

	<h1 style="color: red;">NEW Clarion</h1> <h2 style="color: red;">SAM 1066 Newsletter</h2>	Issue nc072022
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Editorial

Re: Southern Area BMFA Gala at RAF Odiham

Please be aware that as we speak very few people have registered for this event and as such it is in danger of being cancelled. The deadline for registration is July 10th.

The Station require that I submit the list of those attending by this date.

To save this event please pre-register as soon as possible.

See the notice board on the SAM 1066 website for more information www.sam1066.org

Peter Carter

Editorial:

Circumstances made this issue a bit of a rush job and there has been no time for proof reading, so I apologise in advance for any typo's etc.

What have we?

Peter Hall and Roy Vaughn report on the latest events in the Southern Coupe League and provide results and league standings to date.

Our Chairman Tony Shepherd tells of a fine trimming /sport flying session on the plains of Salisbury and supports his article with a few pictures

There is a taster of a tracker recovery method by David Brawn with promise of a more detailed article on the subject in general for a future issue.

Peter Hall has put together another coupe fliers profile in the person of Gavin Manion, the current leader in the coupe standings table.

I have written a historic piece on a visit, by Rachel & I, to the BMFA Nation flying ground at Buckminster when the BMFA took over. I was able to back up the article with pictures of the site in 2016 but have nothing of the developed site as it is today.

There are the usual regular features: Pylonius; Blast from the Past; Engine Analysis (two this month); and a review of the Auster Air Ambulance/Freighter.

Peter Hall reports on the Mini Nationals held at North Luffenham with results and a few pictures.

There are the reports of our regular contributors:

Nick Peppiatt with his piece on indoor flying and Co2 motors.

Roy Tiller, our Archivist still visiting our older magazine issues and comparing to later issues.

Roger Newman and his notes for July. He reminds us of the 1066 Cagnarata at RAF Colerne on Sunday 24th July and lists more of the late Robin Kimbers gliders which are due to go to Buckminster I believe.

We have our usual three plans, one rubber model one glider and a sports Power model.

The issue wraps up with a list of the late Lindsey Smith's models and kits etc. which are open to offers from members.

Editor

**May 8th 2022 Salisbury Plain
Third Round Southern Coupe League**

It can't go on like this. The last four Salisbury Plain competitions have been flown from the trimming field in benign conditions except for the Third Area when there was a drizzly morning. The London Gala was a perfect May day, warm sun, a cool light breeze, flowers and picnics. But

We should regularly remind ourselves that this class was intended to be flown in the cold, calm 'thermal free' conditions of a continental Winter not the frisky air of an English Spring or Summer. Phil Ball remarked that this day's score sheet showed no improvement in times achieved since the nineteen nineties - evidence that design developments are often totally eclipsed by the air conditions inhibiting the former yet not resulting in the widespread use of thermal detection equipment at this level of competition. Out of thirteen entrants eleven coupes were locked down and most were of conventional construction. There were a couple of streamers and a good deal of incantation, only Roy Vaughn used the full remote air sensing graphical readout kit (home - made). No-one maxed out, Gavin Manion topped the scores again and now leads the league after three events.

Gavin reports,

I came down from Staffordshire on Saturday evening so I was fresh and early on the field for the 9.00 start though, like most, it was 11.00 before I flew in anger. We all set up in Coupe Corner and I teamed up with Alan Brocklehurst for the day, but we both had help along the way from Martin Stagg; a friendly lot these southerners.

I flew the same Simple/Couper S hybrid that I used at the 2nd Area again using 22 strands of 1/16th which gave a 50+second prop run. All went well flying off streamer indication and exercising much patience for the first four flights but I saved a bum launch for the fifth. Too right and a swoop lost much of the burst but the longer run enabled the model to work into enough air to drop just 13 seconds. By the end, and despite Roy Vaughn's late efforts, it was enough.

Roy, in second place writes,

Although I fancied flying both days of the Gala, power on Saturday, Coupe on Sunday, commonsense prevailed in the end and I settled for Coupe on what turned out to be a better day wind-wise. I settled for my old reliable mid-AR model, although the high AR one may have been flyable in the prevailing conditions, it needs a trimming session for its new lifting section tail.

The thermal detector rig was working well for once, showing a spiky temperature profile with shorts bursts of maybe 10 seconds, not long enough to be useful and potentially deceiving (see later). Occasionally there were much longer periods of higher temperature accompanied by lulls and my first flight caught one of these spot on, getting high but coming down OK. The second flight also maxed easily without getting so high.

The third flight was a disaster. I didn't see exactly what happened but the end result was a vertical dive under power into the ground, apparently from a big stall at the top of the burst (I couldn't see because it was straight into the sun). No particular fault was apparent on the model and it appeared to be undamaged, so I elected to have a check flight before carrying on. This I managed to launch into my pole, causing a crash into a car and a broken boom – another first time accident! I got my similar model with VP hub out and flew a good third flight in strong-ish lift. It took a long time to come down but was on the field, though the retrieval took far too much time and effort due to various cock-ups. By this time I was knackered so decided to stop flying. This resolve lasted until a small posse came along to tell me I could still win if I maxed out because the only competitor who had been clear so far, Gavin Manion, had dropped his last flight. Thus I was persuaded to fly again, a good fourth max and easy retrieve. So to the last flight where I made the fatal mistake of not waiting to confirm that the temperature rise and lull was the start of a long period of lift and not one of the spikes, thus dropping half a minute as the model descended on the glide as if under DT after a fairly decent climb. Good enough for second place but a well-deserved win for Gavin.

Alan Brocklehurst in third place reports,

Once again we flew from 'Coupe Corner' as the wind was ESE and rather variable throughout the day. As before, I selected my trusty C-03 for the first flight which was an easy max and then went on to use C-04 with the e-timer and RDT. My second flight looked promising initially, but clearly I missed the lift and was down in 1:35, although it travelled just as far as my first. In preparing for my third, I broke two motors in succession (the first one went rather prematurely at 90% turns and the second one just as I thought I had successfully finished winding! This batch of rubber seems prone to do this, but is otherwise quite good!). When I did get away on my third flight, I found a mixture of weak lift and turbulence and the model landed after 1:40. My fourth was one of those inspirational classics, it climbed high overhead, glided nicely and then descend steadily for a while on D/T to land within 200yds of the launch point. In contrast, my final flight didn't find quite such strong lift, but was good enough to max. Thanks to Gavin Manion and Martin Stagg for their timekeeping. The fact the no-one maxed out in Coupe shows how tricky it was to pick the lift. Gavin and Roy beat me with their 4 out of 5 maxes.

Richard Fryer in fifth place reports,

A pleasant sunny day in all with pretty good attendance across most classes, including F1G. The wind was a little blustery, stronger than forecasted with occasional strong lift. The wind direction swung slowly round through the day, eventually pointing more or less towards the road in the afternoon. I started badly in F1G with a recently repaired model swooping on launch and dropped my first flight. I resorted to an older model and recovered with two maxes but on my 4th I launched into a boomer and although the model didn't I lost sight of it in the air. Having a good bearing on its direction I decided to go in search of the model rather than go for my 5th flight. Packing up I spent a good few hours searching with no luck. Fortunately a farmer had found it in area 7 and rang me the following day. The model is now happily recovered and without damage.

Dusan Jiricny, in sixth place writes -

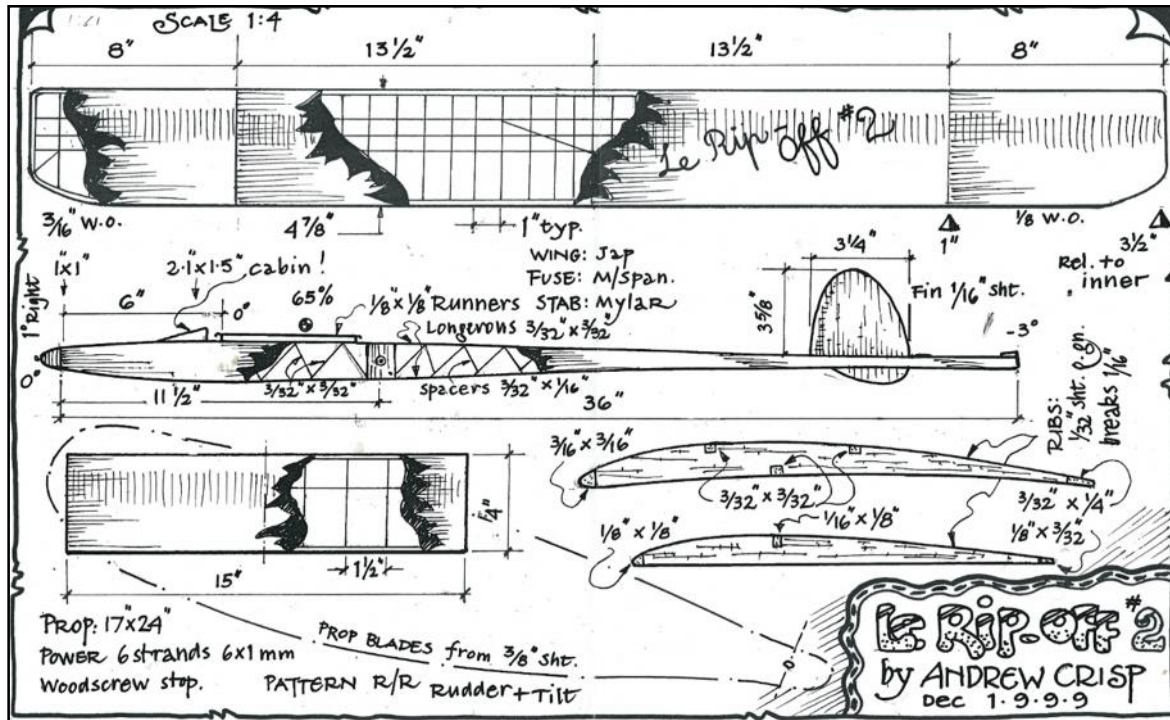
To spend 7 hours behind the wheel on my way there and back was absolutely worth it to spend a wonderful day at Salisbury Plain. Early morning test flight was brilliant which gave me high hopes for a good result. Next 3 flights were a nightmare - I dropped all of them. My frustration was coming from the fact that the model was behaving quite differently each flight. In addition when winding for the 4th flight I broke the motor and that meant to do some cyano-glue magic on the fuselage. On the other hand the 4th flight was a max! The model was really strange again during the last flight - dropped again. But overall I enjoyed the day very much especially due to the opportunity to meet all the nice aeromodelling community!

Andrew Crisp in seventh place writes,

I had originally planned to fly gliders on both days of the Gala, but with a dodgy ankle, winding rubber seemed a better bet than racing around with a towline over the plain's notorious rough surface. For the Saturday I had prepared some well-worn Open jobs which had served me well in the past. My vintage Tan 2 wasn't up to it, blowing up in the winding jig and making short work of the fuselage. So, having paid my money, I did 3 modest flights with a coupe to place third. It sounds good, but there were only three entries!

Sunday - even better weather and many more entries, at least in F1G! Although it was a nice day to be out, the vertical movement of the air was quite difficult to come to terms with. Long waits with wound - up motor for a calm patch or an elevated streamer often resulted with a model wallowing around for a minute flight! I managed three 'sinkers' and two 'boomers'. Perhaps I should have tried harder to pick the lift. Still it was nice to be out with the chaps after an accident forced lay-off. The model which impressed me most was that of G. Manion. It had a beautiful get-away and a very positive climb - and no gadgets!

I flew my 'Le Rip - off' design (see plan below) built around 1995! Built to honour G. Boutillier, G. Matherat et al. After taking off the cross - section 'cabin', re- covering the wings with silver mylar and building new prop. blades it remains quite a useful model especially in inclement conditions.



Picture Parade



Dusan Jiricny



Don Thomson



Gavin Manion's coupe (photo Alan Brocklehurst)



Roy Vaughn (photo Alan Brocklehurst)



Gavin winds



Andy Crisp gives it the old heave-ho

Peter Hall

Southern Coupe Lg.Rd.3 Results & Standings

- Roy Vaughn

London Area Results				
	Entrant	Club	Score	Time
1	G.Manion	Birmingham	12	9.47
2	R.Vaughn	Crookham	9	9.33
3	A.Brocklehurst	B&W	8	9.15
4	C.Chapman	B&W	6	7.39
5	R.Fryer	Oxford	5	7.28
6	D.Jiricny	Birmingham	4	7.08
7	A.Crisp	Biggles	3	5.59
8	B.Silcocks	B&W	2	5.26
9	D.Thomson	Croydon	1	4.32
10	P.Ball	Grantham	0	4.17
11	W.Butler	Crookham	0	3.25
12	P.Hall	Crookham	0	3.02
13	M.Stagg	B&W	0	1.21

League Standings after Round 3												
	Entrant	Club	Coupe De Brum	Second Area	London Area	Nationals	Fifth Area	Cagnarata	Southern Gala	Crookham Gala	Coupe Europa	Total
1	G. Manion	Birmingham		12	12							24
2	A. Brocklehurst	B&W		8	8							16
3	R. Vaughn	Crookham		5	9							14
4	C. Foster	Morley	12									12
=	D. Jiricny	Birmingham	6	2	4							12
=	B. Dennis	Oxford	3	9								12
7	P. Woodhouse	Morley	4	7								11
=	C. Chapman	B&W		5	6							11
9	C. Redrup	Crookham	9	1								10
=	A. Crisp	Oxford	7		3							10
11	D. Norwood		8									8
=	M. Marshall	Imoington	5	3								8
=	D. Thomson	Croydon		7	1							8
14	R. Fryer	Oxford			5							5
15	R. Elliott	Croydon	2									2
=	B. Silcocks	B&W			2							2
17	A. Moorhouse	Vikings	1									1
18	S. Willis	Croydon										0
=	P. Hall	Crookham										0
=	S. Fielding	Morley										0
=	B. Taylor	E.Grinstead										0
=	K. Taylor	E.Grinstead										0
=	M. Stagg	B&W										0
=	K. Best	Birmingham										0
=	P. Ball	Grantham										0
=	W. Butler	Crookham										0

Roy Vaughn

TOPICAL TWISTS

by pylonius

Extract from *Model Aircraft* June 1953

Topical Twists

Space News

Flying saucers are no longer topical. The observers of such phenomena have, it seems, either signed the pledge or returned to the more conventional practice of spotting pink elephants. Today, the fashionable way of seeing things in the round, as it were, is to pay a visit to the 3D movies.

For this reason it is, perhaps, surprising to see a so-called "Flying Saucer Club" currently publicising itself in the advertisement columns of this journal. Though rather outmoded, it may well be that such a club would still present some sort of appeal to the type of member who expects everything to be handed to him on a plate.

On the subject of space travel, I notice that someone has built a model space ship powered by no less than five solid fuel type jet motors.

Surely a trip to the moon wouldn't be that expensive!!!

Pulling a Fast One

I liked the reference to a successful attempt on the world speed record by a half-wing, half-tailplane, jet projectile, as "no half-hearted effort."

Logically, the next step in C/L speed flying will be to dispense with even this half-hearted concession to model planform, a fact which has encouraged me to announce that my official bid for the world speed record will be made on or about November 5th. Chief concern at the moment is the cost of such an enterprise. Now, let me see . . . one rocket with stick, 6d., one ball of twine 9d. . . .

Impressed by the numerical strength of the junior section of the local club, I offered a prize to the best model produced by a junior member. Now, after waiting six months, the prize will go to the first one even to build a model.

The Infernal Triangle

For many months past the model mags have devoted more acres of print than there is flying area in the British Isles to purely theoretical considerations of delta-wing design. All manner of fish-like creations have been

dreamed up, any one of which would be a sensationa triumph in a modern sculpture exhibition (however, there is no truth in the rumour that the winning exhibit in the recent "Unknown Political Prisoner" competition began life as a model helicopter). Even porpoise-shaped fantasies of Queen's Cup and R/C models have not been overlooked in the feverish desire to prove that the orthodox design is as obsolete as the dodo.

Personally, I know very little about deltas; it's all Greek to me. But I was interested to notice that someone, influenced no doubt by this spate of projectile publicity, has at last decided to transmute the super performances which these models have been doing on paper (paper darts, as you might say) into terms of solid balsa outline. This experiment has revealed just one tiny flaw in the application of the delta wing principle to model aircraft—the darned things just won't fly.

Flying Solo

If there is one small distinction to which I can justly lay claim it is that, for many years past, I have been the only active model flier in the whole of my large home town. Not that this is much of a distinction, really; I once knew a chap who was the sole model flying representative of his county. Naturally he didn't hold this envious position for very long; other people quickly became interested in his pastime—particularly the County Council, which put up the usual ban, and forced him to emigrate to Canada in search of a flying field.

Apart from a feeling of scepticism towards the old saying that there's one born every minute, the fact that I happen to be the only model flier in my home town might make you wonder where I go for the odd tube of cement, etc. Well, let me tell you, that if there is one really thriving business in the district it is the local model shop. All the year round vast shoals of kits, engines and what-have-you are unloaded from its spacious shelves and borne into obscurity by great anonymous hordes of non-flying citizens.

What happens to all this potential flying material must remain one of the great mysteries of this age. After many years of patient observation I can vouch for the astounding fact that none of it ever gets airborne.

The model shop proprietor confesses to being equally baffled. He can readily understand the average clueless kit buyer giving up the attempt after ruining the first six wing ribs and most of his fingers, but he hasn't the faintest clue on the sort of customer who, in the past year, had brought nine large-size kits, four engines, two radio control units, and enough balsa and tissue to build a modern council estate. He is, however, quite sympathetic over my abortive attempts to form a model club in the district, and, by way of consolation, points out that if all his customers actually built and flew the models they purchased I wouldn't be able even to fight my way on to the local common on Sunday, instead of having it all to myself as now.

When next I stand alone on the deserted flying field (if they haven't ploughed it up by Sunday) I shall pause to reflect upon the great honour of being connected with this vital and expanding hobby, even in the remote and humble capacity of a model flier. And I shall take encouragement from the thought that all who are associated with it are prospering so exceedingly—with, perhaps, the exception of the poor old S.M.A.E., which must continue to rely upon that small, and alas, diminishing band of enthusiasts who are wont to practise the ancient art of flinging a model into the air.

Pylonius





Saturday 14th May

Immediately after the London Gala, the Met Office forecast for the following Saturday on Salisbury Plain looked as good as I have seen for a day on a weekend for a long time. However given that the Friday and the Sunday both looked pretty poor by comparison it was to be suspected that the Saturday would turn out to be nothing like as good as that initial forecast suggested so no need to get overoptimistic. But by the Thursday it was still looking good and when Dave Etherton, Colin Hutchinson, John Hook and myself compared notes at that evening's indoor free flight meeting at Wickham the general consensus was that it was probably going to be a good one.

For me it was time to get some of the sport models ready for flying. None have been flown this year and indeed most haven't been flown since before the arrival of Captain Covid. Now whilst my collection is not in the same league as that of Pete Carter, there are still more than enough models to give me a very pleasant day out so on the Friday various gummed up engines were started down at the bottom of the garden. The big Simplex, the Keil Kraft Outlaw, the Plecan Hepcat, the Smeed Popsie and the Tomboy all came out of the hanger and were readied for the 4mph winds being forecast. The car was reloaded with most of the gubbins which had been put away after the previous weekend, the bits of the models were lined up on the table and the packed lunches were made. Mo had said that she'd come too which would involve bringing the cockerpoos so even the dog basket was made ready for loading. It felt like we were off on holiday!

Saturday arrived and the day's forecast was still looking good so all the outstanding items went in the car and by 10am we were on the trimming field. It was glorious! A light breeze from the southwest, the sun shining and acre after acre of soft grass and dandelion seed heads to land on. Bliss!

I won't bore you with the flight details but suffice it to say that the Simplex, Outlaw, Popsie and Hepcat each had four or five flights. They all performed beautifully without incident, none needed adjustment apart from minor engine tweaks to get the best flight patterns, no damage occurred and no models were lost. That said, the RDT that they're all fitted with was necessary on occasions particularly on the Series 1 Mills 1.3 powered Outlaw which really climbed with its add-on eye-dropper tank filled and kept going up even after it had cut on more than one flight.

For me the RDT has done so much for my flying of sport models, allowing them to climb away and hook up in lift whilst knowing that they can be brought down when required. I use a Bodnar system but Barry Hood appeared to be using an old single channel MacGregor transmitter for his models.

Fourteen of us were up there flying at various times throughout this pretty well perfect day, with around a 50/50 split between sport flyers and those trimming competition models. Fingers crossed that there'll be equally good days as the year progresses.

A couple of pictures



Popsie



John Hook getting exasperated trying to start the engine in his mini-Madcap



Bernard Aslett takes a rest from trimming a "vintage" rubber model, "Il Macron"



Keil-Kraft Outlaw



Plecan Hepcat

Tony Shepherd

Trackers in Woodland

-

David Brawn

A response to a query by Ron Marking in 'Without Feathers No. 145'.

My work involves a lot of gps ground surveying across Europe so your comment on "Do trees block tracker signals?" is a definite **'yes'**.

Air degrades all transmissions. Just think what a tree trunk would do to the transmitted signal.

If you think you have a model in a wood the best advice is to walk around the wood noting the points at which you receive any signal. Then look along the line of trees as your transmitter will need a "trunk free" route to reach you. Walk along that line and you should find your model.

Easy peasy.

I will follow this statement with a more detailed article on the subject in next month's issue.

David Brawn

July 1947

NEWS

Review

Cover Story

Our cover picture this month shows a well known aeromodeller in an unaccustomed role. It depicts Bob Copland releasing F. E. Wilson's large glider, which is now approaching veteran status.

Of straightforward design this glider has proved to be a consistently good performer, and strengthens the case for the large glider. The photograph was taken by your editor at Gravesend Airport, on the occasion on which the organising committee of the National Contests visited the airport to investigate its possibilities, and make initial arrangements for the meeting to be held at this venue.

The Nationals

Now that the First British Nationals are over, we are able to look upon them from a broad viewpoint and formulate general impressions. No one will deny that they were a complete success, in spite of the difficulties of organisation which were encountered, thanks to the hard work of the Organising Committee which achieved wonders in the few weeks prior to the contest, and the equally hard-working officials who stuck to their posts throughout the meeting without complaint. The Organising Committee doubled up their pre-contest work with official duties during the contests themselves, and thus deserve double praise as the success of the meeting was due to their preliminary work and co-ordination. The Organising Committee and the officials worked as a grand team and deserve the sincere thanks of all aeromodellers.

No event of this nature is ever perfect and criticisms have naturally been received, the most insistent of which has filtered in from the provinces on the subject of the venue. Whilst there may be some occasion for disappointment by provincial members of the S.M.A.E. that the first Nationals were held in the London District—and South-East of London at that—the important fact must be remembered that the provincial clubs, with one exception, did nothing at all to encourage or help the S.M.A.E. to hold this important event away from London. Only one proposal for a suitable site in the provinces was received, and although the negotiations for this proved promising at the beginning, the decision of the authorities to house German prisoners and park lorries on this drome, caused its abandonment.

Of course, immediately the Gravesend site had been fixed and the necessary permission obtained, suggestions for alternative sites began to filter in, but naturally too late. It is hoped that it will be possible to hold next year's Nationals somewhere in the centre of this island, but much depends on the support given to this project by the provincial clubs themselves, who must remember that their patronage as competitors is only one item in the success of this event, and that such items as a suitable site, camping facilities, catering, transport, field equipment and organisation all play an equal part.

Clubs, particularly those grouped in Areas, should therefore start thinking about the 1948 Nationals NOW!!! and inform the parent body of any suitable sites which they know and at which the necessary other facilities are available, without delay.

Most of the difficulties encountered by the organisers of the 1947 Nationals arose from the site difficulty, which was only solved at the last moment, with consequent excessive pressure upon the organisers and the personnel involved.

Whatever difficulties were encountered, the weather did not fail the occasion, and the event was blessed by almost ideal conditions which were undoubtedly a major factor contributing to the success of the First British Nationals.

We hope they will increase in importance and success as the years pass by.

Sportsmanship

One regrettable feature of the First Nationals was the action of a group of members of a well-known club who apparently turned up with the express object of making as much trouble as possible and being generally obstructive.

Led by one of their number who should, by now, have reached the years of discretion and learnt the elements of good behaviour, they amused themselves throughout the day by devising every means they could of flaunting the regulations laid down for the running of the contests and giving trouble to the hard-worked officials who were giving up their valuable time to the running of the contests.

Apparently these individuals have not yet learnt that there are two essential elements contributing to the success of events of this nature. Firstly: proper organisation and efficient officials to see that this organisation and the rules of the contest are carried out. Secondly: competitors with sufficient balance of mind to appreciate what is being done for them, and with sufficient sportsmanship to adhere to the rules of the contest, both in letter and spirit.

Evasion, obstruction and deliberate transgression of rules, as carried out by this group, can only lead

MODEL AIRCRAFT

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to discredit to the club to which they belong, and the parent body cannot and, we imagine, will not, allow a repetition of such action to take place.

The model aeroplane movement has been characterised in the past by an atmosphere of good sportsmanship and fellowship, and we think our readers will agree that hooliganism must be kept out of our sport. There is no place in the model aircraft movement for those who do not know how to behave themselves and have no intention of doing so. They had better migrate to some other pastime.

It is hoped that the more level-headed members of this club will take suitable action to prevent the good name of the club from being besmirched by this irresponsible element, particularly as this club made such a promising entry into the movement.

The Annual General Meeting

It is regretted to note that the S.M.A.E. has been unable to issue its Handbook for 1947, and while this has been partly due to the effects of the embargo on printing resulting from the coal crisis, the main difficulty actually revolves round the date of the annual general meeting of the S.M.A.E., at which much of the material which is included in the handbook is decided.

Everyone is agreed that the Handbook should be in the hands of every member by the middle of December at the latest, but it is obvious that with the A.G.M. fixed in the month of February this is quite impossible.

The rational thing to do is to hold the Annual General Meeting early in November, at the latest, in order to give members ample time to digest the rules of the contests for the coming season.

If the annual dinner and prize-giving is held the day before, it will also have the effect that winners of prizes will then receive them shortly after the actual contest instead of having to wait months for them. Another desirable result!

The editor will be interested to receive the views of clubs on this matter.

Semi-Centralised Area Contests

It does not appear to be clearly understood that the semi-centralised area contests must be flown on the ground selected by one or other of the S.M.A.E. Areas and that clubs are not entitled to fly off on their own ground for these events. The only occasion on which clubs are permitted to fly off contests on their own ground is in connection with the fully decentralised contests.

If a club is not within one of the recognised Areas, it must arrange to travel to the nearest Area to fly in the semi-centralised contests.

Merit Certificates

The advantage of holding the S.M.A.E. Merit Certificates do not seem to be fully realised by many aeromodellers. Apart from the fact that these give the aeromodeller a definite status in the movement, it is highly probable that the S.M.A.E. will have to make use of them before very long as a method of first elimination in important contests such as eliminating trials for the Wakefield Cup and other international events. It is therefore in the model aeroplane enthusiasts' own interests to obtain the full range of Certificates at the earliest possible moment, and for the benefit of aeromodellers in general, the four types of Certificate available are detailed below:—

"A" Certificate

Three flights of over 1 minute, R.O.G. Rubber, Glider (Hand launch or tow launch, 300 ft. line), or R.T.P. Indoors.

"B" Certificate

Three flights of over 3 minutes, R.O.G. Rubber, Glider (hand launch or tow launch, 300 ft. line), or R.T.P. Indoor.

Three flights of over 5 minutes, R.O.G. Rubber, Glider (hand launch or tow launch 300 ft. line), or R.T.P. Indoor.

"International" Certificate. F.A.I. Class III

(a) One flight of over 3 minutes R.O.G. with a "Wakefield" model.

(b) One flight of over 5 minutes with an F.A.I. Glider (cable launch, 655 ft. line or running launch 328 ft. max.).

Note:—These are two special endorsements and both are required before an international certificate can be issued.

Secretarial Slackness

Considerable inconvenience and delay is being caused due to the Secretaries and Competition Secretaries of various clubs failing to comply with the S.M.A.E. rules concerning the return of competition results, and also by failing to check the results before they are sent in.

As an instance, cases have occurred of late where results have been sent in without the names of the competitors. In other cases the aggregate figures have been given without the detailed figures. In other instances, the results are not sent in on the proper entry forms and have obviously been copied off the actual score sheet made on the ground.

All these deviations from correct procedure cause endless delay and prevent the S.M.A.E. from publishing the results of contests quickly, and it is in the interests of every club to see that their returns are forwarded on the official entry form, fully detailed with the entrants' names entered in block letters, not forgetting their initials. It is also essential that the official result sheets should be signed by all the timekeepers at the time of the contest. Attention to this will not only assist the officials of the S.M.A.E., but will lead to greater satisfaction to the clubs.

Couprofiles No.2: Gavin Manion

-

Peter Hall

1. Gavin, you recently won the Second Area and the London Gala F1G events and you won the S.C.L. cup in 2016. You've done much to promote coupe flying here and you have a lot of experience of French Coupe d'Hiver. Why this dedication ?

I really don't have much experience flying in France. I didn't start flying coupe at all until around 2008 so most of the good Brits had decades of flying in France before I even started. I remember going for the first time to Moncontour in, I think, 2011. I'd just bought the FFQ Coupe Special and I saw the French and Italian models in that book on the field that day. I was "Living the Book" if not the dream and I was hooked. Along with my travelling mate Peter Tolhurst there was a period of attendance at Viabon, (which was particularly kind to me), Arzay, Moncontour and, memorably, Crivelle in Italy. It was during this time that I placed second in Alessandro Manoni's F1G Eurochallenge, probably the same year that I won the SCL. I haven't travelled out of the UK since Brexit and Covid but I would like to go to Viabon next year.



I got into promoting Coupe flying here by accident. The Croydon Club lost the use of Middle Wallop and for a moment it seemed that the closing Coupe contest of the year for the magnificent Aeromodeller Trophy would be lost. Stuart Darmon and I agreed with Croydon that the Birmingham club would run a (as in a one-off) contest at Luffenham to the Croydon pattern and for the AM Trophy. Afterwards the Croydon guys said that they'd had the trophy for long enough and that it should be Birmingham's for a while. Thus was born "La Grande Coupe de Birmingham", a tongue-in-cheek in salute to the heyday of coupe flying in France. Thankfully Croydon moved their Coupe Europa to Salisbury in September and so we have two contests when there was but one. "Privateer" contests provide something special and occasionally different to the standardised (by necessity I'm sure) BMFA Area and Gala contests. It's a strength of Coupe flying that we have still got a number of such events. Along with the Birmingham and Croydon events we have the Crookham, Odiham and now Colerne contests. Long may they continue and flourish, we should all do our best to support them.

2. You fly P.G.I. trimmed coupes similar to Andrew Longhurst's 'Couper S' and you have a special interest in Classic coupes. Why?

My coupes and Andrew Longhurst's "Couper S" are derived from Sean O'Connor's SOC2 coupe described in FFDU and FFN at about the turn of the century. Though Sean's and Andrew's weren't PGI trimmed mine all have been other than first two.

The reason I chose PGI I've covered in both Free Flight Forum and FFQ articles but what is often not apparent are the other peculiarities that I've retained from SOC2. The asymmetries in the wing, the section and general "lumpiness" of the wing, the square fuselage are all features which I think contribute to the success that I've had with these Simple Coupes. My attempts to move away from these features have generally been less successful though I have recently recommissioned an early PGI version with the Longhurst section and wing structure of which more anon.

My interest in Classic and more especially Vintage coupes dates back to the SAM1066 Eurochamps at Middle Wallop. Friends at Walsall MAC used to attend mob handed and I would go for a pleasant weekend and to help them out. For something to fly I built an Etienvre and, as they say, never looked back. That Etienvre (a bit like Caesar's Axe it's now on its second fuselage, prop blade and port wingtip) must have flown more maxes than any other coupe I've had and twice won Coupe Anciennes at Viabon. My modernised version was not a success....

Regarding Classics; I hoped that the 1960's Coupe postal would spark interest in such an event here and, for a while the Coupe de Brum featured a special prize for the best placed 1960s coupe. Lately both this event and the inaugural Classique de Brum have had a pre-1970 class to include both Vintage and Classic models but in truth it doesn't seem to have caught flyers imagination. Maybe it's a case of bad communication but I'm inclined to try and correct that and persist with it, there seem to only be plusses if more models get flown.

3. How do you pick the air?

Ah, if we knew this for certain then there would be no point in flying coupes!

Coupes have so many excellent qualities; different sizes, styles and trims work, you can build them yourself, they can be Hi, Lo or Mid Tech etc. But surely their most important property is that none that I have ever seen will do two minutes in bad air, so picking air is key to success. The short answer to how I can do it sometimes is the use of a streamer, waiting for the wind fill to arrive after the "calm warm patch" (mustn't go too soon) and scabbing off other models or birds. All of which means that, for me, watching a thermistor is a distraction I can ill afford.

4. I know you are seeking to develop your coupes. Tell us about this.

Over the last decade or so my coupes have "matured" into models which are simple to handle, robust and an ideal tool to throw at a thermal, but they are not without shortcomings. With prop runs of about 40 seconds they don't do well if I miss the lift as they don't have the run to work into any better bit of air which might be about. And as plenty of fly-offs have demonstrated they just don't have the glide of some other models.

I think that improving the glide might mean me adopting VIT/WW to get the CG forward and get a bigger, higher AR wing working properly. I keep promising myself I will work on such a model ...one day...maybe...

The obvious solution to the short motor run has been staring me in the face since I built the first SOC2 derived model. Sean's model flew off 10 strands of 1/8th and had a prop run of 60+seconds. I decided that this was for wimps and almost immediately changed to 12 strand motors and had models all over the sky. The use of PGI was a very successful way of controlling the resulting power burst and that, in essence, is where I am today.

There is so much evidence out there that a locked down model is handicapped by having too short a motor run. Dave Hipperson told us as much 25 years ago, Tony Winters keeps winning

the Nats with 75 seconds run, even my own Etienvre with its 50+ second run was shouting it in my ear. Ever slow off the mark I've finally listened and started to use longer motors (22 of 1/16th and 10 of 1/8th) in my old Longhurst inspired model which is a bit bigger than my normal coupes. This combination, with a motor run of 60 seconds, was used throughout to win the Second Area.

Another model in need of much more flying and experimentation is my Neil Allen inspired "Coupe in a Box" from the last FF Forum issue. This seems much better since I did some calculations using the "Jossien Formula" to determine (more correctly calculate as against guess) the correct CG position, this required I move the wing forward by 10-12mm and has resulted in a much less draggy model of which I have some hopes.

I hope that I can retain the snappy initial climb and exploit the longer prop run by learning how to wind these longer motors 'til they smoke and maybe this will mean using a half tube. Couple this with the right prop (the SOC2 prop is the obvious candidate) and a low drag model to achieve a trim which has a better chance of maxing when I get the air-picking wrong.

Then there's always the auto everything model to build...sometime...maybe!

A picture or two



Gavin & Stuart select Coupe de Brum goodies



Still contemplating more



Winding, bareheaded in prayer for no bang



Checking Landing Gear

Peter Hall

Engine Analysis: Webra 1.7cc & Taifun Hurrikan 1.48cc

- Aeromodeller Annual 1957/58

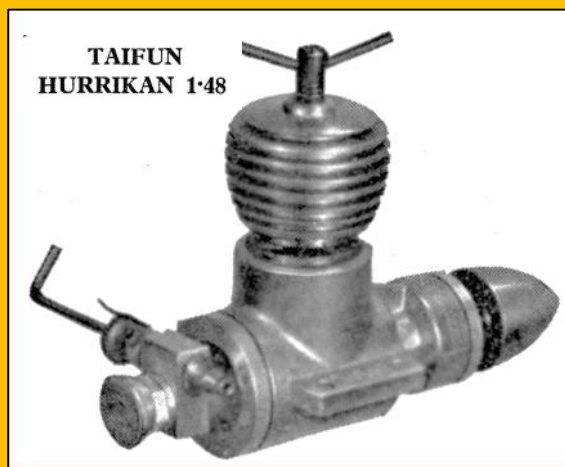


WEBRA
1.7 c.c.

Displacement: 1.745 c.c. (.1064 cu. in.).
Bore: .513 in.
Stroke: .515 in.
Bore/Stroke ratio: 1.0
Weight: 2½ ounces.
Max. B.H.P.: .090 at 13,000 r.p.m.
Max. torque: 8.5 ounce-inches at 8,500 r.p.m.
Power rating: .0515 B.H.P. per c.c.
Power/weight ratio: .036 B.H.P. per ounce.

Manufacturers: Fein und Modelltechnik, Genestrass 5, Berlin-Schöneberg, Germany.

PROPELLER	R.P.M.
dia. × pitch	
8 × 5 (Stant)	7,800
8 × 4 (Stant)	9,000
7 × 4 (Stant)	10,800
7 × 3 (Stant)	11,600
6 × 4 (Stant)	12,200
6 × 3 (Trucut)	13,000
6 × 3 (American)	14,300
6 × 4 (Frog nylon)	14,500



TAIFUN
HURRIKAN 1.48

Displacement: 1.512 c.c. (.0923 cu. in.).
Bore: .507 in.
Stroke: .457 in.
Bore/Stroke ratio: 1.11
Weight: 3.8 ounces.
Max. power output: .1535 B.H.P. at 14,500 r.p.m.
Max. torque: 13.4 ounce-inches at 9,500 r.p.m.
Power rating: .105 B.H.P. per c.c.
Power/weight ratio: .04 B.H.P. per ounce.

Manufacturers: Johannes Graupner, Kirchheim-Teck, Germany.

PROPELLER	R.P.M.
dia. × pitch	
9 × 4 (Stant)	8,200
8 × 5 (Stant)	10,300
8 × 6 (Stant)	8,250
8 × 4 (Stant)	11,400
7 × 4 (Stant)	12,800
7 × 6 (Stant)	11,200
6 × 4 (Stant)	15,400
6 × 3 (Trucut)	16,900
6 × 4 (Frog nylon)	18,300
8 × 5 (Frog nylon)	10,000
8 × 6 (Frog nylon)	8,800



The **Auster B.4** was an unusual [British](#) development of the Auster family of light aircraft in an attempt to create a light cargo aircraft.

Contents [hide]

- [Design](#)
- [Operational history](#)
- [Specifications](#)
- [See also](#)
- [References](#)

Design [edit]

The conventional [fuselage](#) was considerably redesigned, turning it into a pod-and-boom configuration carrying the [tail unit](#) on a high boom. The rear of the fuselage pod was equipped with [clamshell doors](#) for easy loading and unloading, and a quadricycle [undercarriage](#) was fitted, retaining the mainwheels from earlier Auster designs, but adding a tailwheel to each side of the fuselage pod. The fuselage floor had fittings for seats, cargo tie-downs, or litters for the [air ambulance](#) role.

Operational history [edit]

The prototype was exhibited at the [Farnborough Air Show](#) in September 1953.

Although evaluated by the [British Army](#) in military markings, neither civil nor military orders ensued, and no examples were constructed beyond the single prototype

Auster B.4



The Auster B.4 at the Farnborough SBAC Show in September 1953

Role	Light freighter
Manufacturer	Auster
First flight	7 September 1951
Number built	1

General characteristics

- Crew:** 1 pilot
- Capacity:**
 - 3 passengers *or*
 - 2 stretchers and attendant *or*
 - Cargo
- Length:** 24 ft 8 in (7.52 m)
- Wingspan:** 37 ft 0 in (11.28 m)
- Height:** 8 ft 4½ in (2.553 m)
- Wing area:** 189.75 sq ft (17.628 m²)
- Empty weight:** 1,642 lb (745 kg)
- Gross weight:** 2,600 lb (1,179 kg)
- Fuel capacity:** 23 imp gal (28 US gal; 100 L)
- Powerplant:** 1 × [Blackburn Cirrus](#) [Bombardier](#) 702 4-cylinder inverted inline engine, 180 hp (130 kW)

Performance

- Cruise speed:** 105 mph (169 km/h, 91 kn)
- Range:** 300 mi (480 km, 260 nmi)
- Rate of climb:** 730 ft/min (3.7 m/s)
- Takeoff distance to 50 ft (15 m):** 1,245 ft (379 m)
- Landing distance from 50 ft (15 m):** 765 ft (233 m)

Late in 2016 Rachel and I were invited to a tour of the newly acquired BMFA National Centre at Buckminster. Here are some pictures from that day.



The party received an informative lecture prior to the site tour



The party take their first look at the site



View to the right



View to the left

Buildings on sight 2016



The house in 2016



Stables



More stables



The Barn



Such was the state of the Buckminster site when the BMFA took over tenancy. Things are a lot different today. Unfortunately I have no pictures illustrating the progress that has been made over the intervening years but much has been done. You should pay a visit.

Rachel and I have made 3 visits, together with Pat & Colin Shepherd, once in each of years 2018, 2019 and 2020. The trips out were made on Mondays, the day which gives priority to Free-Flighters. Here are pictures from a splendid day out in **2018**.



View from top corner, usual spot for normal wind direction



Mown square for Free Flight parking



Happy campers, Rachel is behind camera



Not a bad place for chucking models about



Colin Shepherd & I pose for pic.



Pat and Colin prepare for glider flight



Pat waits for the word go

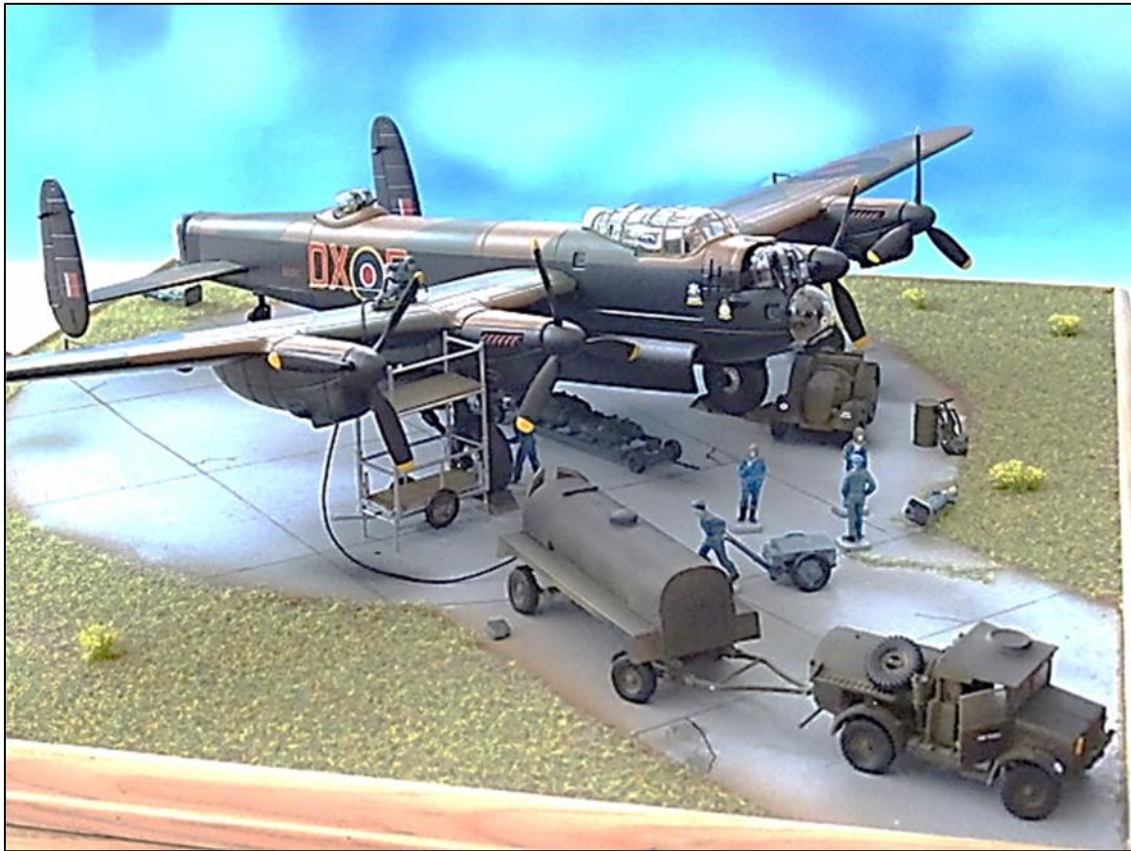


Yours truly relaxes with P30

A good day out in pleasant surroundings with good company.

John Andrews

Editor: This model was put together by young Rory Pike, son of Dr.Martin Pike a longtime 1066 member.
A work of art I think you'll agree



Rory Pike

The Nationals At North Luffenham, 29th May 2022, Fourth Round The Southern Coupe League

A report from Gavin Manion:

The weather was kinder than feared for the rearranged substitute Nats at MOD North Luffenham where the programme recreated the "Mad Monday" of the "normal" Nats with every mini class known to man being flown. This inevitably led to a dilution of entries for some of the events but attendance was good, enhanced by the considerable scale entry and in the sunshine a very pleasant atmosphere ensued.

North Luffenham is a green and pleasant land in late spring with meadow-like grass and the many bushes and small trees full of leaf. The northerly breeze, which was often around the forecast low teens, took many models into the missile silos, Hawthorn plantations and, in some instances, a very fertile looking wheat field. Several modellers had protracted searches and not every model was safely back in the box as the contest ended.

Coupe was relatively well attended and attracted a number of East Anglian attendees who featured strongly in the results, particularly the winner Spencer Willis and runner-up Andrew Moorhouse. These two plus third placer Ian Davitt put in scores which would have been respectable anywhere but Dusan Jiricny had a couple of 1.20s to spoil his day and Bill Dennis had two bad drops at the end of his sequence of good flights.

Other than these gifted ones, we children of a lesser God all had tales of woe with several, Tony Winters in particular, suffering from some time-consuming retrievals. In contrast to those of us wondering around with trackers chirping in our hands but struggling to locate models in the meadow grass, Dusan Jiricny with his newly acquired GPS system was seen to just walk to his model and return quickly to the flight line, a lesson for us all perhaps when/if BMK have an affordable system on offer.

Your scribe had had an abysmal day with a terrible first flight; a bad launch into rubbish air from which the model returned without its Tomy timer. A bad launch with a replacement into much better air followed by a launch so bad the model ended up in a local Hawthorn bush for an attempt and a repair session. The max that finally came my way was followed by such a frustrating retrieval that I decided that was enough.

I spent my day next to Andrew Moorhouse. In his self-deprecating way he eschewed stretch winding and re-used old motors. He then took no more than a glance at a streamer before tossing his little square model with its fuse DT into four maxes and a small drop. Magic?

Incredulous, I asked Gavin, Andrew really didn't stretch wind, he replied -

And yes, Andrew M really didn't stretch, at least not more than a couple of foot. He had his model on an "in boot" stooge as you can see in the photo and he just hooked up and extended the motor to two, at most three times its length and put a few turns on.....

Gavin Manion

A casual observer might suggest that none of the time - honoured practices of coupe competition flying have much if any effect compared to the air conditions and luck. Forgive me if I've told you this before - Some years ago on Chobham Common I was returning from retrieving a model when I saw a large white object falling near my 'base'. It was the lid of my model box whipped up by a dust devil or mini whirlwind. These can, I read, go up to 1000 metres, so it's very possible the lid maxed. In case you want to build one here are details. Span 36", parallel chord 9", area 324sq",

A.R. 4, profile modified flat plate, construction 'corex', flight pattern R.O.G. then erratic.

Below, Andrew Moorhouse, winding?



Gavin Manion tops the league, but we're not yet half way through this season. That point is reached at the next event, the Fifth Area on July 10th.

Mini Nationals				
Results				
	Entrant	Club	Score	Time
1	S.Willis		12	9.52
2	A.Moorhouse		9	9.46
3	I.Davitt		8	8.56
4	D.Jiricni		7	8.41
5	W.Dennis		6	7.12
6	M.Marshall		5	6.08
7	D.Thomson		4	4.49
8	G.Manion		3	4.45
9	T.Winter		2	3.58

Southern Coupe League: Standings after Round 4

	Entrant	Club	Coupe De Brum	Second Area	London Area	Nationals	Fifth Area	Cagnarata	Southern Gala	Crookham Gala	Coupe Europa	Total
1	G. Manion	Birmingham		12	12	3						27
2	A. Brocklehurst	B&W		8	8							16
3	R. Vaughn	Crookham		5	9							14
4	M. Marshall	Impington	5	3		5						13
5	C. Foster	Morley	12									12
=	D. Jiricny	Birmingham	6	2	4							12
=	B. Dennis	Oxford	3	9								12
=	D. Thomson	Croydon		7	1	4						12
=	S. Willis	Croydon				12						12
10	P. Woodhouse	Morley	4	7								11
=	C. Chapman	B&W		5	6							11
12	C. Redrup	Crookham	9	1								10
=	A. Crisp	Oxford	7		3							10
=	A. Moorhouse	Vikings	1			9						10
15	D. Norwood		8									8
=	I. Davitt					8						8
17	D. Jiricni					7						7
18	W. Dennis					6						6
19	R. Fryer	Oxford			5							5
20	R. Elliott	Croydon	2									2
=	B. Silcocks	B&W			2							2
=	T. Winter					2						2
23	P. Hall	Crookham										0
=	S. Fielding	Morley										0
=	B. Taylor	E.Grinstead										0
=	K. Taylor	E.Grinstead										0
=	M. Stagg	B&W										0
=	K. Best	Birmingham										0
=	P. Ball	Grantham										0
=	W. Butler	Crookham										0

Peter Hall

CO₂ Matters

It is sometime since I wrote about CO₂ motors. As Roger Newman has previously reported, the late Lindsey Smith kindly bequeathed his aeromodelling effects to SAM1066 for their disposal. Amongst these are over two dozen varied CO₂ motors, some of which are types that I have not handled before and had not covered in previous articles. They include various Browns, larger Gasparins, Modelas, Sharks and several Telcos. When I have been through them to assess their condition, I intend to produce a list of those for sale for SAM1066 funds. In the meantime if you have a particular desire for a CO₂ motor or two please contact me:

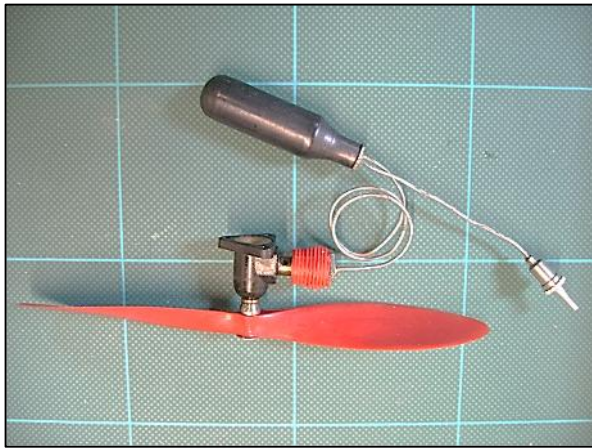
nickpeppiatt@hotmail.co.uk

The Harden Powermax Shark variants

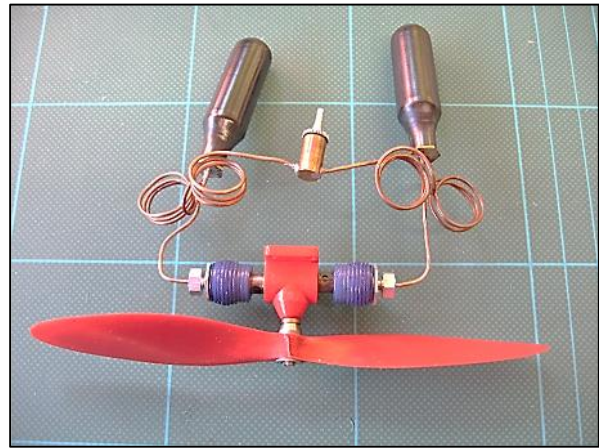


Powermax Shark box showing CO₂ motor variations

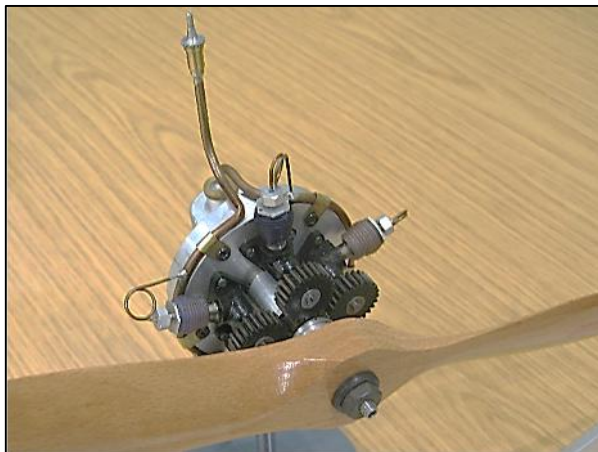
I looked at the Shark motor to some extent in IIFE26 (NC December 2018). The above box in Lindsey's collection shows some of the variations of the motor that were available in the late 1970s. This box held a standard PMS1, which had probably been used. A smaller Shark box contained a PMS5 Twin Cylinder, which is not a motor I had seen before. Both the copper feed pipes to the cylinder heads were fractured. On unscrewing the aluminium nut on the top of the cylinder head, I found that the pipe was soldered to a tapered brass plug, which somehow sealed against a corresponding taper in the aluminium cylinder head. I removed the old bit of pipe and soldered in the feed to the tank. On testing, there was considerable leakage from this metal-to-metal joint. I remembered that Gerard Moore's five cylinder Shark motor restoration, which he had demonstrated by running it at the last Crawley meeting in 2020, had this type of feed pipe connection, so I took the motor along to the April Saturday morning meeting at Trinity and asked him how he got these fittings to seal. He kindly offered to take the motor away for examination.



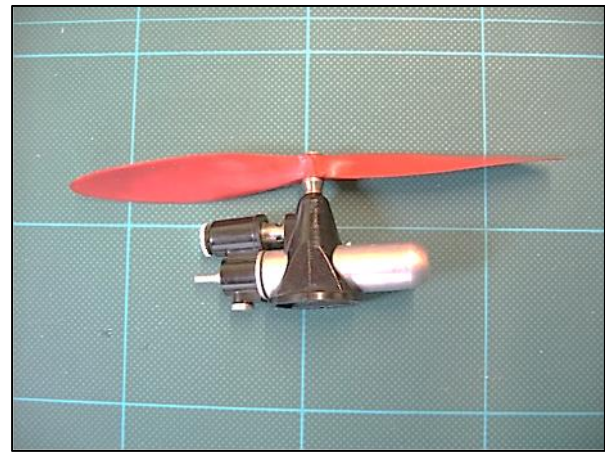
PMS1 Standard with soldered pipe joint.
Runs but has a leaky head valve seat



PMS5 Twin cylinder with metal-to-metal pipe joint,
after Gerard Moore's refurbishment.



Gerard Moore's five cylinder Shark restoration.
Demonstrated at Crawley, February 2020



Humbrol mach 2. Non-runner.

Later, that same Saturday afternoon, Gerard sent me an email with a link to a video showing the motor running with the following comments: -

'I made two new tapered plugs as the originals were too badly scored. (Obvious with 20X magnification).

I reworked the pistons as much as possible but they are not quite 100%.

I fitted two new (homemade) valve seats (and o rings) as the original ones were too leaky particularly at low pressure.

The tapered plugs are very hard to remove. If ever you feel the need to disassemble the motor it will be quicker just to unsolder the pipes, then push the plugs out from the inside.'

It certainly ran very well after that treatment, so many thanks, Gerard, and I took it along to the Indoor Scale Nationals as a raffle prize, along with a well-used but serviceable Telco.

I am very puzzled about what the advantages of the metal-to-metal plug arrangement, as shown in the box art for both the PMS2 Contest and PMS5 Twin, were over the simple soldered joint used for the PMS1 and PMS4. Both twist the feed pipe as the cylinder is rotated to adjust the motor speed. Tapered metal-to-metal gas seals strike me as hideous!

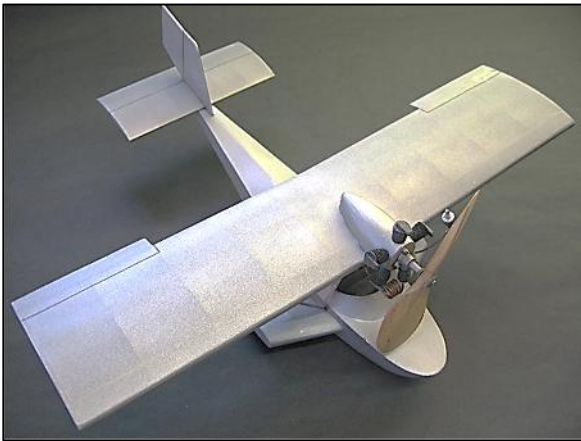
You may have seen the fine photos of Mike Watters replica five cylinder Shark in the May 2022 edition of AeroModeller. Unlike Gerard's, this has soldered cylinder head fittings and red cylinder fins. Gerard sent me a link on Hip Pocket Aeronautics where Mike describes the setting up of such a motor. As can be seen from the photograph of Gerard's, these are five motor devices, each motor being fitted with a plastic gear which engages with a central gear on the prop shaft. Basically, to set up, the motors were each fitted with a Shark propeller and set to run at 2,000 rpm with a tachometer. The gears were then fitted and the bottom dead centre position marked. The motors were then fitted onto the propeller shaft gear, each with a rotation of five teeth apart, so each motor would 'fire' in sequence.

Am I right in assuming that the red plastic cylinder fins are associated with the soldered pipe connection and the blue ones with the tapered metal-to-metal joint?

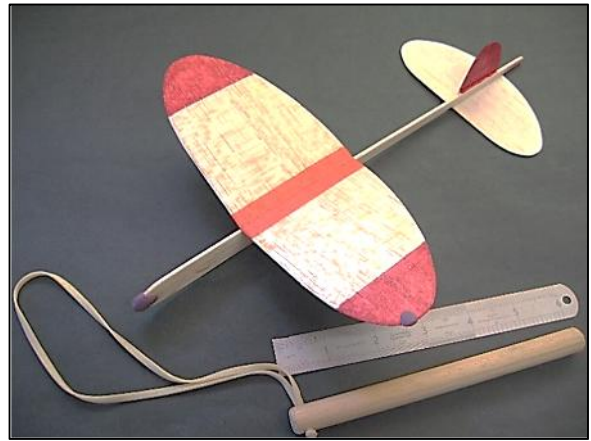
Also found in Lindsey's CO₂ motor collection was another Shark derivative - a Humbrol mach 2. This is clearly not designed for easy servicing and filling with gas had no effect. I'm wondering whether the filler valve seal is stuck. In the Powermax products this is usually a short slug of hard rubber, which can jam in the nozzle taper.

Old Warden 8th May 2022

This turned out to be lovely day for the flying of small models. I had a low-key, but none-the-less very enjoyable, day mainly flying CO₂ powered models.



Walt Mooney designed Dornier Libelle
with Brown Campus A-23 power.



Buffalo Tick II CLG. Design by Peter Kaiteris.

Having not tried it at all in 2021, I eventually managed a number of successful flights with the Dornier Libelle that I built for the 2020 Walt Mooney cook-up. This is a Peanut size model of 13" wingspan and weighs 24g. The wing mounting struts did suffer damage with some hard arrivals, but were adequately repaired using CA glue. I also had some problems with the original Brown filler that I need to sort out.

I also tried out a tiny CLG of 7.5" wingspan, the Buffalo Tick II, a design by Peter Kaiteris that was published in the Nov-Dec 2021 edition of the Flying Aces Club News. This is a very simple design (just five pieces of wood with 1/16" sheet wings and 1/32" tail surfaces) that flies remarkably well with a good transition from the climb to the glide. I must build some for the grandkids.

Nick Peppiatt

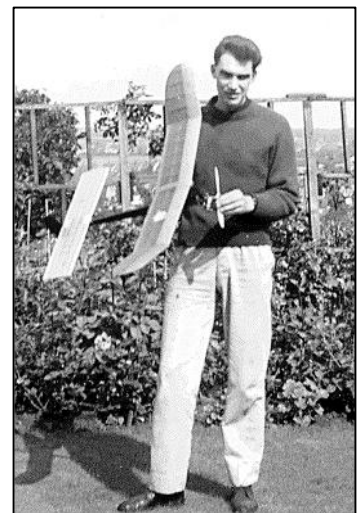
Email to the Editor

-

Glen Stride

Hi John,
Just been reading the June 2022 Clarion.
Spotted Y-bar in Roger Newman's Plans for the month.
This brought back a memory. I built one in 1961-62.
Powered by a Frog 149 vibromatic diesel, which I still have today.
Flew it at Highgate Common near Stourbridge.
It didn't last too long as I was not very experienced in trimming in those days.
See attached photo - taken when still living at home with my parents who lived near Bromsgrove,
Best Regards

Glenn Stride



Another email to the editor

Hi John,

Firstly I would like to thank you for your Sterling efforts with regard to my monthly dose of nostalgia. I really look forward to the Clarion even though I have given up on flying following the loss of Middle Wallop.

Reading the Clarion reconnects me with the halcyon days of youth and I have always considered free flight to be the truest form of aeromodelling.

I was amazed therefore and pleased to see mention of the Hill two valve receiver in the June issue of Clarion particularly with regard to the confirmation of the date of original publication. Although I am a free flight enthusiast, I dabbled with home built radio control in the early days and used commercially made equipment in recent years. Something over ten years ago I established communication with Terry Tippet, the founder of Micron Radio Control, and he kindly offered to share his website <https://norcim-rc.club> with me to discuss aspects of radio control up until the advent of the current 2.4 GHz system.

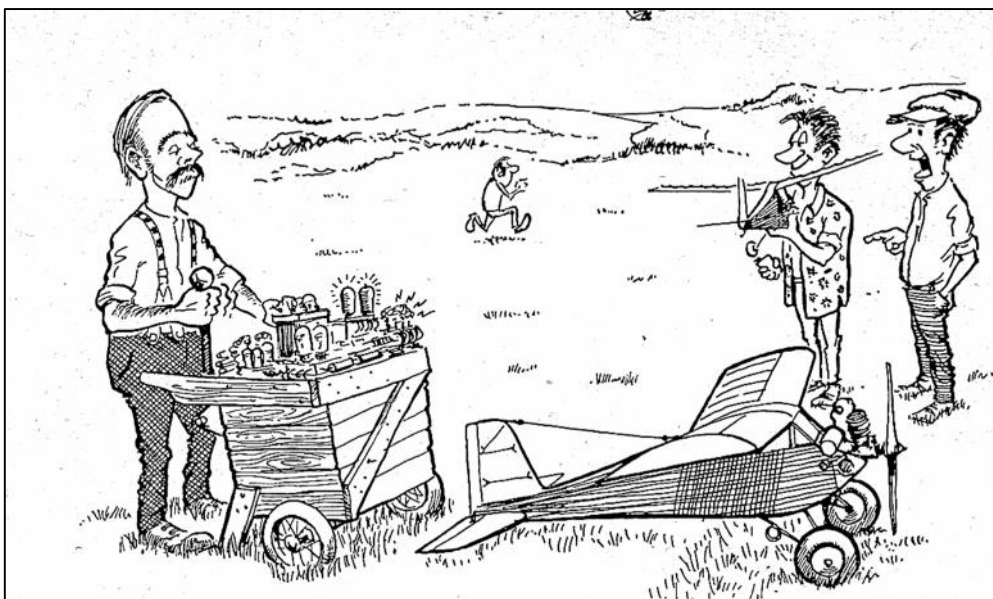
Terry has fond memories of the first receiver which he built - the Hill two valve receiver. The Hill receiver afforded much improved reliability relative to the current single valve designs and the penalty of added weight, complexity and power consumption was well worth the investment in this respect.

Several readers have reminisced with regard to the Hill circuit in the norcim webpages and it appears that Mr Hill designed a second version using a double valve rather than separate ones. Curious about this I have revisited the subject in one of the web pages, constructing a double valve version as I would have expected it to be.

The result of this 'investigation' demonstrates that, although the double valve version of the Hill receiver, was definitely more 'robust' than contemporary single valve designs, the version employing separate valves was even better.

Very Best Regards and thank you. John

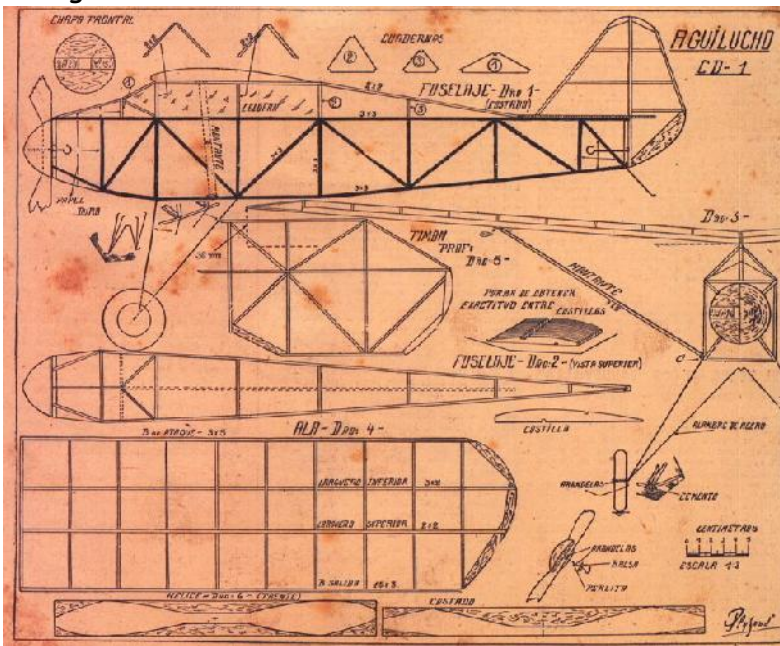
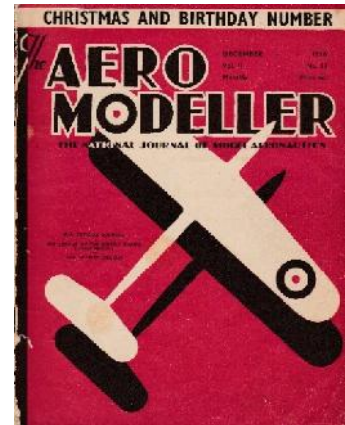
David Caudrey



'He's dead against all this commercialism.'

Report No. 137 Our earliest magazines, continued.

Three months ago we looked at *Aeromodeller* magazines for 1936 and, in the following months, we compared them with the issues for 1946 and 1956. Now we will go on to make comparisons between the 1936 *Aeromodeller* editions and other magazines from around the world at this time. Although most of the articles and adverts within *Aeromodeller* magazine were related to aeromodelling, there were a few exceptions. Some examples include the "Air League of the British Empire", as well as occasional advertisements such as, "Have a Body Like Mine by Charles Atlas." The page size was circa A4 with a cover, of fixed design, in monochrome, plus a single colour which changed from month to month.



In alphabetical order by country of origin, the first of our magazines is *El Graffico* from Argentina. These digitised copies on CD's were obtained by post from Argentina some years ago. (With payment to be made, on approval, in US Dollars via Western Union.) I was happy with the price asked for the sets of five different Argentinian magazines on six CDs, but Western Union insisted that it was only permitted to send local currency, so Pesos it had to be.

The first issue on the CD was from 1937 and seems to be newspaper

style, about 16" x 24" in size, with aeromodelling content from the first to last page.

			
CESSNA C. 34: De 64 cms. de envergadura. Vuelo garantido más de 70 metros. Para la categoría C. \$	VOUGHT CORSARIO SBU 1: De 70 cms. de envergadura. Vuelo garantido. Para la categoría C. \$	JORGE NEWBERY: De record. 1.5 mts. envergadura. Puede volar varios minutos. El equipo completo \$	AGUILUCHO C. D. 1. De performance, 80 cms. de envergadura. Vuelo garantido más de 150 mts. Para la categoría A. \$
6⁵⁰	9.-	11⁵⁰	8⁵⁰

Casa Atlántida
Florida 643 - Buenos Aires

PEDIDOS DEL INTERIOR SE DESPACHAN
A VUELTA DE CORREO; AGREGAR \$ 0.50
PARA FLETE POR CADA EQUIPO.

It announced a competition for scale models with a "Perfection Prize" of \$50. Three full size plans were included and an advertisement offered suitable kits.

Next, to France for *Modele Réduit d'Avion*. Issue number one, October 1936, which is available on the website rcbookcase.com. However early copies of MRA are quite rare, such that the next issue available on the web site is number 166. The page size and cover style are similar to that used by the *Aeromodeller*. The content, including advertising, is predominantly concerning aeromodelling. Examples of the advertisements are shown here.

AMATEURS..... pour construire vos Modèles réduits il vous faut un matériel étudié et éprouvé !



SEULE notre Maison vous offre cette garantie par son expérience datant de 1908

A LA SOURCE DES INVENTIONS
56, Bd de Strasbourg PARIS 23, rue du Rocher (Carré de l'Est) (Gare St-Lazare)

la première maison spécialisée dans les pièces détachées pour maquettes
AVIONS PLANEURS
BATEAUX — LOCOS — MACHINES A VAPEUR

"INGENIA"
Constructions de précision

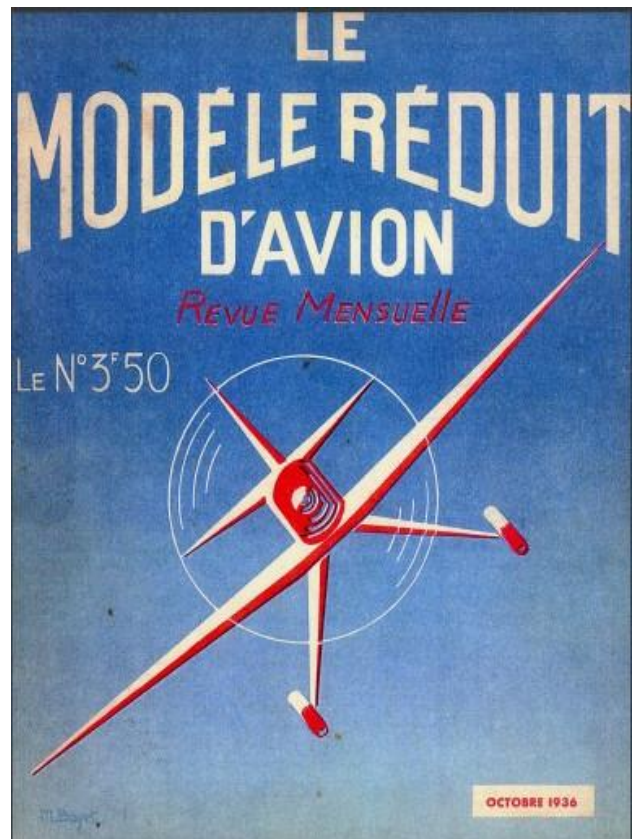


Tous nos modèles sont fabriqués d'après documents photographiques exacts

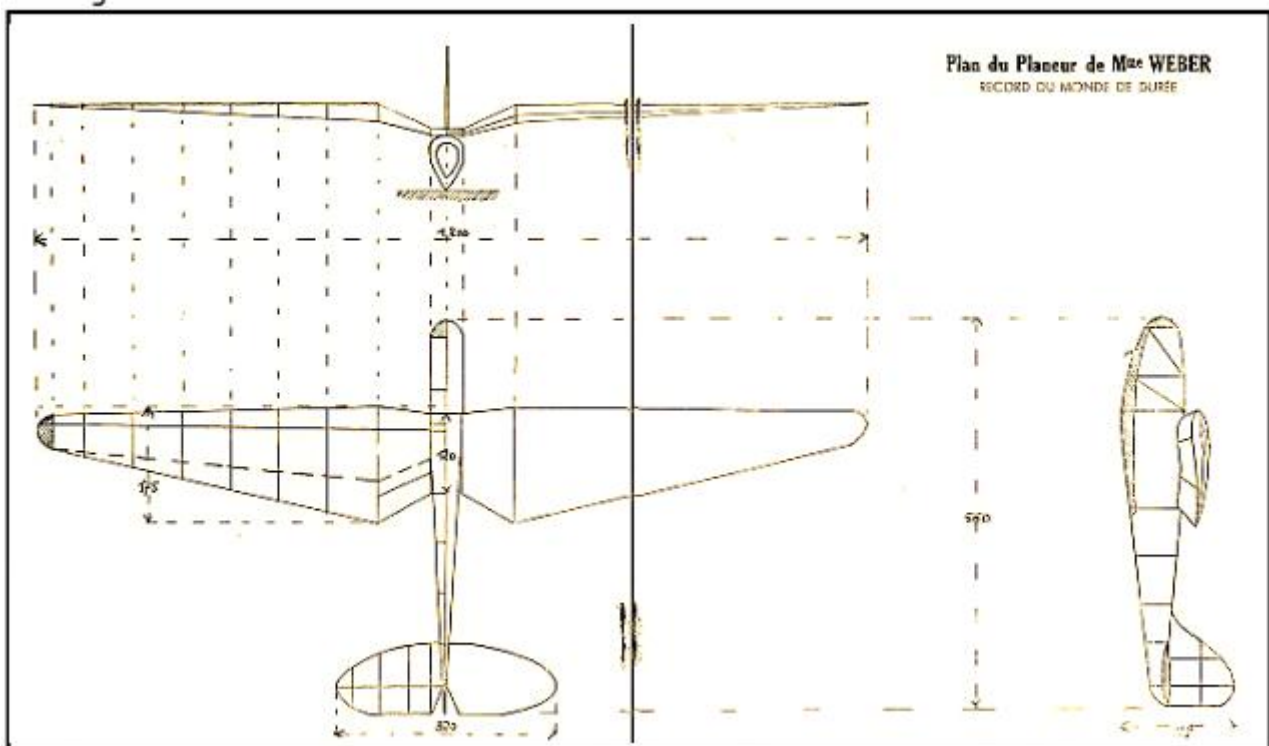
Plus jolis présentations pour concours, voyage

S 33 AVION (1/100)	modèle réduit construction bois	1/100	1/100	1/100	6 fra
S 96 AVION — (1/100)	—	1/100	—	—	7 fra
S 97 HYDRAVION (1/100)	—	1/100	—	—	7 fra
S 98 AVION (1/100)	—	1/100	—	—	8 fra

Catalogue illustré sur demande : Editions du PELICAN BLANC
12, rue Duphot, PARIS (1^{er}) Tél. Opéra 81-60. RC Seine 56-300 B
En vente dans toutes les Librairies Papeteries, Gds Magasins



Below is shown a plan from this issue together with a description as translated by Google Translate, a very useful tool, but I cannot explain how it got the "Scale-Model" bit.



TECHNICAL DESCRIPTION. Mrs. Webe's high performance glider.

We are happy to begin this section with the description of a Scale-Model built by a lady. **Fuselage.** It is made up of pairs of 15/10 Okoumé plywood for the first three and 2 mm balsa for the others. The Patin is made of 15/10 Okoumé plywood. The stringers are in 1x1.5 balsa, embedded in the frames. The top spar is 3x3 balsa. The lower spar is 2x5 balsa.

Wing. Trapezoidal shape. The ribs are 1 mm balsa. The main spar is made of 2x5 balsa on the field, embedded in the master frame of each rib. The other spars, the leading edge and the trailing edge are made of 2mm round spruce. The wing flares are made of 2 mm rattan. "M" fitting. — Same construction as the wing and joined by gluing and binding. The central part is reinforced by a 1 mm balsa box over its entire width.

Empennages.

Fixed plane: The ribs are in 1 mm balsa. The spars, in 1.5x2 balsa. The leading edge and trailing edge are 1x2 field balsa. Rounded rattan of 2 mm. Symmetric bi-convex profile.

Daggerboard: 1 mm balsa ribs. 1.5x2 balsa spars and 2 mm rattan tower. The rear of the fin is terminated by a 9/10 section steel wire hook, twisted into a spindle shape; this brooch fits into a 2 mm aluminium tube, flattened, glued to the lower spar of the fuselage. The fuselage is covered in Japanese silk pongee. The wing and tailplanes are covered in fine Japanese paper. The whole is varnished with 3 coats of coating.

The wing and the stabilizer are attached to the fuselage using rubber straps.

Features. Wingspan 1,200mm. Length 560mm. Weight: 95 grs.; Area: 15 dcm². Load per dcm² 6.4gr.

This device currently holds, from the French record; from the world record, with a flight of three hours 30 minutes (Vincennes-Orly), after starting with the bungee cord (15 meters of rubber). This device, launched by hand during the National Days of the Scale Model at La Banne, for a flight of 2 min. The profiles of the ribs having reached us too late, we apologize for being forced to postpone their publication to our next issue.

Next to Germany for a digitised bound volume of *Modellflug* edited by Horst Winkler, well known designer of model aeroplanes, and published with the cooperation of the Reich Aviation Ministry. The page size is about an inch or so under A4 in height and width. There are no identifiable cover pages for each issue, possibly due to these being omitted from the bound volume as was common practice in the case of *Aeromodeller*.

These magazines present an additional problem when compared to other foreign issues due to the text being in a High German Gothic font. In most foreign aeromodelling magazines one can find many frequently repeated words, which become familiar, with meanings such as "balsa", "wing", "fuselage" etc. The headers below for Horst Winkler's introduction of the new magazine and his article on his canard glider illustrate the problem, I can hardly make out some of the letters, never mind a word or phrase!

Fortunately, Google Translate does its best and reveals the two headings in English.

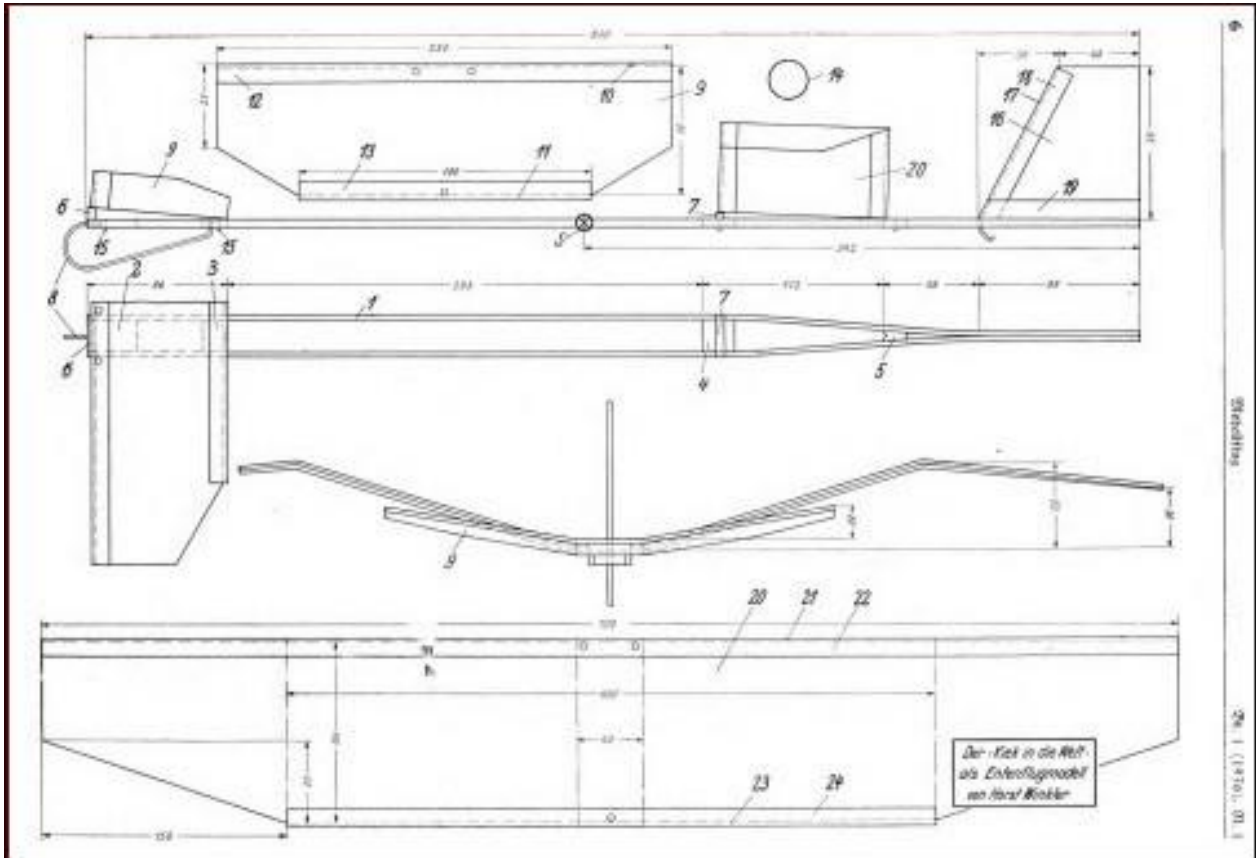
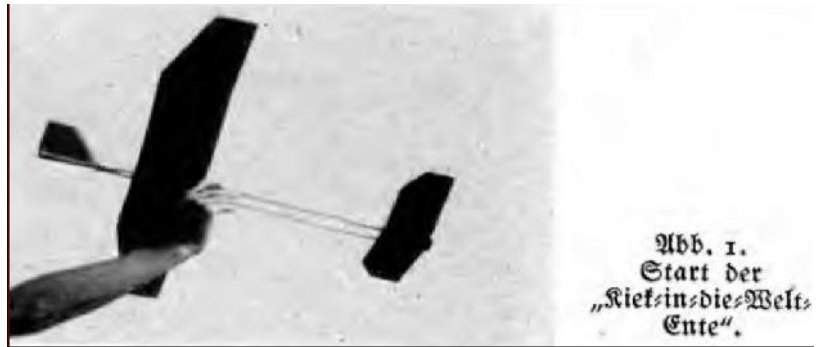
Modellbau und -flug vermitteln dem deutschen Jungen die Grundbegriffe des Fliegens und wecken seine Begeisterung für die Luftfahrt. Dafür soll diese Zeitschrift ihm und allen deutschen Flugmodellbauern unentbehrlicher Leitfaden sein. Aus der modellbauenden Jugend soll dereinst bester Nachwuchs für die Luftwaffe hervorgehen.

"Model building and flight convey the reason for the German boy. understood the flight and aroused his enthusiasm for aviation. That's why this magazine is for him and all German flight. model builders are indispensable guidelines. The model-building youth should therefore present the best offspring for the Air Force."

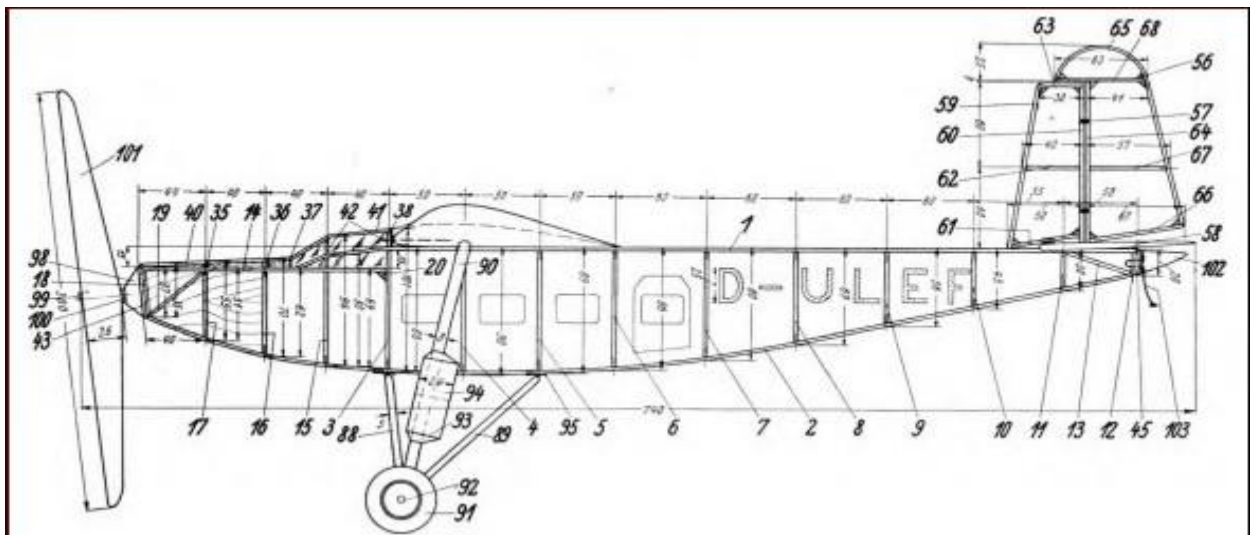
Der „Kiek in die Welt“ als Entenflugmodell
Von Horst Winkler

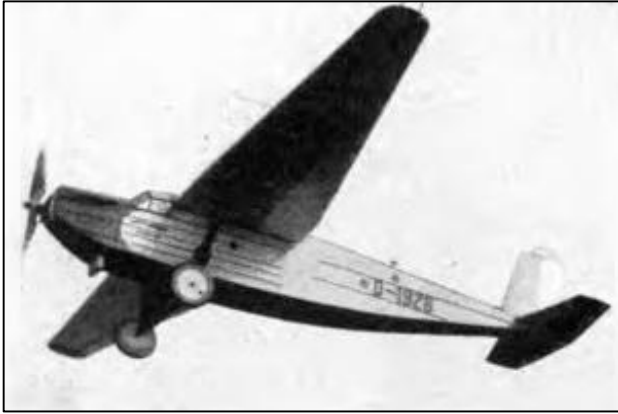
The "kiek into the world" as a duck flight model.

Not perfect, but bear in mind that the meaning of words can often depend on the context and therefore these translations often need a little interpretation to accommodate aeromodelling terminology of half a century ago. Perhaps the photo and plan will help with making sense of it all.



For those preferring something a little more challenging, this issue has part one of a series on building rubber powered scale models, starting with a 40" wingspan model of the BFW-M20b. The model was designed by Alfred Ledertheil from Berlin (part plan below). The article includes a list of required materials, build instructions with assembly sketches, rib profiles and fuselage formers.

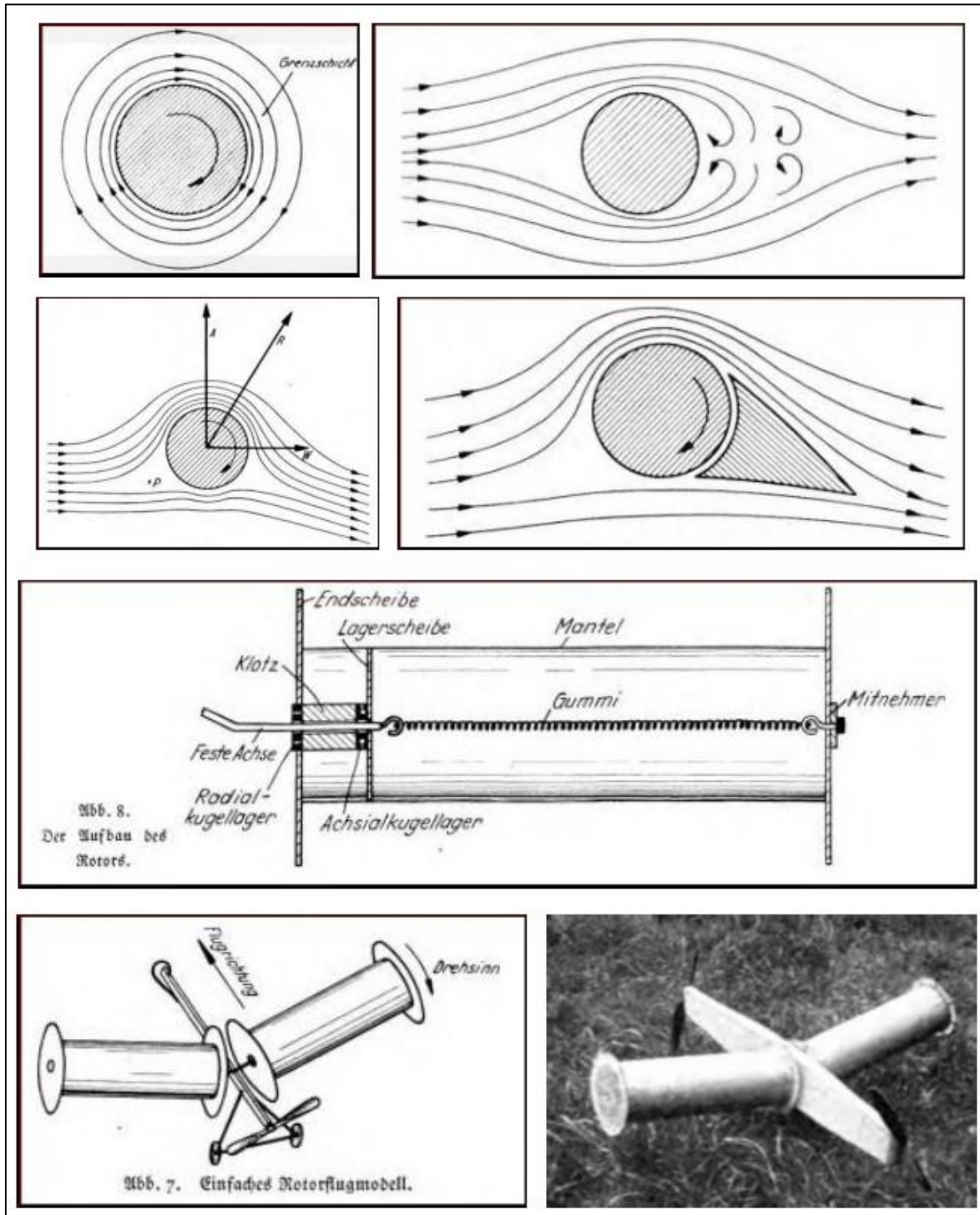




This issue also has an article entitled "My Experiments with Rotor Flight Models" by Otto Klant.

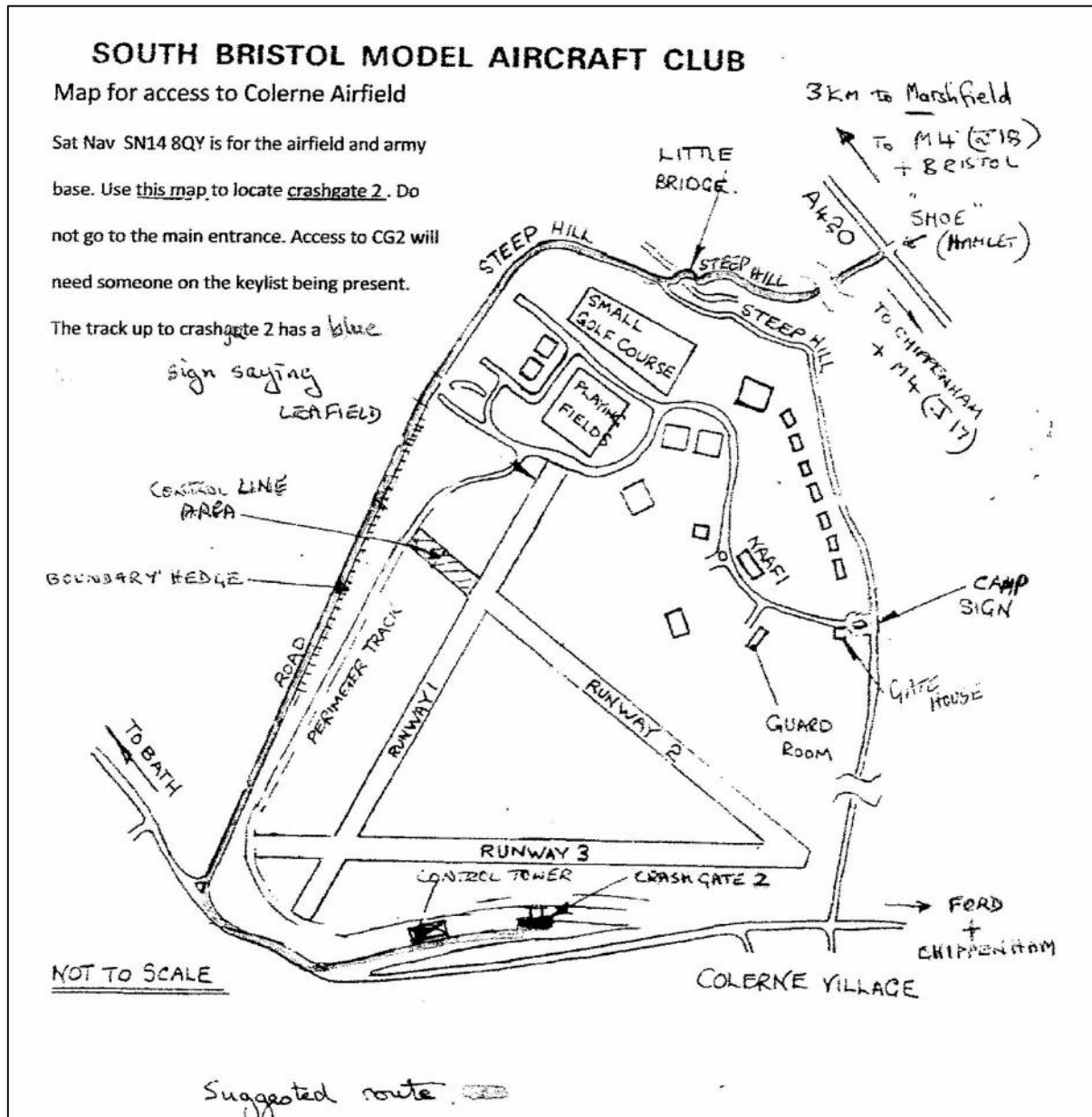
Here are some of the sketches and a picture from the article, should that whet your appetite for more let me know and I will release Google Translate onto the full four-page article for next month's report.

Next month, more on rotors and/or it will be 1936 magazines from Italy etc.



First up - dates for three events in July, August & September.

Final reminder about SAM1066 Cagnarata Day at RAF Colerne on 24th July. I won't repeat the comp details - see last month's NC for those but here is a reminder of the event & location.



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

Flying by courtesy of South Bristol Club.

Make the effort - turn up & have an enjoyable day. It's a real airfield!

Second is the Southern Area Gala at RAF Odiham on Saturday 6th August. An ad appeared in last month's NC but the uptake so far has been disappointing. Peter Carter is struggling to get even a reasonable attendance, so if you can - get in touch with him & make the effort. The ad is elsewhere in this NC. The old adage of "use it or lose it" rings so true.

Third is the Crookham Gala to be held on Salisbury Plain on 18th September. This again should be an event not to miss, particularly as we hope there will be a good turnout of Dixielanders for the combined power comp - maybe the most since the George Fuller 50th anniversary comp at Middle Wallop. Ad with details is elsewhere in this NC.

Having said all that, it is a sad fact that we are really a rapidly diminishing breed. Just look at the recent attendances for the 2 day Nationals & the last Area meeting on Salisbury Plain. Admittedly the weather for those wasn't the best but it is undeniable that mortality, age, fuel prices, Covid & the general state of the economy have & continue to play havoc with our beloved hobby - not to mention the continued loss of or denial of access to flying fields.

On the (slightly) plus side of the coin, Totton Indoor sessions have been booked for the 6 months of the Winter season - again an updated ad is in the NC with details.

What else - frankly not a lot of activity but our esteemed Editor & his able assistant (Rachel) will represent SAM 1066 at the formal opening of the BMFCA Centenary Exhibition at Buckminster in July and will no doubt provide us with a comprehensive report in a future NC. I plan to go early August, having promised Jim Wright to help out with a bit of stewarding for a few days, then on to the National Tram Museum at Crick & to the Newark Air Museum - should make a nice break. In dialogue with Manny Williamson, he has kindly agreed to take on board the remainder of Robin Kimber's gliders for disposal to any BMFA Members who visits Buckminster & would like one. More pics appear later in my notes & the remainder will be in the August NC. We already have one candidate to take a few on board which is excellent news.

4th Area Results from Salisbury Plain

Comb power: P. Tribe B + W 3.31: B.Aslett B + W 6.14: R.Vaughn Crookham 5.00

Comb Glider: D.Etherton Crookham 5.27

Vintage Rubber/Power: D.Cox Crookham 7.30 +2.50: J.Paton Crookham 3.45:

C.Redrup Crookham 1.52

Mini vintage: J.Paton Crookham 1.18

E30: Tony Shepherd Crookham 6.00+ 3.02: T.Grey Crookham 6.00 + 1.16:

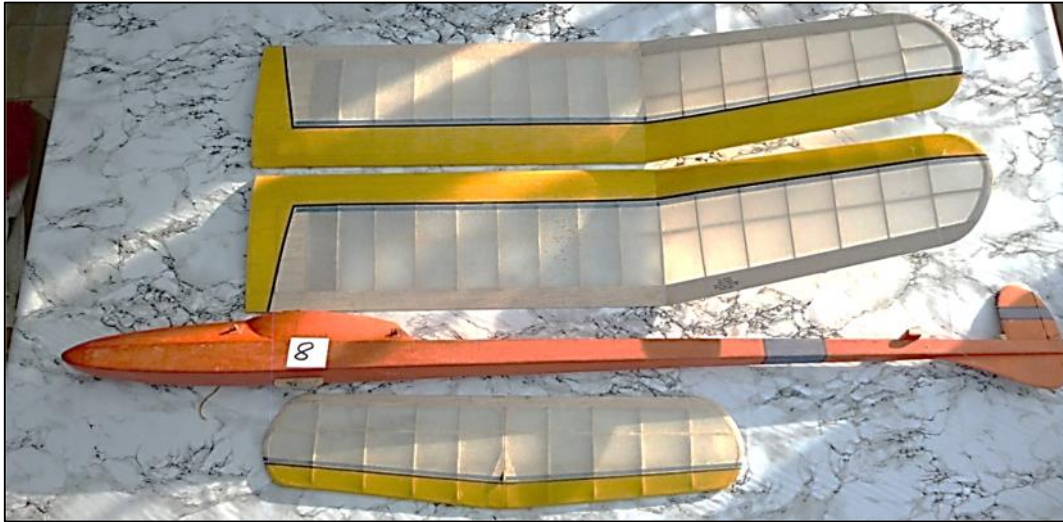
C.Redrup Crookham 5.53

Wind 15 mph mostly NNW with gusts. Our Chairman told me that retrievals were exceedingly lengthy & quite arduous. Certainly not the best of conditions. My thanks to David Cox for taking the scores as well as flying when yet another family gathering at short notice meant that I couldn't get to SP."

Second batch of Robin Kimber's Gliders



No 7: Wing Span 146cm; Chord 18cm; Fuselage length 108cm



No 8: Wing Span 176cm; Chord 18cm; Fuselage length 119cm



No 9: Wing Span 172 cm; Chord 16cm; Fuselage length 92cm – AH20?



No 10: Wing Span 144cm; Chord 17.5cm; Fuselage length 94cm



No 11: Wing Span 139cm; Chord 20.5cm; Fuselage length 109cm



No 13: Wing Span 149cm; Chord 17cm; Fuselage length 94cm



No 14: Wing Span 216cm; Chord 14cm; Fuselage length 110cm

*Offers are invited for the remaining items from Lindsey Smith's estate.
Please contact Secretary for addition details and any offers*

Id	Item	Manufacturer	Condition	P o s t	Span	Comments
1	P-51D North American Mustang	Union Model Co	NIB	*	340mm	Flying Foam plane from China. Box unopened
2	Westland Widgeon	West Wings	NIB	*	616mm	Classic Series
3	Rearwin Speedster	Golden Age Reproductions	NIB	*	30 in	From Seaglen Model Company, USA
4	Competitor	Keil Kraft	NIB	*	32 in	
5	Dayton-Wright Racer	Jelco Models	NIB	*	12 7/8 in	From C A Zaic Co USA
6	Luscombe Sedan	Replikit Classic	NIB	*	36 in	R-KK 150 range
7	Bell UH 1 Huey	Copter Concepts	NIB	*	?	From USA
8	Bristol Scout D	Lee's Hobbies	No box	*	13 in	Peanut scale
9	Luton Minor	Andrew Moorhouse	NIB	*	13 in	Peanut scale
10	Farman Sport	Gene Dubois	NIB	*	13 in	Peanut scale. One corner of box is dog-eared
11	Fairey Gannet	Replikit	NIB	*	20 in	Short kit, plan & printed balsa parts
12	De Havilland DH 82 Tiger Moth	Avetek Limited (NZ)	NIPackag e	*	?	Sealed package
13	Stinson SR-7	Comet	NIB	*	25 in	From USA
14	Domier DO 335	West Wings	NIB	*		Box little battered
15	Heinkel P1055	Easy Built Models	NIB?	*		Peanut?
16	Hawker Sea Fury FB11	West Wings	NIB	*		Classic Series
17	Hawker Hart	West Wings	NIB	*	632mm	Classic Series
18	Frog Single Seat Fighter (Mark V)	Frog	In box	*		Looks complete, pretty old
19	Swordfish	Veron Tru-Flite	NIB	*	?	Sealed box
20	Druine Turbulent	Peck-Polymers	NIB	*	12 in	Peanut scale+
21	Church Midwing	Classic Models	NIB	*	13 in	Peanut scale from USA
22	Stinson	Model Air	NIB	*	37.6cm	From Australia
23	Tiger Moth	Model Air	NIB	*	47.5cm	Box has been opened but all components look to be present
24	Focke-Wolf FW-190	Guillows	NIB	*	16 1/2 in	From USA
25	Aeronca C-3	Hi-Flier	NIB	*	18 in	Box has been opened & is bit battered, all components look present
26	Sopwith Triplane	Veron Tru-Flite	NIB	*	?	Box bit battered
27	Spitfire	Keil Kraft	NIB	*	?	Looks like one of original Flying Scale models
28	Grumman Avenger	Guillows	NIB	*	16 1/2 in	From USA
29	Nakajima A6M2-N Rufe	Guillows	NIB	*	16 in	From USA
30	SE5	Keil Kraft	NIB	*	16 in	Later version of Flying Scale model

31	Fairey Gannet	Keil Kraft	NIB	*	20 in	Later version of Flying Scale model
32	Short Seamew	Veron Tru-Flite	NIB	*	?	2
33	Westland Lysander	Keil Kraft	NIB	*	?	Looks like one of original Flying Scale models
34	Mitsubishi Zero	Guillows	NIB	* *	27 3/4 in	Multi puprpose kit: Rubber, 1/2A gas, U-Control or RC
35	Bristol Scout	Nowlen Aero	Poly Pack	*	13 in	Peanut from USA
36	Fokker Dr-1	Lees Hobbies	Poly Pack	*	13 in	Peanut from USA
37	Record Wrecker	Fresno Model Airplane Co	Not packaged	* *	?	Small rubber duration model. All bits, strip wood, tissue, components & plan
38	Dornier DO-335	Diels Engineering Inc	Not packaged	* *	22 9/16 in	Small rubber scale model. All bits, strip wood, tissue, components & plan
39	Gee Bee R-2	Herr Engineering	Not packaged	* *	25 in	Small rubber scale model All printed sheet & strip wood,prop & hardware
40	Lambert Monocoupe	Seaglen Model Co	Not packaged	* *	30 in	
41	Curtiss P-40E Tiger Shark	Comet	NIB	*	31 in	Multi puprpose kit: Rubber, 1/2A gas, U-Control or RC
42	Sopwith F.1 Camel	Revell	NIB	*	20.6 cm	1:28 scale plastic kit
43	Junkers Ju 87B Stuka	Revell	NIB	*	33.5 cm	1:28 scale plastic kit
44	Hawker Hurricane	Easy Built	NIB	* *	20 in	
45	Royal Aircraft Factory F.E.2b	Forma Plane	Looks NIB	*	7 in	1:72 scale styrene model
46	Avia CS-199	KP Plastikovy Model	NIB	*		1:72 scale plastic kit
47	Brewter F2A Buffalo	Tamiya	See comment	*		1:48 scale plastic kit, has been started but looks complete
48	German Luftwaffe Ace Pilot	Tamiya	NIB	*		1:16 scale plastic kit
49	Aichi M6A1 Seiran	MPM	Unopened	*		1:72 scale plastic kit with plan but but no box lid
50	Focke Wulf Fw190A8/A8R2	Tamiya	See comment	*		1:48 scale plastic kit, has been started but looks complete
51	Panavia 200 MRCA Tornado	LS Jet Series	NIB	*		1:144 scale plastic kit
52	007 James Bond's Autogyro	Airfix	NIB	*		1:24 scale plastic kit
53	Fairey Spearfish	Control Model Aircraft	NIB	*		1:72 scale vacuum formed kit
54	Military Minatures: GermanTank	Tamiya	NIB	*		1:35 scale plastic kit: crew at rest
55	Military Minatures: US Infantry	Tamiya	NIB	*		1:35 scale plastic kit: weapon set
56	KTM250MX with Motocross Rider	Tamiya	NIB	*		1:12 scale plastic kit
57	Racing Pit Team	Tamiya	NIB	*		1:20 scale plastic kit
This section is CO2, Compressed Air & Electric stuff						
	CO2 motor & accessories: 0.27cc	Modela	NIB			Box complete with external colour cover
	CO2 motor & accessories: 0.27cc	Modela	NIB			In box but missing external cover

Roger Newman
Email: rogerknewman@yahoo.com

Salisbury Plain Permits

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

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

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

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

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

No other use is permitted.

Flying on Area 8.

Flyers are reminded that it is Military (and therefore BMFA FFTC) requirement, that when civilians are accessing areas away from public rights of way that an adequate number of Red Card holders must be present. A Red Card holder is deemed to be responsible for up to 6 non-Red Card Holders.

It is also imperative that a Red Card holder phones 24 Hrs. Ops. before any flying takes place, and at the conclusion of flying. 24 hrs. Ops. need to know that there are civilians on a restricted Area, and that air movements are likely to take place. Remember that we have authorised, controlled access, and these requirements are for the safety of all concerned. Failure to observe these simple requirements could have consequences.

Anyone wishing to obtain a Red Card, can obtain one by attending a briefing at Westdown Camp.

I can arrange this.

Peter Watson. e mail. peterwatson47@hotmail.com

SAM1066 'CAGNARATA' CONTEST 24th July 2022 at RAF Colerne

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

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

Classes	K Factor	Max (secs)
E36 (Motor run 7 secs)	1	120
M/V Power	1	120
FIG / Vintage Coupe	1	120
F1H /A1	1	120
M/V Rubber	1	120
Open Vintage / Classic Glider	1	120
Tailless	1	120
P30	4/3	90
E30	4/3	90
CO2	4/3	90
Under 25in Vintage Rubber	3/2	80
Hi Start Glider	3/2	80
at /HLG	2	60
E20 (Open class) 8 sec run	2	60

Note 1: All fliers must be BMFA members

Note 2: 3 flights for comp, no rounds

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

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

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

Free entry for partners.

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

QUICK - A SLICKER

Could somebody possibly loan a Slicker for the BMFA Centenary exhibition at Buckminster. We need an example of this iconic early pylon kit model, any size from a Mite to a 60. Setting up is from July 10th and the exhibition ends on Aug. 31st.

Please contact Jim Wright urgently if you can help now at:

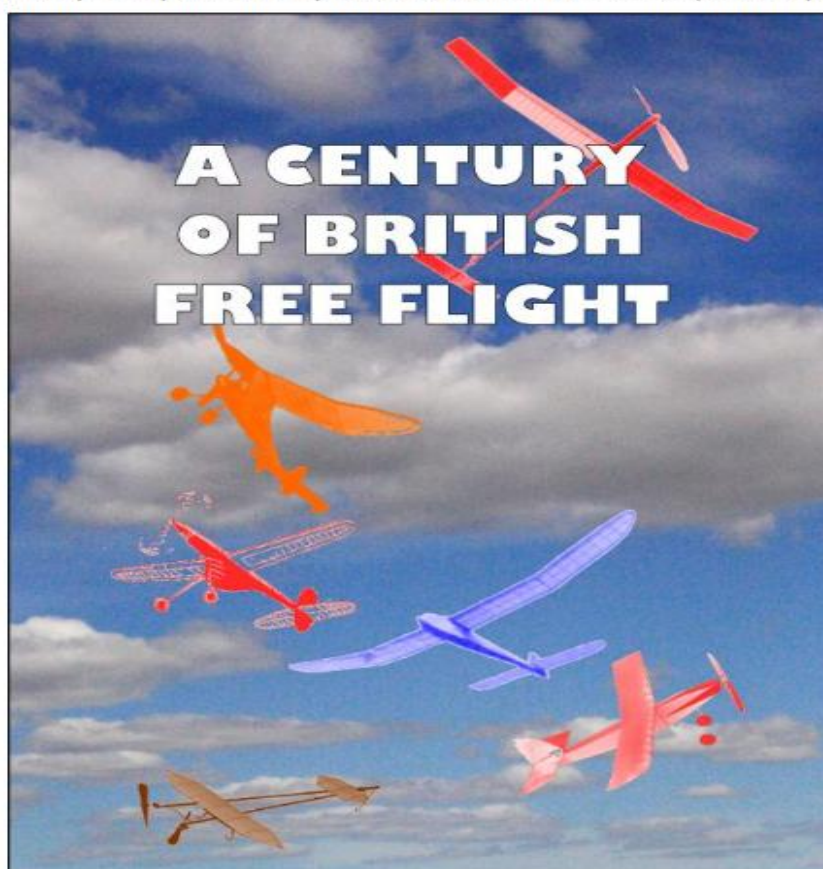
jim.wright@dsl.pipex.com.

A CENTURY OF BRITISH FREE FLIGHT

A new book, A Century of British Free Flight, has just been published to mark the BMFA's centenary. 155 pages of text, plans and photographs in colour and black and white trace the development and history of free flight from before Bleriot crossed the Channel to the present day. Nine authors have pooled their talents to cover everything from the rise of the Vintage movement to electronic timers and GPS tracking.

The histories of gliders, scale, rubber, electrics, power models and indoor are all explored by people who've spent most of their lives flying their classes. Although there's no 2022 Free Flight Forum Report we think A Century of British Free Flight will more than fill the gap. All proceeds will go towards defraying the expenses of those representing the United Kingdom in teams competing at the World and European Free-Flight Championships.

The UK price is £20.00 on the flying field or £22.00 by mail; to Europe it's £25.00 and anywhere else it's £28.00. Cheques should be payable to 'BMFA F/F Team Support Fund' in pounds sterling, drawn on a bank with a UK branch; you may also order by credit card, which is a lot easier (and cheaper).



Copies are available from:

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



EAST ANGLIAN GALA

30 and 31 July 2022. 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; the Garden Caravan Site, Barmer Hall, Syderstone, 01485 578220 and Fakenham Camp Site, Fakenham.campsite@gmail.com

Saturday 30 July	Sunday 31 July
Combined Rubber	Combined Power
Vintage Rubber/Power	Combined Electric
Classic Glider	Combined Glider
Tailless	Mini Vintage
E36	Classic Rubber/Power
P30	CO2
HLG-CLG.	Vintage Glider
SAM 35 4 Oz Wakefield	SAM 35 8 Oz Wakefield

BMFA rules apply for above events .

Start time each day 9.00 am, finish 6.00 pm. Competition entry £10.00 each day for events taking place on the field. .

Location. Sculthorpe airfield, OS Map reference TF 852300. 100 Metres in a NE direction along the B1454 from its junction with the A148 road from Kings Lynn to Fakenham. No refreshments on the field this year but there is a cafeteria close to the entrance. There will be toilets. 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 register and pay the £5.00 site fee at control.

For further information on this event contact:
Michael Marshall 01223 246142 or mandrshall@gmail.com

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

2022
Sep 24 - Oct 22 - Nov 19 - Dec 17
2023
Jan 14 - Feb 11 - Mar 11 - Apl 8 - May 8

Flying 2-30 til 5-30

Admission - Flyers £8.00- Spectators £2.00

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

For further information phone Colin Shepherd
07749817767 or 0121 5506132 or e-mail cosh43@hotmail.com

Free Magazines

There are:-

Aeromodellers: 7 x 1955, 6 x 1956 and Jan 2013 to Nov 2021 complete.
Sam Speaks 2007

AMI Aug '02 to Apr '04

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

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

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

I want nothing for them just a good home!

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

If interested contact john-richardson@btconnect.com or 01233 668767

Address is still 21 Beaver Road, Ashford

MODELS FOR THE CENTENARY EXHIBITION

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

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

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

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

Jim is at jim.wright@dsl.pipex.com, phone 01525-221543 and

Martin is at martindilly20@gmail.com, phone 0208-7775533.

Cocklebarrow Vintage R/C

Sundays

17th Jul: 21st Aug: 25th Sep

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

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

BMFA Insurance Essential

**Contact: Tony Tomlin
Tel: 02086413505 & 07767394578**

Southern Area BMFA Free Flight Gala

R.A.F. Odiham

Saturday August 6th 2022.
0900–1800hrs,

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

Competitions

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

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

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

Name
Address

Contact details(phone/e-mail)
BMFA no

Vehicle. Reg no, Make, model and colour.

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

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

Peter Carter:-
74 Buckland Avenue,
Basingstoke, Hants, RG226JA
Tel 01256 352922. E-Mail. P.carter34@btinternet.com

Peterborough Flying Aces Nationals

Saturday 3rd September 2022

at

Ferry Meadows, Nene Park, Peterborough PE2 5UU.

Competitions 10.00 to 16.15

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

PLEASE NOTE! NO GROUND PENETRATING STOOGES PERMITTED

Revel in the special atmosphere created at this unique event.

Toilets, Café, and Park Visitors Centre.

Contact: Luke Goymour on 07752 236645 or revgoymour@googlemail.com

See also Peterborough MFC Website at www.peterboroughmfc.org

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

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

THE CROOKHAM GALA 2022

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

EVENTS

Modern And Vintage Coupe combined

(3 flights only. Prize for best vintage score)

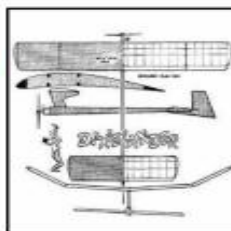
Combined Glider: Mini Vintage: E36

(Prize for best Classic A1)



COMBINED POWER

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



CASH AND WINE PRIZES FOR ALL CLASSES

Comps Start: 10.00am Finish 5.00pm

Contact: Chris Redrup: Tel; 01483 487273

Mob; 07544533509, email chrisredrup@yahoo.com

Supported by Southern Area BMFA

Croydon Coupe Europa

9th October

Salisbury Plain Area 8

Start 10.00 am

F1G (in rounds), & Vintage Coupe

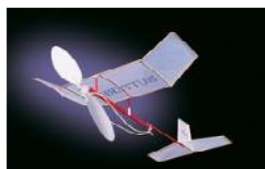
Contact Ray Elliott tel 07513 649734

Email ray.elliott8@btinternet.com

There will also be events organised by SAM1066

Southern Coupe League Calendar 2022

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



Flitehook
Indoor Free Flight
 West Totton Community
 Centre
 SO40 8WU



2022 Autumn/Winter Dates

**Weds: 21stth Sept; 19th Oct;
 16th Nov; 21st Dec;**

12.00 noon – 4.00 pm

BMFA Membership mandatory

£8 per session

Easy access; Café; Toilets; Parking

Flitehook Sales Table

Spectators & Juniors are free of charge

Any queries – email rogerknewman@yahoo.com or phone 02392 550809



Supported by Southern Area BMFA



Waltham Chase Aeromodellers
Indoor Free Flight Meetings

At

**Wickham Community Centre
 Mill Lane, Wickham
 Hants, PO17 5AL**

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

2022 Dates:

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

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

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

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

E30/RDT/BMK/E20 Batteries

The 75mAh lipo's which I sell for E30 now come with Micro JST plugs which make them suitable for BMK timers etc. Since they do not have the current limiter, they work well with the Band Burner and can also be used as lightweight E20 batteries. Just send me £10 and I will put 4 in a Jiffy bag. I still have some without connectors which are now 5 for £10. Ron Marking, Pros Kairon, Pennance Road, Lanner, Redruth TR16 5TF. Alternatively, use PayPal but e-mail me your address. ron.marking@btinternet.com

CARBON BOOMS For Hand Launched Gliders

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

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

Contact Martin Dilly to order

Tel: 0208 7775533 or e-mail martindilly20@gmail.com.

FREE FLIGHT SUPPLIES

MICHAEL J. WOODHOUSE

12 MARSTON LANE, EATON, NORWICH

NORFOLK, NR4 6LZ, U.K.

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

e-mail: mike@freeflightsupplies.co.uk.

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

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

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

ORDERS and PAYMENT

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

WESTERN UNION, PAYPAL

AVAILABLE

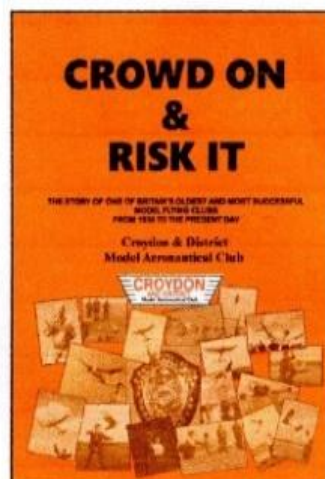
LIGHTWEIGHT COVERING MATERIALS - HI-TECH MATERIALS - FIXINGS - RUBBER - RUBBER MODEL PROPELLERS - TIMERS - KP AERO MODELS - TOOLS - PLANS - KITS - "HOW TO DO IT" PUBLICATIONS - BOOKS.

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

CROWD ON & RISK IT

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

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



Just £8 by PayPal or cheque.

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

DILLY JAP IS BACK

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

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

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

I'm on 0208-7775533 or e-mail: martindilly20@gmail.com

INDEPENDENT REVIEW OF DILLY JAPANESE TISSUE

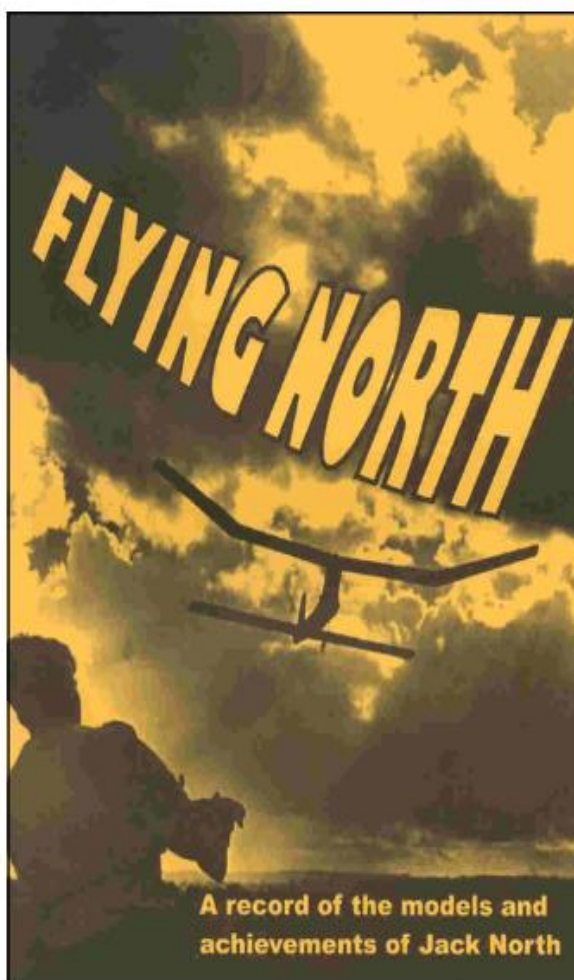
The following appeared on the Hip Pocket Aeronautics Builders' Forum. Nine different tissues were tested, doped and un-doped.

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

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

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

THIRD RE-PRINT JUST ARRIVED



FLYING NORTH

A goldmine for vintage and nostalgia model flyers -

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

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

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

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

READERS' FEEDBACK

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

"I hope it becomes a classic."

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

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

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

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

"The best aeromodelling book since the Zaic Yearbooks"

Price £20.00 in the UK, £24 airmail to Europe and £30 elsewhere.
Contact Martin Dilly on +44 (0)208-7775533 or e-mail martindilly20@gmail.com

FREE FLIGHT FORUM REPORT 2021

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

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



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

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

FREE FLIGHT FORUM REPORTS OVERSTOCK SALE

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

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

1998 - Computer-Aided F1A Fuselage Layout by Mike Fantham; Fast Track to F1C Flying by John Cuthbert; Micro-Meteorology and Thermals by Mark Gibbs; The Latest Thinking in F1B Trimming by Peter King; F1A Tailplane Structures by Mike Fantham; Is the Weather Better on a Sunday or a Monday? by Phil Ball; A Practical Introduction to Electric Free-Flight by John Godden; Avionics and the Future of Free-Flight by Mike Fantham; GPS - A Global Position Paper by Julian McCormick; Builder of the Model - Where Next? by Mike Fantham

2016 - Indoor Scale Free Flight Gliders by Andy Sephton; Juniors in Free Flight by Mark Gibbs; Carbon Fibre for Aeromodellers by Mick Lester; The Making and Testing of F1B Rubber Motors by Peter Brown; Computations at Low Reynolds Number and a New Aerofoil for F1G (Coupe d'Hiver) Models by Alan Brocklehurst; Carbon Fibre Covered Prop Blades from Simple Tooling by Phil Ball; Weather Forecasts - How Good Are They and How to Interpret Them by Mark Gibbs; Capitalising on Low Drag Aerofoils and All That by Alan Brocklehurst; Basic Propeller Theory by Andy Sephton; Methanol to Lithium by Peter Watson; Some Interesting & Successful Models from 2015 by Phil Ball; Dave Greaves 1942-2016 - An Appreciation

To clear the excess we're offering all three Reports together at a special discount price of £15.00, a saving of £21 on the single copy prices. To Europe the cost is £18 and anywhere else it's £21. Cheques should be payable to 'BMFA F/F Team Support Fund' in pounds sterling, drawn on a bank with a UK branch; you may also order by credit card, which is a lot easier (and cheaper). Copies are available from :

Martin Dilly, 20, Links Road, West Wickham, Kent BR4 0QW

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

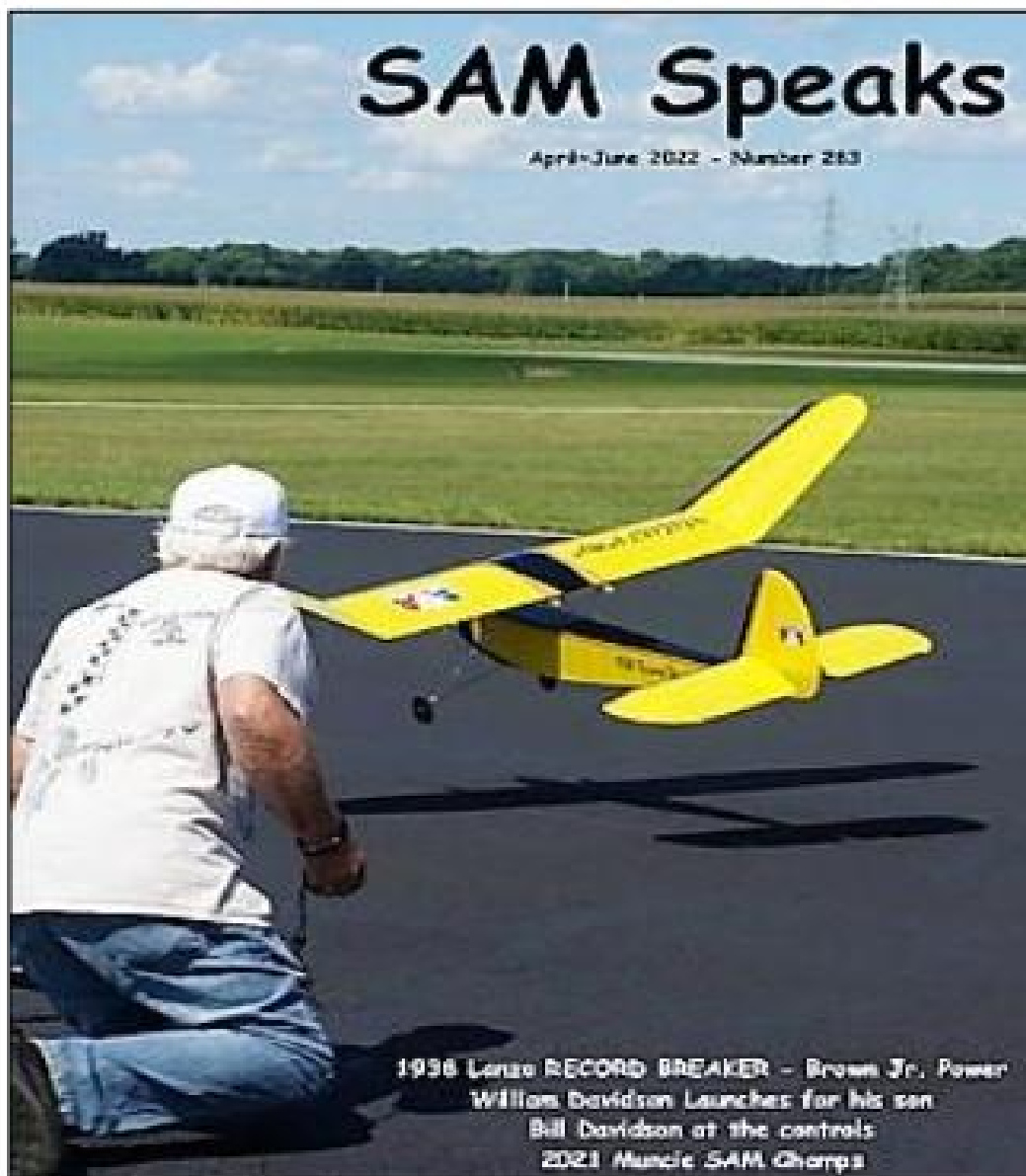
SAM Speaks USA.

This bi monthly emagazine can be obtained from the Society of Antique Modellers. Web site

<http://www.antiquemodeler.org/>

for the modest cost of \$30 pa.

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



Provisional Events Calendar 2022

With competitions for Vintage and/or Classic models

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

February 27 th	Sunday	BMFA 1st Area Competitions
March 27 th	Sunday	BMFA 2nd Area Competitions
April 3 rd	Sunday	Le Petit Classique de Brum, N Luffenham
April 15 th	Good Friday	Northern Gala, Barkston
April 18 th	Easter Monday	Croydon Wakefield Day + SAM1066 , Salisbury Plain
May 1 st	Sunday	BMFA 3 rd Area Competition
May 7 th	Saturday	London Gala, Salisbury Plain
May 8 th	Sunday	London Gala, Salisbury Plain
May 29 th	Sunday	FF Nationals, Mini , N Luffenham
June 4 th	Saturday	FF Nationals , Salisbury Plain
June 5 th	Sunday	FF Nationals , Salisbury Plain
June 19 th	Sunday	BMFA 4 th Area Competitions
July 10 th	Sunday	BMFA 5 th Area Competitions
July 24 th	Sunday	SAM1066 Club (BMFA) Centenary event. RAF Colerne
July 30 th	Saturday	East Anglian Gala, Sculthorpe
July 31 st	Sunday	East Anglian Gala, Sculthorpe
August 6 th	Saturday	Southern Area BMFA Gala, RAF Odiham
August 21 st	Sunday	Southern Gala, Salisbury Plain
September 3 rd	Saturday	Peterborough Flying Aces, Ferry Meadows
September 3 rd	Saturday	Stonehenge Cup, Salisbury Plain
September 4 th	Sunday	Equinox Cup, Salisbury Plain
September 11 th	Sunday	BMFA 6 th Area Competitions
September 16 th	Friday	Indoor FF Nationals, Daventry Leisure Ctr.
September 17 th	Saturday	Indoor FF Nationals, Daventry Leisure Ctr.
September 18 th	Sunday	Indoor FF Nationals, Daventry Leisure Ctr.
September 18 th	Sunday	Crookham Gala, Salisbury Plain
October 2 nd	Sunday	BMFA 7 th Area Competitions
October 9 th	Sunday	Croydon Coupe Europa + SAM1066 Salisbury Plain.
October 16 th	Sunday	BMFA 8th Area Competitions
October 29 th	Saturday	Midland Gala, Venue T.B.C.
November 6 th or November 13 th	Sunday	Buckminster Gala

Please check before travelling to any of these events.

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

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

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 Hook	-	www.flitehook.net
Mike Woodhouse	-	www.freeflightsupplies.co.uk
BMFA	-	www.bmfa.org
BMFA Southern Area	-	www.southern.bmfa.uk
SAM 35	-	www.sam35.org
National Free Flight Society (USA)	-	www.freeflight.org
Ray Alban	-	www.vintagemodelairplane.com
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	-	www.norcim-rc.club
Model Flying New Zealand	-	www.modelflyingnz.org
Raynes Park MAC	-	www.raynesparkmac.c1.biz
Sweden, Patrik Gertsson	-	www.modellvänner.se
Magazine downloads	-	www.rclibrary.co.uk
Aerofred Plans	-	www.aerofred.com
South Bristol MAC	-	www.southbristolmac.co.uk

control/left click to go to sites

Are You Getting Yours?

- Membership Secretary

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

P.S.

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

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

Your editor
John Andrews