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|  | <h1 style="color: red; text-align: center;">NEW Clarion</h1> <h2 style="color: red; text-align: center;">SAM 1066 Newsletter</h2> | Issue 072018 |
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Editorial

I've started this issue with pictures, I found some relatively modern ones buried (*miss-filed*) in my computer files so, I've started up July issue with pictorial articles. My apologies to the folk who supplied them.

My call for a few old photos has had a bit of a response, Martin Dilly sent in some of his old models from his control-line days. I never pegged him as being a brick on strings guy, still I suppose most of us had a go at C/L back in the day when decent engines became available. Our secretary Roger also dug out a few oldies. Thanks guys, now maybe a few others will see what they can find in their odds & sods box.

Pylonius makes his regular appearance. I've had to go foraging for more magazines as I had exhausted my folder of scanned articles of his. I think I have used all the Model Aircraft epistles that I have and now it will be Aeromodeller. When the Model Aircraft went defunct Pylonius then wrote for the Aeromodeller, but I expect most of you know that.

My filing system is now improved but I cannot guarantee not repeating some bits I've used in the past.

I retrieved a box of old hard copy Clarions to deliver to our Achivist, they had been collected by Roy Bates, he used to be one of David Bakers Friday afternoon gang. They were early 2000's and flicking through a few I came across some of my early articles. They just about qualify as vintage so do not be surprised if I dig out my own old copies and inflict them on you again. I seem to remember writing a series of articles on my early days with the Rugby Model Engineering Society Aeronautical Section, will be interesting to me if not to you to see what I said.

Dick Twomey in Mauritius seems now to have established a schools' glider competition as an annual event on the island. He reports this year's effort with pictures.

The indoor articles of Nick Peppiatt continue but we may have to do without his contribution next month, as currently as I write he is on day 4 of a 13 day trek along the Offa's Dyke Trail and he may well have to take a month off. He has his Earl Stahl trophies to defend at Old Warden on scale day July 22nd. He scooped the pool in 2017 winning High Wing, Low Wing & Concours.

Coupe reports by Peter Hall (Southern Coupe League) and Gavin Manion (Vintage Coupe League) feature. I personally have advanced my points collection in the SCL by an out of character performance at the 5th Area comp at Barkston, more of that next issue.

I've slipped in another of Ray Malmstrom's Simple models from the book 60 years of IVCMA (Impington Village College Model Aeroplane Club). A copy of this book was given to me by Chris Strachan a few years back with the invitation to reproduce any of the contents.

This time it is another rubber model 'Flier Phils Flier'.

Our secretary Roger reports as usual, with coverage of not only a nostalgic trip to the Nationals but a visit to Buckminster Lodge too boot.

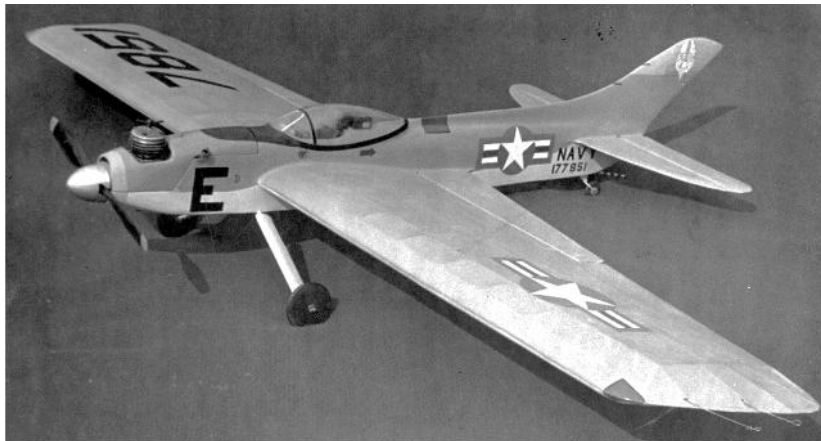
Point to note, although this is a large issue, I am usually biting my nails hoping for copy mid-month, so please grab your pens or pound your keyboards and write something for members to read. Pretty Please!!

Editor

Prompted by the photos of peoples' C/L models, here are a few from my C/L aerobatic days in the 1950s and early '60s. I seem to have been somewhat fixated on US Navy-style models at that time.

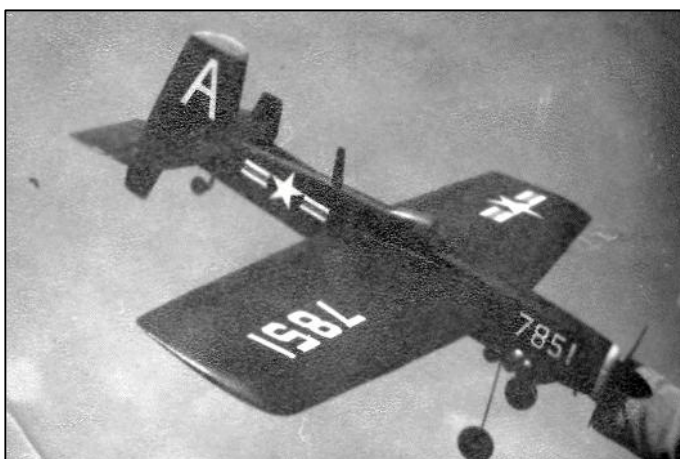


A Fox 15-powered 2/3 size Nobler, with a few mods to its appearance.



This model was powered by a Frog 249 and was based on the Peacemaker by George Aldrich

The 420 sq. in. model handled well in quite windy conditions but met an untimely end during the Gold Trophy at the Scampton Nationals.



An AM 35-powered model built in 1959.

It seems to be loosely based on the Gruman Guardian but I have no recollection of what became of it.

Best regards,

Martin Dilly

Some of my computer housekeeping leaves a little to be desired and when taking possible content for the New Clarion from emails I transfer them into a folder titled "Clarion Fodder" but as I tend to pick and place, when I can, I sometimes drop them into the wrong folder and they can get forgotten, 'out of sight out of mind'.

I've just come across a folder entitled "**Dave Kern USA Pics**" with quite a few pictures and it also contains a folder titled "used" and I think I recall the pictures within it from some time back. Interrogation dates the pictures to **2015/2016** so the unused ones have been kicking about for a couple of years. I'm going to pop a few in here so they are not wasted. I've located the same pictures in the Photo Gallery on the SAM USA website so I can identify the flyers.



Fred & Barb



Fred & Barb



Fred & Barb



Fred & Barb



Michael Bluestein



Michael Bluestein

Pictures by Dave Kern at Hummel/Works Air Field, near Dayton, OH, USA. Probably in 2015
More next issue.

I've unearthed another folder titled "JR Wee Devil" with the following pictures of an E36 electric duration model. This must be one of John Richards in Nova Scotia dating back to I'm not sure when, but investigation into file seems to suggest they date back to 2016 so I must have been having a little finger trouble back then.





Extract from Aeromodeller June 1966

A Lot of Tribe

Whatever vicissitudes and problems may beset the dark continent at least its TV. programmes have not yet suffered the Western fate of being smothered by old American movies; but no doubt Foxfam will soon remedy this cultural deficiency. Meanwhile, youthful natives of Zambia are given the civilised privilege of watching a fortnightly programme on the delights of model flying. Odd, though, to think of the old hobby enjoying an extension of life in the emergent states. Satisfying in one way, but in another I'm a bit sorry to see the old gnu and hartebeeste pushed off their stamping grounds in order to make way for six lane highways and ten channel radio models, but we all have to pay the price of progress. In this country it is the rapid erosion of our available flying territory, and I have no doubt that we shall soon hear the same cry from Africa's limitless acres, by which time we can be sure that the youth of Zambia will not be watching telly programmes of model flyers cavorting over the grasslands, but looking at Gary Cooper adventuring over the vast empty spaces of yesteryear.

Swinging Scene

The latest swinging thing in the full size glider world is the super swung wing sailplane, with built in thermal detector and everything for the nimbus lover. The idea of the swinging wing is to give a surge of rakish speed to get from dead spot to uplift, and the only thing missing is the retro rocket, just in case . . .

But what progressive equivalent have we in the model world? We may have the electronics, but the aerodynamics still remain way back in the "What's cooking, Sir William Hayley?" period, in spite of all the inspiration we get from "Thunderbirds**".

In the basic areas of the hobby we don't expect anything very revolutionary, apart from the rotation of the time honoured prop. For the Rubber and Gilder enthusiast an occasional change of aerofoil is as much upheaval as his spacious, but not space, way of life can stomach, but I should have thought the whizz kids of radio might have thrown a few gimmicky spanners into the workings of conventional thought. For instance, automatic penetration for Single Channel models. Or is that, like so many of the windblown machines, farfetched?

Zombie & Son

The fascinating thing about the model flying hobby is the way its traditional styles of aeronauting refuse to be overwhelmed by the slick appeal of the modern electronic machine. Anyone thinking in the sort of progressive terms which sees a multi-storey block of flats on the non-functional open space, might find it odd that the crinoline era rubber model should survive into an age singularly lacking in elastic utility. He might also look askance at the primitive antics required to elevate a goodness-knows-why, motorless model to a viable altitude, and would undoubtedly give a fat, .007 smirk at the idea of the term microfilm being applied to a type of skeletal looking model. It might also occur to him that model flying is not just little brother tagging along in the wake of big brother, Aviation, but has much to offer in its own right, although he may not be the kind to enjoy the diverse fun it gives to suit all pockets, air and otherwise.

Apropos of this, a recent picture of a microfilm model reminded me of my own attempts to produce one of these curious craft. It did not take me long to realise that I suffered from a condition known as Fyffe finger, in which the thickness of the hand deceives the eye. I also had the business of whispering friends to contend with, but this was of secondary consideration compared with the importance of skimming off a bath length of usable film. Whether the craft actually flew remains a mystery to this day, although some theoreticians still aver that the distance achieved was due to the propulsive influence of an open window.

All of which is part of the rich pageant of model flying, in the spirit of that continuity which gives newcomers to the hobby something of those same joys of aeronauting that drove the Edwardian courting couples off Wimbledon Common.

Pylonius



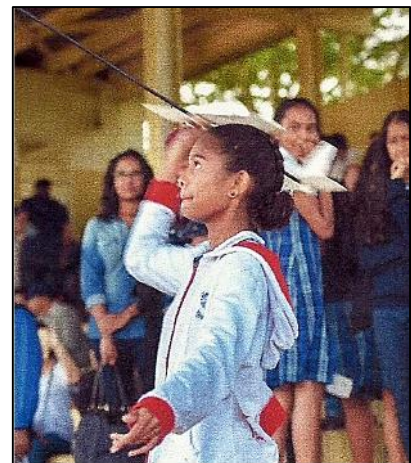
All contestants at the model glider finals

Seems like this is established as a local annual event now, the kids love it and we got the prizes sponsored by the University of Southampton.

67 secondary schools produced 138 model gliders, mainly from Depron as we have no balsa trees. We picked the best 38 for the Fly-offs (hand-launches only, no space for 100m towlines). A great time was had finding the winners by flying in a sports stadium.



The Winners



Concentration

It is all very basic, just a hand-launch from a raised launch point and a resulting gradient of around one in ten. The idea is only to educate and give an outlet for enthusiasm!

Dick Twomey

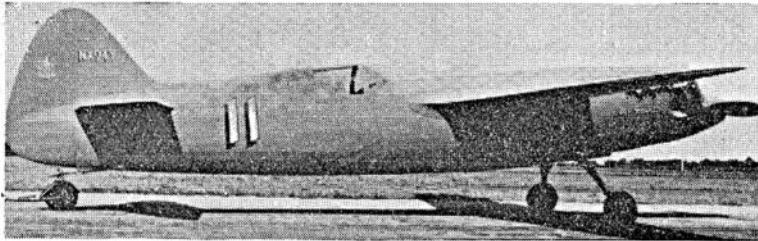
Over the 20 or so years I've been involved with our use of Area 8 I've accumulated four 1:50,000 maps covering several miles of country round the site we use. While the military areas marked on the maps may have changed the topography hasn't and it seems a shame to bin those that have been superseded. If anyone would like one of these as a retrieving aid then let me know. I'm on tel: 0208 7775533 or e-mail: martindilly20@gmail.com.

Martin Dilly

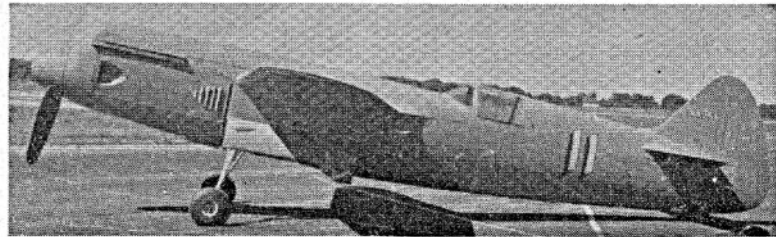
AERO
MODELLER

356

July, 1960

AIRCRAFT DESCRIBED
Number 102

Pearson-Williams "Mr. SMOOTHIE"

described & drawn by
J. H. ROBINSON

Two photographs show NX 94Y: at left with plates over the undercarriage well, and below, in the original configuration with doors open. The smooth lines, and close cowling of the Conqueror engine are most evident, particularly when compared with the bottom photograph showing the engine installation. Hollow spinner was a radiator duct for cooling

BUILT DURING 1938 in a garage at Venice, California, by the Pearson-Williams Airplane Co., the PW-1, aptly named Mr. Smoothie, was designed by C. R. (Bud) Pearson and Rodney Nimmo, former associates of racing aeroplane designer Keith Rider. Mrs. Edith Boydston Clark, who had sponsored the Rider R-3 Racer, and was herself a pilot, financed the venture. Lee Williams, ex-mechanic to racing pilot Marion McKeen, was to fly the machine.

Mr. Smoothie was powered by a Prestone-cooled, supercharged Curtiss Conqueror engine of 825 h.p. An annular radiator mounted directly behind the propeller received its air through the twelve-inch diameter opening in the hollow spinner and exhausted it through a large indented louvre on either side of the cowling. The curious indentation ahead of the oil cooler intake below the cowling was intended to break up the laminar boundary layer and ensure turbulent flow with no loss of pressure over the oil cooler.

The fuselage was a welded steel tubing structure, plywood covered aft of the cockpit above the wing, and aft of the undercarriage doors below it. Removable dural panels covered the forward fuselage and engine cowling.

The fin was built integral with the fuselage, and the entire tail assembly was plywood covered as also the gracefully-tapered wing of 95 sq. ft. area which was a wooden monospar structure. Split, drag-type landing flaps were fitted, and the leading edges of both flaps and ailerons were carefully shrouded to reduce drag.

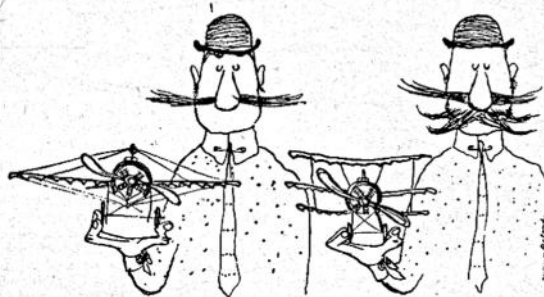
Completed just before the 1938 National Air Races, Mr. Smoothie was taken to Cleveland, where a hard

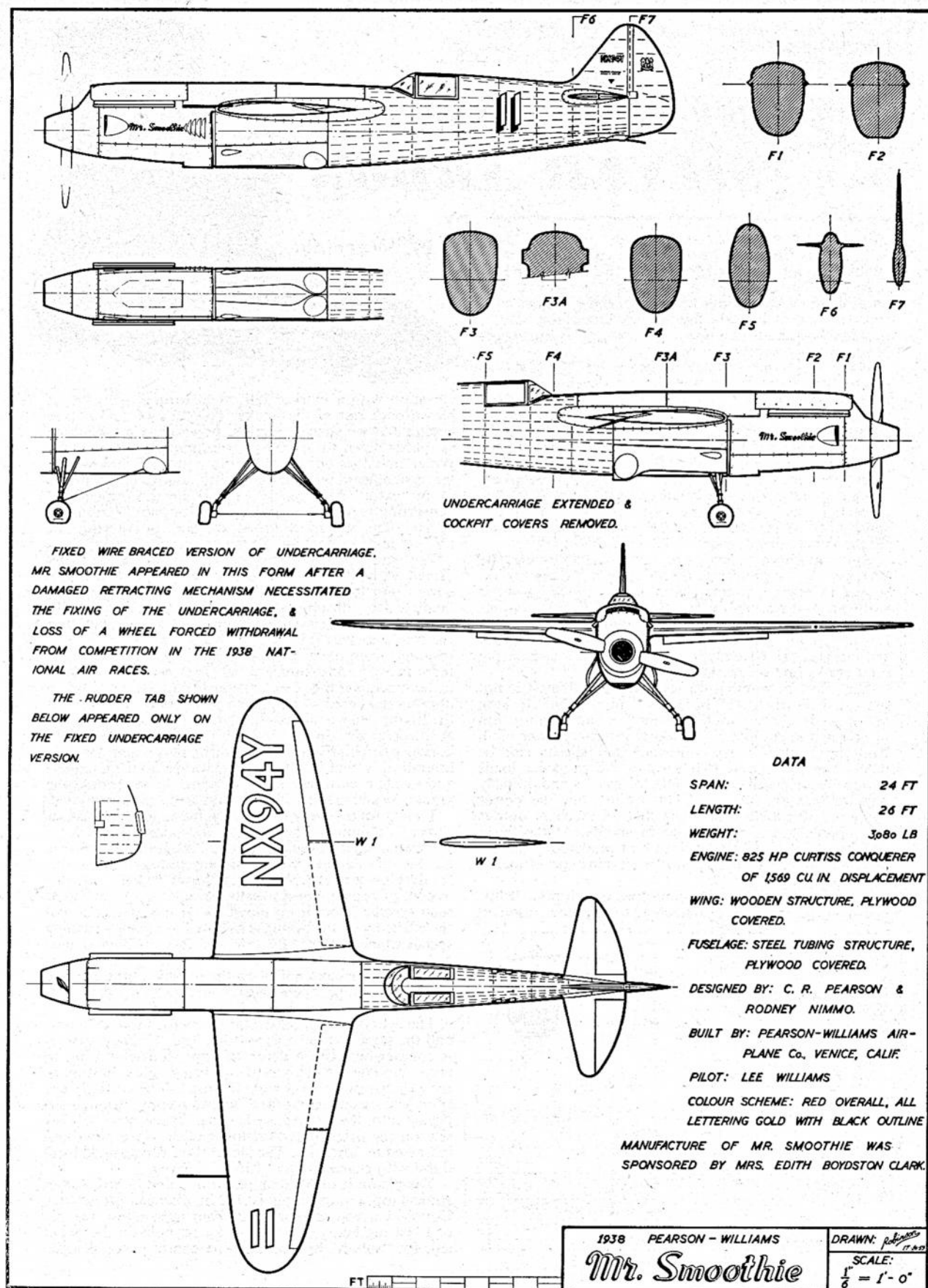
landing after a test flight damaged portion of the retracting mechanism. Time did not allow for repairs to be made, so the undercarriage was fixed in the extended position, the undercarriage doors removed, and the openings covered with fixed aluminium plates. As the aircraft was being towed past the stands to the starting line for the Thompson Trophy race, the right-hand landing wheel detached and the axle was so badly damaged that Mr. Smoothie had to be withdrawn from the race. A forgotten cotter pin was the cause of the trouble.

Mrs. Clark now withdrew her sponsorship, and the name Mr. Smoothie on the engine cowl, the emblem on the rudder, and the legend "Pearson Williams Airplane Co., Venice, California" on the fin were painted over. The aluminium plates were removed and the original undercarriage doors installed in the closed position, and the undercarriage legs wire-braced to each other and to the fuselage.

Lack of funds prevented participation in the 1939 National Air Races, and Mr. Smoothie languished in California until the early 1940's, when a mer racing pilot Harry Crosby, then a Northrop test pilot, bought it and tried to fake it into a Messerschmitt Me-109 for a war film. Crosby was killed flying the Northrop XP-79, and Mr. Smoothie lay rotting in a hangar until acquired several years ago by John Caler, who later sold the remains as scrap.

Finished bright red, with racing and licence numbers in gold, outlined in black, Mr. Smoothie's classic lines were not only pleasant to the eye but aerodynamically excellent. One of the most efficient aircraft ever brought to Cleveland, Mr. Smoothie had a theoretical maximum speed of 385 m.p.h. Much careful and intelligent thought were devoted to its design, and Mr. Smoothie was really a remarkably advanced aircraft for a 1938 "backyard special", worthy of a far better fortune than came its way.

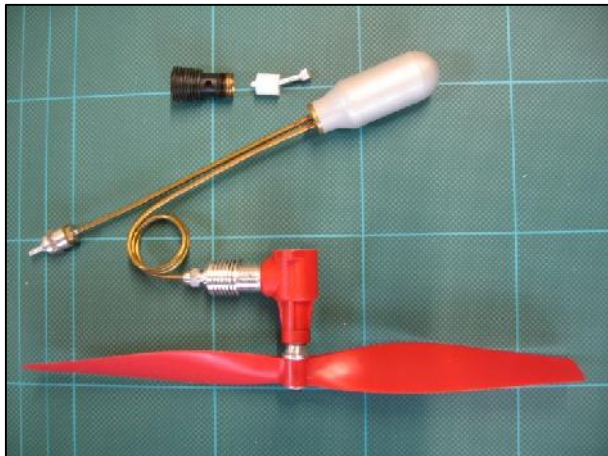




Continuing this little history of CO₂ motors,
I'll take a look at some of the Czech products this month.

The Modela

This motor, designed by Jaroslav Studnicka, was certainly available from the late 1970s contemporaneous with the British Telco and Shark motors and was originally made in a state owned Czechoslovakian factory. It was considerably larger at 270mm³ capacity, similar in size to the Herkimer OK CO₂ motor from the late 1940s, but presumably much lighter at around 30g including the propeller. A CO₂ capsule on its own, which was fitted directly to the OK motor weighs about 22g. The original ones had a brass cylinder in which ran a cupped plastic piston. Like the Telco and Shark motors, the Modela has a moulded plastic crankcase, the earlier ones being grey. The later ones with the Gasparin type aluminium cylinder are red. The speed is again adjusted by screwing the cylinder in or out of the crankcase, the nipple clamping the large diameter feed-pipe at the top of the cylinder being released to allow rotation. The size of the motor precludes it from general indoor use. I fitted one to Charles Hollinger's Cruiser, published in Air Trails May 1949. This 30" span design was originally for rubber or the OK CO₂ motor and it makes a very nice outdoor sport flying model. I increased the on-board gas capacity by installing a 3cc Telco tank in addition to the (5cc?) Modela tank.



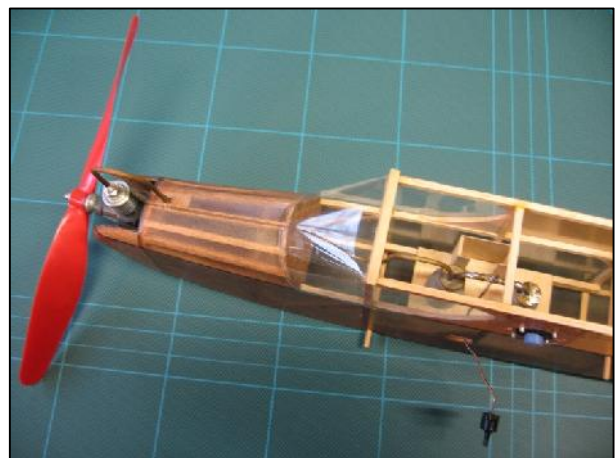
Later Modela CO₂ motor with red crankcase and Gasparin type aluminium cylinder. Earlier brass cylinder and plastic piston at top.



Charles Hollinger's Cruiser fitted with Modela CO₂ motor in place of the OK.



This motor has a grey crankcase, but was retro-fitted with a Gasparin type cylinder assembly.

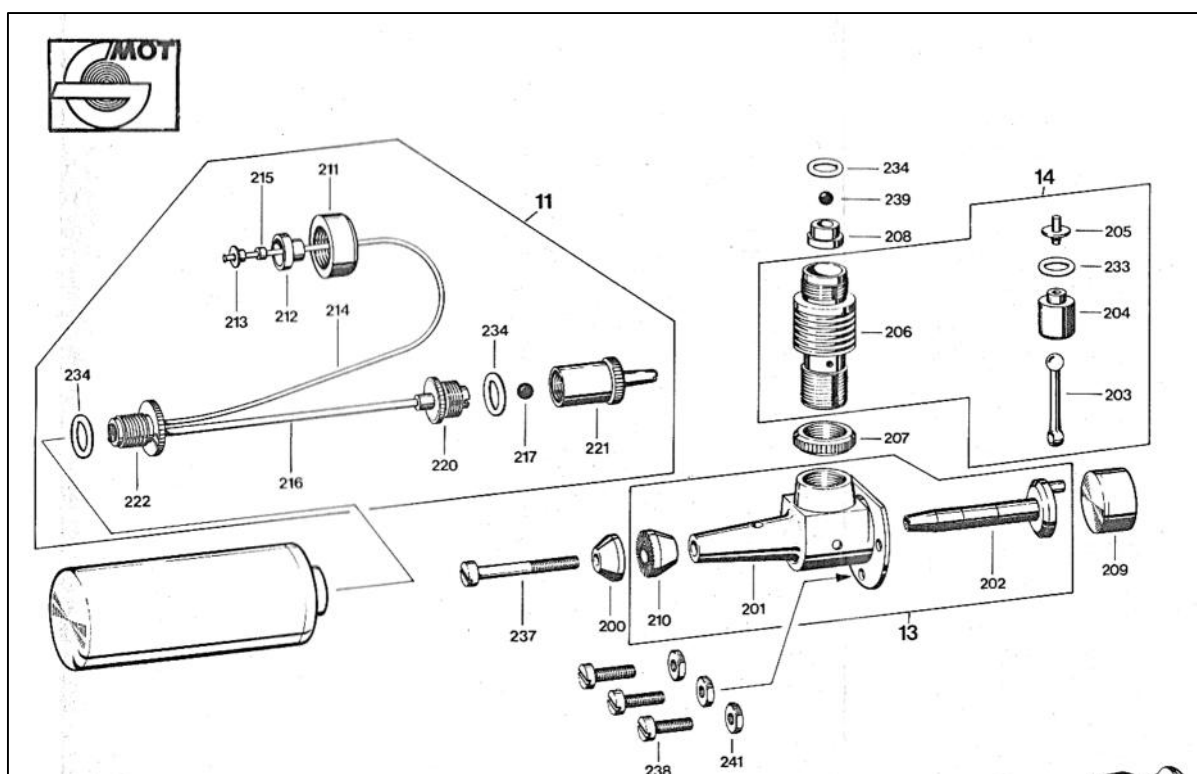


I added an additional Telco tank for this installation. Note the Telco filler

According to Klaus Hammerschmidt in 'Engines Old & New', AeroModeller October 1993, 130,000 of these motors were made in the first 15yrs. of production!

The Gasparin motors

Stephan Gasparin became interested in CO₂ motors after reading Doug McHard's seminal article on the Brown motors in the 1972-3 AeroModeller Annual and started designing and producing his own, as the Browns were almost impossible to obtain in Czechoslovakia then. He went into full-time production in 1991, having set up an arrangement (G-MOT) to produce his designs with Mikrotechna in 1990. The higher production volume G-MOT motors were designated GM and the many Gasparin produced motors, G. Among his innovations were the rotating seal at the top of the cylinder head where the gas pipe entered (items 211 to 215 in the drawing below) to allow the cylinder to be easily rotated for speed adjustment, and the use of a soft floating rubber O-ring on the piston to act as a piston ring (item 233) running in an aluminium alloy cylinder. To minimise friction, this O-ring is not squeezed radially, but its outside diameter is an interference fit in the bore, and it also seals axially against the sidewall of its housing in the piston. This arrangement provides a very effective low friction piston seal. The exhaust ports on the Gasparin designs are of very small diameter to minimise nibbling damage to the soft O-ring seal as it passes. There is a locking ring, 207, to hold the cylinder in position. In general, the pipework used is annealed small bore stainless steel.

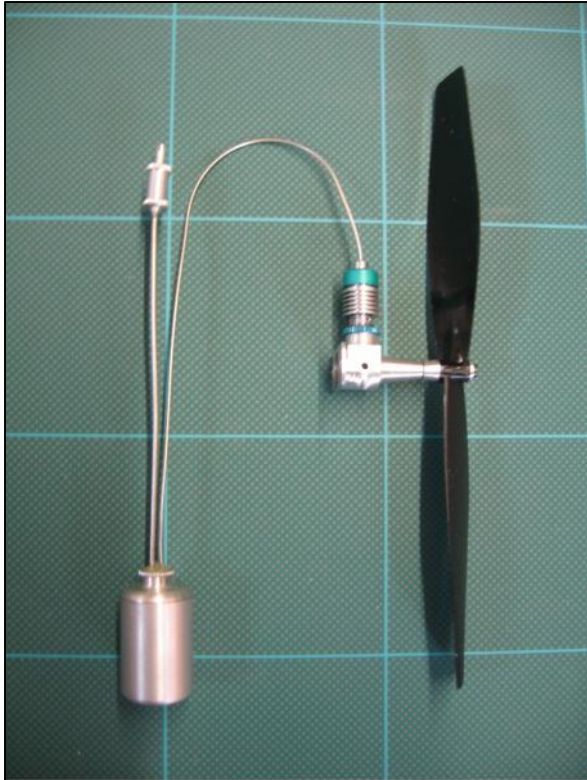


Drawing showing the typical Gasparin motor components

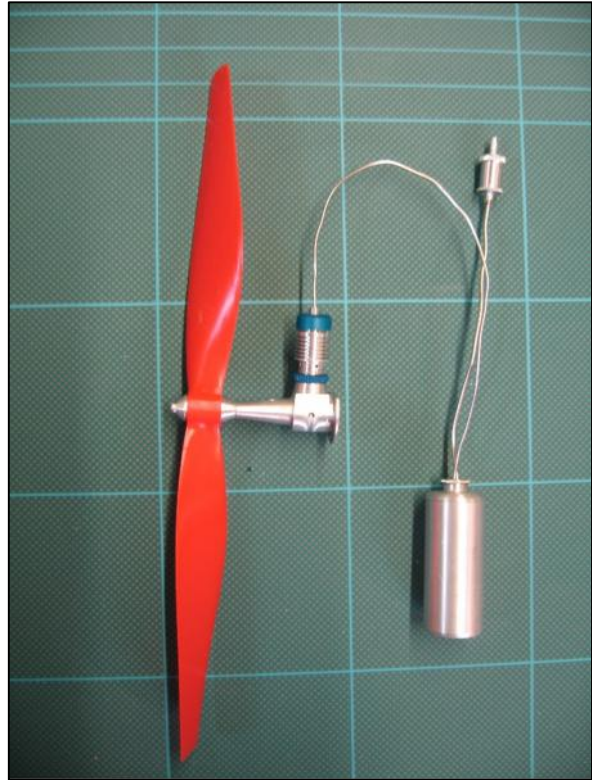
The Gasparin designs have crankcases that are machined from aluminium and they have very few injection moulded parts. This gave a very flexible approach to producing motors of different sizes. The smallest commercially available was 1mm³ (G1) to power a model that could fitted in a 2 ounce tobacco tin! The packaging of the G-Mot motors proudly claims 'Constructed by the builder of the world's smallest CO₂ engine, Ing. Stefan Gasparin (As entered in the Guinness Book of Records, 1989)'

The G-MOT motors were nicely presented and packaged in vac-formed trays with a cardboard outer sleeve and arrived complete with suitable moulded plastic propeller, a set of spare small parts, operating instructions, from which the diagram above was copied, and a hand dated guarantee certificate. The sizes included the GM 63, GM 120, GM 120T (twin) and the GM 300. According to information on the Black Sheep Squadron website, production of the GM 63 and GM 120 stopped in September 2006.

I fitted a GM 63 to a 17.5" wingspan Beech Staggerwing made from a Dumas Aircraft kit. It turned out to be a fine flier, providing the propeller was turning. Otherwise it had a glide like a brick. The damage to the cowling was the result of a collision with an unoccupied folding chair at Old Warden. It's amazing what people leave lying around on a flying field!



GM 63 motor with 140mm dia propeller



GM 120 motor with 180mm dia propeller



Beech Staggerwing from a Dumas Walnut Scale kit, fitted with GM 63 moto

I find the best way of starting these motors with an O-ring piston seal is to rotate the propeller backwards to lift the ball valve slightly to pressurise the piston and then to release it. This generally results in a start with the propeller rotating in the required direction.

In addition to the references cited above, there is a great deal of useful information on the website www.gasparin.cz, including an article about the man himself by Andrew Nahum, Principal Curator of Technology and Engineering at the Science Museum, London.

More on the glorious Gasparin and other CO₂ motors next time.

The Farman Moustique

Roger Newman featured Bill Hannan's plan for the Farman Moustique in his Secretary's Notes for June 2018, so here is one I made earlier. It is covered in condenser paper pre-decorated with Tamiya acrylic paint and has a weight of 7.7g without rubber. This design could be ideal for a Gasparin G10.



Peanut Scale Farman Moustique, based on Bill Hannan's plan

Nick Peppiatt

A Penaud Planophore

Dave Harding (USA)

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<http://freeflightquarterly.com/wordpress/>



Introduction

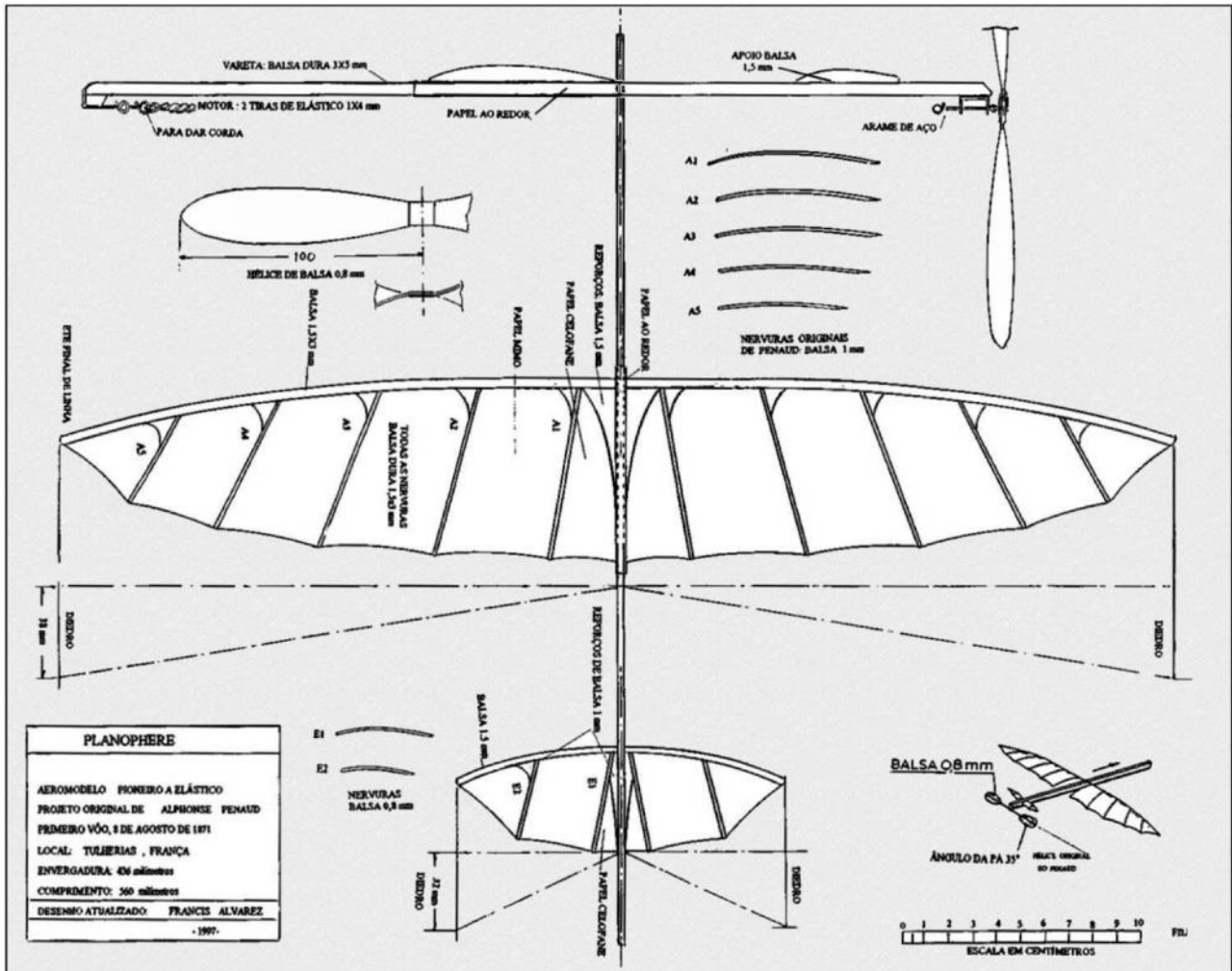
For the last ten years I have been competing at the RC Southwest Regionals SAM contest in Eloy, Arizona, about half way between Phoenix and Tucson. Anyway, I just heard they are holding a special free flight event this year for Alphonse Pénaud's Planophore model. They published the rules on their website.

Alphonse Pénaud is credited with the first successful model airplane flight when he flew his rubber-powered Planophore model over a distance of 141 feet (about 40m) in 11 seconds in 1871 at the Tuileries Garden in Paris. This earliest model is shown in the header drawing above.

There is a good deal of information on Pénaud and his flying machines on the internet and one clean plan (see plan on Fig. 1), although I don't know its history.

When I expressed interest in the event on the SAM chat group, Greg Tutmark from SAM 8 in Seattle and the sponsor of the event, told me he built one but couldn't trim it into stable flight (Fig. 2). He said he thought it might be the pusher propeller. I told him pusher props are stabilizing; he was not amused!

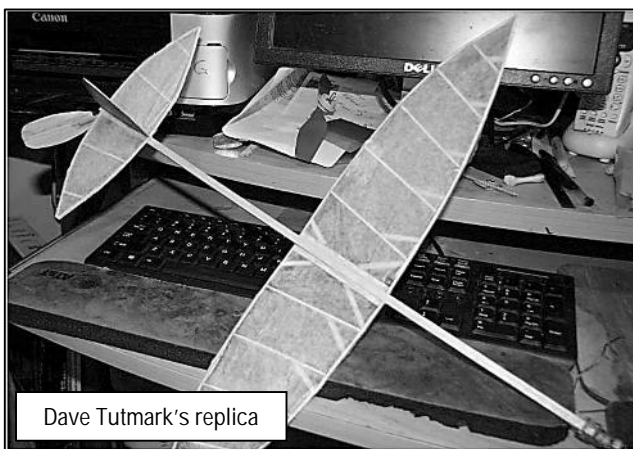
As further interest was shown for the event some conversations took place regarding the rules which require the use of period materials, particularly aluminium. Along the line Gary Hinze posted an Alphonse Pénaud's original description of his work published in French and translated by Gary.



A somewhat modernised version of the Planophore from Frances Alvarez in Brazil

An interim, all-balsa model is built to work out the trim

OK, so I want to compete; what to do? Yikes, just realized it is our first indoor meet this evening, an ideal place to try something like this. So thinking I was only building a proof of concept model (even though it had been already proven 142 years ago). It would be easy if I could make it from solid balsa and use some of the parts from one of those dime store all balsa rubber models; I have the parts. So I built it in a few hours before the meet (Fig. 3).



Dave Tutmark's replica



Dave Harding's all balsa version

The wings and tail were made from 1/32 in. sheet balsa formed to shape over a bucket and held in place by gluing Kevlar thread to the upper curved surface (Figs. 4 and 5). Seemed to work fine, and by inserting only the forward portion of the wing into the plastic mount I achieved adequate wing incidence and decalage for the flight testing starting point.

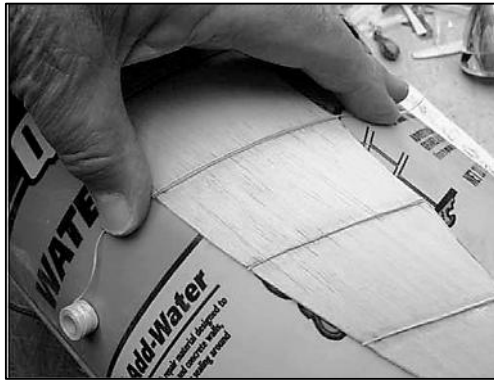


Fig 4 Kevlar thread is used to stiffen wing and maintain the profile curvature

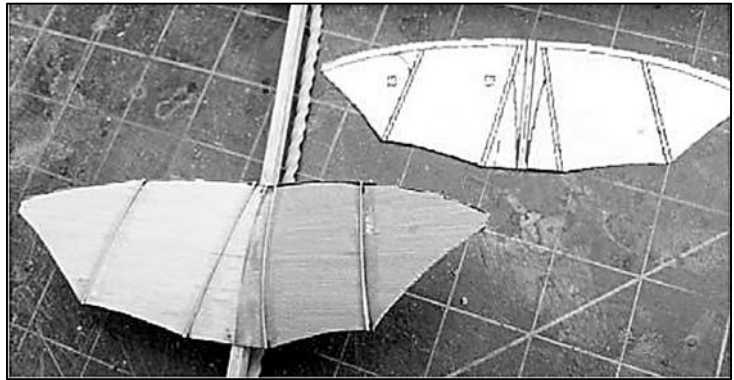


Fig 5 Same treatment is given to stabiliser

I flew it late in the evening. At first it was way tail heavy due to the plastic prop, but adding more and more modeling clay to the nose brought it into trim and I achieved two magnificent flights. Aero design proved. Subsequent discussions with Greg revealed a suggestion that he received from Al Lidberg, long time free flight competitor and Contest Manager for the Southwest Regionals: to add downthrust. Sure enough, my model with the dime store prop has downthrust, well, upthrust actually due to the rear propeller, but the effect is as intended.

Balsa model flies well, now for the proper version

Next was to build a proper one with all the original materials, balsa, bamboo, piano wire, tissue paper and cotton thread and do some more testing before launching off to Arizona.

I decided to build rugged rather than very light weight because at the contest there would be no "long grass" to support out of trim test flying, and it would probably take many flights to trim then put in official times. Furthermore, the rules state the model must be flightworthy following the official flights!

So my first decision was to laminate the wing leading edge from three layers of thin bamboo, planed from window shade stock. This worked quite well so I decided to make the cambered ribs from laminations too; two layers of 1/32 in. balsa. Same for the tail leading edge (Fig. 6).

For covering I decided to use straight Japanese tissue without further surface coating but when the trailing edge turned out a bit floppy I added a cotton thread fastened to the ribs and covering with a lick of full strength nitrate dope.

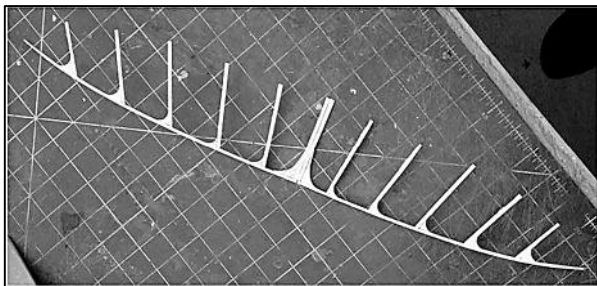


Fig 6 The sparse wing structure, bamboo LE & balsa ribs

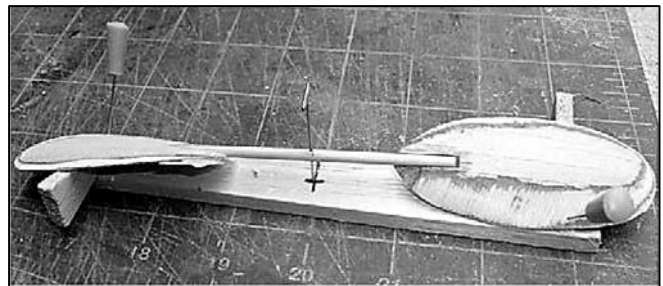


Fig 7 Propeller blades mounted in simple jig to assure correct pitch, In this case pitch was set equal to diameter, 200mm

Next the propeller. Experience shows that most props, when properly sorted to the model, end up with a pitch/diameter ratio close to one. The rules stipulated a maximum diameter of eight inches so and eight by eight it would be. I decided to make a laminated three-layer 1/32 in. balsa blade formed over a suitable tube. Fortunately, I had done the math years ago so the layout was easy. During the lay-up I decided to add a layer of Japanese tissue to increase the cross grain strength although I also slightly skewed the lay-up of the middle layer too. The blades came out fine and I made a simple assembly jig to attach blades to the bamboo skewer center piece (Fig. 7).

The final tricky bit of design and construction was to mount the prop in such a way as to allow changes to the downthrust (upthrust!), Fig. 8. This I did with a .005 inch brass shim; aluminium was not allowed by the rules as although it was available at the time it was very precious and would clearly not fit the spirit of the rules. The following two pictures are devoid of the locking pin as they were taken after the contest when I lost the pin and just glued the fitting in place.

Finally, based on prior experience including the successful "proof of concept" model, I arranged for the wing to be mounted with a positive incidence directly on the fuselage motor stick, Fig. 9.

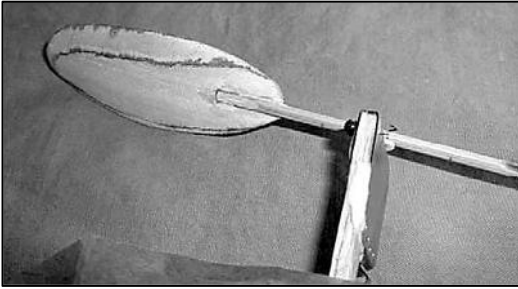


Fig 8 Pusher propeller installation
with adjustable thrust line device

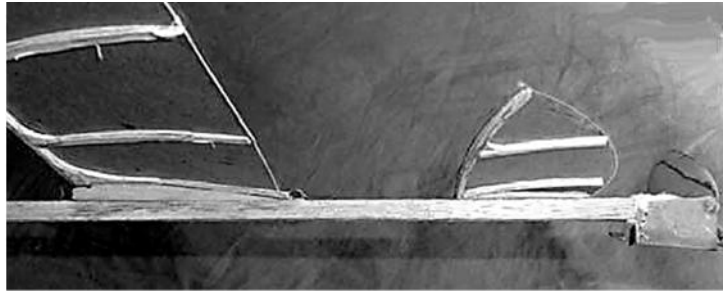


Fig 9 Side view of fuselage

Testing the model before the contest

Of course I needed to transport the model to California and thence to Arizona so I decided not to assemble it until the contest, so the parts were carefully mounted in an old kit box which in turn was shipped with my other model in my trusty hard sided golf bag; with a special note to the Transportation Security Authority imploring them not to smash it, as they usually do!

Fortunately, the box arrived undamaged and I had one more task before assembly; I needed a thrust washer. Fortunately, well not fortunately, but rather as expected SoCal eating, drinking and flying buddy Mike Myers had a box full of possibilities so I selected one of the right diameter and proceeded to complete the assembly. I had brought some rubber of various sizes and a winder. I also borrowed some rubber lube from Mike, so we were set for the long but interesting drive from LA to Eloy. Well, not interesting to the locals but my wife and I can't get enough of the Western Desert scenery, and the drive from LA to Eloy has it in spades!

The weather forecast for the weekend was for excellent conditions; cold in the early mornings but rising to the mid 70s with sun and modest winds. Interestingly enough, unlike the East Coast conditions with which we are familiar, the Western deserts experience different weather patterns. All weekend there was a modest wind in the morning slowly diminishing towards midday then changing direction 180 degrees and picking up again. These conditions were indeed ideal for most flying but the Planophore was a bit of a different animal. I needed calm conditions if I were to adjust the flight trim for optimum, well, even satisfactory flight.

Indeed, the first two launches were either straight up then down or straight down into the dirt. So trim was adjusted with some nose weight, a hit and miss affair, literally, until a couple of successful flights were achieved. All this was done in the RC area, so I decided the trim was good enough to drive to the Free Flight area a few miles away and put in some contest flights. We were allowed unlimited flights over the three days with the top flight time counting. But would the model last beyond one or two flights? Time to find out.

My Planophore enters the SWR contest

Although considerable interest was expressed prior to the event only four or five actually brought models and were prepared to fly. Still, the challenge was there and we set about making some flights. Once again the outcome was way over the map; dive into or pitch up then into the dirt, but one magic flight came out of all this and I recorded a 25 second flight. (Fig.10) Not much, but more than twice what Alphonse Pénaud achieved! So I was in the book and received great support and encouragement from Greg, Al and the other competitors. So back to the RC contest and see if anyone could beat my time. Oh, with one prop fracture; easily fixed, the model remained intact and in original condition. But would my high time flight hold for the weekend?

The next day we went back to assess the competition and try to improve our times; this time with rubber lube and an alternate three-strand motor. The "successful" flight seemed weak on power so I expected the lube to help and the three-strand certainly would. But, with maybe another dozen or so flights, all I succeeded with was to match the 25 seconds with a two-strand flight and with exciting aerobatics a three-strand flight.

Clearly a great deal more performance was possible but I had lost the downthrust locking pin in the dirt and had to glue it in place for the subsequent flights. This was a particular drawback with the three-strand motor as the model climbed to maybe twenty feet or so and pitched over into a succession of loops before cruising a few turns near the ground. I had made no provision for aerodynamic adjustments to the wing and tail; clearly a mistake. And adding a small dab of weight to a wing tip achieved the turning flight in cruise but had no effect on the critical climb.

Surprisingly, or, perhaps by design, the model survived about twenty "launches" and "landings" without damage, except for the one prop incident.

The other competitors were very supportive of my efforts. On the final day they awarded me the trophy, one I will cherish, at least until they ask for it back!



Fig 10 The Planophore is launched for its winning flight of 25 secs, Colin Widdison times.



Fig 11 The author left receiving his trophy from Al Lidberg Contest Director & displaying the Jap-tissue covered Planophore at the Eloy site 2014

Challenge accepted & mission accomplished.

Dave Harding (USA)

June 17th - 1066 on Salisbury Plain

John Andrews



I was there in body if not in spirit. I was geared up to fly my makeshift coupe but the strength of the wind and the lack of strength of myself and the fetchermite, meant we could not face the obviously long recovery treks that would be required, even if my flights were the standard sub 1 minute efforts.

Having chickened out I made a nuisance of myself behind the CD's desk, but I do distinctly remember entering one max on a flight card.

Rachel had brought a large box of chocolate biscuits which were dished out to all entrants, all maxes, any scorers and anyone else passing by. They must have been tasty as many repeat visits were made. At least it got shut of some of our Christmas leftovers before they went out of date.



Other attendees were not as reluctant to cast models skyward, our chairman Tony Shepherd, a case in point, made several flights with his Keil Kraft Bandit, at least that's what I think it was. The 'plain' is perfectly suited for sport flying, particularly this weekend as the mythical Keil Kraft 'Long Grass' was present in abundance, as Mo's delightful wet feet testified.



Peter Hall was another flyer to brave the wind and indeed he put in a full house of two minute maximums in combined Coupe. Thankfully there was no need for a fly-off as the opposition had dropped one flight. Mind you from our vantage point on the edge of the grass runway, long flights were seen to the ground, albeit a long long way away, as we looked out over the valley.



Roy Vaughn was the only entrant in Vintage Power. From my distant viewpoint he seemed to be flying one of those simple French profile fuselage designs possibly the 'Le Timide' by Rene Jossien. He made a qualifying flight but, being the only entrant, he declined to accept his bottle of plonk.



Robin Kimber flew his 'Fullarton Floater' in middleweight, model went astray in long grass on his second flight and the search was still on when we left the field.



The glider flyers, David Cox (Fugative) and Dave Etherton (Nord), seen here passing up the chocolate biscuit offer as they started their trek, some 200yds or so off to one side of gathered group, to their launching area. Why so far I know not, may be they were just hiding in the long grass making up flight scores for the cards. I assume they could not agree as I saw several flights with impressive tows on the 100M lines. I think the wind speed helped their cause no end. These large gliders were possibly the easiest models to locate if they came down in the unmown areas.

The E36 winner Ray Elliott, seen below, adjusting his motor run to 7secs, a move not popular with the flyers. Ray was flying his 'Nig Nog'.



Richard Fryer, pictured with his 'Eureka' took second place. I did see Chris Redrup make what I assume was a trimming flight and launched slightly out of wind the model did a very large hi-speed semi-circle before dumping itself into the long grass. Damage was light and Chris said it could be fixed without too much trouble. A good day out in spite of wind and some light rain.

John Andrews

At the time of writing our drought-ridden land is taking on once more its well washed look. Model flyers seem to have mixed feelings about that mediterranean type summer. For the free flighters it proved a pretty lean time, with too much wind; oversize, model-losing thermals; and the effects of excessive heat on sensitive flying surfaces. Radio flyers were not so dismayed. With no chasing to do and tougher models their main worry was the bubbling of the film coverings, while the control liners found the compacted ground ideal for take offs.

Obviously one thing in high demand during that long, hot summer was the model display. Busy in that area were members of the Buckaneers Model Club. In the latest issue of Scimitar the display question is discussed from the point of view of the expenses and charges involved. In the case of the Buckaneers the displays are given for quite modest fees by just a few of the members who do so for the enjoyment given and the pleasure taken, refusing even to accept out of pocket expenses. The income that accrues from the displays goes naturally into the club coffers, thus benefiting all the members to the extent to which the club fees can be accordingly reduced. Members are asked to count their blessings, as it may not last forever. Not typical, we hope, was the display given one evening to the Bedford Scouts. They were treated to streamer cutting, crystal changing, cartwheel landings, wingfolding and how to stop your engine with a Tx aerial, but a few let the side down by flying properly. Yet even the 'properest' flyer can come adrift, particularly when, at some crucial point, he finds he has no signal response. The cry will go up: 'interference' But it may not be that at all, counsels Pete Smoothy. It could be a dead spot in the transmitter's 'polar diagram' field. Avoid this, he says, by always holding the aerial at 45 degrees to the ground, and not pointing it at the model. In asking for more articles for the newsletter, the editor has a secret weapon: the dreaded 'Belton Braces' article. Members are reeling under the impact of two of these articles this month, and obviously cannot stand much more.

I am trying to work out the significance of the club insignia heading the newsletter of the Cosmo Club. It depicts a character with somewhat oversize feet flying what appears to be a model of a Gee Bee racing plane. Anyway, we do know what the term SLACK means. It stands for the South London Area Combat Kings, the club Combat team. They were not too well represented at the Nationals, though, we are informed, only Peter Tribe and Chris Snitter taking part. Chris was knocked out in the quarter finals, but Pete reached the final, only to be beaten by Mick Lewis. Ron Tribe got through to the semis in FAI team race, but was plagued with engine trouble. And it was technical problems, too, that put out the Jones/Walker team in Goodyear - they had great hopes with their Rossi powered Bernardino. In less serious vein, Steve Taylor won a trophy at the Old Warden Scale Day for the most amusing flight of the day with his 18in. long Concorde. Steve, it appears, has tried most things in aeromodelling, from C/L combat to R/C Helicopter, and is at present learning to fly the full size stuff. Silencer talk centres around a possible 80 decibel limit. Seems you can reduce to this level with a silencer extension made from plastic domestic water pipe, but power loss can be considerable. Hopes that the Croydon patch would be clear of gypsies for the Three Kings Open Day were not realised. According to the latest Court Circular the untidy hordes were back in residence once again over the tarmac areas, but relief was at hand from the ever-helpful council by allowing the club the use of a nearby sports ground. Luck also held with the weather. The heavy spell of drought terminating rain gave way to a perfect flying day: dry, warm and flat calm. There was a good turn out, too. Fourteen entries in stunt and quite a few scale models to be seen around, although only three were entered. A nice batch came from Guildford: two large Messerschmidt Me 109's, an Aero Triplane, and also the Henschel, which won an award at the Scale Day, Old Warden. Among the many cups and plaques on view during the day was the newly presented Debenham Concourse Cup, donated by the well-known departmental store as their contribution to the 'Sport for AH' week. Clear recognition, here, of aeromodelling as a sport. Friend of the club, Group Captain P. G. Tweedie, presented the prizes, and a good day was had by all. Following his successes at the Nationals and at Woodford, Vic Willson is to hang up his handle as far as competition flying is concerned, but is expected to continue to enjoy a spot of the unpressurised type of flying. Coming now to the club Annual Stunt Comp., the line-up had very much of a Scale feel about it, with Chipmunks, Spitfires and what have you among the fourteen entries. The field was an exceptionally strong one, led by the favourite, Pete Tindal. And indeed it was Pete, with his well-known Chipmunk, who came out top. Second was M. Taylor of the RAFMAA, flying an O.S 35 powered Nimrod & Third was R. Stepney of Crawley.

Apropos the success of Three Kings' Vic Willson at the Woodford Rally, we have a report from Stan Perry of Wolves MAC, who ran both the C/L Carrier and Scale events. The Carrier event attracted eight entries, and in the good weather prevailing ten hook ups were achieved in a total of sixteen flights attempted. The four top placed men all managed penalty-free top-grade landings of 100 points, showing just how the more expert flyers have 'caught on' to the perfect hooking-on technique. Looks like the magic figure of 500 points is attainable now that only speed differential creates the winner. Vic Willson managed 474 points with his Seamew, R. Clews of Bilston, 463 with his Martin MO 1, and the Firebrand of J. Marsh of Bilston collected 445 points. Eight assorted, but very potent craft lined up for the Stand-Off scale contest. There was the winning Zlin of Vic Willson, the Isaacs Fury of second placer, D. Ashfield (North Norfolk), and B. D. Perry's Vought-Sikorsky Kingfisher which flew into third place. There was also the 64in. span Merco 51

powered P51D Mustang of D. Holmes, and N. Holme's 617 Fortress showing just how four engines should be started and run. A really enjoyable competition for all concerned.

The East Anglian News' report on the East Anglian F/F Gala, held at Bassingbourn in August tells us that it was marred by a strong wind and a poor turn out. The weather was typically 1976 summer: very hot and a cloudless sky; just the conditions to make retrieving hard, and even unrewarding work. The Open Power flyers seemed the least dismayed by the conditions, putting in the highest entry, although their highly mechanised models are the most costly to lose. Notable model of the day, however, was international Wakefield flyer, Bob Wells's Bassingbourn Basher. He took second place in Combined FAI, believe it or not, with an elastic band motor, by way of underlining the current rubber shortage. So, if the headline 'Elastic Band Model Wins Wakefield Cup' does appear in the popular press in the future, it might not be far wrong! Going through the club contributions to the newsletter we see evidence of continuing strong F/F activity in the Norwich club environs. The club contests have the sort of entries we might expect at an Aero do. Fly-off's are often needed to determine the results, so competent are they at maxing out. Wakefield and Glider expert, Mike Woodhouse, is currently heading the Monthly Cup list.

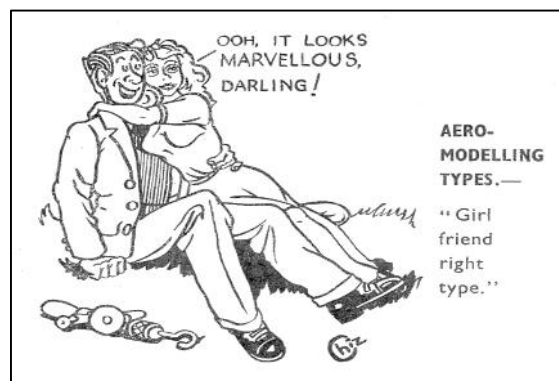
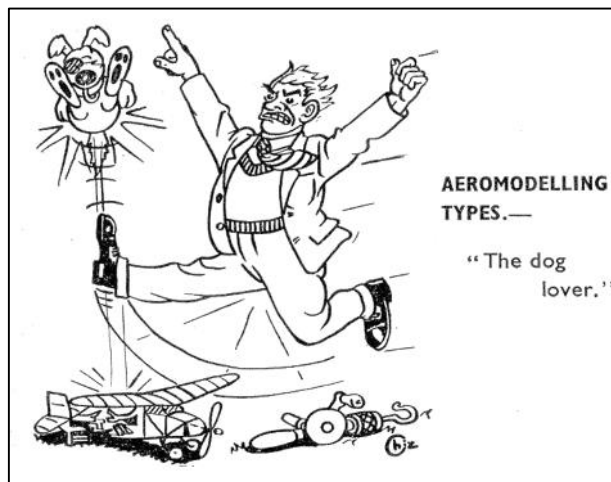
The newsletter of the Watford Wayfarers reports a most rewarding response with the three day effort the club put into the Watford Show. The flying displays drew the crowds and the stand had its share of attention. Warning, though, to would be exhibitors: never put Action Men in the models - too much comment from the kids. Latest news of hang gliding Chairman, John Sharman, is that he is now trotting around on walking plasters.

From Fellside Falcon comes news of how the Falcon Combat Team got ditched by the Dutch at the Nationals. Two of its members came up against some formidable Dutch opposition and came crashing in as a result. Good experience, though, the Nats, with the making of many new friends, and the chance to meet the top opposition. A new C/L slant to the usual Pilot Pint Patter Evening is given by holding a Pilot Pint Blood Donor Session. This way of giving blood is a change from the usual way via the prop chopped finger, and quite apart from Pilot Blood being good for the circulation, you could perhaps get your own back one day.

South Island News, Paul Lagan's Free Flight newsletter from Christchurch, New Zealand, discusses the seven ages of model man, sans rubber, sans tissue etc. It is perhaps a fanciful idea, in these days of instant expertise, that the aeromodeller goes through different stages of development. Myself, and most of my free flight contemporaries have been chasing models almost from since they developed legs, and expect to do so until those same legs give out through excess of anno domini. Question asked in the newsletter: Who will hold the 1977 World Champs since people didn't warm to the idea of flying on a frozen lake in Finland ? North Korea have offered, but how do you get there?

Clubman

Extract from Aeromodeller December 1976



SAM 1066 Event, Salisbury Plain, June 17th 2018
4th Round Southern Coupe League

A heavy overcast, a cold southerly breeze gusting to 25mph, rain threatening, two flew the coupe event, Chris Redrup's vintage Etienvre easily maxed the first two flights but after a good start on the third, it was sucked into the valley for 1' 38". Peter Hall's systems Coupe 19 maxed out and so scored maximum league points.

Is that all? Can't you pad it out a bit like you usually do?

Sometimes I fear that readers may find my excursions a bit irritating, not serious enough, so I thought I'd try a more economical style.

Oh come on, why so sensitive?

Coupe fliers are sensitive, they've got to be. Everything depends on picking the air and picking the air on Saturday was not easy. Roy Vaughn's state -of -the- art electronic thermal detector couldn't make its mind up - the temperature was stuck at around 14.5 degrees and the wind varied hardly at all. You have to sensitize yourself beyond the reach of electronics to detect good air. Chris Redrup, who is very very competitive, has gone to extreme lengths by shaving the top of his head thus exposing a highly sensitive area of skin. I've mentioned before that Peter Brown used to expose his knees. There are many possibilities. I've discussed this all before, I don't want to repeat myself and have people saying, 'Oh he's started repeating himself.' Just one thing though, I know I've talked about my thermal detection cream before which increases skin sensitivity. No-one showed the slightest interest. Well, it's now been re-formulated and is twice as effective. It's not for sale; all I'll say is that I was wearing it on Saturday

Anything else?

Yes, the trouble with not being completely serious all the time is that people don't take you seriously. I went to great deal of trouble to research coupe development (see Clarion last issue) and came up with the definitive coupe which was moderately sized and had full systems. I thought, gosh! This will upset Gavin Manion and Andrew Longhurst who are dyed-in-the-wool locked-downers, and Phil Ball who is a giant coupe man. They'll be writing in to the Clarion to rubbish everything I've said! Not a peep. They think I made it all up.

Alan Brocklehurst has a similar problem. I don't see any responses to his great contributions to computer modeling the antics of our miniature aeroplanes, but in his case his readers know he didn't make it up but can't think of a response.

If you don't mind my saying so you sound a bit grumpy.

Yes, I suppose it's the cumulative effect of all the restrictions we are now subject to plus the gradual decline in one's faculties. The aeromodelling sandwich, if you'll allow the metaphor, has now a greatly reduced bit of filling between two greatly enlarged pieces of bread. The filling being the flying, the bread the preparation, the access, and crucially, the difficulty of retrieving with legs once greyhound - like in elegant athleticism and now diminished to the futile paddling of a dachshund. We are calling for coupe events to fly three rounds instead of five. Five rounds up and down hills through mid-thigh high grass is putting people off and consuming the whole day, leaving no time to try two events. The SAM event CD who is a man of

wide experience, sound judgement and sensitive to the welfare of the flyers, ordained three rounds much to our relief.

You've forgotten to mention the league table

Ah yes. P. Hall now jumps to second place. Probably nobody has noticed but we forgot to include the Fifth Area in the table. This is the next round in the league on June 24th at the usual venues.

The next Clarion is not out until early July so this is a bit redundant isn't it?

Somebody might have noticed and noted that we hadn't noticed.

Southern Coupe League Table after Round 4

| | Entrant | Club | Coup De Brum | First Area | L'don Gala | Sam 1066 | Fifth Area | Oxf'd Dr'm Spires | South Gala | Od'm | Crook Gala | Coup Europ | Total |
|----|--------------|--------------|--------------------|---------------|---------------|-------------|---------------|-------------------------|---------------|------|---------------|---------------|-------|
| 1 | R. Vaughn | Crookham | 17 | 13 | | | | | | | | | 30 |
| 2 | P. Hall | Crookham | | 11 | | 15 | | | | | | | 26 |
| 3 | W. Beales | Croydon | 14 | 11 | | | | | | | | | 25 |
| 4 | G. Manion | Birmingham | 9 | | 12 | | | | | | | | 21 |
| 5 | G. Foster | Grantham | | 17 | | | | | | | | | 17 |
| 6 | P. Ball | Grantham | 13 | | | | | | | | | | 13 |
| 7 | B. Whitehead | | 2 | 9 | | | | | | | | | 11 |
| = | C. Redrup | Crookham | | | | 11 | | | | | | | 11 |
| 9 | P. Woodhouse | Morley | | 9 | | | | | | | | | 9 |
| = | K. Taylor | E.Grinstead | | 9 | | | | | | | | | 9 |
| 11 | A. Moorhouse | Vikings | 8 | | | | | | | | | | 8 |
| 12 | D. Thomson | Croydon | 7 | | | | | | | | | | 7 |
| 13 | M. Marshall | | 5 | | | | | | | | | | 5 |
| 14 | R. Elliott | Croydon | 4 | | | | | | | | | | 4 |
| = | W. Dennis | | 2 | 2 | | | | | | | | | 4 |
| = | J. Andrews | Timperley | | 4 | | | | | | | | | 4 |
| 17 | M. McHugh | Peterborough | | 3 | | | | | | | | | 3 |
| 18 | T. Bailey | | | | | | | | | | | | 0 |
| = | P. Tribe | B&W | | | | | | | | | | | 0 |
| = | M. Stagg | B&W | | | | | | | | | | | 0 |

Peter Hall

The DBHLibrary (Magazines)

-

Roy Tiller

Report No. 89. Performance Kits continued

Following on from last month with Peter Fisher's designs, in date order, as best as I can determine from advertisements, editorial and trade reviews in the aeromodelling press and dates on his published list of kits.

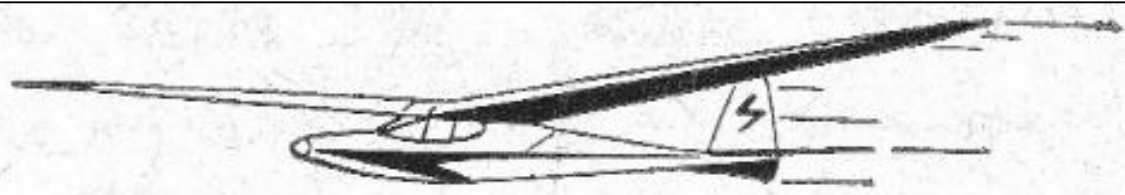
Model Aircraft September 1959 carried an advertisement by Performance Kits for two remarkably similar gliders.

The "Galaxy Sailplane", a 33" wingspan semi scale glider, was offered at a price of 6/6.

Plan available from SAM 1066

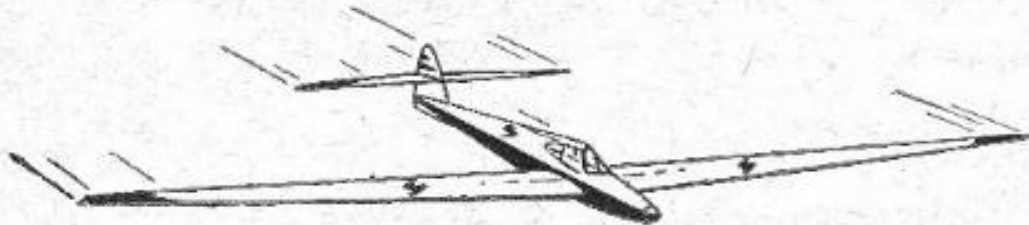
The "Puma", was only slightly larger at 34" wingspan, similarly a semi scale glider, but presumably its elegance, performance and finest materials justified the price of 7/8.

All of which makes it a bit of a shame that there appears to be no source of supply for the plan, so if you have a "Puma" please speak up.



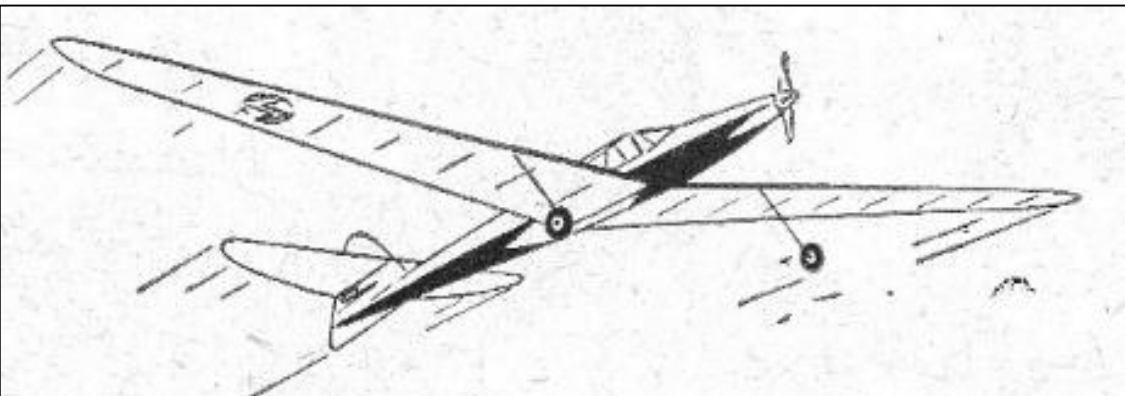
PUMA

34" span streamlined semi-scale cabin sailplane, featuring centre dihedral elliptic planform wings. A model combining extreme elegance of line with outstanding performance. All the finest materials available, 7/8.



GALAXY SAILPLANE

33" span mid wing semi-scale streamlined sailplane. Kit features full size plan, separate building instructions, coloured Modelspan, best quality Solarbo strip and sheet wood, transfer, etc., 6/6.



GALAXY RACER

33" span diamond fuselage mid wing streamlined racer type semi-scale rubber duration model. The kit features plastic airscrew and wheels, and all the finest building materials available, 7/8.

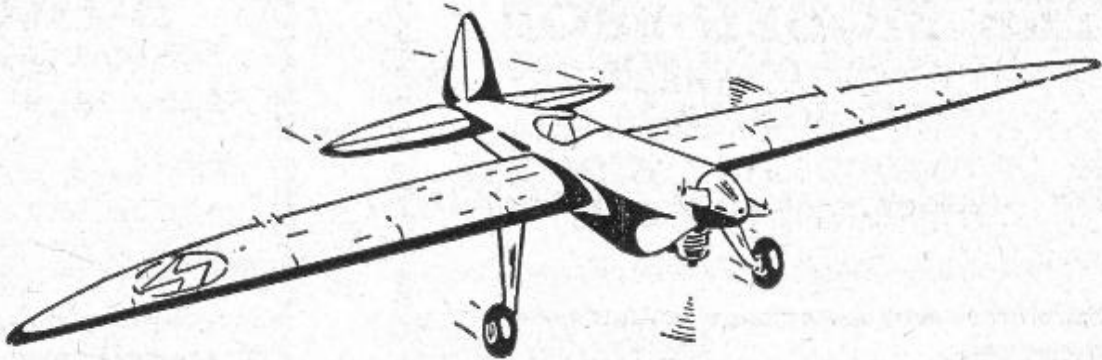
The set of "Just Released - Three New Performance Kits!" advertised in September 1959 Model Aircraft was completed by the rubber powered version of the "Galaxy Sailplane" named the "Galaxy Racer" above, kit priced at 7/8.

Plan available from SAM 1066.

Next came a couple of control line models, first of which was the "Cirrus" stunter for 1.5 cc engines, advertised in Aeromodeller December 1959.

Plan available from Derick Scott.

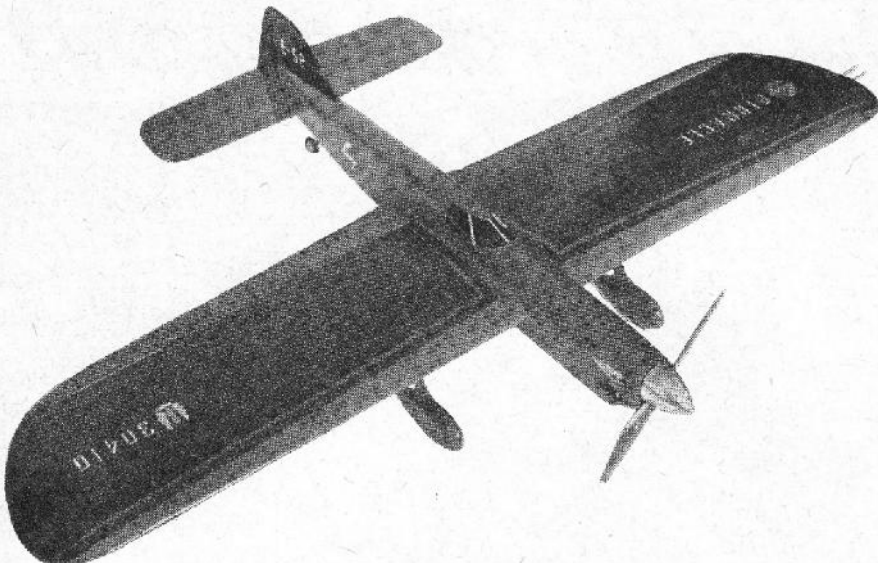
"CIRRUS"




PERFORMANCE KITS

32-inch span advanced stunt model for 1 - 1.5 c.c. engines. Features coupled flaps and elevators, and will execute the new S.M.A.E. stunt schedule with ease.

The "Pinnacle", a 54" stunt control line model was advertised in Model Aircraft in June 1960 and then reviewed in the January 1961 issue, with some rather critical comments, see next page



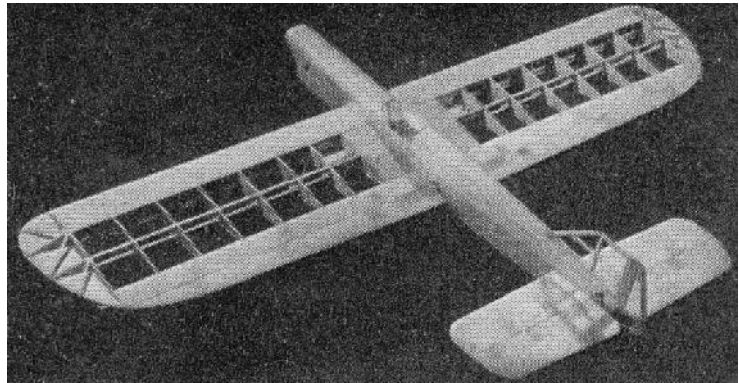


*Proudly
present
The
PINNACLE*

£3. 16. 7

The Aeromodeller in the December 1960 issue reported, with reservations, on the building of a test model from a "Pinnacle" kit but commented favourably on the performance of the design in the hands of the designer, see picture right and text below.

Plan available from Derick Scott.



Performance Kits' 54-inch span *Pinnacle* at 76/7 is a lot of model; in fact, the airframe complete with .29 engine and tank weighs 34 oz. before covering. This design is definitely not for the man without some experience in making control-liners for it presumes knowledge of control installation (no holes in ribs for lead-outs) and cowling detail. Ours has a ducted cowl with an outlet under the nose for cooling air. We should warn constructors to save the off-cuts from the spars as they are needed for making the fin. The Pinnacle has been most ably demonstrated by its designer in National and local competitions for it to need no further emphasis on the score of performance.

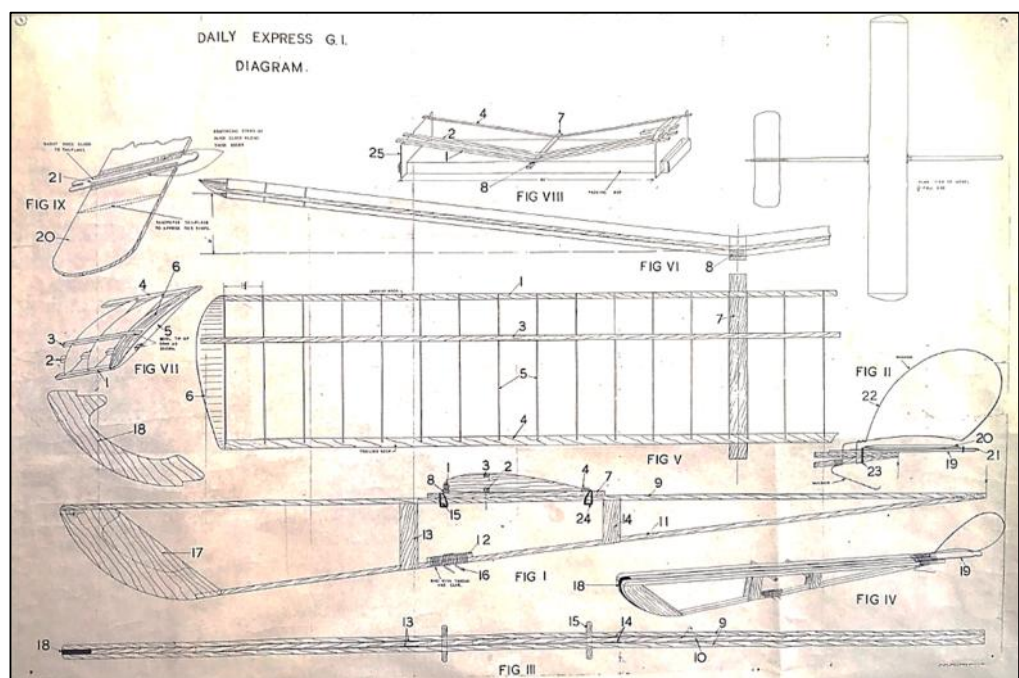
More of Performance Kits next month, including a move South from Coventry to Biggleswade.

Odds and ends.

Last month Roger showed in his Secretary's notes a plan of the Baby Dragonfly from Veri-Tru plans. This is one of about a dozen Veru-Tru plans in the SAM1066 library, but is that all of them?

Wanted: -a Veri-Tru Catalogue or Plans List, if you can help please get in touch.


Thank you to John Russell who recently had a clear out of plans and supplied to us a number of plans not previously in the library including the Daily Express G1 glider which in 1938 was offered as a kit. Plan shown here for your interest is just from a photograph.



The original plan is on its way to Roger for digitising and will then be available from the library.

Thanks also to Simon Rogers, who supplied a copy of Star Models catalogue, with the comment that even though they advertised regularly in Aeromodeller he had never found a copy of any one of their plans.

(Archive assistant, Barbara, found adverts from May 1938 to Dec 1939, then stopped looking so perhaps they ran later)



STAR MODELS

PERSEUS 9/6
As illustrated. Flying Model.
Wing span 36 in. Wing Area 130 sq. in.

MEW GULL 3/6
Wing span 16 in. Length 13½ in.

HAWKER HURRICANE 3/-
Wing span 16 in. Length 12 in.

LEO 3/6
Sailplane. Wing span 24 in. Length 15 in.

MEW GULL 10/6
Wing span 24 in. Length 20½ in.

WELLESLEY BOMBER 3/-
Wing span 22½ in. Length 12½ in.

JUPITER 8/6
Wing span 26½ in. Length 21½ in. Duration model

WICKO 8/6
Wing span 24 in. Length 15 in.

SATURN 2/6
Wing span 18 in. Length 11½ in.

VICKERS VENOM 3/6
Wing span 18½ in. ½ in. scale

MARS 4/9
Wing span 25½ in. Length 19½ in.

PUSS MOTH 2/6
Wing span 16 in. Length 12½ in.

AIRSPED COURIER 10/6
Wing span 25 in. Length 16 in.

MERCURY 6/3
Wing span 26 in. Length 18½ in. Duration Model.

SPITFIRE 5/-
Wing span 18½ in. ½ in. scale

All above kits are made by Star Models. Obtain your kit from your local dealer. We also stock cheaper Megow kits, etc. Send 3d. in stamps for our complete catalogue.

STAR MODELS ★ CENTRAL CHAMBERS ★ GEORGE ST., HINCKLEY

Star Models were located at George Street, Hinckley.

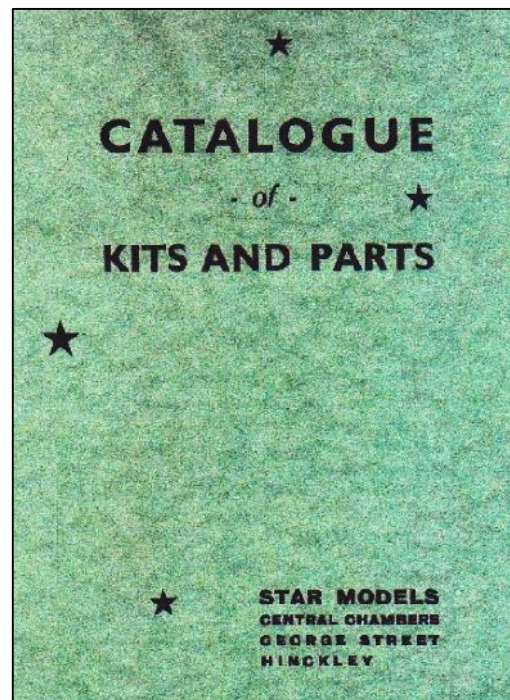
They offered a range of seven free flight rubber models, from 18" to 36" span, named Mercury, Jupiter, Mars, Saturn, Cygnus, Perseus and Moon, also a 24" span glider named Leo.

Rubber powered flying scale models from 16" to 25" span were offered for Hawker Hurricane, Percival Mew Gull(2 sizes), Wellesley Bomber, Vickers Venom, Foster Wickner Wicko, D. H. Puss Moth, Airspeed Courier, Blackburn Skua, Westland Lysander, Miles Master and Supermarine Spitfire.

Plans for any or all of these models are sought and any other information, such as who headed up Star Models and who was/were the designer/designers.

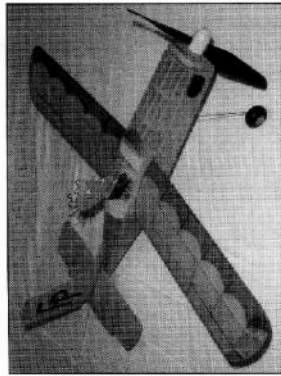
Please Contact- Roy Tiller,

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



Roy Tiller

R. BEST FLIGHTS
dope/thinner. The original

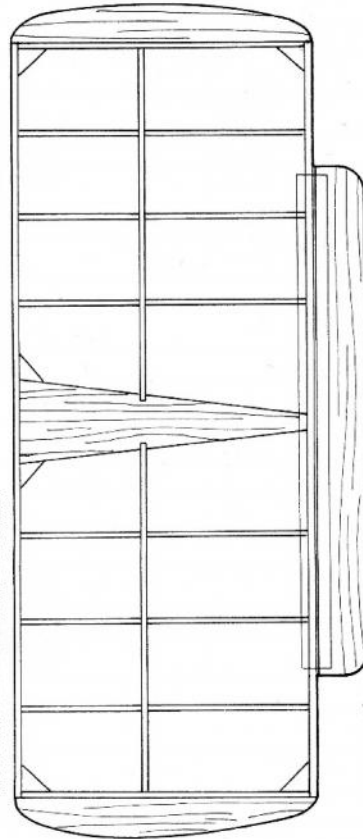


BUILDER & PHOTO: JOHN VALIANT



ALTERNATIVELY TAILS MAY BE CUT FROM
SOFT QUARTER GRAIN 1/32 SHEET

TAILPLAIN FROM 1/16 SQ. AND 1/16 SHEET



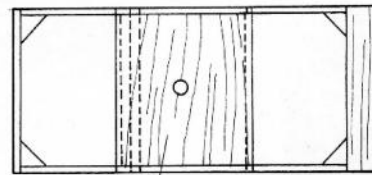
CUT FROM TISSUE AND DOPE ON

1/32 SHEET TRIM TABS
HINGED WITH STIFF PAPER

TAILFIN FROM 1/16 SQ. AND 1/16 SHEET

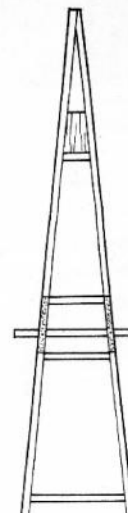
WINDSCREEN (THIN ACITATE)

3/32 SHEET TAIL WHEEL
MOTOR ACCESS
(DO NOT COVER)



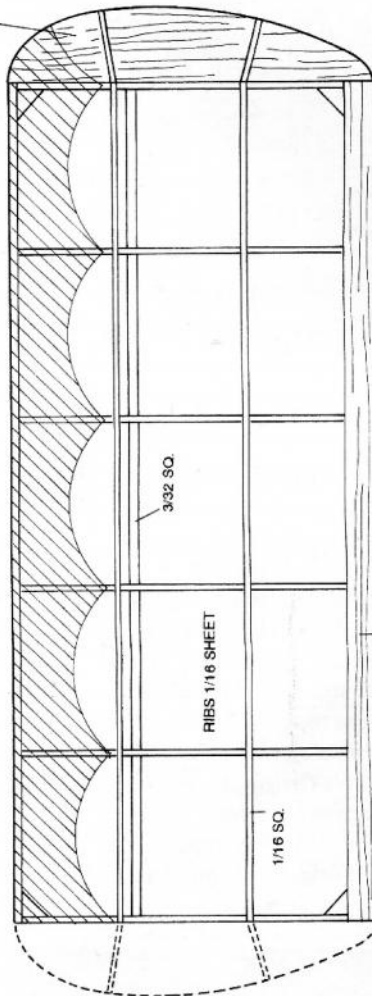
CENTRE SECTION RIBS
INCLINED INWARDS

PILOT MOUNT 1/4 SHEET



1/16 DOWEL MOTOR PEG

WING TIP 1/16 SHEET



1/16 BY 1/4 TRAILING EDGE

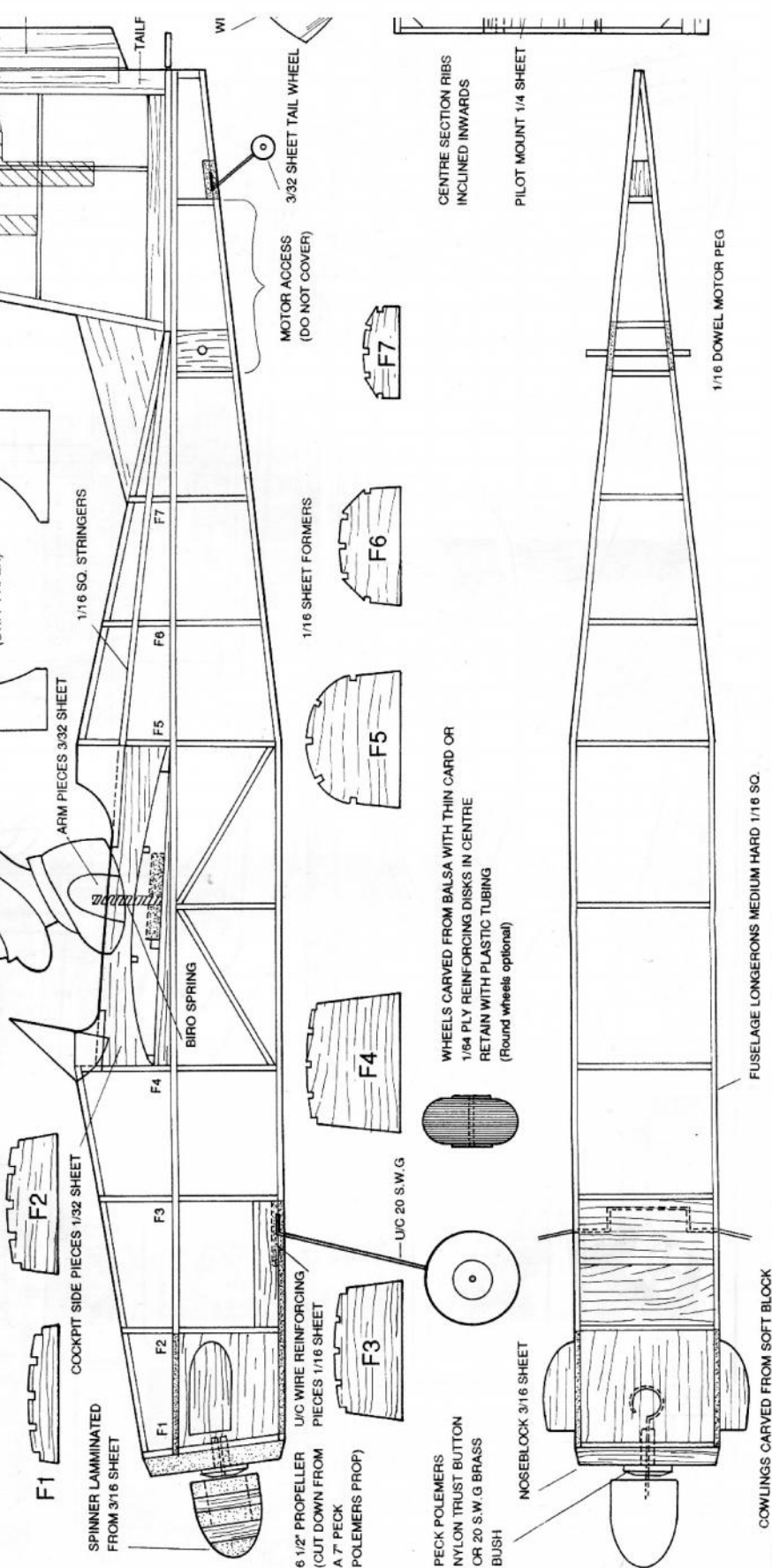
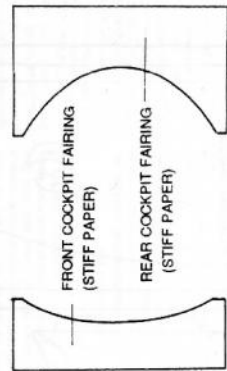
WING TIPS RAISED 1 3/8" FOR DIHEDRAL

FLIER PHIL'S FLIER

DESIGNED BY RAY MALMSTROM

USE MEDIUM GRADE Balsa AND BUILD MODEL AS LIGHT AS POSSIBLE FOR BEST FLIGHTS.
Cover with lightweight tissue and dope with ONE coat of dope thinned 40/60 dope/thinner. The original model was covered in yellow tissue with green tissue trim doped on.
POWER with two loops of 1/8 rubber 12" long.

FLIER PHIL CUT FROM 3/32 SHEET
HAIR FROM THIN ELECTRICAL TUBING
EPOXIED INTO HOLES DRILLED IN HEAD
MOUNTING SPRING (FROM A BIRO)
GLUED INTO THE SLOT IN FLIER
PHIL'S BODY AND SANDWICHED
BETWEEN ARM PIECES



Back to earth with our first meeting of the year taking place on Salisbury Plain, following cancellation of the Easter Monday meeting. The weather once again turned against us, being quite windy, overcast & chilly - most un-summerlike after the nice spell we have recently endured. Some 15 hardy folk turned out but only about half of those actually flew, others believing discretion was the better part of valour. Due to the wind direction, we were located right up on the airstrip & a 2mins 30 sec was going quite a distance.

Results:

Combined Vintage / Classic Power:

1st - Roy Vaughn (Le Timide) 2.30 (tree'd on 1st flight)

E36:

1st - Ray Elliott (Nig Nog) 3.53; 2nd - Richard Fryer (Eureka) 3.30 (retired with broken tailplane after 2nd flight)

Combined Vintage / Classic Glider:

1st - David Cox (Fugative) 5.49; 2nd - Dave Etherton (Nord) 5.21 (sterling flying by two stalwarts)

Vintage Middleweight:

1st - Robin Kimber (Fullerton Floater) 4.05 (lost in very long grass on 2nd flight max)

Combined Vintage / Modern Coupe:

1st - Peter Hall (O/D modern) 6.00; 2nd - Chris Redrup (Etienvre) 5.38

(a masterful demonstration of superiority by Peter, with an offer, in the heat of victory, to complete 5 flights – gracefully declined as we all wanted away!)

Conditions: Chilly & over cast with fairly strong winds from SW.



Classic launch by Chris Redrup
with Vintage Coupe



Energetic launch by Peter Hall
with modern Coupe



Pensive Richard Fryer in E36

For me a definite plus in that I took the Previa loaded with models, plans & other bits & pieces (free to a good home) & returned with it more or less empty.

Many thanks to all those kind people who relieved me of this modelling gear.



Loaded Previa back end



Loaded Previa inside

Next month we have two meetings at the same venue. The first is our second SAM1066 meeting on Sunday 15th July with a program as follows:

Salisbury Plain Sunday July 15th.

Under 25" Vintage Rubber; - BMAS Club Classic; - Vintage Coupe d'Hiver; - Mini-Vintage (Combined);
Tomboy/Cabin duration.

Note the last comp – Reversions to times past with this comp. This is "for fun" with a simple set of rules, which are:

Tomboy / Cabin Duration Ratio Competition Rules

-] Unlimited engine run (i/c engines only)
-] Engine run is deemed to have ceased after the final burble
-] Flight duration is time from launch to time to the ground (or out of sight for more than 10 secs)
-] Ratio is calculated by total flight duration/engine run time
-] Highest ratio wins
-] Timekeeper must record both total flight duration & engine run on score card
-] Models must be from the vintage period as defined by SAM1066 rules
-] Any power cabin model can be flown – the CD's decision is final on disputes over models eligibility
-] Fly as many times as you like - your highest ratio counts as your entry.
-] Each flight to be entered on the CD's scoresheet before the next is flown
-] Fitting and setting of a DT is strongly recommended though competitors are free to choose not to
-] A valid timed flight must not cross the B390 road or the north side of the airstrip.
-] Any flight landing outside these boundaries will not be counted
-] Prizes for the three highest entries and a separate prize will be given to the highest Tomboy entry
-] The CD's decision is final

Come & give it a try

The second meeting is a revised date of Saturday 28th July for the shared SAM1066/Croydon Wakefield Day. The schedule for Croydon events is:

Croydon Wakefield Day Salisbury Plain Saturday July 28th

F1B; - 8oz Wakefield; - 4oz Wakefield;
Marcus Lightweights (RAFF V, Bazooka, Dinah-mite, Supa Dupa).

SAM 1066 events are:

Combined Vintage / Classic Glider over 50"; - Combined Vintage / Classic CLG / HLG; - Mini-Vintage (Combined)

In a gesture of unprecedented generosity, the Croydon Club have decided that all entries to their comps will be free for that day. Contrarily, the SAM1066 events will still be £2.00 per event as we are obviously not quite as well off as Croydon!

Normal Salisbury Plain fees apply for both days - £5.00 BMFA licence fee for all fliers at both events, unless a season ticket holder.

Finally, on forthcoming meetings: we have the Southern Area Odiham Gala now in the diary for Sunday 23rd September. The licence application is under way, with the agreement of RAF Odiham. The competition schedule for this year will be exactly as for previous years & the arrangements for entry prepayment likewise. The entry fee is set at £13 per person, hopefully to cover the licence cost of £480 plus a blanket £5 competition entry (one payment covers all comps) on the day. This should cover our costs & allow us to make our usual donation to the RAF Odiham Benevolent Fund. Full details of comps & entry conditions are given in a separate event page of this edition of the NC.

BMFA Free Flight Nats

This year I made the effort to attend the Nats at Barkston. The last one I went to was at Little Rissington about 1977 & having never been to Barkston, I didn't quite know what to expect. Added to which, an effort was made to enter a few comps including Tailless, Sam 35 Lulu & Hi-Start (to fulfil a promise made to John Ashmole) & Vintage Glider.

Tony Shepherd kindly sorted me out accommodation in Barkston village, with the promise of decent evening meals at Wetherspoons in Grantham. So the scene was set fair - unfortunately the traffic didn't co-operate on the Friday journey north, taking over 5½ hours to do what the RAC forecast said could be done in 3½.

Seven entries in Tailless on Saturday, with me flying the only glider entry - a Brevity flying wing from the 1940's originally built & flown by Tony Thorn, who sadly can no longer tow up gliders. The first & third flights were fine but no maxes, however I couldn't run fast enough on the second flight & thus got through two attempts to record a paltry 8 secs. The consolation was that I did come 4th & not last!



Brevity in the company of a CO2 powered Tomboy.

Sunday dawned bright & decidedly breezy. My Lulu attempt ended on the second flight when the wings decided to clap tips (should have taken the heavier one with a spruce main spar) & the Corsair 36 in Hi-Start started well with an enormous boomer but then down to earth with two successive desultory flights.

Tony had taken his nice new KK Outlaw with the possible intention of entering the Bowden, however once more discretion overcame valour & he didn't! Instead we viewed early flights from the runway. Other than the very first flight of the day, which looked reasonable, the majority of the remainder ended in disaster due primarily to quite high winds making ROG efforts a lottery.



Bowden preparation

Monday was the best day of the weekend but quite hot & hence (for me) energy sapping. A trimming flight with the Satu in the late morning showed a slight stall but by that time my energy levels had sunk to a negative value, so a break for yet another excellent sausage & bacon bap & then curled up in the Previa & had a snooze in the afternoon, but awake for the fly-offs.

What else, well there was some very good flying by various well-known names. David Cox flew an enormous Super Sunbug(?) into 1st place at the fly off for vintage glider & Tony Shepherd recorded a 2nd in the mini-vintage fly off with his Le Timide, in spite of managing to inflict severe damage to his hand when starting the PAW 55.



John Hook awaiting signal from David Cox for vintage glider fly-off



Tony & Mo prepare for Mini-vintage Fly-off

Didn't quite know what to expect for attendance. Certainly a lot less people than my last visit some 40 years ago - I guess around 200 or so people so in this day & age of diminishing free flight activity, a creditable number. The F1 classes were noticeable by their performance & pretty immaculate construction but seeing them raised a previous thought about the abandonment of the builder of the model rule, whereby the change might well have increased the standard of flying but not necessarily that of modelling? Is it a question of having to buy excellence in order to compete at the highest level, thereby further reducing the number of active competitors? In any event, does it matter as our numbers continue to decline with time? The converse of this is, of course, that quite a few vintage & classic models wouldn't be flying nowadays if the rule still applied, as they have - fortunately, been passed on to people who can & do fly them. Anyway, congratulations to the Free Flight Tech Committee for making the organisational effort to put on the events. Everything seemed to function very well - no doubt with much frenzied activity behind the scenes!

For next year, a higher level of fitness (difficult with increasing age?) & better preparation. Would I go back - of course!

Visit to Buckminster Lodge

Tony & I decided beforehand that we would make the effort to call in at Buckminster Lodge on the Tuesday as we came home as it was so near to Barkston, to see how things were progressing at the new BMFA premises.



Buckminster Main Buildings & car park

It is obvious that a great deal of effort has already been put in by those who go regularly to Buckminster.

There is a very good car park; the main (Admin) building is in excellent order with a reception area & various other well equipped rooms. Of note are two wall mounted engine displays in the reception room, one is of a collection of Yulon engines & the other of Mills related engines - both kindly donated by the same benefactor.

We were shown the archive room, where there is a large amount of magazines, books etc - all of which is gradually being sorted & catalogued. The old indoor equestrian centre building has been redecorated and is available for activities. Unfortunately, the ceiling is a little too low for serious indoor flying, but there is more than adequate space to house a raft of different activities.



Indoor arena converted from equestrian centre arena

Outside, a very good size & well kept grass runway is available for RC fliers together with a small group of huts for flight line activities. However, from a free flight perspective, the overall area looks to be quite small thus anything larger than - say - small rubber models would soon outfly the boundaries, which would be ok provided that no crops were growing in adjacent fields. My guess is that it would be difficult to hold any serious free flight competitions here & even small power model flying might present problems. Notwithstanding these comments (we are after all a very small minority activity within the scope of the total BMFA membership), the BMFA have done a very good job in establishing the facility & for those who are local & who fly RC & control line, it offers an excellent chance to take advantage of a good flying site. So full marks all round & let us hope that the BMFA will make it a very successful venture.



Part of grass runway area

Ramblings

Peter Michel was kind enough to get in touch to say that he was taken by the plan of Baby Dragonfly from last month & was now busy building. He also commented on the "lifting" fuselage but I think we both concluded that whilst these were at one time fashionable they did nothing in terms of enhanced performance.

Look at the Burnelli experimental full size planes of the late 1920's & early 30's that boasted of lifting fuselages & soon faded into history.

Why the CO2 Tomboy in the pic on page 32 with Brevity? Well, in sorting out stuff to take to SP, I came across it in yet another box. The model was originally built by Keith Sedgewick, collected by David Baker after Keith died & given to me by David some 12 years ago. It then resided in the garage loft, forgotten & untouched. Pete Shelton

identified the motor as a Gasparin GM300 & kindly had it running in a very short time. The model is very light - from memory under 6oz, but has a degree of tissue rash & being covered with a very lightweight tissue will be susceptible to Beaulieu gorse bush attack. A fuse dt has been fitted to prevent a Beaulieu boomer carrying it away & tissue repairs made. So we have decided to give it a go when the next really calm day crops up.

Meanwhile the KK Aquarius & Electric Orion still wait completion. They have been overtaken by the resuscitation of yet another Caprice, donated by Pete Shelton & in need of a wing recover plus a new tail as the old one disappeared. The fuselage was non-standard Caprice with a top fin & a small sub fin. These have been removed & the proper under fin fitted with auto-rudder. Should be done by the end of the month.

Photos from the past

Answering an appeal from your esteemed Editor, I managed to dig out a few of days gone by.



Mass launch at Middle Wallop in August 2000



David Noakes & Boehl Giant (14'8" span)
Middle Wallop August 2000



The photo caption says the model in the foreground is a Trevithick Monoplane, a Welsh design from 1936 built by Graham Knight. Again Middle Wallop 2000.



Is it Mike Gaster?
When? Where? What model?

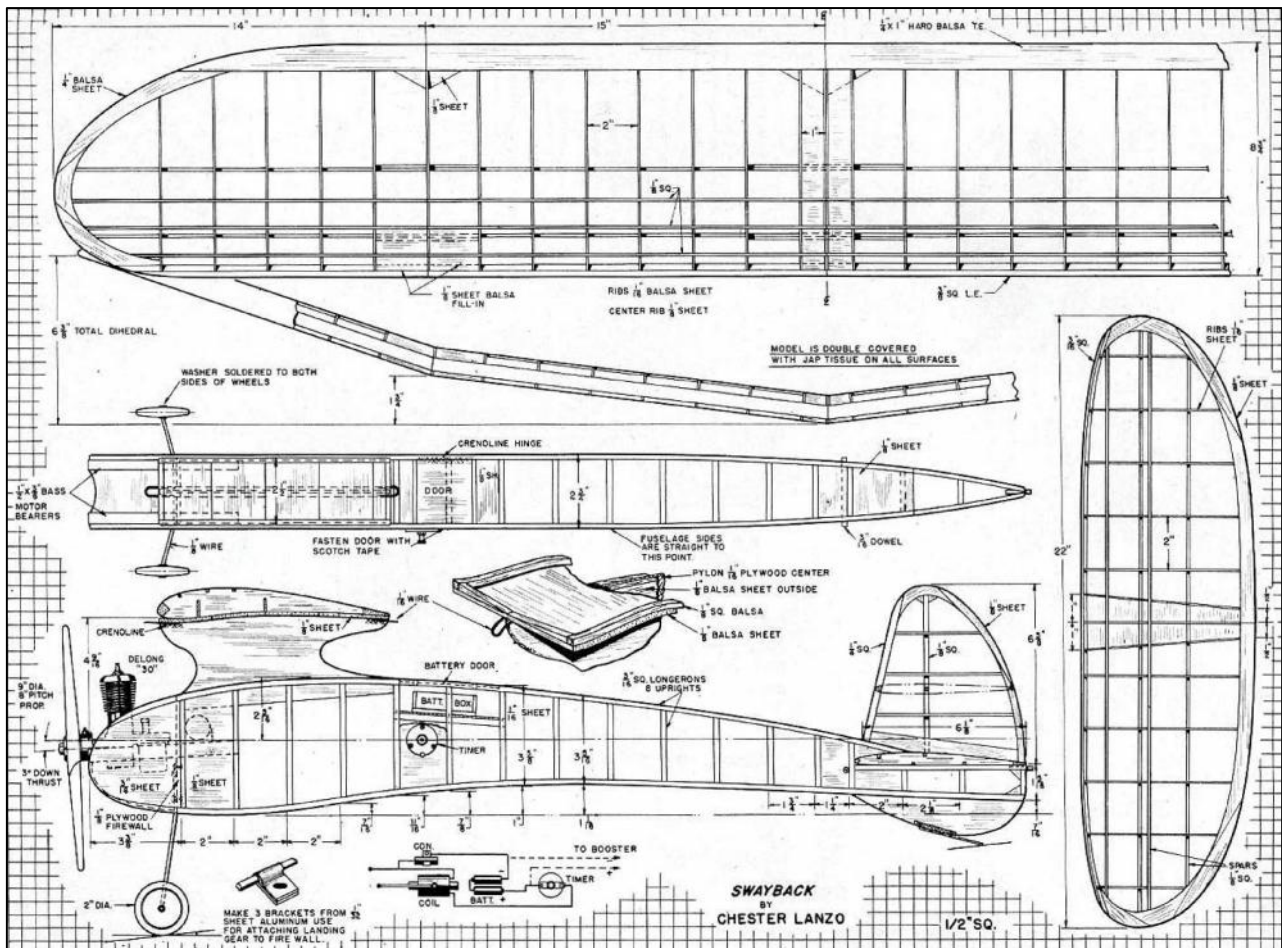


A handsome gentleman at Middle Wallop in August 2000

Footnote to this photo is that Peter advised me the Resurgam pictured here made a single flight - if I recall correctly, of under a minute & was then smartly retired to the collection of Tim Wescott. The original Resurgam resided in the Trenchard Museum at RAF Halton & when I last saw it (at the passing out parade of one of our grandsons several years ago) was in need of some TLC.

Plans for the month

Power: How about a lifting body model – Swayback by Chester Lanzo, available as a short kit from Belair. Ideal for a sparky.





Vintage Coupe League

Gavin Manion

Vintage Coupe League.

Following Chris Redrup's unopposed Vintage win at the 17th June SAM 1066 event on Salisbury Plain, he gains 3 points to add to his previous 3 points at the well contested Birmingham Coupe Event which seems an age ago.

Not so long to wait 'til round three which will be on the 15th July with the SAM vintage coupe event again on the Plain.

So the league table after two rounds is-

- 1st - Chris Redrup, 6 points
- 2nd - Bill Dennis, 2 points
- 3rd - Gerry Ferer, 1 point

Remember it's the SAM 1066 Coupe Trophy to the winner, we love Chris dearly but don't let him win without him having to work for it!



Gerry Ferer & Pearl

Gavin Manion

Southern Coupe Lg. 5th Area

Peter Hall

5th. Round Southern Coupe League
B.M.F.A. Fifth Area, 24th June '18

Given the extraordinary weather everyone everywhere should have maxed out and flown off like Phil Ball at Barkston with thirteen minutes or more. The trouble of course was that so many of the thermals were upside down and these are even more difficult to spot than the normal version.

Don Thompson was the sole competitor at Beaulieu. His first flight was, as he said, 'acrobatic' and down for 56". The air at this site when it comes from the north can be very weird indeed but he maxed his second.

A gentle sea breeze picked up from the southwest at midday and we moved camp. Don put his coupe away and flew glider instead.

Alan Brocklehurst reports good conditions on Salisbury Plain. The grass had been cut and there was a variable northerly drift. He dropped his fourth and fifth flights and suspects a sun-induced wing warp. Martin Stagg had poor air on his first flight and Ted Challis had a systems problem.

Roy Vaughn & Roger Newman
wrestle with the windsock at
Beaulieu

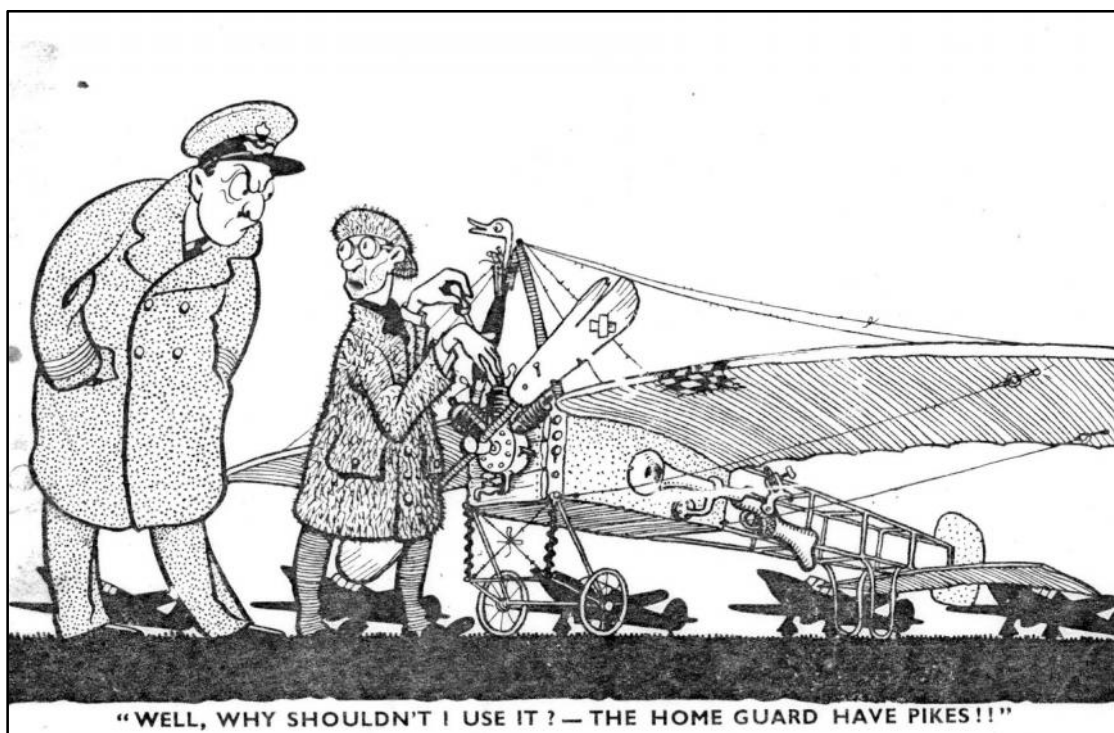
Michael Marshall at Sculthorpe reports 'odd conditions, huge lift and sink.' he spent the afternoon searching for his model after a twelve minute flight. No coupe flying was detected in Cornwall.

Gavin Manion who was second at Barkston now takes the lead in the league table. John Andrews came third at the same venue and is improving fast. No-one is clearly out in front so there's everything to play for.

The next event is coming up fast - Dreaming Spires at Portmeadow, Oxford, on the 1st July.

Round 5 Results for league table not yet collated see August issue

Peter Hall



Salisbury Plain Area 8. 2018.

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

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

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

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

The New 2018 Free Flight Forum Report

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

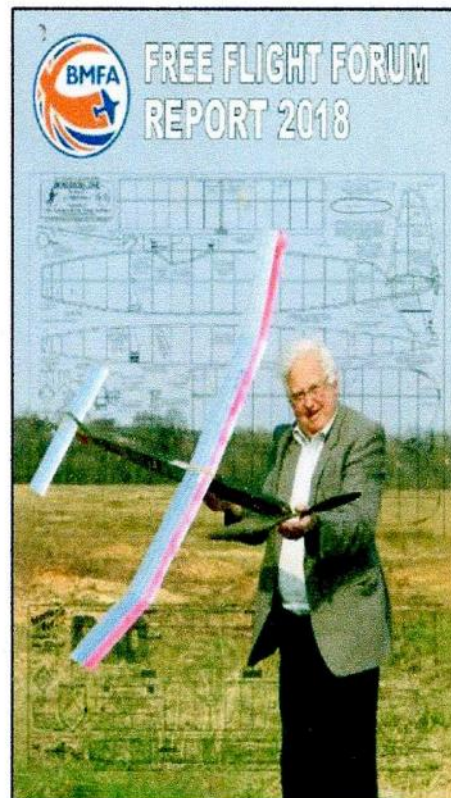
F1D Prop Selection for Slanic 2017 European Championships - Tony Hebb; The Power Egg - John Emmett; Use and Abuse of GPS Model Trackers - Chris Edge; Designing for BMFA Scale Competitions - Andy Sephton; Generating Youngsters' Interest in Aeromodelling - John Jacomb; Experience with Making Carbon/Foam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

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

Be the envy of your friends, get yours now.

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

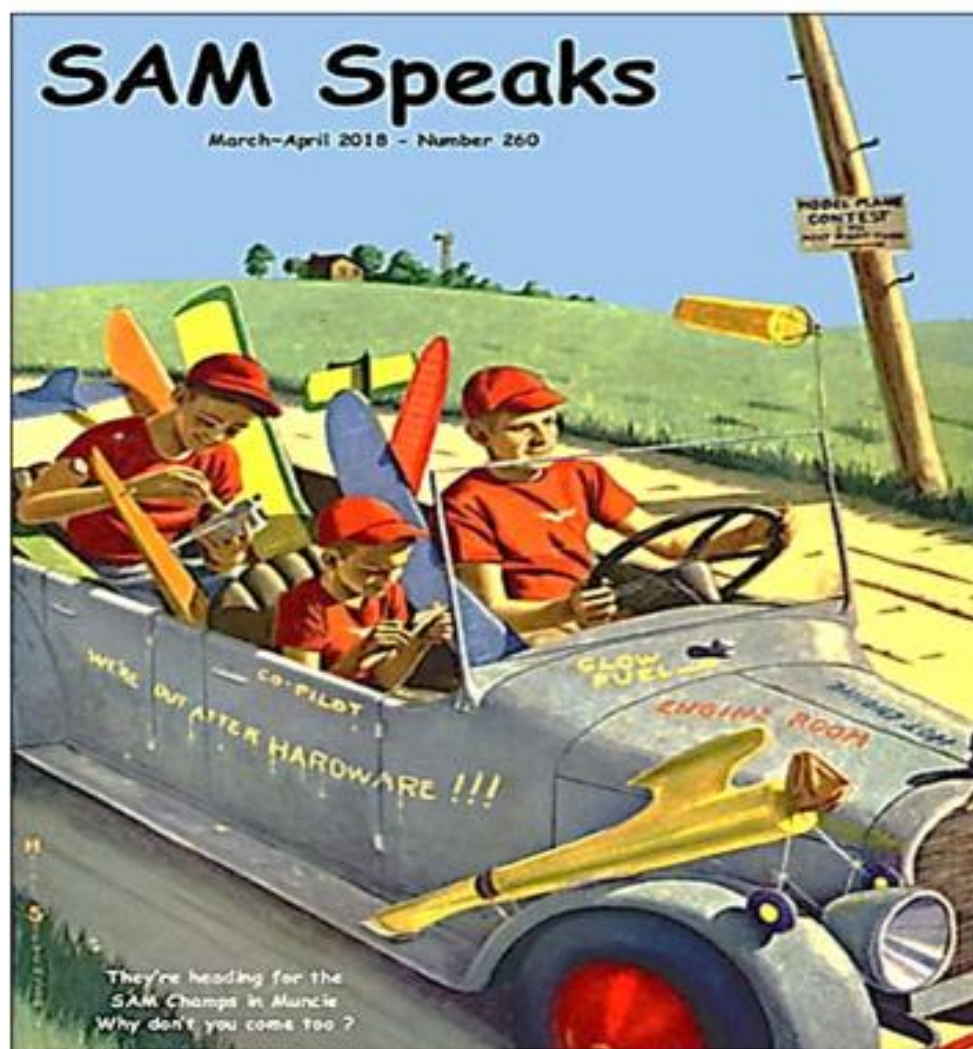
phone or fax to: (44) + (0)20-8777-5533,
 or by e-mail to martindilly20@gmail.com .



SAM Speaks USA.

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

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



CROYDON WAKEFIELD DAY **28th July 2018 (Saturday)**

Salisbury Plain Area 8.

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

Start 10am. Free entry although site fee still has to be paid.

Contact Ray Elliott

Tel: 020 8997 7745, e-mail: ray.elliott8@btinternet.com



EAST ANGLIAN GALA

21,22 July 2018. Sculthorpe Airfield,

It will soon be that time again for free flight aeromodellers to head towards the lush green and spacious fields of Sculthorpe airfield.

This site 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;
Garden Caravan Site, Barmer Hall, Syderstone, 01485 578220
Fakenham Camp Site, fakenham.campsite@gmail.com

| Saturday 21 July | Sunday 22 July |
|----------------------|----------------------|
| BMFA Rubber | BMFA Power |
| Vintage Rubber/Power | Combined Electric |
| Classic Glider | BMFA Glider |
| Tailless | Mini Vintage |
| E36 | Classic Rubber/Power |
| P30 | CO2 |
| HLG-CLG. | Vintage Glider |
| | Bowden |

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 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 01223 246142 or hiver666@aol.com

Southern Area Gala: Odiham

Sunday 23rd September 2018

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

Licence

The licence application is now being prepared, having being given an OK by the RAF for the event to be held. So subject to the licence being approved & received, there is every reason to plan for the event to take place. The date is set for Sunday 23rd September, as we advised that there is much less likelihood of disruption on a Sunday – we just have to hope that no hurricanes appear at the last minute.

Competitions

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.

Last date for receiving requests to attend is Saturday 8th September 2018.

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

Peter's address is:

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

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

Constraints

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

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

Any queries, contact me on rogerknewman@yahoo.com

TIMPERLEY FREE FLIGHT GALA

Saturday 4th August 2018.

MOD North Luffenham. 10am to 5.30pm

Contests

Combined Events

**Rubber, - Glider, - Power. - HLG/CLG,
+ Mini-Vintage & E36.**

All to BMFA rules.

Trophies and prizes. Airfield charge.

F/F Sport flyers welcome. Flyers require BMFA membership.

Contact--Gerry Ferer,

Tel: 0161.928.4955, or e-mail: gferer@hotmail.com

F1G and Vintage Coupe Contests 2017-18

Compiled by Gavin Manion

| Date | Venue | F1G | Vint | Organiser | Comments |
|------------------|-------------------|-----|------|---|---|
| 3rd Dec 2017 | North Luffenham | ✓* | ✓ | gavin.manion84@gmail.com | Grande Coupe de Brum. F1G for A/M Trophy, Vintage for Vintage Plate |
| 17th Dec | BMFA Buckminster | ✓ | | mark.benns@btinternet.com | Experimental trial of this venue, check before as may be cancelled if windy |
| 18th Feb 2018 | Area Venues | ✓* | | BMFA areas | 1st Area. F1G (Plugge) |
| 28/29th April | Salisbury Plain | ✓* | | BMFA - TBC | London Area Gala, F1G on Sunday 29th |
| 28th May | Barkston Heath | ✓ | | BMFA | FF Nationals. F1G Mon 28th for 308 trophy |
| 17th June | Salisbury Plain | ✓ | ✓ | SAM 1066 | Combined Vintage and F1G |
| 24th June | Area Venues | ✓* | | BMFA areas | 5th Area |
| 1st July | Oxford Portmeadow | ✓* | | laurencemarks64@gmail.com Andy Crisp 01865 553800 | F1G |
| 15th July | Salisbury Plain | | ✓ | SAM 1066 | |
| 18th Aug | Salisbury Plain | ✓* | | BMFA - TBC | Southern Gala |
| 2nd Sept | Salisbury Plain | ✓* | ✓ | Crookham | Crookham Gala Combined Vintage and F1G? |
| 9th or 23rd Sept | RAF Odiham | ✓* | | TBC | TBC |
| 30th Sept | Salisbury Plain | ✓*+ | ✓ | Croydon | Coupe Europa. Vintage for the AAA trophy, Team F1G for the FliteHook Trophy |
| 27th Oct | North Luffenham | ✓ | | BMFA | Midland Area Gala |

*Qualifying event Southern Coupe League. + Qualifying event Eurochallenge F1G 2017/18

All five Vintage events for SAM1066 Trophy, 1st - 3points, 2nd - 2pts, 3rd - 1pt; no points for last place!

SAM 35

FREE FLIGHT CALENDAR, 2018

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

Postal Contests:

- 25th Mar to 20th May** Under 25" Vintage Rubber + award for best Achilles*
- 16th Sept to 27th Oct** Lulu and Friends - Class A Lulu, conventionally towed.
Class B Lulu Hi-Start
Class C Open Hi-Start

Area Postals

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

- 4th Mar** (2nd Area) or The "March Wynde" for Lightweight Rubber.
25th Mar (3rd Area) or plus award for the best "Non-Senator."
30th Mar (Northern Gala)
- 20th May** (4th Area) or "Summerglide" for Vintage and Classic Glider.
24th June (5th Area) Plus award or Best Lulu
- 16 Sept** (7th Area) or The "Autumn Trophy" for P30.
14th Oct (8th Area):

At the Free Flight Nationals:

- 27th May Sunday:** Vintage Wakefield 4oz./8oz. (combined, with class awards.)
Lulu Duration
- 28th May Monday:** 36" Hi-Start Glider and Under 25" Vintage Rubber
(with separate award for best Achilles.*)
Low wing/Biplane Cabin Precision (hand launch, classes for Rubber and IC.*)

At Old Warden:

- 13th May Sunday:** Small Models Day:
Frog Senior Duration: Class A: High Wing, Class B: Low Wing/Biplane*
K.K.Elf Duration.
- 22nd July Sunday:** Scale Duration Day: Concours award.
Masfield Trophy for Rubber Scale.
Earl Stahl Scale: Class A: High Wing, Class B: Low Wing/Biplane
- 23rd Sept Sunday:** Precision Day:
Rubber Bowden: Class A: High Wing Cabin, Class B: Low Wing/Biplane Cabin

At Buckminster:

- (dates of contests to be confirmed: please check SAM 35 website)
- 7th July Saturday:** Ajax/Achilles, 36" Hi-Start Glider, Open Hi-Start*
All-In Precision, Cloud Tramp,
Hi-Start Shootout, (evening event. Time & date to be decided.)

NB * award may be dependant upon number of entries in class.
All towlines 50 metres. Maxes for Area Postals 120 sec. (20 sec attempt)
Maxes for postals 90 sec. (15 sec attempt.)
Please check for alterations/updates. Rules for most events and explanation of "Area Postals" on SAM 35 website.

**Enter Postals/Area Postals via John Ashmole, 164 High Road, Weston Spalding
Lines PE12 6JU. £3 per class.**

Or £3.50 by PayPal to editor@peterboroughmfc.org

Extra categories under consideration for future events: Classic A/1 Glider,
Vintage Coup d'Hiver.

NB: Further events may be added. Visit SAM 35 website and check FF Updates.

GRANT MIMLOCT 2018
or
**The 23rd Charles Hampson Grant
Memorial International Mass Launch
Of Cloud Tramps**



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

Saturday, August 4, 2018.

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

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

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

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

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

Cocklebarrow Farm Vintage R/C Events

Meeting dates

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

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

Directions

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

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

R/C Events at Wallop

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

We will be sharing the airfield with other disciplines

Radio Frequency will be 2.4 gig only , **no exceptions**

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

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

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

DIG OUT THAT DIXIELANDER & PUT A SIMPLE RADIO IN IT

DREAMING SPIRES FREE-FLIGHT RALLY 2018

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

VENUE:- PORT MEADOW, Wolvercote, OXFORD

CLASSES:-

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

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

E30/P30/CO₂ (combined)

HLG/CATAPULT (comb) 7 FLIGHTS

All towlines 50 metres

FREE-FLIGHT SCALE to "Dreaming Spire" rules
— No Documentation, static judging, quality
of flight. i/c motors up to 1.5 cc allowed.

ALL FLIERS MUST BE INSURED.

No streamers on poles, thermistors, bubbles etc.
No i/c powered models to be flown outside of
the SCALE CONTEST.

CONTACTS:- LAURENCE MARKS
laurencemarks64 @ googlemail.com

& ANDREW CRISP
4 GROVE STREET OXFORD OX2 7JT
tel:- 01865 553800

La Grande Coupe de Birmingham (part cinq)

Sunday December 2nd 2018

at MOD North Luffenham
starting at 10:00

Qualifying event for the "Euro Challenge F1G" 2018/2019 (provisional)

F1G for the Aeromodeller Trophy

Two rounds between 10:00 & 12:00
then 3 rounds to timetable; finish at 14:45

*Top placed "Classic" coupe (1/1/60 – 31/12/69)
will be awarded a bottle and a GPB Cartoon print.*

<>

Pre '58 Vintage Coupe for the Vintage Plate

3 flights (no rounds) start 10:00, finish at 14:45

<>

*Special prize – Bottle of fizz
for the best aggregate score in both events*

Entry Fee **£10** covers both events

Fly-offs (Not DT!) and maxes as determined by conditions on the day
Prize giving and hot drinks/nibbles in the Golf Club on the flying site
(hot food available for purchase at the club bar)

For further information contact:

Gavin Manion

at gavin.manion84@gmail.com - tel 01543 422509

Or **Stuart Darmon**

at stuardarmonf1a@yahoo.com - tel 01858 882057

FLITEHOOK

Indoor Free Flight Meetings

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

Café on Site

Flyers £8

Juniors & Spectators Free

Flyers must be BMFA Members

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

2018

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

2019

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

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

Indoor Flying with the South Birmingham MAC

Mainly Free Flight

Thorns Leisure Centre.

Stockwell Ave.

Off Thorns Road - Quarry Bank - West Midlands - DY5 2NU

Saturdays 1pm until 4pm

2018

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

Admission - Flyers £6 - Spectators £2.00

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

For further information phone Colin Shepherd 0121 5506132

or e-mail cosh43@hotmail.com



Waltham Chase Aeromodellers

INDOOR F/F MEETINGS

Waltham Chase Aeromodellers

in association with South Hants Indoor Flyers
announce the continuation of the Indoor F/F Meetings
at the Main Hall at Wickham Community Centre,
Mill Lane, Wickham, Hants PO17 5AL.

These meetings will be held on the following dates:

All Tuesday Evenings

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

All meetings will run from 7.00p.m. to 10.00 p.m.

The Main Hall at Wickham Community Centre is suitable for indoor free flight models of all types, with a ceiling free of obstructions. Tables and chairs will be available in the hall and the organisers are always grateful for assistance with moving furniture.

A hot drinks machine is available on site.

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

Junior fliers will be charged as adult spectators.

Fliers will be required to show proof of insurance.

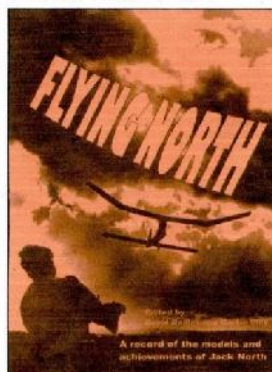
No R/C models may be flown at these events.

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

Waltham Chase Aeromodellers welcomes all indoor F/F fliers

For further details please contact:

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



Flying North is a 163 page book covering the model flying career of Jack North, and including 23 previously un-published plans of his aircraft. Access to Jack's drawings and notes dating back to 1936 means that there are a number of designs in the book likely to be tempting to the nostalgia-minded.

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

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

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

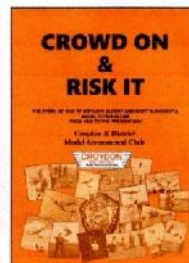
CROWD ON & RISK IT

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

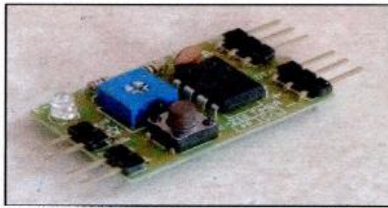
53 designs by Croydon members have been published in the model press and 24 of its members have represented Great Britain in World and European Championship teams. Several have gone on to notable careers in aerospace. Crowd On & Risk It covers all this and more.

Just £8 by PayPal or cheque.

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



E-Zee Timers



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

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

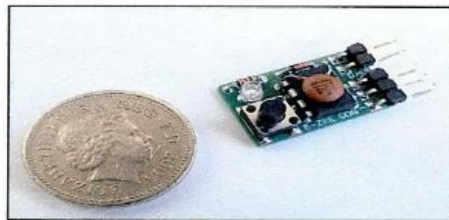
a simple push button / LED interface

- motor run duration:-adjustable 1 to 30 seconds, set in 1 second increments
 - d/t duration:-adjustable 10 seconds to 5 minutes, set in 10 second increments
 - motor power:-adjustable at all times from zero to full throttle (by potentiometer)
 - push button immediately stops the motor at any point during the flight profile
 - duration settings are saved in memory a single button push serves to repeat a flight.
- Length 30mm Width 20mm Height 11mm Weight 5gm

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

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

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



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

Timers are supplied with a comprehensive instruction manual and users guide

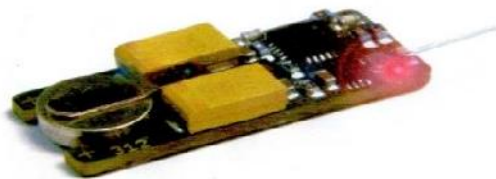
*E-Zee Timers have been designed and are manufactured in the UK
Exclusively available from*

Dens Model Supplies

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

BUGS

Free Flight Model Tracker



£50.00 - each including 6 batteries

Ready to use radio tracker

Suitable for most handheld receivers

Powered by one 312 ZincAir hearing aid battery

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

Run time around 10 days

Red LED flashes when transmitting

Available in any frequency from 140MHz to 980MHz

Supplied in protective heatshrink

Very quick delivery, often next day

On sale at

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

or contact Peter Brown 07871 459291 for options

Provisional Events Calendar 2018

With competitions for Vintage and/or Classic models

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

Please check before travelling to any of these events.

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

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

www.SAM1066.org

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

www.freeflightuk.org or www.BMFA.org

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

www.SAM35.org

Useful Websites

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

Are You Getting Yours? - Membership Secretary

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

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

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

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

P.S.

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

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

Your editor *John Andrews*