyward. Full tank for these flights of course and, with the



motor running well, the 'Tomboy' soon was a small spec in the sky. Eventually the motor stopped and the model started a huge wandering circular glide. We all sat back in our chairs watching the small bumblebee like spec slowly descending, still overhead. Being the first flight since it's outing last year I was pleased the trim was still more or less OK. I had set the DT at about 4min but the wind had dropped and I was wishing I had been more adventurous with the setting. The flight terminated with a DT descent from a good height and 4.58 was recorded with the model landing only a couple of hundred yards away. Flushed with success I was about to try again when the PA system announced that the airfield was about to be closed for the arrival of a light plane. That snookered any more attempts and we had an early dinner at the Italian Restaurant again so as not to keep Martin's children up too late.

**Monday 29<sup>th</sup>**, windy yet again with a rain threatening sky too boot. I had made a blanket entry for all comps so it was a matter of picking one for starters. I chose to fly in Classic Rubber/Power using a 'Late Night Final', an ex John Wingate model I had refurbished. Once again, as I had part trimmed the model on Warwick Racecourse, I dispensed with any check flights and wound for comp flight one. I was using a pre-tensioned 75gm x 16 x 3/16 motor and

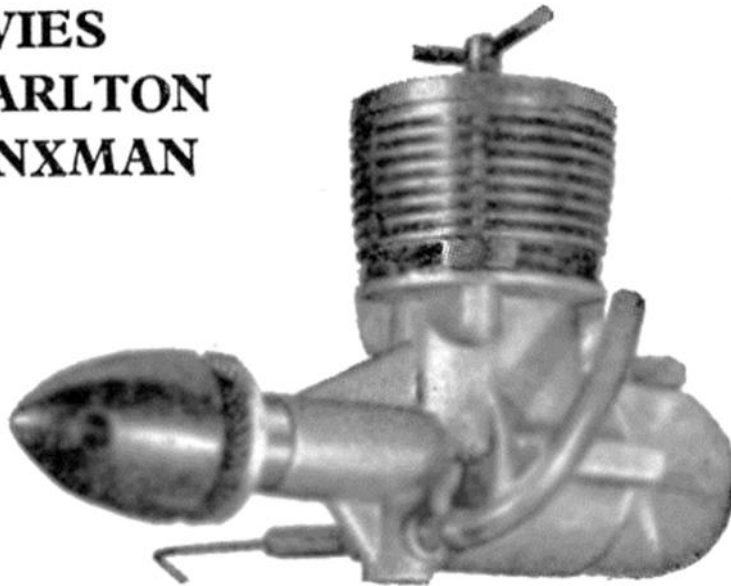


I think I did not put on enough turns as, although the model climbed away OK, it was not in good air and 2min was all it managed. As rain was now imminent I immediately wound for a second flight using more turns and the flight was much better, 3min+. Martin Pike elected to run after the model as the rain intensified. Three minutes had used up all the airfield and Martin checked in with his mobile when he found the aircraft and Rachel jumped

in the car and drove round to retrieve the pair, both more than a little wet. Martin packed and left for home and that evening Kathy Wingate & daughter Pauline and ourselves ate Chinese in the Railway Inn in Ancaster. Nationals over.

*John Andrews*

## DAVIES CHARLTON MANXMAN



**Manufacturers:**  
Davies Charlton Limited,  
Hills Meadows,  
Douglas, Isle of Man.

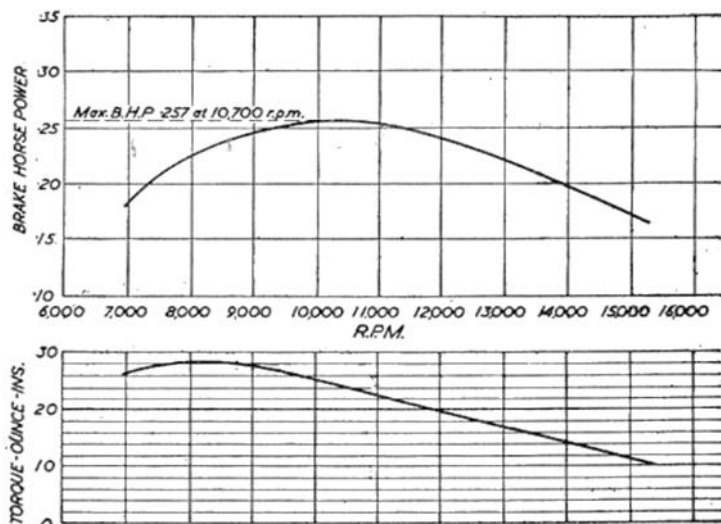
**Retail Price:**  
66/- plus 14/11 P.T.  
Total £4/0/11

Bore: .680 in.  
Stroke: .5625 in.  
Displacement: 3.444 c.c. (.21 cu. in.)  
Bore/Stroke ratio: 1.17.  
Bare weight:  $6\frac{1}{2}$  ounces (including tank).  
Max. B.H.P.: .257 at 10,700 r.p.m.  
Max. torque: 28.2 ounce-inches at 8,250 r.p.m.  
Power rating: .075 B.H.P. per c.c.  
Power/Weight ratio: .0395 B.H.P. per ounce.

### Material Specification

Crankcase: Light alloy die casting.  
Cylinder: Hardened steel.  
Cylinder jacket: Almn. (anodised red).  
Piston: Meehanite.  
Contra-piston: Meehanite.  
Connecting rod: Aluminium alloy.  
Crankshaft: Nickel chrome alloy steel.  
Crankshaft bearing: Plain.  
Spinner nut: Dural (anodised red).

PROPELLER	R.P.M.
dia. x pitch	
11 x 5	8,000
10 x 6	8,200
9 x 8	8,600
10 x 4	10,400
9 x 5	10,500
9 x 4	11,000
8 x 6	11,200
8 x 8	10,000
8 x 5	12,250
8 x 4	13,000
7 x 6	13,300
7 x 5	14,000
8 x 9 (TR)	9,600
8 x 8 (TR)	10,900
7 x 9 (TR)	11,000





This is a piece written by Malcolm Campbell, Editor, Brisbane Free Flight Society Inc

**"Bridge It" Jones Diary - also based on a true story**  
**Suitable for those who love women drivers - for ages 6 - 12**

Not much had happened in the club since the little beacon was found. Well, actually a lot had happened because we had an excellent Christmas Party and Malcolm and Sweet Kathy went to America to fly with the Big Boys and a few club members went out west to fly at Dalby. We've had big floods in Queensland and the dry lagoon at Coominya has filled up again, so that may produce some things to talk about during the year. Young Albert had been practising a lot with his new big gliders and Uncle Dessy has revelled in being his number 1 helper. Dessy loves to encourage people and he too has been testing a lot of models. Some of his models have tested the firmness of the ground but that never stopped him. He just picked up the pieces and returned another day to fly them a different way.

So what's this got to do with Bridge It Jones? Nothing much, I just wanted to tell you what else had happened. Well today was Sunday, Easter Sunday, and Sweet Kathy and Malcolm arrived early at the field. A thick fog was blanketing the ground and an awful surprise awaited them at the entrance to the field. Smart William and Delightful Dale had fallen off the low bridge. Well, they were OK but their Big Red Car had dropped two wheels off the edge of the concrete bridge and they were marooned. Luckily, Young Albert had driven through ahead of them and first of all suggested that Trolls had altered the bridge alignment. Young Albert knew Dale was driving and he just wanted to make her feel better. Smart William said *"No, Dale turned right when she should have turned left"*. Being the best mechanic in the club, he knew they were in deep Do Do. Whether Trolls did it or Dale, their car looked to be there to stay.



Seeing friction in the camp, Young Albert quickly took charge, throwing everything out of his car to see what he had that could be used to pull the car to safety. Young Albert loves watching episodes of *"MacGyver"*. Just like his mate Uncle Dessy, they both liked a challenge. Delightful Dale thought it would be fun to involve her younger son Darren. As it was Easter Sunday she thought a phone call for help at 7am wouldn't be too intrusive. Now Darren has a big black 4WD and chains and stuff - he'd make short work of the situation. But there was a problem - he was still in bed and Darren always liked a good breakfast. His understanding Mum said *"No worries dear, we'll let you know if we make any progress"*. Dale never liked being a burden on anyone although currently she was a burden on Smart William.

Young Albert remarked that if Uncle Dessy was there, he'd fell a tree and construct mechanical levers and things that would have them out in no time. But Uncle Dessy wasn't there, he was home playing Easter Bunny for all his grandkids. Now Dessy's grandkids are a bit old for chocolate bunnies but they all knew how much he loved to have fun and played along just to enjoy the big grin he gave them.

As they'd have to tow the disabled Big Red Car, Young Albert had luckily found 30 metres of sailing rope inside his car. He looped it 4 times and tied one end to the strong bits of Smart William's car and the other end to his tough little silver RAV 4. With Young Albert in the Silver Car and Delightful Dale in the Big Red Car, Sweet Kathy, Smart William and Malcolm pushed with all their might. The car moved ever so slightly, making a dreadful grinding sound before it stopped, more stuck than it was before, and the tow rope exploded into a million bits. Sweet Kathy remarked saying she thought they should have been pulling in the other direction. This was perhaps true but no one said anything.

So Malcolm put the bits of rope under one of the back wheels and Sweet Kathy took a nice clean towel out of her car and placed it under the other wheel. She noticed that it had been spinning and knew that rags and sticks can help move a bogged car. They all appreciated Sweet Kathy's help, as they remembered it was she who found the little beacon.

Had we run out of ideas? Yes was the likely answer until Young Albert produced a large green cotton sheet, one that he had probably slept on in years gone by. Another *"McGyver"* idea? He announced to his fascinated friends

that people used bed sheets tied together to escape from burning buildings and also prisons. Smart William said he'd seen the same thing in old war movies when prisoners escaped in that way.

Young Albert knew it was a tough sheet as he threw himself under the car to tie it to the strong bits on both cars. This time Smart William was in the Big Red Car and Young Albert was in the silver RAV 4. They gingerly revved the engines as the others pushed and pushed. The car slid slowly along the concrete, grinding as it did before but this time it suddenly broke free, like a cork from a bottle.

Delightful Dale was relieved and so grateful for the help. She announced to all that Smart William can drive across the bridge next time. So they all went into the field, flew their planes and, as promised, Smart William drove out across the bridge, and never put a wheel wrong. He just smiled.

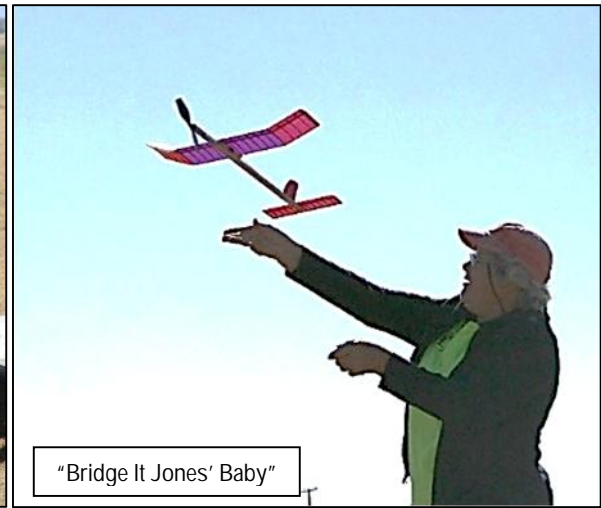
**The End**



Smart William needed a rest afterwards



The Big Red Car in happier times



"Bridge It Jones' Baby"

*Malcolm Campbell (Australia)*



Interesting Confetti at Freddie's Wedding

FREDDIE





*Extract form Aeromodeller November 1975*

### **Frill a Minute**

The shortest distance from the workroom to the flying field - given an average sort of bank account - is a straight line on the model plan; and the more frilly that line becomes the more you have to sacrifice the carefree life to the weighty considerations of giving aid and sustenance to that arch enemy of the model flying: gravity.

But, perhaps I am thinking in old hat terms. I was brought up in the days when the prime objective of model flying was the grim business of basic levitation; whereas today the emphasis is very much on the thrill of the frills. You no longer seem to have to worry about that old 'simplicate and add lightness' injunction, but pile on the drop tanks, bomb racks etc., and compensate with a few extra revs up front.

Now, what allows the Scale model flyer to cope with all this dropsical deadweight is the modern magic of control, either wire or button, although the truly remarkable thing about a model plane, as opposed to any other form of flying machine, is that it can be made to climb, cruise, glide and land without any control at all. This peculiarity, and the challenge it presents, is what gives Scale free flighting its particular zest, frills and all. And it's a tough life, where it is considered chicken to opt for the flyability advantages of the passable imitation rather than risk bomb racks, wire-spoked wheels and other flight despoiling embellishments in a dicey all or nothing bid for fame.

Much as I admire the nerve and expertise of the Scale Free Flighter, I am of that timid, preservation conscious school which believes that such things of beauty should be seen and not hurled.

### **Noises off**

A recent newspaper article on Sunday noise nuisance did not give a single mention to the model plane. Just why the model plane should have fallen from grace - or, rather, the reverse - is something of a mystery. It is generally felt that, in spite of silencer development and intense propaganda, it still can compete on more or less level terms with other disturbers of that valued British tradition: the Sunday afternoon nap.

But perhaps a clue comes in the high nuisance value given to mechanical gardening aids. People no longer push the mower or wield the shears, but pop along to the nearest discount house for the latest electrical aids to a speedy coronary. For sheer Sunday suffering they are reputed to have more than the decibel edge on the model plane, particularly as they do the ear massaging at really close quarters, quite different from the usual, *'Go down to the bottom of the garden, and see if you can still hear those model planes . . .'*

Come to think of it, it wouldn't be a bad investment for any group of flyers to distribute such electrical devices to nearby residents *gratis*. Then, when the inevitable maverick gets his unsilenced racing engine going full bore, the noise battered residents will merely mutter, *'It's old McManure, clipping his blasted hedge again . . .'*

On the subject of noise complaints, it often seems ironic to me that people send their minor aggrievements to the very authority which is contemplating siting a motorway bypass through their back gardens. The same authority which, under pressure of complaints, has de-urbanised the radio model, driving it into the wilderness to become the prey of environmentalist, conservationist and ecologist. *'The acoustic effect on the Greater Spotted Leatherneck is a startling reduction in number'* Then everyone gets even more anxious and concerned, even though they have never seen or heard of the Greater Spotted Leatherneck before. You just cannot win.

*Pylonius*



**Vintage Stunt - Old Warden 13/05/2017.**

Arrived at Old Warden to overcast skies and a blustery wind, but dry and flyable. Entries were taken for both vintage and taster stunt and with 7 for vintage and 6 for the taster.

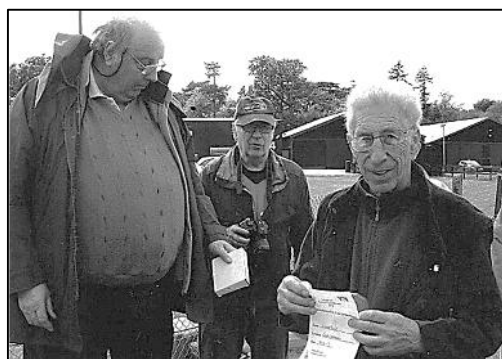
With the circle set and a complete warm up flight for the judge the first round began.

With the wind gusting the flying was tricky and a few rusty pilots made for some interesting scores in this round. Only a few pilots managed to complete the schedule to obtain the 25 points in this round.

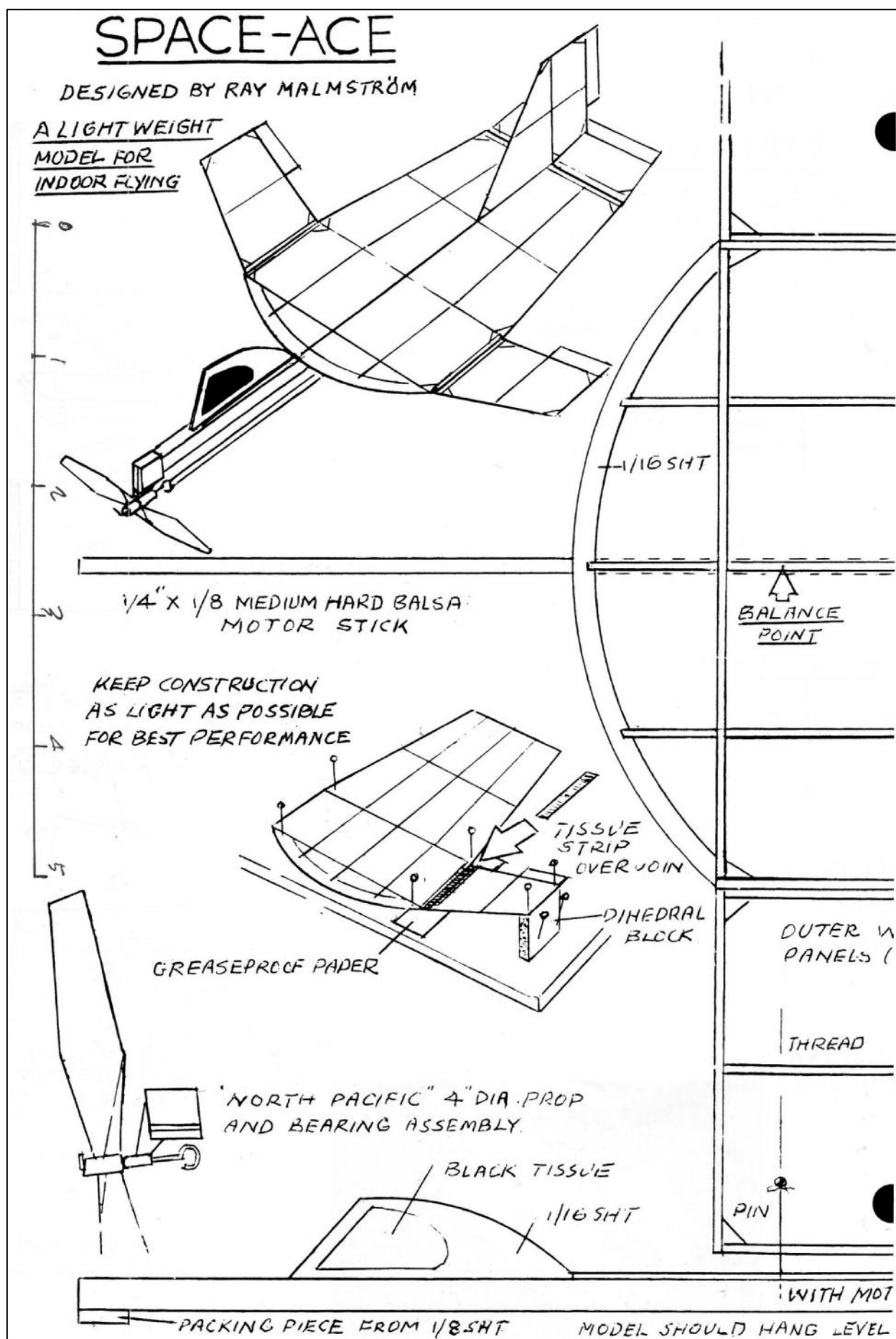
The second round started with the same gusty wind conditions but the pilots were ready for the conditions.

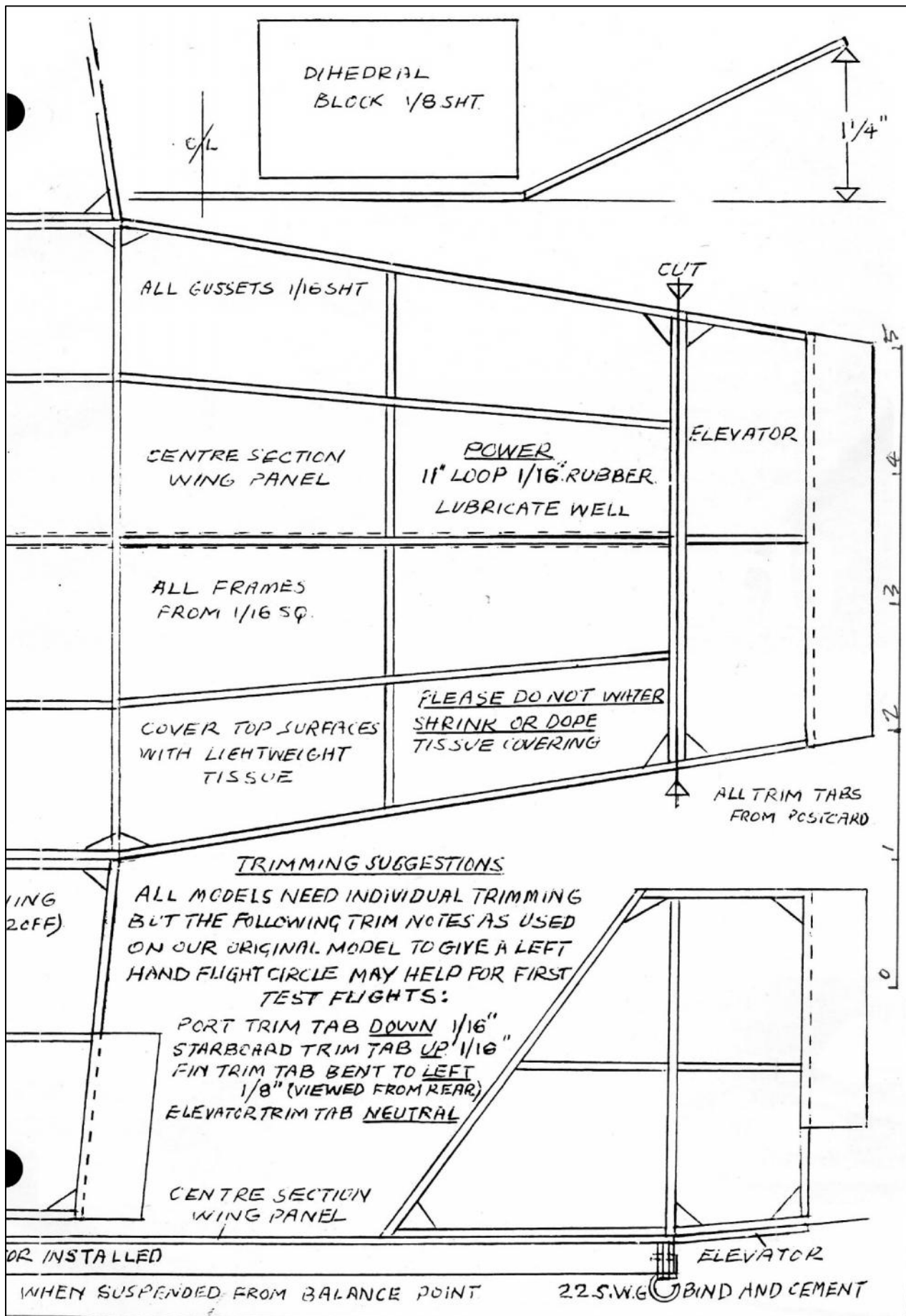
Most pilots improved their score but with two pilots out in front it was going to be difficult to catch them. It turned out that Hugh Sewell and Dick Stepney were not caught leaving Dave Underwood in third place.

Just to conclude with great full thanks to our judge Tony Field and his assistant Mick Castell for their efforts on the day.



Competitor	Round 1	Round 2	Final Score	Model	Position
Hugh Sewell	239	209	448	Jamieson	1 <sup>st</sup> .
Dick Stepney	229	207	436	Jamieson Fox35	2 <sup>nd</sup> .
David Underwood	154	181	335	Jamieson	3 <sup>rd</sup> .
Dave Saul	145	142	287	Jamieson LA40	4 <sup>th</sup> .
John Copsey	132	145	277	Humongous	5 <sup>th</sup> .
Ian Hewitt	125	149	274	Ambassador AM2.5	6 <sup>th</sup> .
Dave Cowburn	149	87	236	Combateer	7 <sup>th</sup> .







### Andy Crisps Port Meadow event. Saturday/Sunday 10<sup>th</sup>/11<sup>th</sup> June

It was very windy for the champagne fly-off on Saturday evening. I left my F1Gs in the car and wandered over for a chat. After half an hour the wind moderated enough for me to consider flying. I had converted one of my Bukins' to rdt, so decided to fly it. Also it was my least best. Unfortunately, I left the tail in the vit position, so I only managed a short flight. The prop broke, so for my second attempt I got out one of my others. By now the wind was quite bad and the model got tossed around for another short flight. Andy discouraged me from breaking anything else as I had already won, there being no other entries. Given the wind strength anyone who won a bottle deserved it, despite the low entries. On the Sunday the wind was less early on. I got three flights in with E36. By afternoon it was blustery and turbulent with strong lift and sink.

Oxford club member Ben lost his P30 in a boomer. Likewise Roy Vaughan in Coupe. Roy's model landed in the village and gave a signal but to no avail as the terrain was not navigable near the railway line. I wasn't prepared to break or lose models so I flew my KK Achilles in under 34" rubber. By the third flight it was nearly trimmed. It's not any easy model to fly at full turns, but it bounces well in the grass on the meadow.

The event was won with a Senator. In retrospect that is what I should have flown, as I have a couple of tough overweight ones!

Chris Redrup was Victor Ludorum followed by Andrew Longhurst, both flying well despite the wind. Chris did 15 retrieves, so I have requested some of his spare pills!

Another year of Andy's well run do's. I hope he has stamina for a few more, and that the weather will be better next year. As always beautiful sketches of Oxford for the winners as well as wines.



Wind



Chuck



Recover

(pictures by Peter Hall)

Jim Paton

Although in no way vintage, the E36 electric class is proving to be popular and SAM1066 events usually include an E36 comp in the line up. As with a few other classes, a Eurochallenge League has been formed with results from around twenty E36 comps from all over Europe being collated into a season-long league. I'm afraid that I was a bit slow in getting this information to you and by the time you read this the first two UK events will have passed but the nature of these leagues is such that it's quite possible to build up points during various times of the year so all is not lost.

The UK events that include our entries in the E36 Eurochallenge comprise Brumfly, back in May, and all of the SAM1066 events from Salisbury Plain. You don't even have to enter the Euroleague to be included in it as the results of all of the qualifying comps will automatically be sent to the overall coordinator and the final results published after the last event of the year in Italy (results from the UK qualifying comps already held have been sent in so entrants haven't missed out). It may also be of interest to those of you that head off to France for the Beauvoir and Moncontour meetings that their E36 comps also go towards the Eurochallenge so there's a chance to get points even when you're on holiday!

The official E36 Eurochallenge rules follow:

#### EUROCHALLENGE E36/F1S

##### DEFINITION OF THE MODELS

The models used are defined either as in described in AMA E36 rules or FAI Sporting code F1S rules. For the purposes of flying in UK, the definitions in the current edition of the BMFA Free Flight Handbook will apply.

Maximum span 36 inches

Minimum weight 120g

2 S lipo battery max

Motor Run 15s (E36) or 10 s (F1S) (see below for clarification of UK events).

Flight duration 2minute

No auto surface.

Models for F1S and E36 being the same, contest will be run according to E36 rules (15s motor run) or F1S (10s motor run) on decision of the organizer. Given the efficiency observed on most power-trains, we encourage the 10s run to increase selectivity before fly-off.

We also recommend to run the fly off with a 5s motor run.

For contests held within UK, the standard contest format will be 3 flights flown to a 2 minute max with 10 second motor runs and an unlimited fly-off with a 5 second motor run. However, the requirement to keep models within the boundaries of flying sites is now of major importance and for this reason the Contest Director on the day of the event may adjust motor runs and flight durations to suit the prevailing weather conditions and flying site limitations whilst implementing a DT fly-off if appropriate.

##### EUROCHALLENGE POINTS SCORING SYSTEM

For each Eurochallenge event, scores are assigned based on the competitor position and the number of participants in the event as follows:

Number of participants is divided by two, if the total is odd is rounded up to the next even number. That value represent the points assigned to the first placed competitor. One point less is assigned in descending order to the others down to two points. One point is then given to all the other competitors who have flown at least one round. If there are 25 participants or more the maximum scores given start from 13 to the first regardless the total number of competitors.

Examples:

With 11 participants, 6 points are given to the first, 5 to the second, 4 to the third, 3 to the fourth, 2 to the fifth, 1 to all the others.

With 30 participants, 13 points are given to the first, 12 to the second.....2 to the 12th and 1 to all the others.

For the final scoring, the best FIVE results will be taken into account but in any case one competitor can count a maximum of THREE contests per country. These two limits are set as a compromise to cope with the problem of travelling and to

give more chance to modellers of the countries in which few contests are flown. In case of parity the sum of the points of the non-counting events will be taken into account.

#### COUNTRY MANAGERS

A Country manager is in charge of

- Identifying the contests to be taken in the Eurochallenge
- Communicating to the Coordinator the names of the potential contestants in order to have them copied with the schedule and results.
- Capturing the final results in each of the contest and communicating them to the Coordinator.

Final Eurochallenge results will be finalised for the month of October and celebrated at the last contest of the season (to be determined after collecting the results of all contests identified).

Country managers are:

UK - Tony Shepherd / Peter Tolhurst	<a href="mailto:tonyshepherd50@hotmail.com">tonyshepherd50@hotmail.com</a>
NL - Gerard Willemsen	<a href="mailto:info@asapgroup.com">info@asapgroup.com</a>
Italy - Cesare Gianni	<a href="mailto:cesaregianni2@gmail.com">cesaregianni2@gmail.com</a>
DK - Peter Buchwald	<a href="mailto:peter.buchwald@gmail.com">peter.buchwald@gmail.com</a>
D - Marcel Amthor	<a href="mailto:amthor.marcel@gmx.de">amthor.marcel@gmx.de</a>
S - Per Grunnet	<a href="mailto:pergrunnet@hotmail.com">pergrunnet@hotmail.com</a>
F - Didier Chevenard (Coordinator)	<a href="mailto:d.chevenard@free.fr">d.chevenard@free.fr</a>

*Tony Shepherd*

### Southern Coupe League Round 4

-

Peter Hall

#### The Oxford Gala, Portmeadow, June 11th 2017

Considering all the work Andy Crisp and his Oxford team put in to make the Oxford Gala such a notable annual event, the weather could have made a more positive contribution. The 16-18 m.p.h. wind gusting to over 30 deterred many and required a 75 sec. max. to keep the models in the field. But it was the direction of the wind rather than its strength that was the problem, the westerly rolling down from the trees and hills across the river creating a roller-coaster ride for the models. Chris Redrup flew his Etienvre, a good choice in the conditions. He took four maxes but after a good climb on his third flight he hit heavy sink and was down for 56 secs. Richard Fryer had the same misfortune on his first flight but sailed through unscathed thereafter. He was flying a P.G.I. trimmed coupe, neatly built with a Stepanchuk derived wing. Peter Hall's model was specially rigged for Oxford conditions with a tip-up wing and tail for thermal-proof D.T., no systems to ensure reliability and R.D.T. for better flight duration control. A reasonable climb on his last flight turned into a steep dive, still under power, recovering just enough to steal first place from Richard by 2 secs. Roy Vaughn took two easy maxes then caught a boomer on his third flight, D.T'd high and didn't come down. It's still out there somewhere. This was his oldest but still very reliable model with full systems and about 220 sq. inches of wing area compared with Richard's coupe at about 160, Chris' Etienvre at 152 and Peter's at 216.

So, only four flew and no-one maxed out but there was cake, as there always is, and handsome gifts and wine for prizes. The cows joined in to make up the numbers, wandering freely amongst us, bellies bulging with the rich juicy grass and buttercups making this Portmeadow the very image of English rurality. They inspected the models and equipment with great interest, took numerous comfort breaks and then wandered off no doubt perplexed by our strange occupation. As for the league, with no-one flying coupe at the London Gala due to the awful weather and Odiham still uncertain we could be left with only three events to go. I am sure that will provoke you into a frenzy of preparation for the next at the Southern Gala, on Saturday, August 19th on Salisbury Plain.



**P.S.** - Ref. my attempt to draw up a rule governing D.T.fly-offs, Don Thompson has spotted two flaws. 1. What if a different model is used for the fly-off? (I had said that 'neither the device nor its settings used for the rounds, may be changed for the fly-off....') and 2, What if the D.T. sticks in a half-cocked position giving a stalling flight (and a slower descent) and is then jolted full up on landing? There would be no evidence to determine whether it was by accident or design. I have thought long and hard and find that every loophole I close another two open up. The final form of the rule would very likely take a dozen or so pages to deploy and C.D's attempting to make rulings would have time for little else. We could say that our dwindling numbers mean that we all know each other by now, more or less, and we're all gentlemen and ladies and would never dream of subverting the system and so a watertight rule is unnecessary. On the other hand, I'm sure someone out there has an answer. I'm offering a small prize.



Peter Tolhurst & family

**P.P.S:** - Peter Tolhurst & family joined us for the day, it was a great pleasure to see him on the flying -field again.

*Peter Hall*

Oxford Gala Coupe Results					
	Entrant	Club	Maxes	Score	Time
1	P Hall	Crookham	4	16	6.06
2	R Fryer		4	13	6.04
3	C Redrup	Crookham	4	12	5.56
4	R Vaughn	Crookham	3	10	3.45

Southern Coupe League Results after Round 4											
	Entrant	Club	Coup Brum	First Area	Lond'n Gala	Oxford Rally	South' Gala	Odi'm	Crook Gala	Coupe Europ	Total
1	P. Hall	Crookham		11		16					27
2	R. Vaughn	Crookham	1	12		10					23
3	A. Moorhouse	Vikings	8	12							20
4	B. Dennis	Grantham	10	9							19
5	E. Tyson	Crookham		17							17
6	P. Ball	Grantham	15								15
7	R. Fryer					13					13
8	C. Redrup	Crookham				12					12
9	C. James	Crookham		11							11
10	S. Willis	Vikings	9								9
=	G. Manion	Birmingham		9							9
12	D. Thomson	Croydon	4	4							8
13	W. Beales	Croydon	7								7
14	S. Philpott	Birmingham	6								6
=	K. Taylor	E.Grinstead		6							6
16	T. Winter	CVA	4	1							5
17	M. Stagg	B&W		4							4
18	M. McHugh	Peterborough	3								3
19	R. Elliott	Croydon	2								2
20	S. Darmon	Birmingham	1								1
=	P. Jellis	Croydon	1								1
=	G. Ferrer	Timperley	1								1
=	A. Brocklehurst	B&W		1							1

*Roy Vaughn*

## RESULTS ~ Sat

10 June 2017

3x1.00

1	P. Tobe	2.54
2	S. DAWMON	2.26
3	—	

FIH (AI glider)

3x1.00

1	J. Paton	D.11
2	—	
3	—	

FIG (C d'H)

3x1.00

1	B. Colledge	3.18
2	G. Smith	1.34
3	A. Grog	0.31

H.L.G./Catapult

## RESULTS ~ Sunday

11 June 2017

FIH (AIGLIDER)

3x1.15

1	P. TRIBB	6.00
2	J. COOPER	5.31
3	R. HEAR	4.14

VINTAGE/CLASSIC GLIDER

3x1.15

1	K. BEST	3.45
2	R. HEAR	2.05
3	S. DAWMON	.55

MADE  
DEBAG  
VISOR

FIG (C d'H)

3x1.15

1	P. HALL	6.06
2	R. FRYER	6.04
3	C. REDRUP	5.56

E36

3x1.15

1	T. PAYNE	3.17
2	J. PATON	2.56
3	—	

P30/CO2

3x1.15

1	C. REDRUP	3.45
2	A. LONGHURST	3.00
3	B. HOBBS	1.15

TAIL-LESS R/G

3x1.15

1	A. LONGHURST	2.30
2	—	
3	—	

VINTAGE RUBBER

3x1.15

1	D. TAYLOR	3.45
2	A. LONGHURST	2.25
3	J. PATON	1.21

SENATOR  
UNUSU WOE  
AJAX

H.L.G./CATAPULT

7x1.00

1	C. REDRUP	4.19
2	C. PARRY	2.48
3	N. PARRY	2.34

LADY/JUNIOR

1	K. BEST	3.45 in CLASSIC GLIDER
2	—	
3	—	

GALA CHAMPION

1	C. REDRUP	14.00 TOTAL
2	A. LONGHURST	8.55 "
3	—	

**John Thompson R.I.P.**

Like many, I will miss John. He was a great mover and shaker in this wonderfully diverse obsession of ours and was interested in many aspects. It was he that persuaded me to have a go at writing this column. I will also miss the signature sound of his power models on Chobham Common as they climbed to great altitude.

**Continuing the saga of building and flying a Nesmith Cougar  
built from the Peck Polymers kit.**

On reviewing what I have already written, I realised that I had omitted to mention the fitting of a PTFE thrust washer on the shaft between the propeller and the nose bush. A spot of light oil here also helps.

**And so onto flying**

Unless you have an extremely patient assistant, then some sort of stooge to hold the model whilst winding is essential. This is usually an aluminium bracket fixed to a solid mount (Fig 1 and 2). The model is attached by means of a wire passing through holes in the bracket and through the aluminium tube motor peg. Every flyer will develop his own solution to this and indoor stooge designs are as varied as the modellers using them.

To wind the rubber motor, a winder is necessary. KP Aero make excellent winders for small models. I use one with a 15:1 ratio and an added counter. I would also recommend a winding tube which is inserted into the fuselage to protect the model from a breaking rubber motor whilst it is being wound. For small models such as this, a tube made from several layers of copier paper wrapped around a suitable mandrel and glued with Pritt Stick is quite adequate (Fig 2). To work with this, a piece of wire, say 0.8mm dia, and longer than the tube, with a loop at one end for the winder and a hook at the other for the motor is required. At the end of winding, the rubber motor is held to allow a few turns to unwind, the winder wire hook is removed and replaced by the prop shaft hook. An alternative solution for the nose end of the rubber motor is to attach a small nitrile rubber O-ring to the motor to attach it to the prop hook. A suitable size is Size Code 007 (ISO 3601-1 Fluid power systems - O-rings - Part 1: Inside diameters, cross-sections, tolerances and designation codes), 3.68 mm inside diameter and 1.78 mm cross-section.



Fig 1. Cougar attached to stooge for stretch winding.

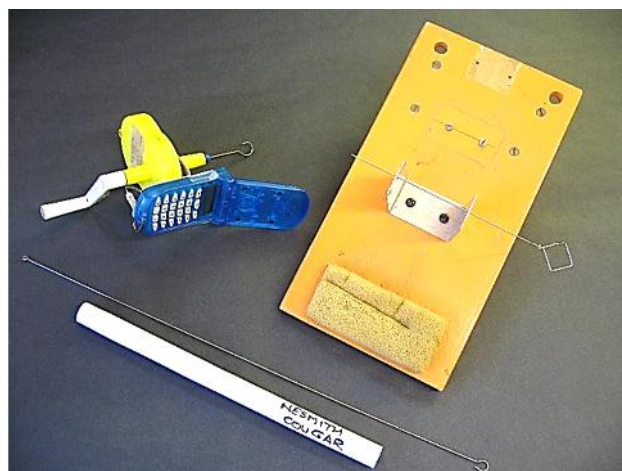


Fig 2. Winder, winding stooge, winding tube and winding wire

The required rubber motor size can only be determined by flight testing. It is likely to be 15 to 20% of the weight of the model without rubber, and for this size and weight of model something around 0.090" to 0.100" is a good starting point.



I try to get the knot in the motor positioned by the rear peg, so that if there is a failure in this region during winding the motor detaches itself into the winding tube.

I would also recommend the use of a notebook during all flying sessions to record such things as the motor used, the number of turns and brief details of the resulting flight.

### **And on to trimming**

When thinking about what to say at this point, I recalled this conceptual sculpture: -

#### **When Robots Rule: The Two Minute Model Airplane Factory**

This was an artwork by Chris Burden that was exhibited in the Tate Gallery in 1999 (Fig 3). The idea was a "factory-like assembly line which manufactures rubber-band-powered model aeroplanes from tissue paper, plastic and balsa wood".

It was designed to mass produce Peck R.O.Gs' and at the end of the line wind them up and fly them. I have not found any reports of it working as intended. The Peck R.O.G. (Fig 4) is a simple machine and very good for learning indoor flying adjustments. It has paper control surface tabs for adjustment in a manner that would surely have met with Ray Malmström's approval.

Not least of the many problems with the artwork would be that the planes would not fly with any consistency at the end. This will come as no surprise to any real aeromodeller, who knows that any such model would require sometimes extensive tweaks and adjustments to achieve a consistent flight performance, because the variations in wood density and build make each model unique.

Could a robot be built that would be capable of trimming a free-flight model aeroplane? How would the required intuition, insights and occasional flashes of inspiration be programmed in? This may be possible for a drone with built-in gyroscopic stabilisation and surfaces moveable in flight, but what about for a 'low-tech' aeroplane of the type that would be recognised by Alphonse Pénaud and that we love?

One of the best articles on adjusting indoor scale models was written for the SAM 35 Yearbook No 4 by Butch Hadland entitled 'Indoor Trim', which contains much sage advice born of hard-won experience. For high wing rubber powered models his advice was: -

**FLY SAFE, FLY RIGHT!**

He also recommended building a model with separate elevators and rudder.

His general guidelines to achieve the right turning flight pattern are: -

- 1) Slight wash-in (1 deg) right hand wing tip.
- 2) 2 - 3 deg. downthrust.
- 3) Right rudder 2 - 3 deg.
- 4) Slight up elevator to counter (6)
- 5) Corresponding wash-out left hand wing tip.
- 6) C.G. position approximately 10 to 15% from L.E.

If you recall, the Nesmith Cougar was built with more wash-out on the left wing than the right and I also separated the rudder and elevators. As I had reduced the dihedral from that specified on the plan, I decided to use differential wash-out. I think the C.G. position specified in item 6 is too far forward for this model, having done the calculations. However, moving the C.G. forward can provide a good solution to trimming problems. One of Butch's maxims was 'forward C.G. and up elevator'. Beware if you build from either of Butch's excellent Peanut plans published in the December 1976 edition of AeroModeller, for the Lacey M10 and Wittman Tailwind, the cg positions shown on both are shown too far aft.

I followed the dihedral and washout of the Tailwind for the Cougar build. However, the reduced dihedral did not make any impression on the judges at the recent Indoor Scale Nationals. It was still regarded as grossly exaggerated i.e. zero points. Still I think it looks better than that shown on the plan.

You could check the basic trim of a model like this by test gliding with the nose block replaced by a suitable nose-weight (Plasticine) and balanced to give the required *C.G.* position, but I didn't in this case. Instead, for the first flight, I set the nose-block with some right thrust and downthrust and also some right rudder and wound on a few hundred turns and hand launched it gently to see what happened. It spiralled down rapidly to the right. It clearly required the right turn to be decreased by reducing the rudder offset. After a couple of goes I also decided that more elevator was required, so I bent in some up, and eventually I was achieving nice circling flights to the right with 750 turns. Increasing the turns gave increasing durations. I got a flight of 34secs with 1100 turns, but with 1200 turns the right turn tightened reducing the duration. I reduced the side thrust at this point, but the resulting turn was not positive enough ending in a collision with the wall! So the side thrust was increased and I eventually got a couple of flights of 37secs on around 1200 turns. This was a pleasing result for the first indoor trimming session. Subsequent testing on higher power and attempts at rise off ground (R.O.G.) showed a power stall, so the downthrust was increased further.

This was the first model on which I had fitted a KP Aero adjustable nose-bush, so I had to get my head around using this. Rotating the two inner nuts with the spanners gives the thrust line angle from  $0^{\circ}$  to  $10^{\circ}$ . Rotating the outer nut only adjusts the combined down-thrust and side-thrust. After a number of flying sessions the nose-block has been adjusted to give  $7^{\circ}$  down and  $1^{\circ}$  right side. Fortunately, Derek Knight supplies these items in pairs so you have a spare to work out what is going on away from the model.

I have also found that this model is very sensitive to rudder adjustment. Fortunately, it is set into the fin, which makes checking its position much easier.

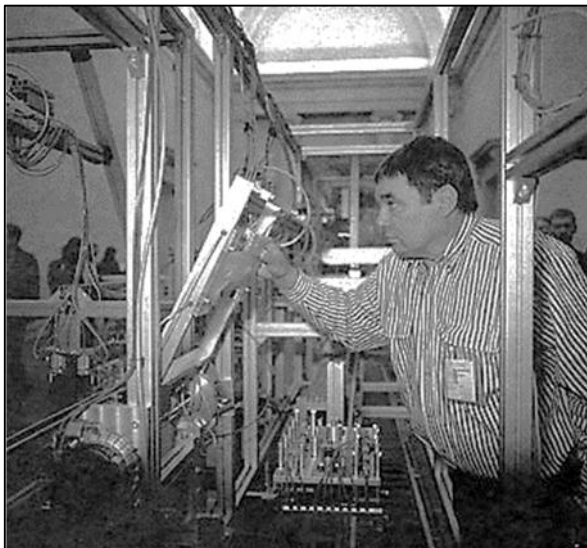


Fig 3 Chris Burden working on When Robots Rule:  
The Two-Minute Airplane Factory

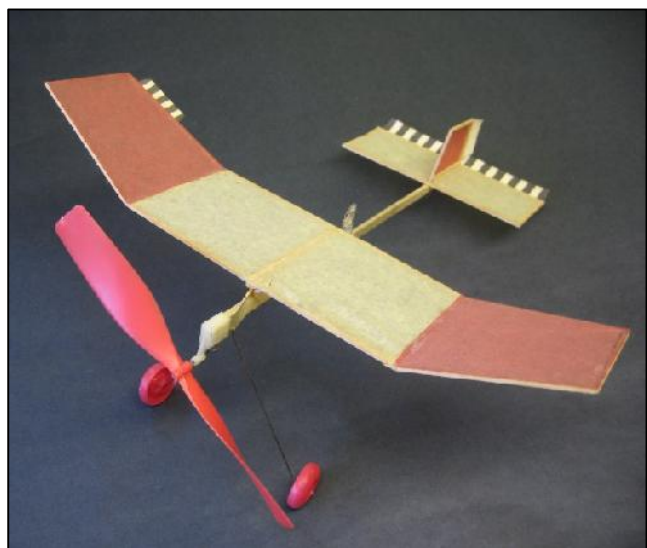


Fig 4 Peck R.O.G. showing Sleek Streak front end  
and paper trim tabs.

Much detailed advice on sorting out the flight pattern of models can be found in Bill McCombs 'Making Scale Model Airplanes Fly'. More on rubber motors next time.

*Nick Peppiatt*

138 Odiham



Derek Ridley (SAM35) ROG's his "Gypsy" Wakefield at Odiham in the 80's.

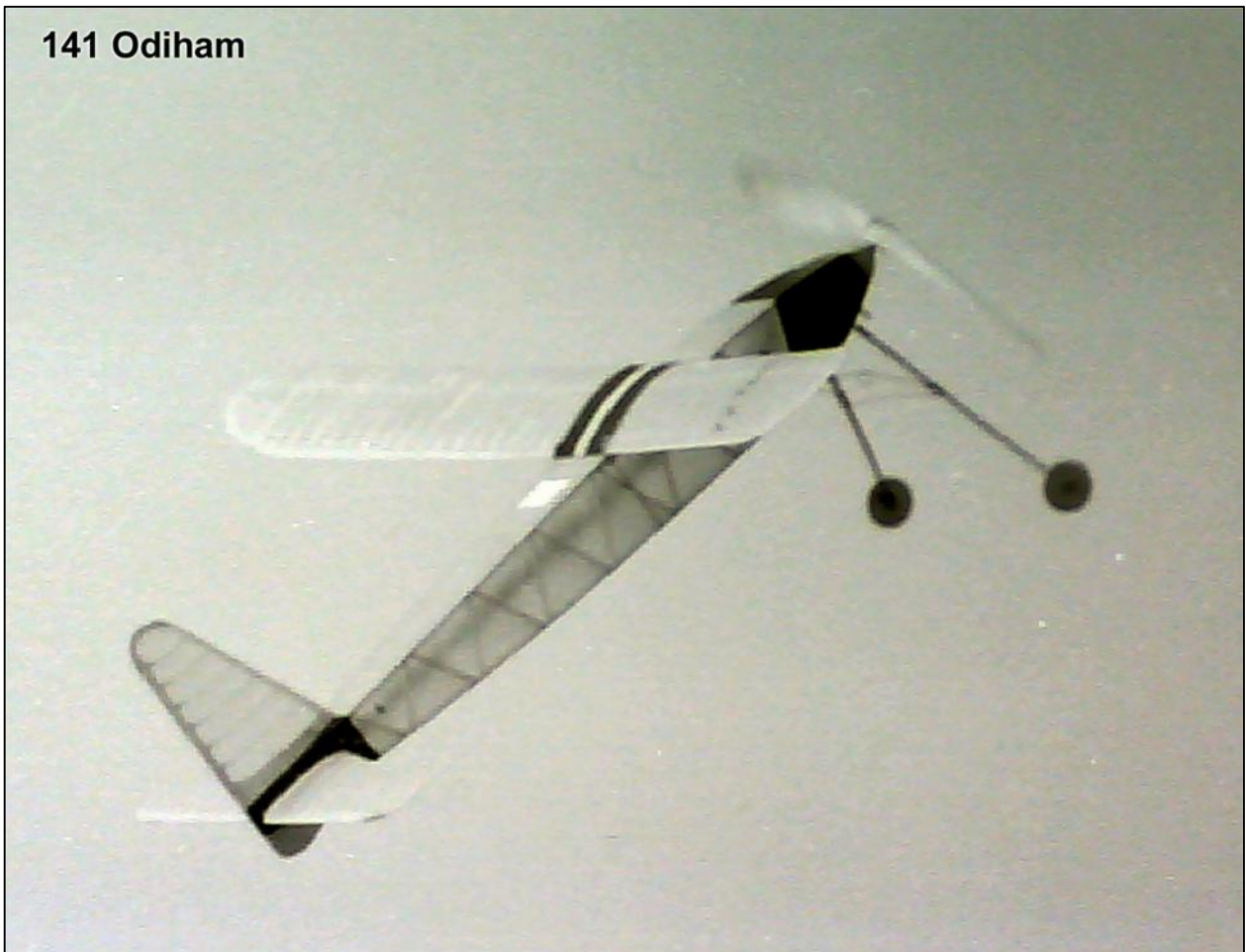


Geoff Clarke (SAM35 and ex-Aeromodeller Editor) launches his FROG "Jupiter" rubber model at Odiham in the 80's.

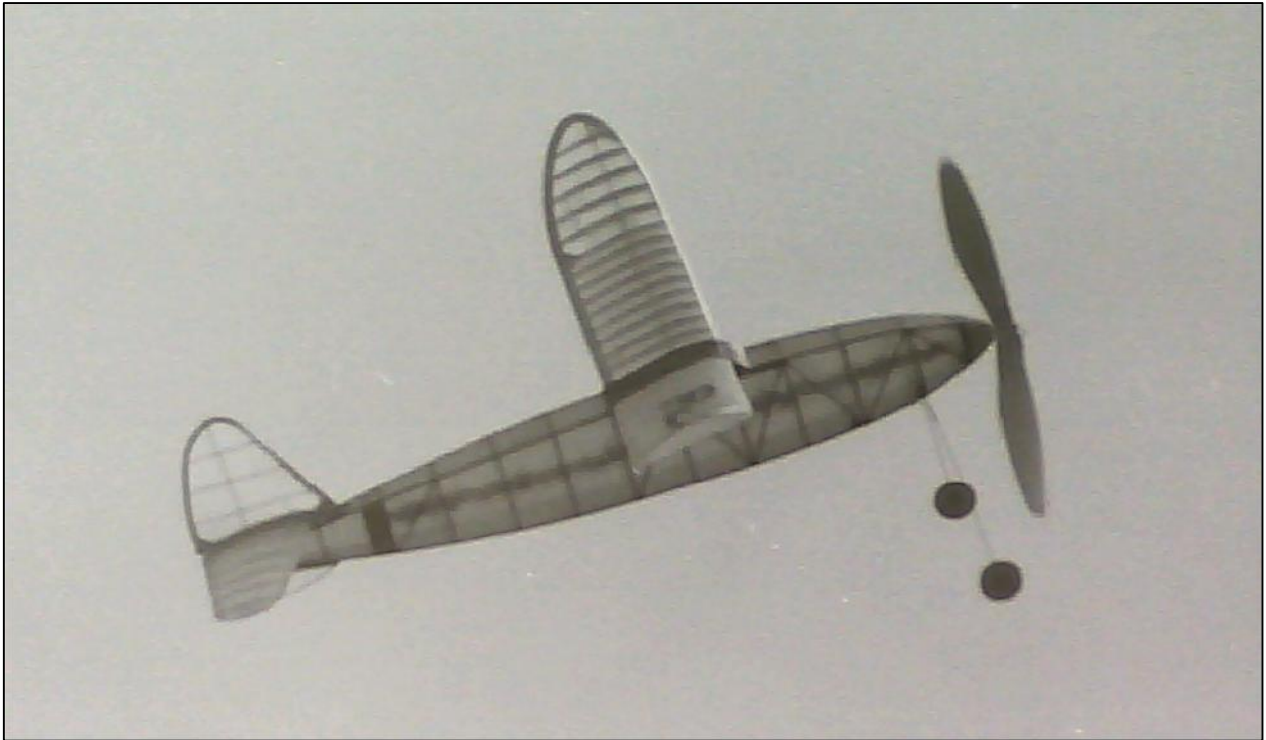


**140 Odiham**

Vic Dubery (SAM35)-ROG's "Judge" 4oz Wakefield at Odiham in the 80's.

**141 Odiham**

"Isis" Wakefield in flight at Odiham in the 80's.



"Aries 111" Wakefield in flight at Odiham in the 80's.



John Meaney (Crawley DMAC) ROG's his "Korda" Wakefield at Odiham in the 80's.

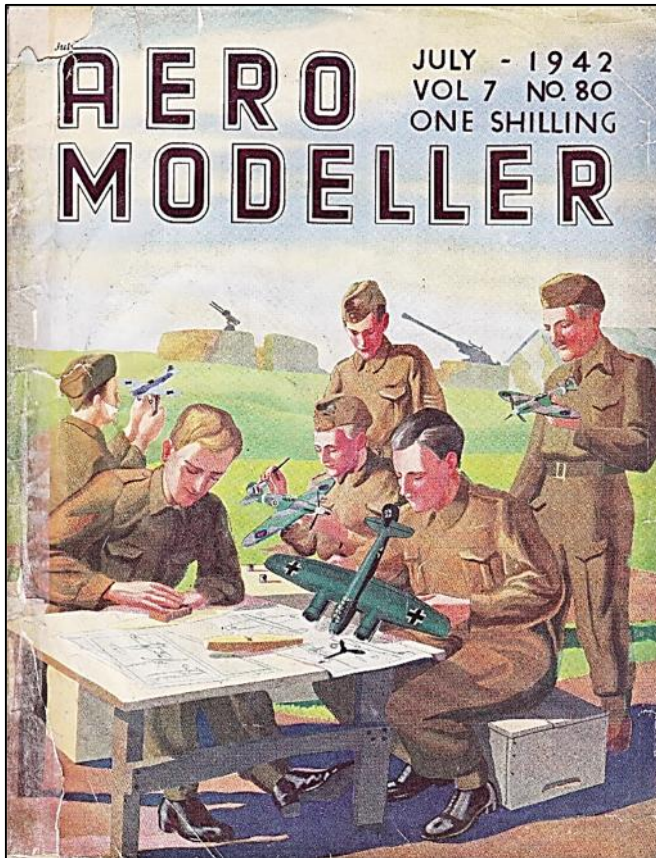


## Report No. 77. Looking back to 75years ago.

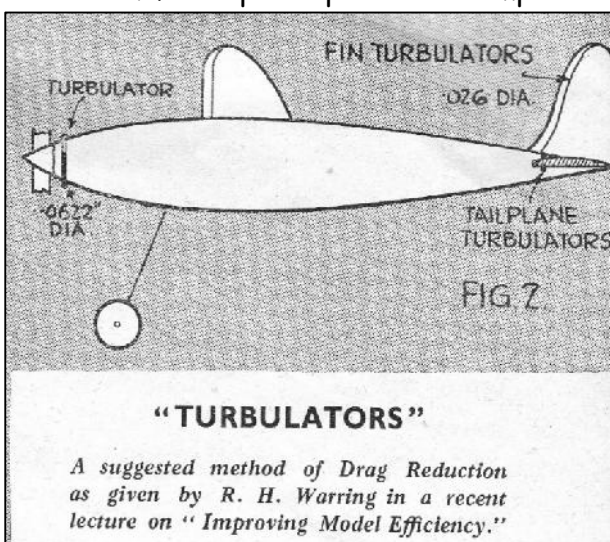
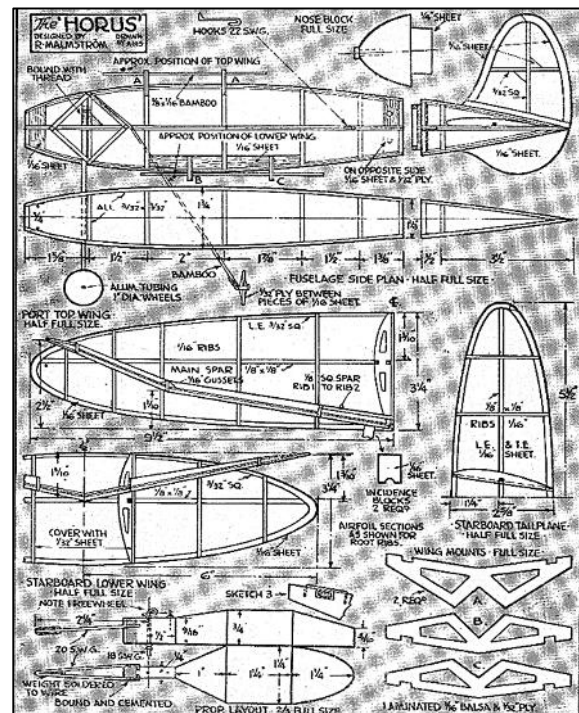
This issue we look back 75 years to July 1942. The library has just one British magazine, the dear old Aeromodeller, two American, Model Airplane News and Air Trails, one Argentinian,

the El Grafico and four Italian, L'Aquilone which was published weekly.

The Aeromodeller cover features our Ack Ack boys, during a break in enemy activity, making their aircraft recognition models. I hope that the high polish on their boots shows up as well as on the original cover.



The "Horus" 19inch wingspan rubber powered model by R. Malmstrom is claimed to have an average duration of 45 seconds in evening air and a consistently good flight performance under almost any conditions. The plan is, as was normal at the time, drawn to fit on one page of the magazine and dimensioned sufficiently for the prospective builder to draw up his own full size plan. This might be a very suitable model for those SAM35 biplane precision competitions. Ron Waring wrote on turbulators and their



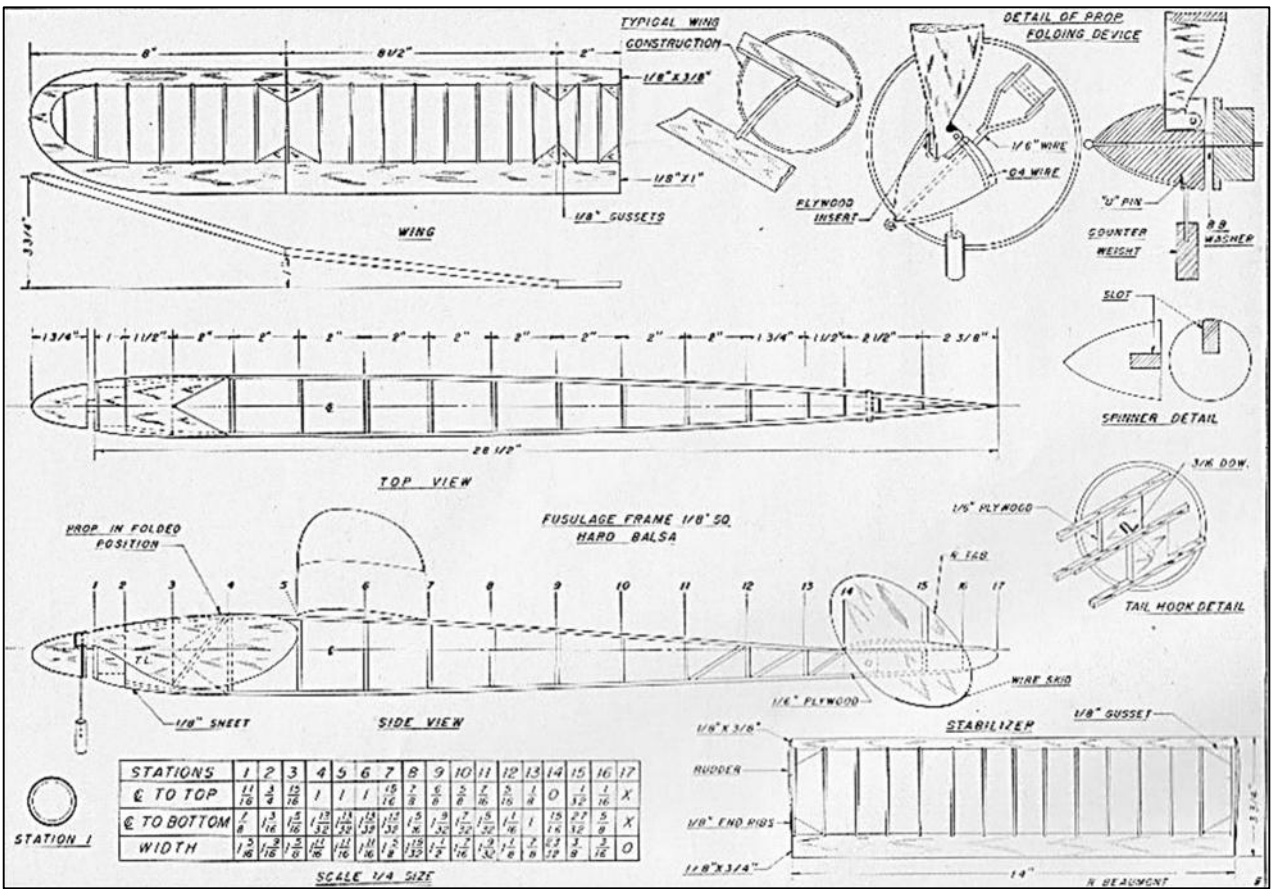
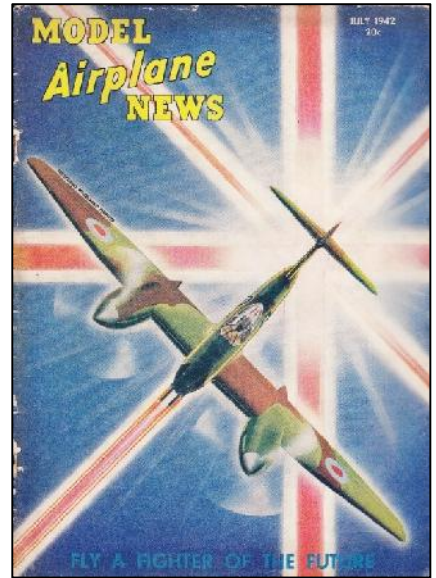
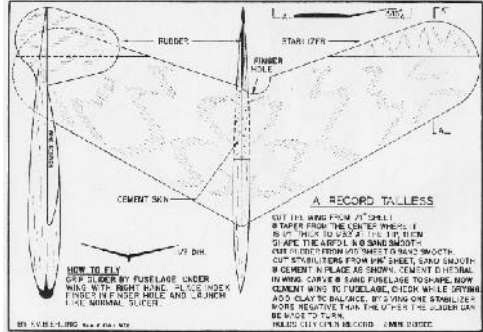
application not only to the flying surfaces but also around the nose of the fuselage. This was accompanied by the usual generous use of formulae to show that for a typical Wakefield the fuselage turbulator should be 0.0622in diameter.

MY husband is a modeller,  
I am, too.  
He went to a contest,  
I went, too.  
He won a trophy,  
I won TWO.  
Now he won't speak ;  
What'll I do ?



The Model Airplane News cover features the Westland Whirlwind on a background of a red white and blue design which I think might best be called abstract, whilst inside is a description and 3 view for those wishing to make a solid model of "Britain's latest fighter".

Plans include the "Tiny" tailless glider by Frank Ehling, the "Sticker" rubber model by Ray Beaumont and a "Fighter of the Future" by Charles Grant and Frank Ehling. The "Fighter of the Future" has a full size plan spread over four pages.



# THIS "STICKER" ALWAYS WINS!

**A champion designer and flier  
tells you how to build this con-  
sistently winning stick model**

by **RAY BEAUMONT**

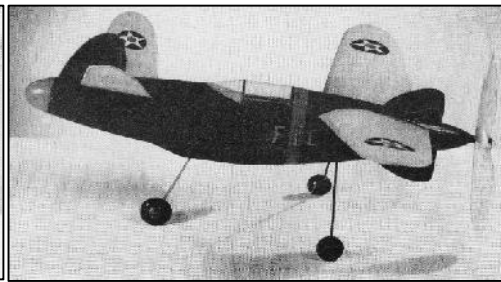
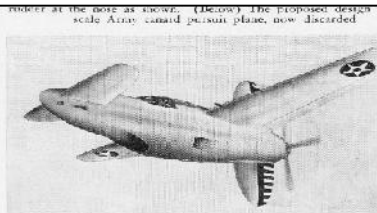




## FLY A FIGHTER OF THE FUTURE

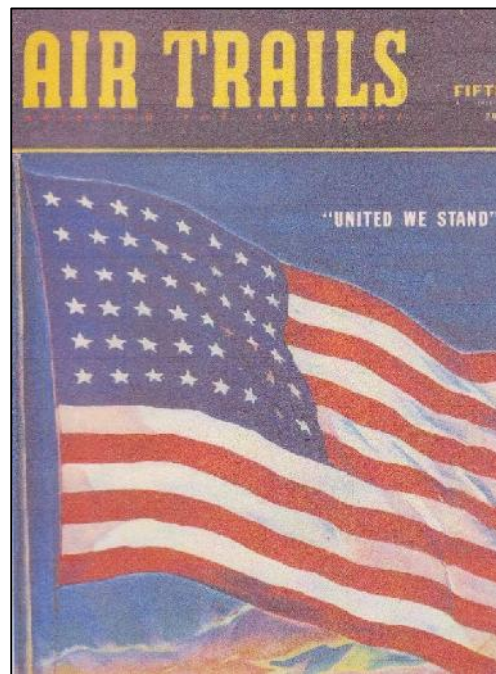
Vital features required in all current airplanes—and how you can build a flying model of a possible future Army canard pursuit

by **CHARLES H. GRANT** and **FRANK EHRLING**



The Air Trails cover has the American flag and the legend "United we stand".

The plans include "Lil Misery" a 50inch wingspan power tailless model by Dick Cohen and Jack Worth, also the Earl Stahl rubber powered "Boulton Paul Defiant".



A further reminder that we are in war times is a "Salute to Scotty" recording the death on active service in Malta of Gordon Murray.

Gordon designed the famous "Answer" power model still often seen flying today.

## Salute to Scotty

**A** NATIONALLY famed modeler, by his daring and courage, has graven his name high upon the pedestal of honor—Pilot Officer Gordon Murray, R. C. A. F. He perished in battle over the British Island of Malta, April 22nd. Some time prior to his assignment in Malta he had been awarded the Distinguished Flying Cross, and his exploits over Malta gained for him a posthumous award of the Victoria Cross, Britain's most distinguished honor.

Thanks to Eraldo Padovano for the DVD of L'Aquilone. This was published weekly in Italy and was largely concerned with full size aircraft and the course of the war, with a modest aeromodelling content.



Gordon (Scotty) Murray as pilot officer in R. C. A. F., joined in '40.



The cover shown is typical of L'Aquilone at the time. Google translate tells that the picture is "not of bagpipes" but of the Westland Whirlwind.

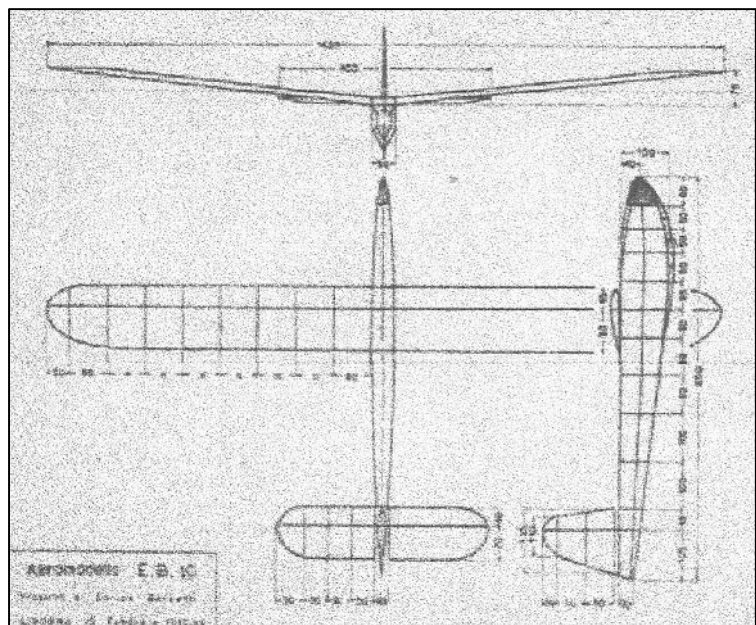
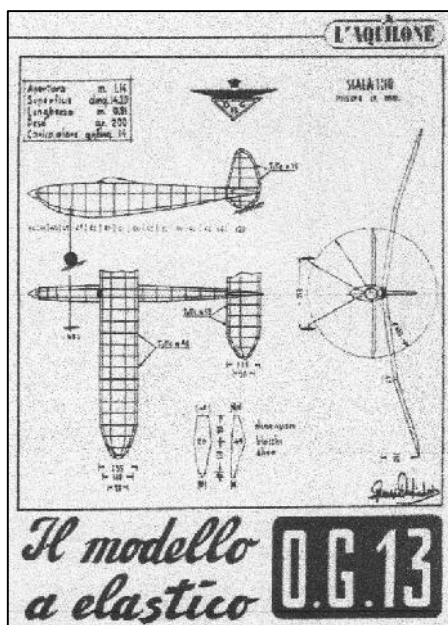
Here are a couple of GA drawings for models, the "OG13" a 45inch wingspan rubber model by Giorgio Occhiodoro and the "EB10" a 56inch wingspan glider by Enrico Barzetti.

LAquilone found space for a few cartoons even in time of war. (see below GA Dwgs)

I give the Google translation.

**Guardian's Embarrassment.**

**"You could tell me how to turn this on tonight."**



The Argentinian item came on a CD and, starting on page 36, would seem to be the aeromodelling section of a newspaper or magazine named El Grafico (The Graphic). The quality is not good enough for reproduction here but includes a picture of an indoor flying meeting and a model "Boeing F4B4". A part plan of the model is on two pages with the rest to follow.

**Wanted:** The library copies of Clarion, New Clarion and SAM 35 Speaks are all filed in those blue files, which hold one complete year. All our stock are now full. If you can spare a file or ideally half a dozen, please get in touch. I have spare red ones, just prefer to stick to blue.

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

Roy Tiller





A picture speaks a thousand words.

It's a Blacklock 8 oz Wakefield that Martin Dilly gave me. I had a problem fitting the nose and prop onto the rubber.

I have repaired the fuselage and tail today and replaced the prop shaft with a reverse S one, which is what I am used to. I thought it might be a substitute for my recently lost Lanzo Duplex. However, I am so mean I can't get my mind around using so much rubber. I did just over a minute with it on my first and only flight. It really needs even more rubber!



Having packed my Senator in the back of the car, I flew it in small rubber. I dropped a flight or two to come second to Peter Hall who had executed three easy maxes with his model, a Dinamite I think. My Senator has a miserly 25g rubber. That's more like it!

Because retrieves were so short I entered E36. My three flights were about one and a quarter minutes each. I think I placed fourth out of five. When I first took up this class, 15 second motor runs were the norm and maxing was a doddle. These days I have to get two minutes out of a 7 second run.

Peter Watson and Chris Redrup have models that climb to dizzy heights. I think I shall now concentrate on other classes, as I don't relish trimming rocket climbs with the c of g several inches behind the trailing edge and John Thompson style down thrust.

Such were the conditions that I managed nine flights and plenty of relaxing chats drinking copious amounts of fluid. It was very hot, but light wind.

*Jim Paton*



Oh Boy was it hot, we were displaced from our usual Area 8 due to army manoeuvres and had quite a tour to get to the re-allocated flying area. Not a bad spot by any means as the ground downwind fell away and, together with the very light wind, made model spotting and recovery quite comfortable. Mind you it always is for me as I get some other helpful soul to recover the model for me, in this instance Bob Bash who was gaining experience in advance of his impending foray into Free-Flight and, unfortunately for him, he picked me to chat to and was soon my fetchermite of the day. He had raided Roger Newman's obsolete plans box and is raring to get started. I hope my efforts with the 'Korda' in combined Wakefield did not put him off.



Bob Bash,  
my Fetchermite of the day

First flight was standard 1-40 or so no lift, second started with a power stall and subsequent flight time even lower. It appeared that the strong sunshine was warping flying surfaces as I saw other models off trim including Pete Watson's E36. Attempted trim adjustments to the 'Korda' resulted in an aerobatic third flight attempt culminating in a nose down arrival into the roadway. The silk covered fuselage survived OK, but nose-block now requires a rebuild and the much shattered old tissue on the flying surfaces also requires more than a little attention.

After the failure in Wakefield I opted for sticking my nose into other people's business and picked on Tim Mountain who was having trouble trimming his Keil-Kraft 'Ace'.



Pity poor Tim Mountain & his 'Ace' as I explain the intricacies of gurney strips etc. and demonstrate launching techniques  
(pictures by Dave Etherton)





Tim had been attempting to trim the 'Ace' all morning and it was actually Rachel's suggestion that I put in my two-pennyworth. Tim dutifully made all the corrections I suggested, side thrust, decalage, rudder etc. but the 'Ace' resisted stubbornly. One or two flights did rise up 30 or 40 feet or so but always after a hair-raising wing dropping swoop on launch before getting away. We never saw anything recognisable as a glide, when the power ran out the model either sort of spun or fluttered down to earth.

On reflection the only thing we did not try was left rudder for glide turn and more right side thrust, it might have worked. After a close inspection we noticed that, although both wings were flat and warp free, there was significantly more incidence on the right wing, so finally with a gurney strip under the left wing and most of the other trim adjustments removed the model climbed away and reached significant altitude but still the end of the flight could not be called a glide. I have since spoken with

Tony Rushby, who competes in mini-vintage with 'Aces', and he confirms that the models glide leaves more than a little to be desired. Tim informs me that he is in the process of rebuilding the wing and has a novel approach to the task. He has dunked the wing in a bath of acetone which stripped the whole thing apart and now he has a kit of parts to reassemble.

I had to make a quick exit from the event as Rachel developed symptoms of the squitters and as our hotel was 20 miles away we were on tenterhooks all the way back. On arrival I stopped at the hotel entrance and Rachel shot away like a greyhound from the trap leaving me to park the car. I dumped the car in the first available spot and went straight into the bar. What they must have thought of this aging hippy-like apparition, in jeans, tee shirt and braces, covered in Salisbury Plain dust, (forgot to mention the army and motor cyclists had been driving past all day raising quite a dust storm behind us), who knows, but I've never had a sweeter tasting pint of Doombur shandy than the one I sank that day.

*John Andrews*

**P.S.** A few pics Peter Hall took that day.



Bob Ousten



Chris Redrup



John Lancaster flying a Lanzo



**Salisbury Plain meeting 18<sup>th</sup> June**

All in all, it started in a mildly eventful way as there was "some miscommunication along the line" (quote/unquote) with the Army starting a six-day war exercise, albeit we had received the normal email regarding access on Friday evening as being OK. This was amicably resolved by us moving to a different area of the plain & progressed to be an excellent flying day for those who attended - some 30 cars & around 40 people. Apart from mild barracking by a large herd of cows, fortunately separated by an electric fence, there was no interference & we saw little of the Army activities - probably too hot for any strenuous tasks.

Weather conditions: Wind very light from south, around 2 - 3 mph. Very sunny & hot. Max set at 2 mins 30 secs except E36 & Small vintage rubber - 2 min

**Results:****Combined Vintage/Classic Glider under 50":**

1<sup>st</sup> - David Cox (Fugitive) 5.02; 2<sup>nd</sup> - Dave Etherton (Nord) 2.16.  
The benign conditions & the long grass defeated both as towing proved almost impossible.

**Combined 4oz/8oz Wakefield**

1<sup>st</sup> - Nick Peppiatt (Northern Arrow) 6.30; 2<sup>nd</sup> - Ray Elliott (Lanzo Classic) 6.03;  
3<sup>rd</sup> - John Lancaster (Lanzo 4oz) 5.16; 4<sup>th</sup> - John Andrews (Korda) 3.39;  
5<sup>th</sup> - Jim Paton (Black Roc?) 0.59

**Small Vintage Rubber**

1<sup>st</sup> - Peter Hall (Buckeridge) 6.00; 2<sup>nd</sup> - Jim Paton (Buckeridge) 5.39;  
3<sup>rd</sup> - Nick Peppiatt (Pinnochio) 5.31; 4<sup>th</sup> - John Lancaster (Buckeridge) 2.12;  
5<sup>th</sup> - Jon Markovitz (Sparrowhawk) 2.08.

(A creditable effort from Jon as it was his (& his sons) first model - persuaded to enter by Jim Paton & very pleased with the outcome.)

**Combined Vintage / Classic Power**

1<sup>st</sup> - Peter Watson (Creep) 7.30 plus 3.59; 2<sup>nd</sup> - Roy Vaughn (Creep) 7.30 plus 2.02;  
3<sup>rd</sup> - David Cox (Dixielander) 7.20. (DT Fly-off set to 3 min.)

**E36 Electric (Motor run set to 7 secs).**

1<sup>st</sup> - Peter Watson (O/D) 4.52; 2<sup>nd</sup> - Chris Redrup (Pearl) 4.42;  
3<sup>rd</sup> - Ray Elliott (Nig-Nog) 4.37; 4<sup>th</sup> - Jim Paton (O/D) 4.28.

**Salisbury Plain Pictorial from the camera of Dave Etherton**



### ***Next meeting on Salisbury Plain 30<sup>th</sup> July***

Scheduled events are:

E36 Electric Power; BMFA Mini-Vintage; BMAS Club Classic;  
 Combined Vintage / Classic CLG / HLG; Combined Vintage / Modern Coupe d'Hiver  
 If you need info on directions etc, please refer to last months NC.

### ***A few ramblings***

#### ***Rather different;***

A weird beast - hope the main spar is pretty solid! This is the Stratolaunch - in very crude terms, the parts from two Boeing 747s lashed together under a custom skin, with a span of some 385 feet - it is designed to carry a payload and rocket of up to 250 tonnes to high altitude, before uncoupling and letting the rocket do the rest. Anyone for a Jetex scale model?



#### ***Bit more on EASA/Drones***

Having now flogged through all 128 pages of the latest EASA document, I remain less than impressed. However, as previously noted with an estimated introduction date of 2024 that affects model aircraft operation, our free flight activities will be largely unaffected until that time. But & a big but - there has been very recent Government "leak" to the press of rapid legislation on the operation & control of drones in the UK following their consultation earlier this year. Hopefully the BMFA have been tracking this but? Be prepared for the worst as the consultation made scant reference to model aircraft, mentioning only the issue of registration.

#### ***A2 Bungee launch***

Peter Michel wrote in a recent SAM 35 Speaks of bungee test launches of A2 gliders. If there is sufficient open space, this does save aging legs & lungs a great deal of distress! I have tried it at Beaulieu with an old Corsair A2 & a Woodford Special (not A2 but 60" span lightweight) & a Night Owl (also 60" span). All very successful with 3/16<sup>th</sup> rubber but the problem with Beaulieu is that the wind has to be in a particular direction to access part of the old airfield that has sufficiently short undergrowth, otherwise the inevitable line snags occur. This somewhat limits activities! For sure larger than 36" span models such as the Lulu & Caprice operate very well from a bungee launch.



### *Earl Stahl Trophies*

Both the Hi-Wing & Lo-Wing trophies have been transferred to SAM 35, as I understand they are holding competitions for both classes at the next Old Warden day. Our Editor acted as the Courier.

## FFTC proposed rule changes for Free Flight competitions next year

These proposals are primarily aimed at limiting fly-off times for the 2018 season. They can be viewed by visiting the FFTC website & looking at FFTC News No 86. Any comments on the proposals should be sent to Chris Strachan at [chris.strachan@btinternet.com](mailto:chris.strachan@btinternet.com)

As our membership - or those who still participate in our not so serious comps are of an aging population, my preference is to stick with DT fly-offs - by the end of the comps, weariness generally takes over & a long retrieve is contemplated with some dismay!

## ***Southern Gala Odiham: 9<sup>th</sup> September***

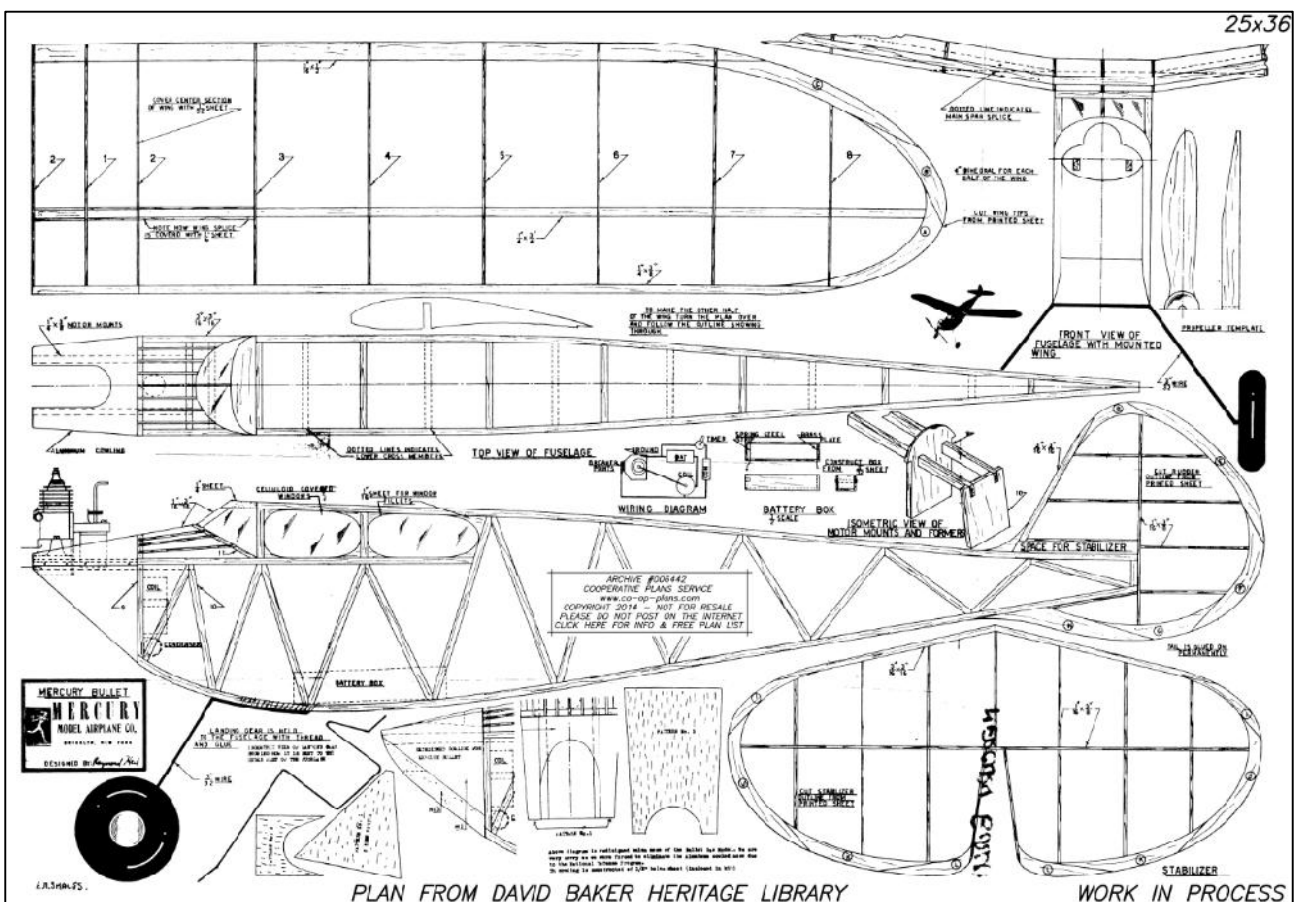
For details on the status & conditions for the Southern Gala this year, please refer to the appropriate page of this months New Clarion Events.

Roger Newman

## Plans for the Month

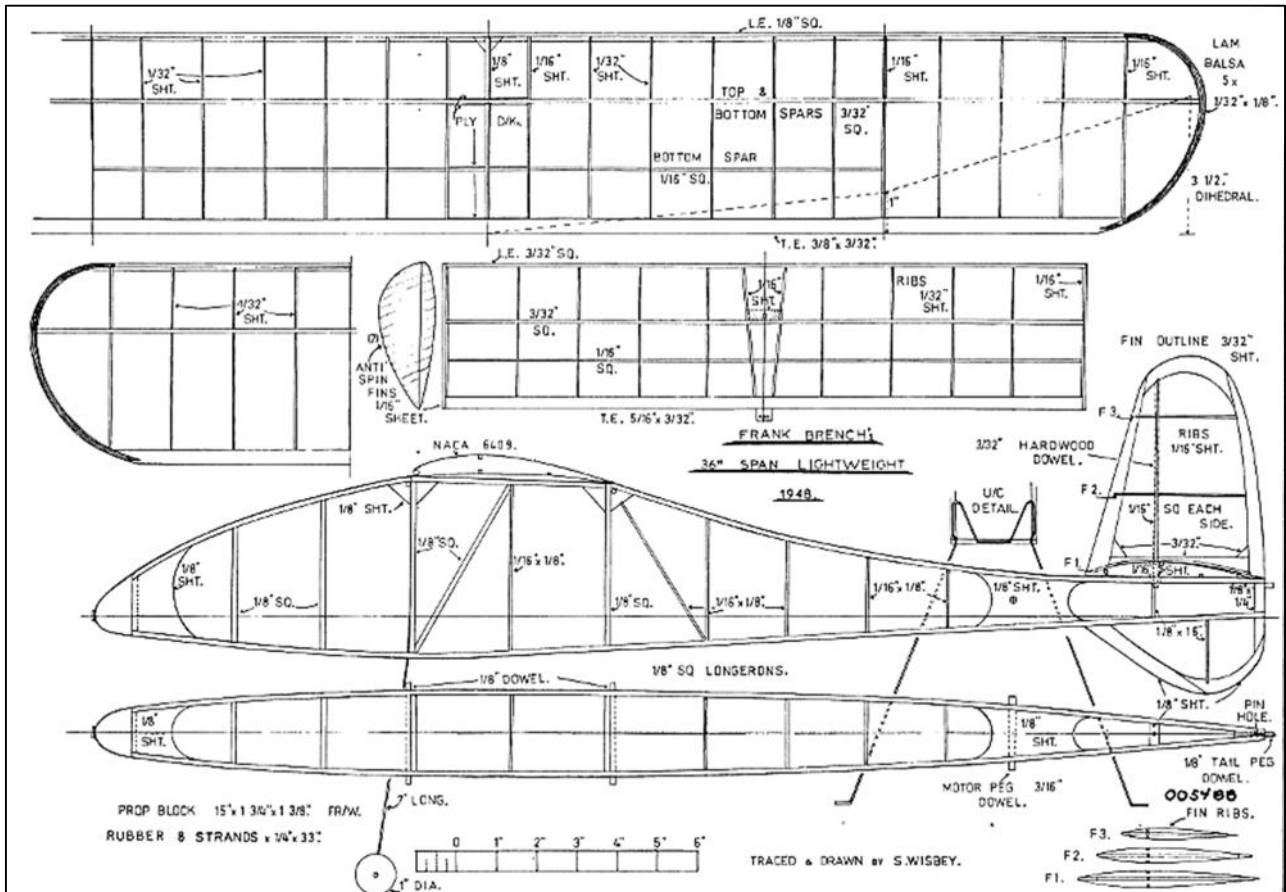
Roger Newman

**Power:** An old fashioned sports model - Mercury Bullet

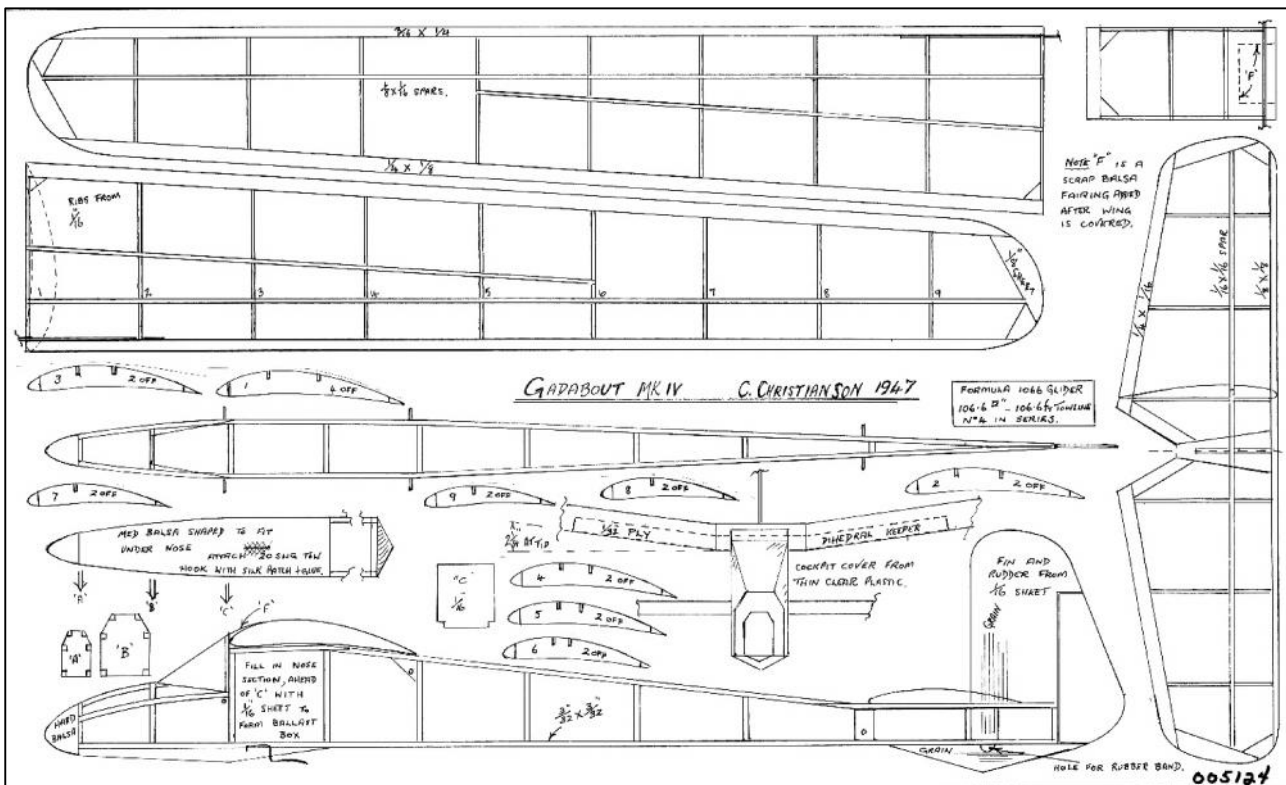




**Rubber:** Brench Lightweight from 1948 - a little different.



**Glider:** A small one for 36" bungee launch from the old SAM1066 class.  
Keep the tail light to avoid too much weight up front.





## Salisbury Plain Area 8 users

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

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

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

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

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

Please do not shoot the messenger.

Peter Watson. BMFA FFTC Area 8 Liaison.

## Tailless League 2017

**Qualifying events for this year:**

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

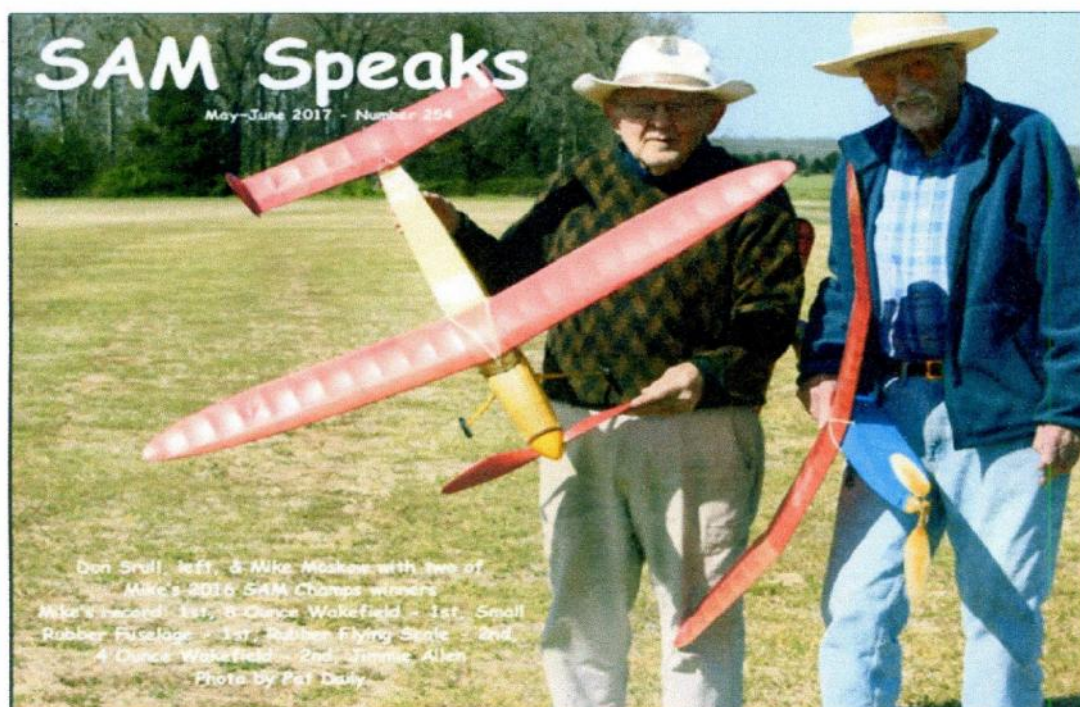
**The usual prizes of a ready to use Tomy Timer  
and a bottle of wine to the top three  
plus the lovely Halcyon Trophy for the winner  
This year also a timer & bottle to the highest placed  
Power model or Glider**

Contact: Spencer Willis, email; [willis@spencerandclaire.plus.com](mailto:willis@spencerandclaire.plus.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!





## Southern Coupe League Fixtures 2017

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

Contact Peter Hall: email; [phall789@btinternet.com](mailto:phall789@btinternet.com)

## SAM 35 Free Flight Coming Events

(This should be a complete list, to the end of 2017)

Sunday 25<sup>th</sup> June and Sunday 16<sup>th</sup> July:

Area Postal "Summerglide"

For under 52" Classic and Vintage Gliders.

...entry £3 to John Ashmole, 164 High Road, Weston, Spalding, Lincs PE2 6JU

Sunday 23<sup>rd</sup> July: Old Warden Scale Weekend.

The Masfield Trophy for rubber scale kit & plan designs.

The Earl Stahl Trophy for Earl Stahl rubber scale designs.

...enter at Control Tower before noon.

Wednesday 2<sup>nd</sup> and Thursday 3<sup>rd</sup> August: SAM Fly-In BMFA National Centre, Buckminster.

(Contests on the Thursday only.)

36" Hi-Start Glider. - All-in Cabin Precision - Cloud Tramp Duration.

...entry £3 on the day (in addition to field admission fee.)

Sunday 17<sup>th</sup> September and 15<sup>th</sup> October:

Area Postal "Autumn Trophy"

For P30.

...entry £3 to John Ashmole, 164, High Road, Weston, Spalding, Lincs. PE 12 6JU

Sunday 17<sup>th</sup> September to 15<sup>th</sup> October:

Postal: "Lulu and Friends. - For Lulus and similar gliders, including 36" Hi-Start Gliders.

...entry £3 to John Ashmole, 164, High Road, Weston, Spalding, Lincs. PE12 6JU

Sunday 24<sup>th</sup> September: Old Warden Festival of Flight.

The "Rubber Bowden" a precision contest for cabin rubber models.

...enter at Control Tower before noon.

For rules and further details, visit [www.sam35.org](http://www.sam35.org), or e-mail [johnashmole@yahoo.co.uk](mailto:johnashmole@yahoo.co.uk)



**SAM 35 events, open to all**  
**THE "AREA POSTALS" for 2017**

The principle behind these events (three contests, each over two Sundays) is that we can meet and become involved in relatively low-key competition, or just turn up and sports-fly, without the need to travel long distances to centralised events. Sports flyers always have been welcome at BMFA Area venues during contest weekends but many have been reluctant to turn up. Now we have a reason to be there, by invitation of our friends on the FFTC.

I'll just mention the contests categories themselves briefly, before explaining the procedure for taking part: "**March Wynde**".....for Vintage Lightweight Rubber. Rules on website: one class for Senators, one for "Anything But Senators." Dates are Sunday 5<sup>th</sup> March and Sunday 26<sup>th</sup> March.

"**Summerglide**"..... for gliders under 52", with classes for Classic and Vintage. Line length 50 metres for both classes. Dates are Sunday 25<sup>th</sup> June and Sunday 16<sup>th</sup> July.

"**Autumn Trophy**".....this is just for the popular P30 class and therefore not a Vintage event, but I hope it will make a strong end to the outdoor flying season as the P30 has become a popular category for those who want a duration contest without excessive technology. Dates are 17<sup>th</sup> September and 15<sup>th</sup> October.

I hope the mix of purely Vintage, Vintage and Classic, and contemporary classes will appeal, as the success of this concept will ultimately depend upon the numbers of flyers who take part.

**PROCEDURE:**

This is how it works:

To enter, please write to me, any time before the second contest date, with contact details and £3. I'm at 164 High Road, Weston, Spalding, Lincs. PE12 6JU. All entry fees will be spent on trophies so their value will be in proportion to the number of entrants. I shall send timekeepers' cards by return.

(Please note that if there are two classes, one entrant may enter both.)

Then choose your date. I have offered two Area Centralised Sundays for each event because of the vagaries of our weather, and also because there may be other calls on our time. Checking weather patterns in advance is, and always has been, an integral part of Free Flight.

Arrive at your chosen Area venue. If uncertain as to field availability, admission, etc, it may help to contact BMFA Head Office or your Area Secretary in advance: this information is on the BMFA website. Also, the contest calendar in BMFA News normally provides a contact phone number. Bring friends and sports flyers with you if possible: the whole point of these events is that as many folk as possible get to enjoy a day's flying.

Report to the field Contest Director, pay the field "sports flying" fee (normally £5 for a day's use of the field) and become aware of any local regulations (such as launch line if used) that may apply.

Fly your three qualifying flights in the normal way. If you max out, fly an unlimited fly-off at the same time as the first regional fly-off takes place.

(that's normally two hours before sunset, or just after six pm, whichever is the earlier.)

Send (or scan and e-mail) your scorecard to me. Expect the results on the SAM 35 website's F/F Results page within ten days.

That's it. Complicated? Only on the first occasion, after which, hopefully, we shall all become familiar with this procedure. If you like the idea, please come and add your name to the list of entrants. If you don't like it, come along anyway and enjoy some flying: we can discuss improvements another time. Whenever possible, the awards will be handed out at a prize giving at a subsequent event, by arrangement with the winners.

The annual SAM 35 F/F Calendar is available from me (or on the website in my "Updates" section), all our events are open to all BMFA members except for the two "pure" postals. An information sheet on them is also available in the same part of the website. Please keep in touch with the "Updates" page on our website (go to "Events" and scroll down) for any corrections and alterations. New events are being added. Things are moving quickly in our world, quicker than the deadline dates for the SAM 35 magazine allow for.

SUPPORT YOUR LOCAL CEE DEE: he is supporting you!

.....John Ashmole



## East Anglian Gala

**22<sup>nd</sup>/23<sup>rd</sup> July 2017. Sculthorpe Airfield.**

Sculthorpe airfield offers the largest unobstructed flying site in the UK set in the heart of the Norfolk countryside. Camping nearby at Fakenham Race Course, 01328 862388; the Garden Caravan Site, Barmer Hall, Syderstone, 01485 578220 and Fakenham Camp Site, [fakenham.campsite@gmail.com](mailto:fakenham.campsite@gmail.com)

Saturday 22 <sup>nd</sup> July	Sunday 23 <sup>rd</sup> July
<b>BMFA Rubber</b>	<b>BMFA Power</b>
<b>Vintage Rubber/Power</b>	<b>Combined Electric</b>
<b>Classic Glider</b>	<b>BMFA Glider</b>
<b>Tailless</b>	<b>Mini Vintage</b>
<b>E36</b>	<b>Classic Rubber/Power</b>
<b>P30</b>	<b>CO2</b>
<b>HLG-CLG.</b>	<b>Vintage Glider</b>
	<b>Bowden</b>

**BMFA rules and Senior Championship points for above events .**

**Start time each day 9.00 am, finish 6.00 pm. Competition entry £10.00 all classes or Season ticket for each day. Bowden registration before 10.30 am on Sunday.**

**Location.** Sculthorpe airfield, OS Map reference TF 852300. 100 Metres in a NE direction along the B1454 from its junction with the A148 road from Kings Lynn to Fakenham. No refreshments on the field this year but there is a cafeteria close to the entrance. BMFA membership essential. For safety reasons no motorised retrieval and no dogs.

**Flyers not taking part in BMFA events, fun flyers and engine runners must pay £6.00 site fee at control.**

**For further information on this event contact:**

**Michael Marshall Tel: 01223 246142 or email - [hiver666@aol.com](mailto:hiver666@aol.com)**



# THE NORTH COTSWOLD MODEL AERO CLUB

BMFA MID-WEST 166

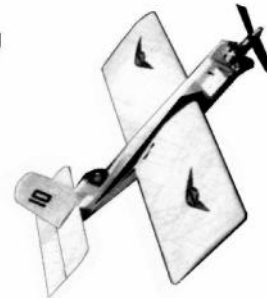
# FLY FOR FUN

## EVENT 2017

AUGUST 12<sup>th</sup> & 13<sup>th</sup>

AT  
FAR HEATH FARM  
MORETON-IN-MARSH  
GLOUCESTERSHIRE

SIGNPOSTED OFF THE A44 MORETON TO CHIPPING NORTON ROAD



**TWO DAYS OF MODEL  
AIRCRAFT  
FLYING, FEATURING:  
RADIO CONTROL SPORT,  
SCALE,  
VINTAGE, AEROBATICS,  
GLIDERS, ELECTRICS, ETC.**  
**ALSO:  
CONTROL LINE  
AND  
SMALL FIELD FREEFLIGHT.**

**R/C FLYING 'OFF THE PEG' ALL  
WEEKEND.  
(PILOT'S PROOF OF INSURANCE  
REQUIRED)**

**SPECTATORS AND  
PILOTS WELCOME.  
COME AND JOIN IN THE FUN  
CAMPSITE FOR CARAVANS &  
TENTS, WITH ON-SITE  
TOILETS AND WATER.**

**CLUB WEBSITE:  
[www.ncmac.co.uk](http://www.ncmac.co.uk)**

### **REGULAR ATTRACTIONS MODELLERS' BRING AND BUY SALE**

**Come and pick up some real  
bargains or bring your own  
models/equipment to sell.**

### **BARBECUE SAT / SUN**

**AREA FOR CONTROL  
LINE FLYING  
Max line length 60ft**

### **TWO**

### **DESIGNERS' EVENTS**

**SATURDAY 12<sup>TH</sup>:  
MODELS DESIGNED BY**

**RAY MALMSTRÖM**

**SUNDAY 13<sup>TH</sup>:**

**A ONE-DESIGN EVENT FOR  
CHRIS FOSS'S  
LEGENDARY**

# WOT4

**ON BOTH DAYS, MODELS OF ANY SIZE, IN ANY  
VERSION, WITH ANY FORM OF POWER  
ARE WELCOME.**

**INFORMAL JUDGING AND PRIZES**

SPECIAL THANKS TO OUR SPONSORS, R&D WALKER BUTCHERS, MORETON CHARITY, EDITH MANN CHARITY

## TIMPERLEY FREE FLIGHT GALA

**Sunday 3<sup>rd</sup> September 2017**

at MOD North Luffenham.

10am-5.30pm

Contests for

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

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

All to BMFA rules.

Trophies and prizes.

F/F Sport flyers welcome. Airfield charge.

BMFA membership required.

Contact

Gerry Ferer, 0161.928.4955, or [gferer@hotmail.com](mailto:gferer@hotmail.com)

# Southern Area Gala Odiham

## Saturday 9<sup>th</sup> September

As most of you are probably aware, our late Chairman was instrumental in setting up & organising the Southern Gala at Odiham for many years. The event this year was obviously put into jeopardy due to his sad passing. However, we have very recently established sufficient information to indicate that things can go ahead for this year with the traditional mix of low key competitions & sports flying, subject to us receiving the MoD licence as always.

### Licence

The licence application has been made, following an OK for the event to be held by the RAF. We have managed to track down the application and speak to the Defence Infrastructure Organisation, who confirm that the licence has been approved & should be issued in early August. So subject to the licence being received, there is every reason to plan for the event to take place as originally scheduled. The date remains 9<sup>th</sup> September.

### Comps

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

### Attendance/Attendees

This event requires attendees are pre-registered for security reasons. There is a limit of 65 attendees, so do make an early application to avoid disappointment.

Anyone wishing to attend must send following details to Peter Carter by post, enclosing the entry fee made payable to "Southern Area BMFA" & an SAE.

- name
- address
- contact details (phone, mobile & email)
- BMFA membership number
- vehicle details (make & model, licence plate info, colour)
- entry fee payment of £10 per attendee

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

**Last date for receiving requests to attend is Saturday 26<sup>th</sup> August.**

*Note: there will be absolutely no entry on the day.*

*If you haven't pre-registered, you won't be allowed entry.*

### Constraints

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

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

Any queries, contact me on [rogerknewman@yahoo.com](mailto:rogerknewman@yahoo.com)



## Peterborough Flying Aces Nationals

Sunday 3rd September 2017

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

NEW EVENT I BIG CASH PRIZES I KK Elf Precision.

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

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

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

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

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

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

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

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

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

Electric Ducted Fan, true Scale

Electric Ducted Fan, profile

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

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

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

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

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

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

36 inch Hi-Start Glider: Any glider up to 36"span launched by the supplied "Hi start" bungee. Also includes a prize for best performance of a SCALE glider (proof of scale reqd.) Best Unorthodox: Must be seen to fly (by either Scale Flight judge )

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

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

Young Flying Aces: Prizes for 3 best Juniors (Junior -17 years or under on 31/08/17)

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

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

Raffle including Kits donated by The Vintage Model Company.

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

Revel in the special atmosphere created at this unique event:

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

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

[www.peterboroughmfc.org](http://www.peterboroughmfc.org) OR contact Brian Waterland on 01778 343722 (07717 461000 on the day)

## New SAM 35 Vintage-themed Events At Middle Wallop

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

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

**Note: unfortunately, freeflight isn't permitted**

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

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

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

Further details appear on the website, <http://www.sam35.org>

We hope to see you there!

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

**ONLY 2.4 GHZ RADIO EQUIPMENT IS PERMITTED.**

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

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

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

**OUR LICENCE STIPULATES THAT FREEFLIGHT IS NOT PERMITTED**

**NOTE ALSO THAT DOGS MAY NOT BE BROUGHT ONTO THE AIRFIELD**

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

Any questions, ring David Lovegrove on 01491 200558  
or email [david.lovegrove11@btinternet.com](mailto:david.lovegrove11@btinternet.com)





## **INDOOR F/F MEETING**

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

Tuesday, 6th. June 2017  
Tuesday, 4th. July 2017

All meetings will run from 7.00 p.m. to 10.00 p.m. (please note the revised start time). The Main Hall at Wickham Community Centre is particularly suitable for indoor free flight models of all types, with a ceiling free of obstructions. Tables and chairs will be available in the hall, the organisers are always grateful for assistance with moving furniture. A hot drinks machine is available on site.

Admission to the meetings will be £4 for fliers and £1 for spectators, whilst accompanied children will be admitted free. Junior fliers will be charged as adult spectators. Fliers will be required to show proof of insurance.

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

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

Waltham Chase Aeromodellers look forward to welcoming all indoor F/F fliers to these events.

For further details please contact:

Alan Wallington, "Wrenbeck", Bull Lane, Waltham Chase, Southampton, Hants.  
(Tel. 01489 895157)

or see our web site: [www.wcaero.co.uk](http://www.wcaero.co.uk)

## **Indoor Flying in Wales**

### **Indoor Model Flying Events**

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

I have organised a further series of indoor flying meetings. They are held on the first Sunday of the month, starting in September. All 1300-1600 at Plas Ffrancon Leisure Centre, Bethesda, Gwynedd, North Wales.

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



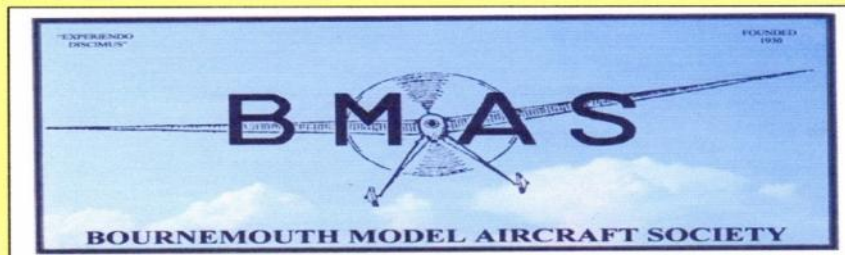
**Come and have a go at flying model planes. You can fly rubber powered models, gliders or even small radio models (<100g). I have planes you can borrow, or contact me for details of kits for you to build yourselves.**

[martin.pike.xray@btinternet.com](mailto:martin.pike.xray@btinternet.com) 07831 141418

Find us on 

**Indoor Model Flying  
in Bethesda**





## **INDOOR MODEL FLYING**

**TUESDAY 25<sup>TH</sup> APRIL**  
**TUESDAY 23<sup>RD</sup> MAY**  
**TUESDAY 27<sup>TH</sup> JUNE**  
**TUESDAY 25<sup>TH</sup> JULY**  
**TUESDAY 22<sup>ND</sup> AUGUST**  
**TUESDAY 19<sup>TH</sup> SEPTEMBER**  
**TUESDAY 24<sup>TH</sup> OCTOBER**  
**TUESDAY 28<sup>TH</sup> NOVEMBER**

7pm to 10pm

## **ALLENDALE CENTRE**

HANHAM RD. WIMBORNE BH21 1AS

FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDALE RD

**FREE FLIGHT ONLY**

**COMPETITIONS incl. GYMINNIE CRICKET LEAGUE**

ALL FLYERS MUST HAVE BMFA INSURANCE

**FLITEHOOK NORMALLY IN ATTENDANCE**

Adult Flyers £5 Spectators £1.50

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

# **FLITEHOOK**

## **Indoor Free Flight Meetings**

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

Café on Site

Contact Flitehook

E-mail [flitehook@talktalk.net](mailto:flitehook@talktalk.net) Tel. 02380 861541

**Flyers £8 Juniors & Spectators Free**

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

**2017**

10<sup>th</sup> September 2017 - 8<sup>th</sup> October 2017  
 12<sup>th</sup> November 2017 - 10<sup>th</sup> December 2017

**Friday 29<sup>th</sup> December 2017 - 10.00a.m. to 4.00p.m**

**2018**

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

14<sup>th</sup> January 2018 - 11<sup>th</sup> February 2018  
 11<sup>th</sup> March 2018 - 8<sup>th</sup> April 2018



## THE NEW 2017 FREE FLIGHT FORUM REPORT

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

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

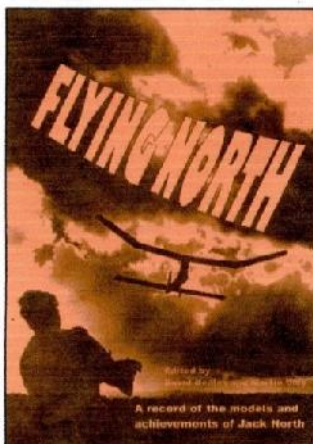


The UK price is £12.00 including postage; to Europe it's £15 and everywhere else £17. Sales of the Forum Reports help to defray the heavy expenses of those representing Great Britain at World and European Free-Flight Championships. Cheques should be payable to 'BMFA F/F Team Support Fund' in pounds sterling,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

Be the envy of your friends and get yours now.

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

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



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

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

The price in the UK is £18; airmail to Europe £20 or to anywhere else £22. Cheques should be payable to BMFA F/F

Team Support Fund, in pounds sterling only, and drawn off a bank with a branch in the UK, you may also order by credit card, all proceeds help to fund the expenses of those representing Great Britain at World and European FF Championships

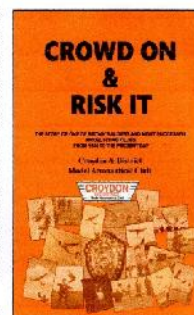
## CROWD ON & RISK IT

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

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

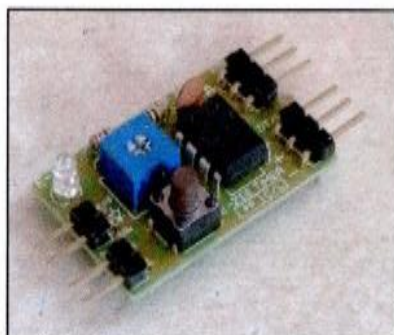
Just £8 by PayPal or cheque.

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





# E-Zee Timers



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

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

a simple push button / LED interface

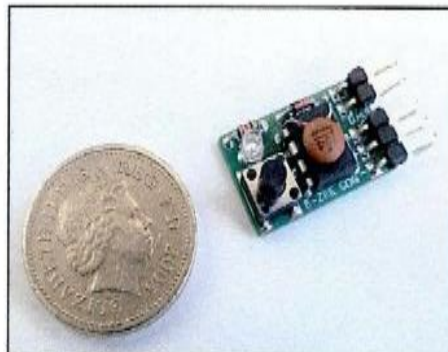
- motor run duration:-adjustable 1 to 30 seconds, set in 1 second increments
- d/t duration:-adjustable 10 seconds to 5 minutes, set in 10 second increments
- motor power:-adjustable at all times from zero to full throttle (by potentiometer)
- push button immediately stops the motor at any point during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

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

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

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

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



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

Timers are supplied with a comprehensive instruction manual and users guide

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

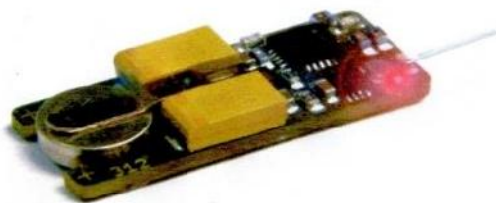
## **Dens Model Supplies**

***On Line shop at [www.densmodelsupplies.co.uk](http://www.densmodelsupplies.co.uk)***  
***Or phone Den on 01983 294182 for traditional service***



# BUGS

## Free Flight Model Tracker



**£50.00** - each including 6 batteries

Ready to use radio tracker

Suitable for most handheld receivers

Powered by one 312 ZincAir hearing aid battery

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

including battery

Run time around 10 days

Red LED flashes when transmitting

Available in any frequency from 140MHz to 980MHz

Supplied in protective heatshrink

Very quick delivery, often next day

On sale at

[http://www.leobodnar.com/shop/index.php?products\\_id=217](http://www.leobodnar.com/shop/index.php?products_id=217)

or contact Peter Brown 07871 459291 for options

### Michael Woodhouse

[mike@freeflightsupplies.co.uk](mailto:mike@freeflightsupplies.co.uk) & <http://www.freeflightsupplies.co.uk>

Plans of models designed by Geoff Lefever

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

## VINTAGE COUPE PLANS.

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

Further information will be advised in due course.



## Provisional Events Calendar 2017

With competitions for Vintage and/or Classic models

February 19 <sup>th</sup>	Sunday	BMFA 1 <sup>st</sup> Area Competitions
March 5 <sup>th</sup>	Sunday	BMFA 2 <sup>nd</sup> Area Competitions
March 26 <sup>th</sup>	Sunday	BMFA 3 <sup>rd</sup> Area Competitions
April 14 <sup>th</sup>	Friday	Northern Gala, North Luffenham
April 17 <sup>th</sup>	Monday	<b>SAM1066 Meeting, Salisbury Plain</b>
April 29/30 <sup>th</sup>	Sat/Sunday	London Gala & Space, Salisbury Plain
May 14 <sup>th</sup>	Sunday	BMFA 4 <sup>th</sup> Area Competitions
May 27 <sup>th</sup>	Saturday	BMFA Free-flight Nats, Barkston
May 28 <sup>th</sup>	Sunday	BMFA Free-flight Nats, Barkston
May 29 <sup>th</sup>	Monday	BMFA Free-flight Nats, Barkston
June 18 <sup>th</sup>	Sunday	<b>SAM1066 Meeting, Salisbury Plain</b>
June 25 <sup>th</sup>	Sunday	BMFA 5 <sup>th</sup> Area Competitions
July 16 <sup>th</sup>	Sunday	BMFA 6 <sup>th</sup> Area Competitions
July 22nd/23 <sup>rd</sup>	Saturday/Sunday	East Anglian Gala, Sculthorpe
July 30 <sup>th</sup>	Sunday	<b>SAM1066 Meeting, Salisbury Plain</b>
August 19 <sup>th</sup>	Saturday	Southern Gala, Salisbury Plain
September 3 <sup>rd</sup>	Sunday	Timperley Gala, North Luffenham
September 9 <sup>th</sup>	Saturday	Southern Area Gala, RAF Odiham
September 17 <sup>th</sup>	Sunday	BMFA 7 <sup>th</sup> Area Competitions
September 30 <sup>th</sup>	Saturday	<b>SAM1066 Meeting, Salisbury Plain</b>
October 15 <sup>th</sup>	Sunday	BMFA 8th Area Competitions
October 28 <sup>th</sup>	Saturday	Midland Gala, North Luffenham

**Please check before travelling to any of these events.**

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

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

[www.SAM1066.org](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 & Pauline	-	<a href="http://www.flitehook.net">www.flitehook.net</a>
Mike Woodhouse	-	<a href="http://www.freeflightsupplies.co.uk">www.freeflightsupplies.co.uk</a>
GAD	-	<a href="http://www.greenairdesigns.com">www.greenairdesigns.com</a>
BMFA Free Flight Technical Committee	-	<a href="http://www.freeflightUK.org">www.freeflightUK.org</a>
BMFA	-	<a href="http://www.BMFA.org">www.BMFA.org</a>
BMFA Southern Area	-	<a href="http://www.southerarea.hamshire.org.uk">www.southerarea.hamshire.org.uk</a>
SAM 35	-	<a href="http://www.sam35.org">www.sam35.org</a>
MSP Plans	-	<a href="http://www.msp-plans.blogspot.com">www.msp-plans.blogspot.com</a>
X-List Plans	-	<a href="http://www.xlistplans.demon.co.uk">www.xlistplans.demon.co.uk</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>
David Lloyd-Jones	-	<a href="http://www.magazinesandbooks.co.uk">www.magazinesandbooks.co.uk</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">http://www.norcim-rc.club</a>
Model Flying New Zealand	-	<a href="http://www.modelflyingnz.org">http://www.modelflyingnz.org</a>

### **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**

From Your editor John Andrews